



DEPARTMENT OF CITY PLANNING

APPEAL RECOMMENDATION REPORT

City Planning Commission

Date: Thursday, June 8, 2023
Time: After 8:30 A.M.*
Place: Los Angeles City Hall
Council Chambers, Room 340
200 North Spring Street
Los Angeles, CA 90012

And via Teleconference. Information will be provided no later than 72 hours before the meeting on the meeting agenda published at <https://planning.lacity.org/about/commissionsboards-hearings> and/or by contacting cpc@lacity.org

Public Hearing: June 8, 2023
Appeal Status: Not further appealable
Expiration Date: June 8, 2023
Multiple Approval: Yes

Case No.: DIR-2021-7344-SPR-TOC-HCA-1A
CEQA No.: ENV-2020-5078-CE
Incidental Cases: N/A
Related Cases: N/A
Council No.: 1 – Hernandez
Plan Area: Westlake
Specific Plan: None
Certified NC: Westlake North
GPLU: Community Commercial
Zone: C2-1
Applicant: Benbaroukh, LLC
Representative: Ugonna Mbelu, Icon & Ikon, Inc.
Appellant 1: Enrique Velasquez, Coalition for an Equitable Westlake MacArthur Park
Appellant 2: Carlos Rene Marroquin Cabrera
Appellant 3: Laura Guido
Appellant 4: Vilma Yaneth Cabrera Lopez and Santos Oxla Hernandez
Appellant 5: Supporters Alliance for Environmental Responsibility (SAFER)
Appellant 5's Representative: Richard Drury, Lozeau Drury LLP

PROJECT

LOCATION: 550 South Union Avenue; 1701, 1709, 1715, 1717, and 1717 ½ West 6th Street

PROPOSED PROJECT:

The construction, use, and maintenance of a seven-story, mixed-use building containing approximately 105,622 square-feet of floor area, comprised of 17,224 square-feet of commercial floor area and 88,398 square-feet of residential floor area, on a 29,058 square-foot site, resulting in a Floor Area Ratio ("FAR") of 3.63:1. The project will include 100 dwelling units, 10 of which will be reserved for Extremely Low Income Households. The building will rise to a maximum height of approximately 92 feet. 72 vehicle parking spaces, 125 long-term bicycle parking spaces, and 32 short-term bicycle parking spaces will be provided within the subterranean parking garage, the ground floor, and the second floor. The project includes 16,478 square-feet of open space, consisting of a 2,066 square-foot gym on the second floor, a 4,466 square-foot courtyard and a 977 square-foot community hall on the third floor, a 7,219 square-foot roof deck, and 1,750 square-feet of private open space. Additionally, the project requires the export of 21,400 cubic yards of earth and the removal of one (1) non-protected tree on-site with a trunk diameter greater or equal to eight (8) inches.

APPEAL: Five (5) appeals of the Director of Planning’s determination conditionally approving a Transit Oriented Communities Affordable Housing Incentive Program project and Site Plan Review for a project that results in the construction of 50 or more dwelling units, pursuant to Los Angeles Municipal Code (“LAMC”) Sections 12.22 A.31, 12.22 A.25(g) and 16.05.

RECOMMENDED ACTIONS:

1. **Determine** that, based on the whole of the administrative record as supported by the justification prepared and found in the environmental case file, the project is exempt from the California Environmental Quality Act (“CEQA”) pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines applies;
2. **Deny** the appeals **and sustain** the Director of Planning’s Determination for the construction, use, and maintenance of a seven-story, mixed-use building which will 17,224 square-feet of commercial floor area and 100 dwelling units, 10 of which will be reserved for Extremely Low Income Households; and
3. **Adopt** the Revised Conditions of Approval and Findings.

VINCENT P. BERTONI, AICP
Director of Planning



Jane J. Choi, AICP, Principal City Planner



Vanessa Soto, AICP, Senior City Planner



Yi Lu, AICP, City Planner



Erick Morales, Planning Assistant
erick.morales@lacity.org

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 *City Planning Commission Secretariat, 200 North Spring Street, Room 272, 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 Commissions 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 its 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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- Exhibit B: Letter of Determination (DIR-2021-7344-SPR-TOC-HCA)
- Exhibit C: Class 32 Categorical Exemption (ENV-2020-5078-CE)
- Exhibit D: Appeal No. 1 (Coalition for an Equitable Westlake MacArthur Park)
- Exhibit E: Appeal No. 2 (Carlos Rene Marroquin Cabrera)
- Exhibit F: Appeal No. 3 (Laura Guido)
- Exhibit G: Appeal No. 4 (Vilma Yaneth Cabrera Lopez and Santos Oxlaj Hernandez)
- Exhibit H: Appeal No. 5 (Supporters Alliance for Environmental Responsibility)
- Exhibit I: Revised Conditions for DIR-2021-7344-SPR-TOC-HCA
- Exhibit J: Revised Findings for DIR-2021-7344-SPR-TOC-HCA

PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project site is comprised of four (4) contiguous lots with an area of approximately 29,058 square-feet as well as approximately 140 feet of frontage along the western side of Union Avenue and approximately 210 feet of frontage along the northern side of 6th Street. The site is presently improved with a surface parking lot, a dollar store, and a swap-meet style mall. The project site is zoned C2-1 and is designated for Community Commercial land uses in the Westlake Community Plan. The proposed project site qualifies as a Tier 3 Transit Oriented Communities housing project based on being located within one half mile from the Metro Westlake / MacArthur Park Station, which is served by the Metro B (Red) and D (Purple) Lines. The proposed project site is also located within a Transit Priority Area, a State Enterprise Zone, the Westlake Recovery Redevelopment Project Area, an Urban Agriculture Incentive Zone, and a BOE Special Grading Area. On January 6, 2021, Planning staff completed an administrative review of the proposed project with the Westlake Recovery Redevelopment Plan and determined the project conforms to the Redevelopment Plan.

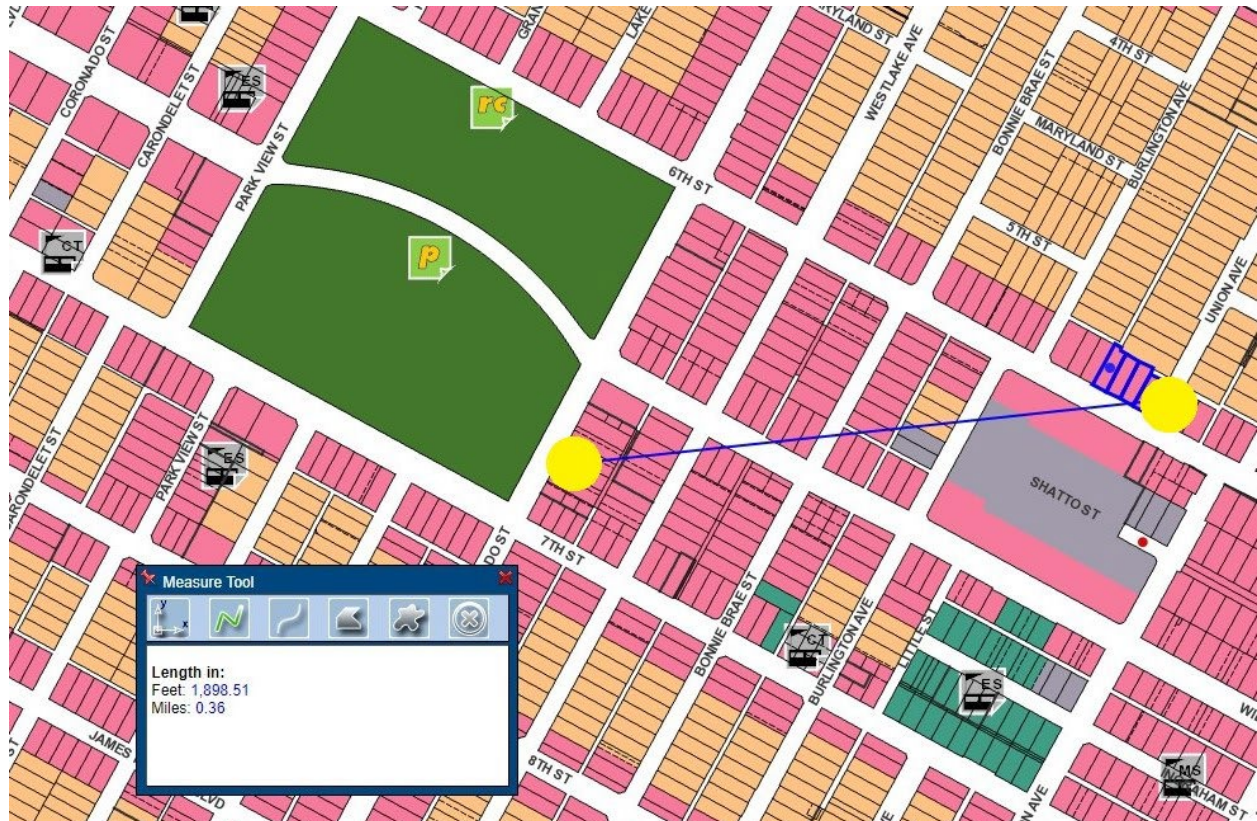
The proposed project is for demolition of two existing single-story commercial buildings and a surface-level parking lot and the construction, use, and maintenance of a seven-story, mixed-use building that will be comprised of approximately 17,224 square-feet in commercial floor area and 88,398 square-feet in residential floor area for an approximate total of 105,622 square-feet of floor area for a proposed floor area ratio ("FAR") of 3.63:1. The project will include 100 dwelling units, of which 10 units, or 10 percent of the total units, will be reserved for Extremely Low Income Households. The project will provide a total of 72 vehicle parking spaces (50 residential and 22 commercial), 125 long-term bicycle parking spaces (115 residential and 10 commercial), and 32 short-term bicycle parking spaces (8 residential and 24 commercial) within the subterranean parking garage, the ground floor, and the second floor. The project will also include 16,478 square-feet of open space, consisting of a 2,066 square-foot gym on the second floor, a 4,466 square-foot courtyard and a 977 square-foot community hall on the third floor, a 7,219 square-foot roof deck, and 1,750 square-feet of private open space. Additionally, the project requires the export of 21,400 cubic yards of earth and the removal of one (1) non-protected tree on-site with a trunk diameter greater or equal to eight (8) inches.

TRANSIT ORIENTED COMMUNITIES

Measure JJJ was adopted by the Los Angeles City Council and established the Transit Oriented Communities (TOC) Affordable Housing Incentive Program. The measure required that the Department adopt a set of TOC Guidelines, which establishes incentives for residential and mixed-use projects located within one-half mile of a major transit stop, as defined under existing State law. The TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines), released on September 22, 2017, and amended on February 26, 2018, established a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

The project site is located within 2,640 feet from the Metro Westlake/MacArthur Park Station which is served by the Metro Purple (D) and Red (B) Lines and is a major transit stop. The project site is therefore located in Tier 3 of the Transit Oriented Communities ("TOC") Affordable Housing

Incentive Program and is eligible for Tier 3 incentives. The project is eligible to receive Base Incentives along with one (1) Additional Incentive, as requested, because the project will reserve at 10 units, or 14 percent of the base 73 units, for Extremely Low Income Households. Per Section IV of the TOC Guidelines, an eligible TOC project needs only to reserve four (4) percent of the base units, in this case three (3) units, for Extremely Low Income Households for one (1) Additional Incentive. As such, the project fulfills the Tier 3 TOC eligibility requirements for on-site restricted affordable units.



Distance between the Metro Westlake/MacArthur Park Station and the project site as measured using the Zone Information and Map Access System (ZIMAS) (May 11, 2023)

Pursuant to the TOC Affordable Housing Incentives Program, the project was determined to be eligible for the following three (3) Base Incentives which are granted by-right for eligible TOC projects, and one (1) Additional Incentive to construct the proposed project:

Base Incentives.

- a. **Density.** Increase the maximum number of dwelling units by up to 37 percent to allow a maximum residential density of 100 units in lieu of 73 base units otherwise allowed;
- b. **Floor Area Ratio ("FAR").** Increase in the FAR to 3.63:1 in lieu of the 1.5:1 FAR otherwise allowed in the C2-1 Zone; and
- c. **Parking.** Provide automobile parking at a ratio of 0.5 spaces per residential unit and a 30-percent reduction in non-residential parking in a mixed-use project to allow a minimum of 50 residential parking spaces and 22 commercial parking spaces, as allowed for an eligible Tier 3 TOC project.

Additional Incentive.

- d. **Yards/Setbacks.** Utilization of RAS3 yards/setbacks as allowed for an applicable TOC project in a commercial zone
- i. **Residential Northerly Side Yard Setback.** Provide a minimum side yard setback of five feet
 - ii. **Residential Southerly Side Yard Setback.** Provide a minimum side yard setback of five feet.
 - iii. **Residential Westerly Rear Yard Setback.** Provide a minimum rear yard setback of five feet.

The Director of Planning's Determination issued on December 23, 2022 mentioned residential setbacks for the project that are incorrect. The Director's Determination mistakenly refers to the commercial side-yard setbacks as the residential side-yard setbacks and to the proposed front- and rear-yard setbacks as the minimum front- and rear-yard setbacks. To rectify the error, Planning staff has prepared Revised Conditions of Approval and Findings to correct the residential setbacks granted to the project (see Exhibits I and J). The correct residential setbacks are also provided above. The corrections do not modify the project or grant the project any additional incentive beyond what was originally requested for approval. The project must provide at least five-foot residential side-yard setbacks along its northern and southern sides instead of the one foot and three-inch side-yard setbacks mentioned in the Director's Determination. The project must also provide at least a five-foot westerly rear yard setback instead of the five foot and three-inch rear yard mentioned in the Director's Determination. Finally, as the project site is located in the C2-1 Zone, it does not have to provide any front yard setback along the easterly side of the property.

SURROUNDING PROPERTIES :

The project site is located in an urbanized neighborhood in the Westlake Community Plan. Land uses close to the project site consist of both residential and commercial uses. Lots to the north are zoned R4-1 and developed with one- and two-story multi-family residences. Lots to the south are zoned C2-2, R4P-2, R5P-2, and C4-2 and are developed with a shopping center. Lots to the east are zoned C2-4 and are developed with a single-story commercial building. Lots to the west are zoned C2-1 and are developed with a five-story office building and a fast-food restaurant.

STREETS AND CIRCULATION

Union Avenue, adjoining the project site to the east, is a designated Collector Street, dedicated to a right-of-way width of 66 feet and a roadway width of 40 feet, and improved with asphalt roadway, concrete curb, gutter, and sidewalk. A dedication of 3 feet is required and provided.

6th Street, adjoining the project site to the south, is a designated Avenue II, dedicated to a right-of-way width of 86 feet and a roadway width of 56 feet, and improved with an asphalt roadway, concrete curb, and sidewalk. A dedication of 1 foot and 9 inches is required and provided.

Public Alley, adjoining the property to the north, is dedicated to a right-of-way width of 20 feet.

APPEAL ANALYSIS

On December 23, 2022, the Director of Planning approved a Transit Oriented Communities ("TOC") Affordable Housing Incentive Program and Site Plan Review project involving the

construction, use, and maintenance of a 100-unit residential apartment building, of which 10 dwelling units will be reserved for Extremely Low Income Households for a period of 55 years with Tier 3 Incentives. On January 9, 2023, the Department of City Planning received five (5) appeals of the project from (1) Enrique Velasquez on behalf of the Coalition for an Equitable Westlake MacArthur Park, (2) Carlos Rene Marroquin Cabrera, the manager of the Tropical Plaza Mall, (3) Laura Guido, a tenant of the Tropical Plaza Mall, (4) Vilma Yaneth Cabrera Lopez and Santos Oxlaj Hernandez, tenants of the neighboring property to the north, and (5) the Supporters Alliance for Environmental Responsibility (“SAFER”). Given that the Coalition for an Equitable Westlake MacArthur Park and SAFER are not tenants or abutting neighbors of the project site, both organizations are limited to appealing only the Site Plan Review entitlement. All appeals are provided in their entirety as Exhibits D, E, F, G, and H for reference.

The following section provides a summary of the appellants’ points and responses from Planning staff to each point. Given that the appellants’ reasons for challenging the Director’s Determination largely overlap, Planning staff has consolidated the appeals into three (3) separate points.

Appeal Point 1: *The project is not in substantial conformance with the Framework Element of the General Plan, the Community Plan, or the Wilshire/Koreatown Recovery Redevelopment Plan.*

Staff Response:

The first appeal, submitted by Enrique Velasquez on behalf of the Coalition for an Equitable Westlake MacArthur Park, claims that the project fails to conform to the Framework Element of the General Plan, the Wilshire Community Plan, and the Wilshire/Koreatown Redevelopment Plan. The project is not located in either the Wilshire Community Plan or the Wilshire/Koreatown Redevelopment Plan, but it is actually located in the Westlake Community Plan and the Westlake Recovery Redevelopment Project Area.

General Plan Framework

Appellant 1 first claims that the project does not substantially conform to the goals of the Framework Element of the General Plan. The General Plan serves as a comprehensive policy document that guides the City’s future land use decisions. Appellant 1 states that the project particularly violates the following goals by supposedly neglecting to address the needs of the existing community:

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City’s long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable [sic] city.

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

Contrary to Appellant 1’s claim, the proposed project instead serves to fulfill these goals in the Framework Element. The proposed project is a mixed-use building which will include 17,224 square-feet of commercial floor area (13,046 of which will be designated for retail and office uses) and 100 dwelling units, 10 of which will be reserved for Extremely Low Income Households. Presently, the project site is developed with a surface parking lot, dollar store, and swap-meet

style mall. According to ZIMAS, the two existing commercial buildings on the project site currently total 15,450 square-feet. Therefore, the proposed project replaces the existing amount of commercial space, which will create opportunities for economic growth and opportunity in the community.

Appellant 1 also claims that the proposed project will result in “indirect displacement of low-income residents caused by the influx of market-rate units,” but does not provide any explanation as to how this project will exactly contribute to such an outcome. Instead, the proposed project creates housing opportunities for 10 households that cannot afford market-rate rents on a site where there is currently no housing. Additionally, these units will be within one-half mile of the Metro Westlake / MacArthur Park Station, which is consistent with the Framework’s strategy of encouraging and accommodating growth near transit.

Westlake Community Plan

In 1997, the City Council adopted the Westlake Community Plan. The Community Plan serves to enhance the existing neighborhoods while also providing housing opportunities, preserving community identity, encouraging development around transit, generating economic opportunity, and improving commercial areas and the built environment. The Land Use Designations and corresponding zones in the Westlake Community Plan are implemented through the zoning regulations in the Los Angeles Municipal Code (“LAMC”), including applicable ordinances that are codified in the LAMC.

Per the Community Plan, the project site is zoned C2-1 and designated for Community Commercial land uses. The project site is presently developed with a surface parking lot, a dollar store, and a swap-meet style mall known as the Tropical Plaza Mall. The applicant has proposed the demolition of the existing structures and the construction of a seven-story, mixed-use building that will include 100 dwelling units, 10 of which will be restricted for Extremely Low Income Households, and 17,224 square-feet of commercial floor area (13,046 of which will be designated for retail and office uses). As proposed, the project is consistent with the following residential land use objectives of the Westlake Community Plan:

Objective 1: To designate a supply of residential land adequate to provide housing of the types, sizes, and densities required to satisfy the varying needs and desires of all segments of the community’s population.

Objective 2: To conserve and improve existing viable housing for persons desiring to live in Westlake, especially low and moderate income families.

Objective 3: To sequence housing development so as to provide a workable, efficient, and adequate balance between land use, circulation, and service system facilities at all times.

The project also proposes to create 17,224 square-feet of commercial floor area, 13,046 of which will be designated for retail and office uses at street-level. This is in line with the commercial land use objectives of the Community Plan, which encourage new commercial developments, especially with access to public transportation. The proximity of the Metro Westlake / MacArthur Park Station helps to meet these objectives.

Westlake Recovery Redevelopment Plan

The project site is located within the Westlake Recovery Redevelopment Plan (“WRR Plan”), which was adopted by the City Council on May 12, 1999, and will expire on May 12, 2030. On January 6, 2021, Planning staff completed an administrative review of the proposed project and determined that it conforms to the WRR Plan.

According to the administrative review, the project is consistent with Sections 502, 503.1, and 503.2 of the WRR Plan. The project proposes the construction of a seven-story, mixed-use building that will including ground floor commercial space and 100 dwelling units, 10 of which will be reserved for Extremely Low Income Households. The development of residential uses as proposed by the project is allowed in commercial areas such as the subject site, which is designated for Community Commercial land uses. Furthermore, the project is consistent with the following land use objectives of the WRR Plan:

Commercial No. 1: To promote the economic well being of Westlake through the encouragement of the revitalization of viable commercial areas.

Safety No. 4: To enhance the safety of residents, business owners, employees and visitors, and their property.

Housing No. 8: To make provisions for housing as is required to satisfy the needs and desires of the various age, income, and disabled groups of the community, maximizing the opportunity for individual choice.

Housing No. 10: To provide housing choices and to increase the supply and improve the quality of housing for all income and age groups, especially affordable housing including housing for very low-, low-, and moderate-income large families and individuals. To eliminate overcrowding in individual units, and to provide home ownership opportunities, and other housing choices which meet the needs of the community.

Housing No. 12: To assure fair distribution of housing throughout the community, avoiding concentrations by status or income.

General No. 26: To enhance and promote the Westlake community as a place to live, shop and work, and to create a safe 24-hour viable community.

The project will provide opportunities for people who can afford market-rate rents, as well as those who can not, to live in Westlake while also providing commercial space for businesses that seek to serve the community.

The project as proposed is clearly consistent with the goals and intentions of the General Plan, the Westlake Community Plan, and the Westlake Recovery Redevelopment Plan. Therefore, the Director's approval was appropriate.

Appeal Point 2: *The Director of Planning's approval of a Site Plan Review was inappropriate because the project does not qualify for a Class 32 Categorical Exemption. The project will result in environmental contamination, including noise and pollution.*

Appellants 1, 3, 4, and 5 all raise concerns over either the Site Plan Review entitlement, the Class 32 Categorical Exemption, or the potential for environmental contamination.

Staff Response:

On December 23, 2022, the Director of Planning issued a Class 32 Categorical Exemption ("Class 32 CE") for the subject case (Environmental Case No. ENV-2020-5078-CE), which found that the subject project is exempt from the California Environmental Quality Act. ("CEQA") According to the State CEQA Guidelines, Section 15332, Class 32 (Infill Development Project), a Class 32 CE may be used for infill development projects within an urbanized area provided that the project meets the following criteria:

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations;
- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses;
- (c) The project site has no value as habitat for endangered, rare or threatened species;
- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
- (e) The site can be adequately served by all required utilities and public services.

Additionally, the State CEQA Guidelines provide that a Class 32 CE may not be used if any of the following five (5) exceptions apply: (a) cumulative impact; (b) significant effect; (c) scenic highways; (d) hazardous waste sites; and (e) historical resources.

A local agency's determination that a project falls within a Categorical Exemption includes an implied finding that none of the exceptions identified in the State CEQA Guidelines apply. Therefore, the burden of proof shifts to the challenging party to produce evidence showing that one of the exceptions applies to take the project out of the exempt category. (*San Francisco Beautiful v. City and County of San Francisco* (2014) 226 Cal. App. 4th 1012, 1022-23.)

Appellant 1 submitted a list of "past projects, current projects, and future projects spanning back to January 1, 2017" that are within a 0.6-mile radius from the project site and argues that the subject project, along with those projects identified in Appellant 1's list, will result in a cumulative impact on the environment. No reasoning is provided by Appellant 1 for the size of the radius, which appears to be arbitrary. Appellant 3 only claims that they "do not agreeing [sic] with the site plan" and provides no reasoning for that statement. Appellant 4 speculates that the project will result in environmental contamination, specifically concerning noise, and argues that it will affect the families who live in the area; however, they do not provide any evidence to support their claim. Finally, Appellant 5 claims that the Class 32 CE was granted in error because the project is not exempt from CEQA and that the City must instead produce a Mitigated Negative Declaration (MND) or Environmental Impact Report (EIR) to show that the project abides by CEQA. However, Appellant 5 fails to identify specifically why the project would not qualify for a Class 32 CE and does not provide any evidence to support their claims.

No appellant meets their burden as there is no evidence in the record to conclude that the project will result in an adverse environmental impact. Regarding Appeal 1 specifically, speculation that significant cumulative impacts will occur simply because other projects may be approved in the same area is insufficient to trigger the cumulative impacts exception and is not evidence that the proposed project will have adverse impacts, significant effects, or that the impacts are cumulatively considerable (*Hines v. California Coastal Comm'n* (2010) 186 Cal. App. 4th 830, 857). Furthermore, no appellant has submitted any substantial evidence for the record to support their assertions that the project is not exempt under CEQA. Speculation does not serve to support any of the appellants' claims.

As demonstrated in the Class 32 Justification for Project Exemption Case No. ENV-2020-5078-CE (Exhibit C), the proposed project meets all the criteria to qualify as an infill site under the Class 32 Categorical Exemption pursuant to State CEQA Guidelines, Section 15332, Class 32. When it comes to cumulative impacts, State CEQA Guidelines, Section 15300.2(b) states that a Categorical Exemption is inapplicable "when the cumulative impact of successive projects of the same type in the same place, over time is significant." State CEQA Guidelines, Sections 15065(a)(3) and 15064(h) state that a "cumulatively considerable" impact means that the incremental effects of an individual project are significant when viewed in connection with the effects of other related projects. However, no appellant has submitted evidence to show that there

will be an adverse cumulative impact by the proposed project and any other projects of the same type in the same place over time that will be significant.

As set forth in the administrative record, the proposed project and other projects in the vicinity are subject to Regulatory Compliance Measures (RCMs) related to air quality, noise, hazardous materials, geology, and transportation. Numerous RCMs in the City's Municipal Code and State law provide requirements for construction activities and ensure impacts from construction related air quality, noise, traffic, and parking are less than significant. For example, the South Coast Air Quality Management District (SCAQMD) has District Rules related to dust control during construction, type and emission of construction vehicles, architectural coating, and air pollution. All projects are subject to the City's Noise Ordinance No. 144,331, which regulates construction equipment and maximum noise levels during construction and operation.

Regarding Appeal 4, the appellant is a tenant in the apartment building abutting the project site to the north and speculates that the environmental impact will be severe enough to require relocation. Therefore, Appellant 4 requests that the applicant provide compensation for their relocation. The applicant is required to abide by RCMs to minimize the environmental impacts that during the construction process and during its regular operations.

In conclusion, none of the appellants have provided substantial evidence to demonstrate that the Class 32 CE for the project is deficient. The CEQA Determination includes substantial evidence that the Class 32 CE applies to the proposed project and that no exceptions to the Categorical Exemption apply. Therefore, the Director of Planning's approval was appropriate and the Class 32 CE adequately addresses all impacts relative to the proposed project.

Appeal Point 3: *The project will gentrify the community, so the existing community must be protected from harm before the project can be appropriately approved.*

Staff Response:

Appellants 2 and 3 are employees or tenants of the Tropical Plaza Mall, which is slated for demolition to accommodate the proposed project. Their appeals express concern due to their economic dependence on the mall and the difficulty of restarting their businesses somewhere else due to gentrification and rising rents. The appellants claim that they need "reassurance"—possibly in the form of financial compensation—to protect them from potential future hardships.

The concerns raised by Appellants 2 and 3 are not a basis under which to grant to deny incentives pursuant to the Los Angeles Municipal Code or the TOC Guidelines.

CONCLUSION AND STAFF RECOMMENDATION

For the reasons stated herein, and as provided in the findings in the Director's Determination, the proposed project fully complies with the applicable provisions of the Transit Oriented Communities Affordable Housing Incentive Program, Site Plan Review, the Los Angeles Municipal Code and the California Environmental Quality Act. Planning staff evaluated the proposed project and determined it meets the Transit Oriented Communities Program requirements. Based on the complete plans submitted by the applicant and considering the appellants arguments for appeal, staff finds that the project meets the required findings. Furthermore, the appeals of the Director's Determination cannot be substantiated and therefore should be denied.

Staff recommends that the City Planning Commission deny the appeals and sustain the decision of the Director of Planning in approving the proposed project.

DIR-2021-7344-SPR-TOC-HCA-1A
550 S. Union Avenue; 1701, 1709, 1715, 1717, and 1717 ½ W. 6th Street

EXHIBITS

A – PROJECT PLANS (DIR-2021-7344-SPR-TOC-HCA)

THE LEGACY @ SIXTH-UNION



A MIX-USE RESIDENTIAL DEVELOPMENT

550 S. UNION AVE

1701, 09, 15, 17, 17 1/2 6TH STREET, LOS ANGELES CA 90017

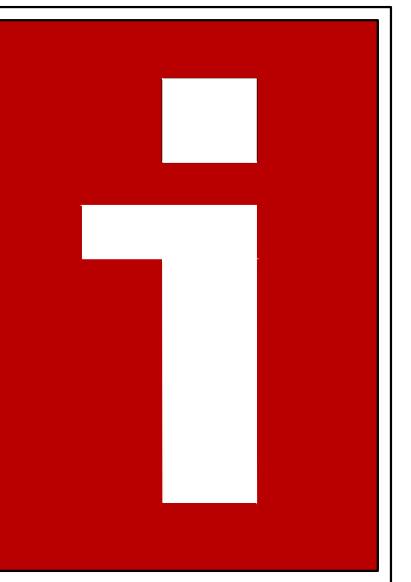
DIR - 2021-7344 - SPR - TOC -

HCA - ENV - 2020-5078-EAF

DEVELOPER:

BENBAROUKH, LLC

319 S. ROBERTSON DR. BEVERLY HILLS, CA 90211

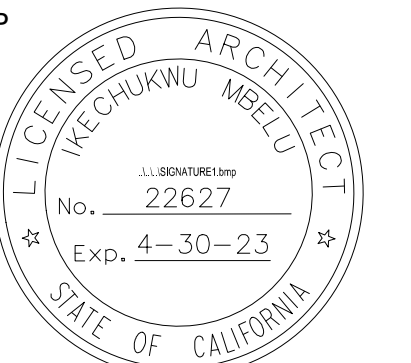


ICON & IKON, INC.

ARCHITECTS AND PLANNERS

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STAMP



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OWNER / TENANT

BENBAROUKH, LLC.

319 S. ROBERTSON DR.
BEVERLY HILLS, CALIFORNIA, 90211
PH. 310-550-1012

THE LEGACY @ SIXTH-UNION
A MIX-USE RESIDENTIAL DEVELOPMENT
PROJECT ADDRESS: 550 S. UNION STREET
1709, 1717 & 1717 1/2 W. 6TH STREET
LOS ANGELES, CA 90017

REVISIONS

NO.	DATE	DESCRIPTION
1	01-22-22	SITE PLAN REVIEW-RESUB
2	02-18-22	PRELIM ZONING ASSESS.
3	03-21-22	PRELIM ZONING ASSESS.
4	06-15-22	PRELIM ZONING ASSESS.

DRAWN BY: I.M

CHECKED BY: I.M

PRINTED ON: JUN 15, 2022

PERMIT NO:

TITLE

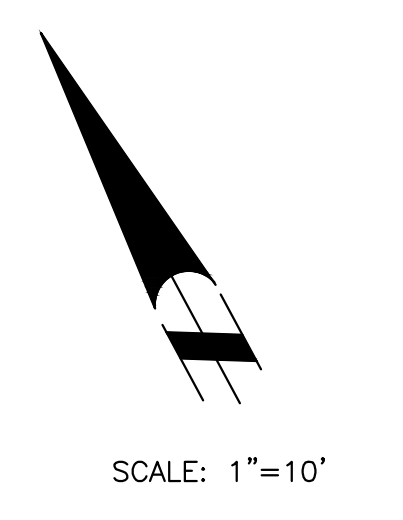
COVER SHEET

SHEET #

A - 000

NO. OF 100

EXHIBIT "A"
Page No. 1 of 27
Case No. DIR-2021-7344-TOC-SPR-HCA



NOTES:

1. SURVEY PERFORMED FOR:

SEJ PROPERTIES, L.P.
319 S. ROBERTSON BLVD.
2ND FLOOR
BEVERLY HILLS, CA. 90211
ATTN: MR. ESPAND SIAHOUSH

2. REFERENCES:

CITY OF LOS ANGELES
ASSESSOR'S PARCELS NO.
5153-004-024 & 5153-004-013

3. TITLE REPORT BY:

DOCUMENT PROVIDED:
HANMI ESCROW COMPANY, INC.
ESCROW NO. 13736-WC
DATED MAY 23, 1997

4. PROJECT AREA:

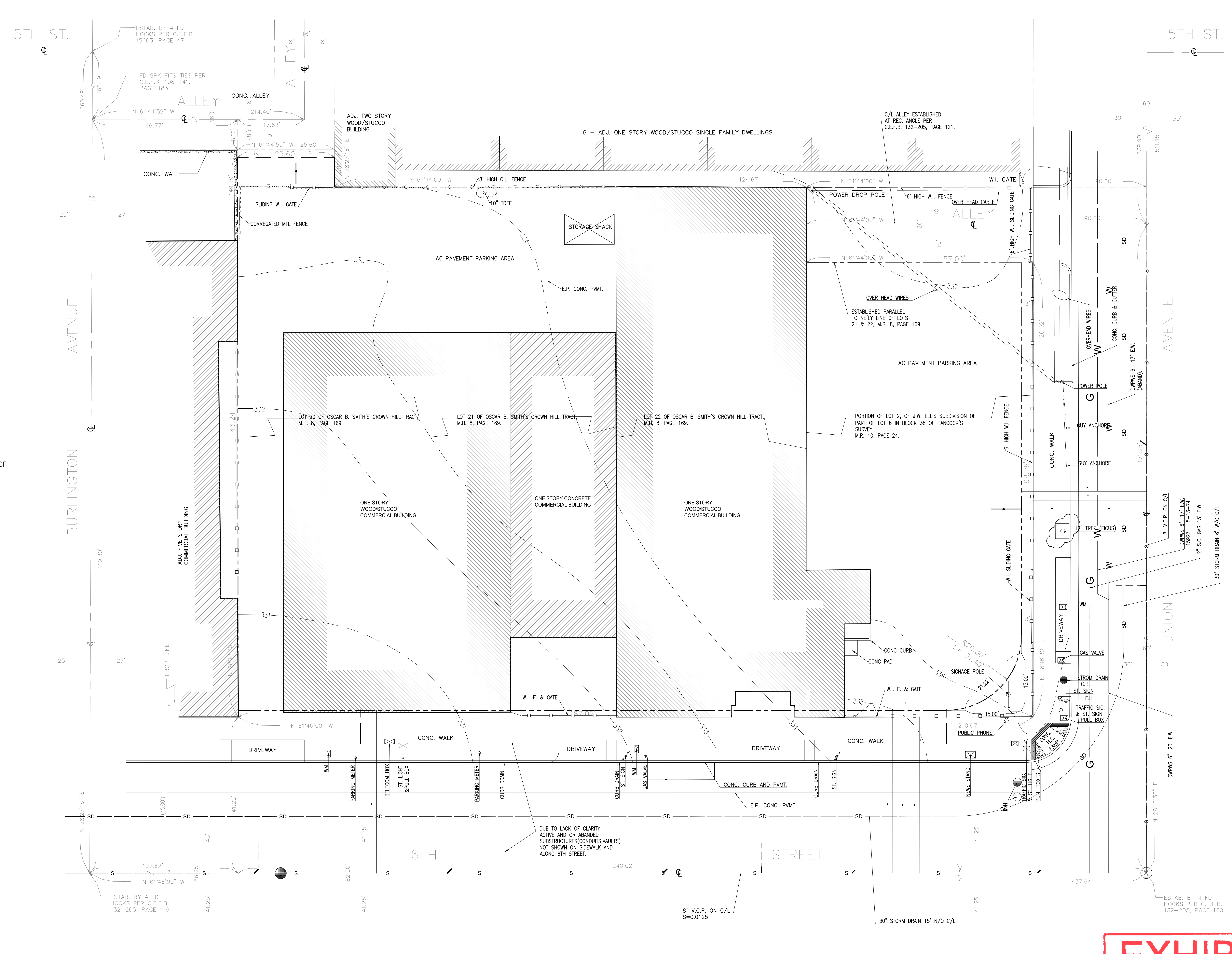
CONSIST OF PARCELS 1, 2, AND 3,
26,488 SQ/FT (0.654 ACER)

BENCH MARK:

BENCH MARK NO.: 12-30630
DATUM: NAD 1983
YEAR OF ADJUSTMENT 2000
DISCRPTION:
WIRE SPK E CURB UNION AVE; 13.5 FT S OF
BC CURB RET S OF 6TH ST.
ELEVATION= 347.213

LEGEND:

- AC ----- ACRES
- A/C ----- ASPHALT CEMENT
- A.S.P. ----- ASBESTOS CEMENT PIPE
- BLDG ----- BUILDING
- BW ----- BACK OF WALK
- CALIF ----- CALIFORNIA
- C.B. ----- CATCH BASIN
- CHIS ----- CHISELED
- C.I.P. ----- CAST IRON PIPE
- C.P. ----- CLAY PIPE
- C.L. ----- CENTERLINE
- CONC ----- CONCRETE
- DBL ----- DOUBLE
- DN ----- DOWN
- DWY ----- DRIVEWAY
- E ----- EAST
- E.P. ----- EDGE OF PAVEMENT
- FD ----- FOUND
- FL ----- FLOW LINE
- FR ----- FIRE HYDRANT
- FLR ----- FLOOR
- FS ----- FINISH SURFACE
- HYD ----- HYDRANT
- L ----- LEAD
- LAT ----- LATERAL
- LS ----- LICENSED SURVEYOR
- L & T ----- LEAD AND TACK
- MH ----- MANHOLE
- N ----- NORTH
- O/S ----- OFFSET
- PLTR ----- PLANTER
- PROP ----- PROPERTY
- PVC ----- POLY VINYL CHLORIDE
- PVMT ----- PAVEMENT
- R ----- RISER
- REG ----- REGISTERED ENGINEER
- RET ----- RETAINING
- ST LT ----- STREET LIGHT
- S ----- SOUTH
- SAN ----- SANITARY
- SIG ----- SIGNAL
- SD ----- STORM DRAIN
- SO ----- SOUTHERN
- SPK & W ----- SPIKE AND WASHER
- SS ----- SANITARY SEWER
- T ----- TELEPHONE
- TC ----- TOP OF CURB
- TG ----- TOP OF GRATE
- TH ----- THRESHOLD
- TW ----- TYPICAL WALL
- TYP ----- TYPICAL
- VCP ----- VITRIFIED CLAY PIPE
- VGTR ----- V-SHAPE GUTTER
- W ----- WEST
- W.I. ----- WROUGHT IRON
- WM ----- WATER METER
- WL ----- WATER LINE
- PROPERTY LINE



REVISIONS	BY

HARVEY A. GOODMAN
CIVIL ENGINEER
834 17TH STREET
SANTA MONICA, CA. 90403
TEL: (310)829-1037

TOPOGRAPHIC AND BOUNDARY SURVEY
1709-1717 W. 6TH STREET
LOS ANGELES, CA. 90007

LEGAL DESCRIPTION:
LOTS 20, 21 AND 22 OF OSCAR B. SMITH'S CROWN HILL TRACT, M.B. 8, PAGE 169, AND LOT 2 OF J.W. ELLIS' SUBDIVISION OF PART OF LOT 6, BLOCK 38, HANCOCK'S SURVEY, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, M.R. 10, PAGE 24.

DRAWN	AYV
CHECKED	HAG
DATE	JAN 31, 2019
SCALE	1" = 10'

EXHIBIT "A"
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Case No. DIR-2021-7344-TOC-SPR-HCA

B. Qualification for Additional Incentives: (Please check only one)
Minimum Required Restricted Affordable Housing Units, calculated as a percentage of the base density allowed on the date of the application.

Table with 4 columns: Incentives, % Extremely Low Income, % Very Low Income, % Low Income. Rows include One, Two, and Three incentives.

C. Additional Incentives (Please check selected incentives as qualified according to Section 9B)

Form for Yard/Setback incentives. Includes checkboxes for RAS 3 Yards, Front, Rear, Side (1), Side (2) with required and proposed dimensions.

Table for Side and Rear Yards. Columns: Tier, Side and Rear Yards. Rows: Tier 1, Tier 2, Tier 3, Tier 4, and When Abutting R1 or More Restrictive Zones.

- (2) Lot Coverage
(3) Lot Width
(4) Height/ # of Stories

Table for Height. Columns: Tier, Height. Rows: Tier 1, Tier 2, Tier 3, Tier 4, and Lots with Height Limits of 45 feet or less.

Transitional Height (check one): [] Per LAMC [] Per TOC Guidelines [] Not Applicable

- (5) Open Space
(6) Density Calculation
(7) Averaging (all count as 1 incentive - mark as many as needed)
(8) Public Facility Zone

TOTAL # of Additional Incentives Requested: 1

Other Incentive Notes:

11 Please provide elevations that show the 45 degree angle as allowed by the TOC guidelines to determine the allowed height.

11. COVENANT: All Transit Oriented Communities projects are required to prepare and record an Affordability Covenant to the satisfaction of the Los Angeles Housing and Community Investment Department's Occupancy Monitoring Unit before a building permit can be issued.

12. REPLACEMENT UNITS: AB 2222, as amended by AB 2556, requires that density bonus eligible projects replace any pre-existing affordable housing units on the project site.

Disclaimer: This review is based on the information and plans provided by the applicant at the time of submittal of this form.

Transit Oriented Communities- Referral Form: Additional Information

** Square footage of 29,058 reflects the total square footage used for F.A.R. The square is calculated by using the 28,488 sq ft lot size, per the survey, and combining it with 570 sq ft which is 1/2 of the alley on Union Ave.

28,488 sq ft (per survey) + 570 sq ft (1/2 of alley) = 29,058 sq ft

EXHIBIT "A"
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6. ENVIRONMENTAL REVIEW
7. HOUSING DEVELOPMENT PROJECT TYPE
8. DENSITY CALCULATION

A. Base Density: Maximum density allowable per zoning
B. Maximum Allowable Density Bonus:

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).

Table for Affordability Breakdown. Columns: Market Rate, Managers Unit(s) - Market Rate, Very Low Income, Low Income, Moderate Income, TOTAL # of Units Proposed, etc.

Other Notes on Units: Site Area = 28,488 SF (Per Survey) + 570 SF (1/2 of Alley way)

5 Ministerial Projects (aka, "By-Right") do not require any discretionary Planning approvals.

9. 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.

72 units allowed by right (permitted by LAMC) - 0 existing units = 72 units

- YES, Site Plan Review is required, if proposed by right units minus existing units is equal to or greater than 50%
NO, Site Plan Review is not required, if Base Density units minus existing units is less than 50%

10. INCENTIVES

A. Base Incentives (Please check all that apply)
(1) Floor Area Ratio: Table with FAR and Density Reductions.

(2) Parking Reductions Allowed: Table with Minimum Parking Requirements and Ground Floor Commercial.

Final Floor Area Ratio, Final Residential Parking, Final Non-Residential Parking.

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

TRANSIT-ORIENTED COMMUNITIES - 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...

Referral To: Planning DSC - Filing, HCIDLA, DBS, Funding, SB35, Other. Planning Staff Name and Title, Planning Staff Signature, Date Approved, Expiration Date.

I. Project Information - To be completed by applicant

1. PROJECT LOCATION/ ZONING: Project Address, Applicant Name and Phone, Assessor Parcel Number, Community Plan, Existing Zone, etc.

II. Project Eligibility - To be completed by DCP Housing Services Unit Staff

2. TRANSPORTATION QUALIFIERS: Qualifier #1, Qualifier #2, Service Interval #1, Service Interval #2, TOC Tier.

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...

III. Project Information (if applicant is requesting additional incentives) - To be completed by applicant

3. DESCRIPTION OF PROPOSED PROJECT: 100 mixed use w/ 10 affordable units, 92' in height. 161,092 SF of proposed floor area.

4. EXISTING USE

A. Describe Existing Development: Commercial Retail

Table for Existing Use Comparison. Columns: Characteristic of existing use, Existing # of Units or Non-Residential SF, Existing # of Units or Non-Residential SF To Be Demolished, Proposed # of Units or Non-Residential SF.

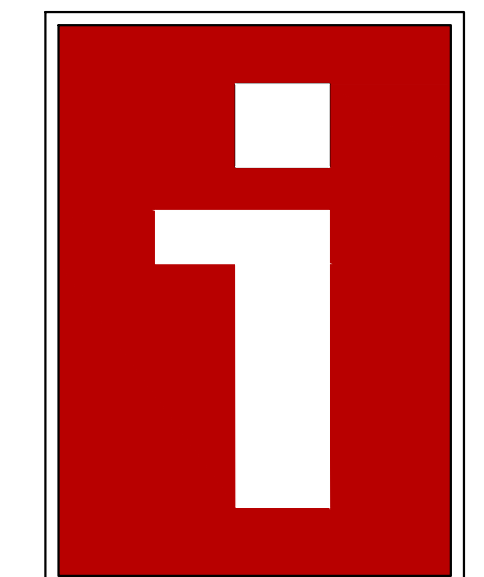
B. Previous Cases Filed

Table for Previous Cases Filed. Columns: Case Number(s), Date Filed, Date Approved, End of Appeal Period, Environmental No.

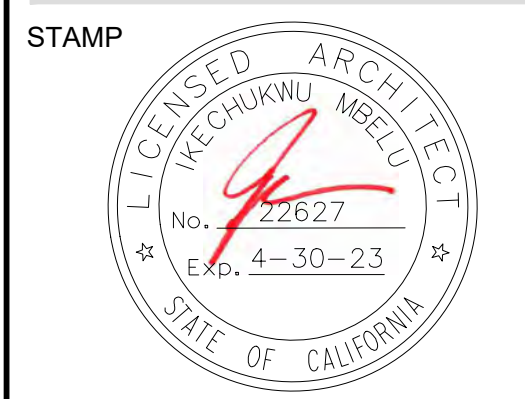
5. TYPE OF APPLICATION

- Transit-Oriented Communities (per TOC Guidelines) with Base Incentives filed in conjunction with another discretionary approval.
Transit-Oriented Communities (per TOC Guidelines) with Additional Incentives (please specify, max of three):

4 Replacement units, per AB 2556, shall be equivalent to the number of units and number of bedrooms of the existing development.



ICOR & IKON, INC. ARCHITECTS AND PLANNERS
14623 HAWTHORNE BLVD. #306
LAWDALE, CALIFORNIA 90250



OWNER / TENANT
BENBAROUKH, LLC.
319 S. ROBERTSON DR.
BEVERLY HILLS, CALIFORNIA 90211

THE LEGACY @ SIXTH-UNION
A MIX-USE RESIDENTIAL DEVELOPMENT
PROJECT ADDRESS: 550 S. UNION AVE., 1501, 1701, 1715, 1717, 1717 1/2 W. 6TH STREET, LOS ANGELES, CA 90017

REVISIONS table with columns: NO., DATE, DESCRIPTION. Rows 1-8.

DRAWN BY: IM
CHECKED BY: IM
PRINTED ON: JULY 5, 2022
PERMIT NO: DIR-2021-7344 -TOC-SPR-HCA

TITLE
TRANSIT-ORIENTED COMMUNITIES - REFERRAL FORM

SHEET #
A - 003

34. Prefabricated drainage composites (Miradrain, Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.
35. Where the ground water table is lowered and maintained at an elevation not less than 6 inches below the bottom of the lowest floor, or where hydrostatic pressures will not occur, the floor and basement walls shall be damp-proofed. Where a hydrostatic pressure condition exists, and the design does not include a ground-water control system, basement walls and floors shall be waterproofed. (1803.5.4, 1805.1.3, 1805.2, 1805.3)
36. The structure shall be connected to the public sewer system per P/BC 2014-027.
37. All roof, pad and deck drainage shall be conducted to the street in an acceptable manner in non-erosive devices or other approved location in a manner that is acceptable to the LADBS and the Department of Public Works (7013.10).
38. An on-site storm water infiltration system at the subject site shall not be implemented, as recommended.
39. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).
40. 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).
41. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)
42. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; shoring; ABC slot cuts; protection fences; and, dust and traffic control will be scheduled (108.9.1).
43. Installation of shoring and slot cutting shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.8).
44. The installation and testing of tie-back anchors shall comply with the recommendations included in the report or the standard sheets titled "Requirement for Tie-back Earth Anchors", whichever is more restrictive. Research Report #23835
45. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter

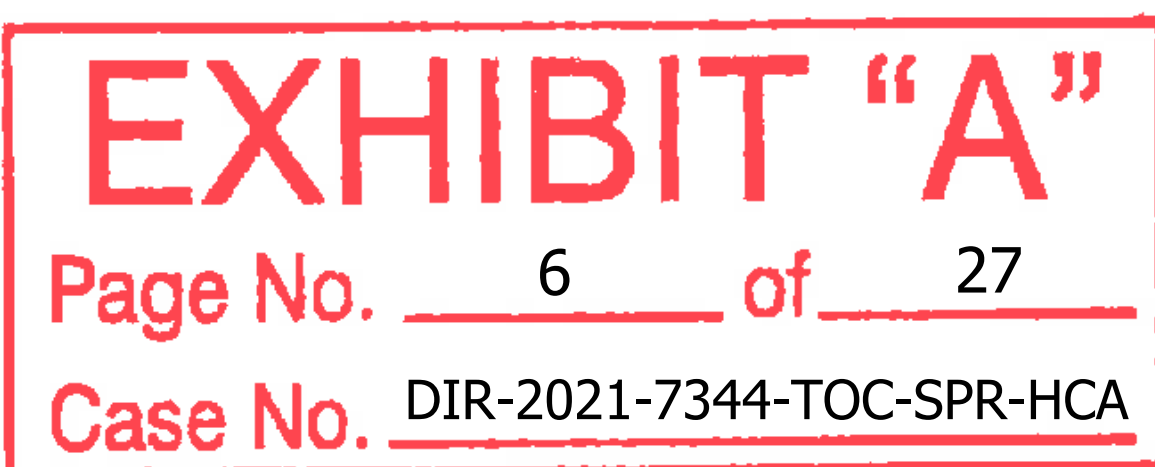
shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).

46. No footing/slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.

LEILA ETAAT
Structural Engineering Associate II

File
Log No. 108047-01
213-482-0480

cc: Applicant
AGI Geotechnical, Inc., Project Consultant
LA District Office



13. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring or constructed using ABC slot cuts, as recommended. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)
14. 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)
15. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).
16. The soils engineer shall review and approve the shoring plans prior to issuance of the permit (3307.3.2).
17. Prior to the issuance of the permits, the soils engineer and the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.
18. Unsurcharged temporary excavations over 5 feet exposing soil shall be trimmed back at a gradient not exceeding 1:1, as recommended.
19. Shoring shall be designed for the lateral earth pressures specified in the section titled "Construction Cuts" starting on page 9 of the 03/05/2019 report; all surcharge loads shall be included into the design.
20. Shoring shall be designed for a maximum lateral deflection of 1/2 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.
21. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.
22. Surcharged ABC slot-cut method may be used for temporary excavations with each slot-cut not exceeding 12 feet in height and not exceeding 8 feet in width, as recommended. The surcharge load shall not exceed the value given in the report. The soils engineer shall determine the clearance between the excavation and the existing foundation. The soils engineer shall verify in the field if the existing earth materials are stable in the slot-cut

- excavation. Each slot shall be inspected by the soils engineer and approved in writing prior to any worker access.
23. All foundations shall derive entire support from native undisturbed soils, as recommended and approved by the soils engineer by inspection.
24. The proposed structure and subterranean walls shall be supported on a mat foundation and designed to resist uplift and hydrostatic pressures that would develop due to the historic high groundwater level conditions or the current groundwater level, whichever is higher, as recommended on page 2 of the 05/22/2019 report.
25. Concrete floor slabs placed on expansive soil shall be placed on a 4-inch fill of coarse aggregate or on a moisture barrier membrane. The slabs shall be at least 4 inches thick as recommended and shall be reinforced with 1/2-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.
26. 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.
27. Retaining walls shall be designed for the lateral earth pressures specified in the section titled "Lateral Loades" starting on page 8 of the 03/05/2019 report. Note: All surcharge loads shall be included into the design.
28. Basement walls and other walls in which horizontal movement is restricted at the top shall be designed for at-rest pressures as specified on page 2 of the 05/22/2019 report (1610.1). All surcharge loads shall be included into the design.
29. Retaining walls/basement walls higher than 6 feet shall be designed for lateral earth pressure due to earthquake motions as specified on page 8 of the 03/05/2019 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.
30. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted in a non-erosive device to the street in an acceptable manner (7013.11).
31. With the exception of retaining walls designed for the full hydrostatic pressure from the proposed finish grade, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).
32. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).
33. Basement walls and floors shall be waterproofed/damp-proofed with an LA City approved "Below-grade" waterproofing/damp-proofing material with a research report number (104.2.6).

SOILS REPORT APPROVAL LETTER

June 20, 2019 LOG # 108047-01
SOILS/GEOLOGY FILE - 2

Benbaroukh, LLC
319 Robertson Blvd.
Beverly Hills, CA 90211

TRACT: J. W. ELLIS' SUBDIVISION OF LOT 6 BLOCK 38 HANCOCK'S SURVEY (M R 10-24) & OSCAR B. SMITH'S CROWN HILL TRACT (M P 8-169)
LOT(S): 2, 20, 21 & 22
LOCATION: 550 S. Union Ave. & 1701, 1709, 1715 & 1717 W. 6th Street

CURRENT REFERENCE REPORT/LETTER(S)	REPORT No.	DATE OF DOCUMENT	PREPARED BY
Soils Report	29-5147-02	05/22/2019	AGI Geotechnical, Inc.

PREVIOUS REFERENCE REPORT/LETTER(S)	REPORT No.	DATE OF DOCUMENT	PREPARED BY
Dept. Review Letter	108047	04/23/2019	LADBS
Soils Report	29-5147-00	03/05/2019	AGI Geotechnical, Inc.
Addendum Report	29-5147-01	04/12/2019	AGI Geotechnical, Inc.

The Grading Division of the Department of Building and Safety has reviewed the referenced reports that provide recommendations for the proposed 100-unit 7-story mixed-use building over 2 level of subterranean parking. The earth materials at the subsurface exploration locations consist of native soils. The consultants recommend to support the proposed structure(s) on mat-type foundations bearing on native undisturbed soils.

Groundwater was encountered in the exploratory boring at the depth of 25 feet below the existing ground surface, and historically highest groundwater level is approximately 20 feet from the ground surface, according to the consultants.

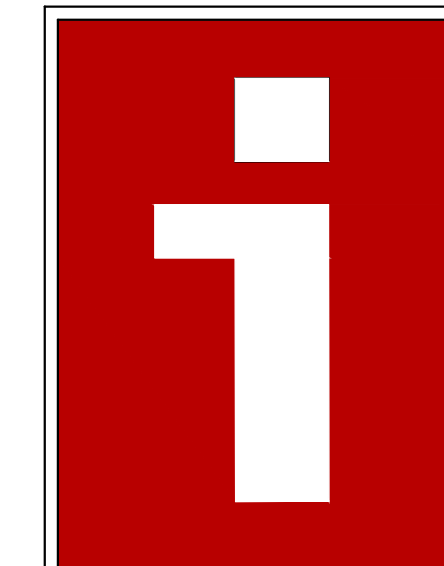
The referenced reports are acceptable, provided the following conditions are complied with during site development:

(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.)

LADBS G-6 (Rev.11/23/2016) AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

1. In the event tie-back anchors are proposed for shoring purposes, provide a notarized letter from all adjoining property owners allowing tie-back anchors on their property (7006.6).
2. The soils engineer shall review and approve the detailed plans prior to issuance of any permit. This approval shall be by signature on the plans that clearly indicates the soils engineer has reviewed the plans prepared by the design engineer; and, that the plans included the recommendations contained in their reports (7006.1).
3. 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.
4. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.
5. A grading permit shall be obtained for all structural fill and retaining wall backfill (106.1.2).
6. Prior to the issuance of any permit, an accurate volume determination shall be made and included in the final plans, with regard to the amount of earth material to be exported from the site. For grading involving import or export of more than 1000 cubic yards of earth materials within the grading hillside area, approval is required by the Board of Building and Safety. Application for approval of the haul route must be filed with the Board of Building and Safety Commission Office. Processing time for application is approximately 8 weeks to hearing plus 10-day appeal period.
7. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.
8. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).
9. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).
10. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cubic yards (7007.1).

201 N. Figueroa Street 3rd Floor, LA (213) 482-7045
11. All loose foundation excavation material shall be removed prior to commencement of framing (7005.3).
12. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).



ICON & IKON, INC.
ARCHITECTS AND PLANNERS

14823 HAWTHORNE BLVD. #306
LAWNDALE, CALIFORNIA 90260
PH. 310-984-6748, 424-456-4811
WWW.ICONARG.COM

STAMP



THIS DESIGN AND DRAWING IS FOR USE ONLY ON THE SPECIFIC SITE INDICATED AND IS THE EXCLUSIVE PROPERTY OF ICON & IKON, INC. AND SHALL NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF ICON & IKON, INC.

OWNER / TENANT
BENBAROUKH, LLC.
319 S. ROBERTSON DR.
BEVERLY HILLS, CALIFORNIA, 90211
PH: 310-550-1012

THE LEGACY @ SIXTH-UNION
A MIX-USE RESIDENTIAL DEVELOPMENT
 PROJECT ADDRESS
 550 S. UNION STREET
 1701, 1709, 1715 & 1717 W. 6TH STREET
 LOS ANGELES, CA 90012

NO.	DATE	DESCRIPTION
1	01-22-22	SITE PLAN REVIEW-RESUB
2	02-18-22	PRELIM ZONING ASSESS.
3	03-21-22	PRELIM ZONING ASSESS.
4	05-18-22	PLANNING CORRECTION
5	06-10-22	SPR CORRECTION
6	06-15-22	SPR CORRECTION
7	06-27-22	SPR CORRECTION

DRAWN BY: I.M
CHECKED BY: I.M

PRINTED ON: JUN 27, 2022
PERMIT NO: DIR-2021-7344
-TOC-SPR-HCA

TITLE
SOIL REPORT APPROVAL LETTER

SHEET #
A - 004

Certification

As an I.S.A Certified Arborist and ASCA Consulting Arborist I further certify that there are no native, protected species of Oak, California Bay California Sycamore or Southern California Black Walnut trees growing on or near the subject property. No native, protected trees will be removed or impacted by this proposed project.

Please forward this updated, current version of the Arborist Letter to the City of Los Angeles. Thank you for the opportunity to serve you. If you have questions, please feel free to contact me on my business cell phone at (818) 426-2432 or you may call my office (818) 240-1358.

William R. McKinley

William R. McKinley, Consulting Arborist
American Society of Consulting Arborists
Certified Arborist #WE-4578A
International Society of Arboriculture

Arborists and Environmental Consultants

EXHIBIT "A"
Page No. 7 of 27
Case No. DIR-2021-7344-TOC-SPR-HCA

June 17, 2022

Benbaroukh, LLC
319 South Robertson Blvd.
Beverly Hills, CA 90211

Attention Elias Shokrian:

Recently I was contacted by your associate, Mr. Espand Siahpoush regarding an Arborist Letter concerning the trees located at 1709-1717 West 6th Street, Los Angeles. The subject properties are located in a commercial and multi-family dwelling area in the City of Los Angeles. This Arborist Letter is in reference to City Los Angeles Ordinance No. 186873.

Background/Observations:

I originally inspected the properties located at 1709-1717 West 6th Street, Los Angeles, California, on Thursday, May 21, 2020 at approximately 10:00 a.m. The properties both have existing commercial buildings. The existing buildings will be removed in order to construct a new apartment complex. There is one street tree and one private tree currently on or near the site. The following tree species were observed growing on or near the subject properties:

Tree Inspection/Species Observed:

- #1 *Podocarpus macrophyllus* or Yew Pine; 14"D.B.H.; 23' Sp.; 22'Ht.; Rating: B- (Street Tree)
- #2 *Paulownia kawakamii* or Sapphire Dragon Tree; 10"D.B.H.; 30' Sp.; 20'Ht.; Rating: C- (Private)

Recommendation

Tree #1 will be preserved. A temporary 6 foot high T-Panel, chain-link fence should be placed around the edge of the tree well of Tree #1. This fence shall remain around the tree until the project has been completed. No dumping or washing out of foreign materials shall be permitted within the tree well. Tree #2 will require removal in order to construct the new building. Since this non-native tree species is over 8 inches in diameter the Planning Department may require you to plant 1-24 inch-box replacement tree. This replacement tree planting is addressed in the Landscape Plan.

Proposed Landscape - Tree/Brush Species:

- #1 *Podocarpus macrophyllus* or Yew Pine Existing Street Tree
- #2 *Arbutus 'Marina'* or Marina Strawberry Tree
- #3 *Lophostemon confertus* or Brisbane Box

Arborists and Environmental Consultants

Proposed Tree/Brush Species-Continued:

- #4 *Carex ashimensis 'Evergold'* or Variegated Japanese Sedgeone
- #5 *Myrtus communis 'Compacto'* or Myrtle
- #6 *Diets iridioides 'Variegata'* or Variegated Fortnight Lily
- #7 *Sansevieria trifasciata* or Mother In Law's Tongue
- #8 *Senecio radicans* or String of Bananas
- #9 *Tradescantia zebrina 'Purpurea'* or Wandering Jew
- #10 *Dodonea viscosa 'Purpurea'* or Hopseed Bush
- #11 *Chondropetalum tectorum* or Cape Rush
- #12 *Diets iridioides 'Variegata'* or Variegated Fortnight Lily
- #13 *Euphorbia tirucalli 'Sticks on Fire'* or Red Pencil Tree
- #14 *Rhaphilepis umbellatum* or Indian Hawthorn
- #15 *Senecio cylindricus* or Narrow Leaf Chalksticks
- #16 *Senecio mandraliscae*

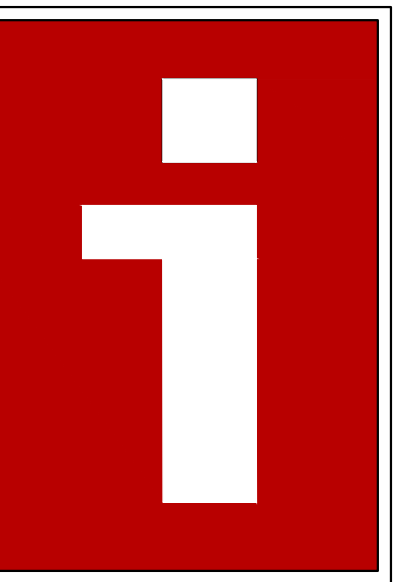
Proposed Landscape Plan:

Tree #1 will remain, along the facing property sidewalks of Union and 6th St, 5-24" box street trees will be planted. Tree #2 will be removed during the construction of the project. **See L-1.**

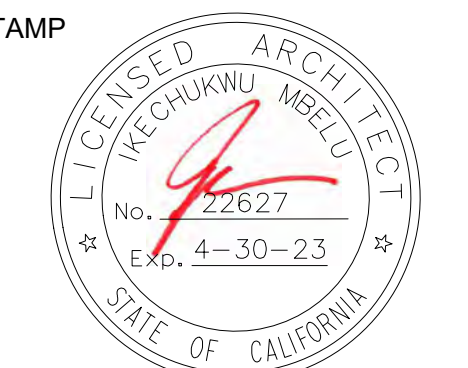
On the podium level, 4-Marina Strawberry trees will be planted in a 24" box around the play equipment, surrounded by Variegated Japanese Sedge, 4-Brisbane Box trees planted in a 24" box will be planted on the northeast section of the podium, surrounded by 16-Wandering Jew, 30" high planter boxes will be installed on the west, south, and east sides of the podium level. In the planter boxes, are various shrubs including 36-Myrtle, 32-Variegated Fortnight Lily, 36-String of Banana, and 64-Mother InLaw's Tongue. **See L-2.**

On the roof level, 12- Hopseed Bush will be planted in 24" boxes along the south, 24" high planters, located around the rooftop, create boundaries for designated open spaces. The planters contain a variation of bushes including, 6- Cape Rush, 22-Variegated Fortnight Lily, 39-Red Pencil Tree, 24- Indian Hawthorn, 23- Narrow Leaf Chalkstick, and 56-Senecio mandraliscane. **See L-3**

Arborists and Environmental Consultants



ICON & IKON, INC.
ARCHITECTS AND PLANNERS
14623 HAWTHORNE BLVD, #306
LAWDALE, CALIFORNIA 90260
PH. 310-984-6748, 424-436-4811
WWW.ICONARC.COM



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OWNER / TENANT
BENBAROUKH, LLC.
319 S. ROBERTSON DR.
BEVERLY HILLS, CALIFORNIA 90211
PH. 310-550-1012

THE LEGACY @ SIXTH-UNION
A MIX-USE RESIDENTIAL DEVELOPMENT

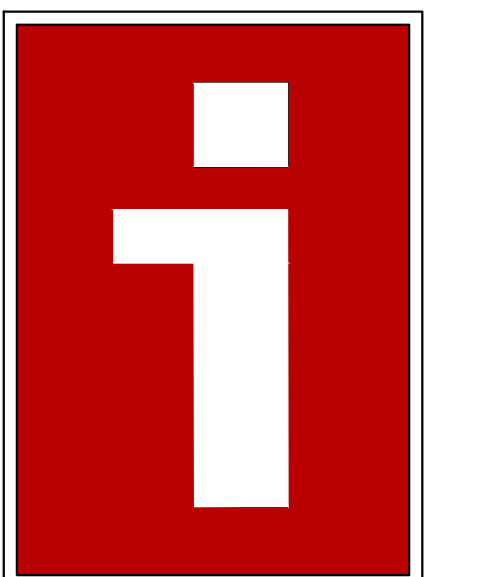
PROJECT ADDRESS
550 S. UNION STREET
1701, 09, 15, 17, 17 1/2 W. 6TH STREET
LOS ANGELES, CA 90017

NO.	DATE	DESCRIPTION
1	01-22-22	SITE PLAN REVIEW-RESUB
2	02-18-22	PRELIM ZONING ASSESS.
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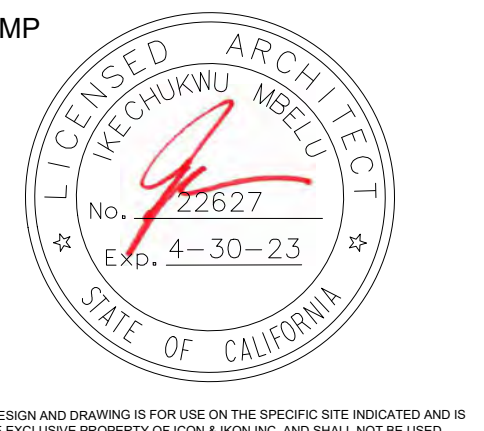
DRAWN BY: IM
CHECKED BY: IM
PRINTED ON: JUN 16, 2022
PERMIT NO: DIR-2021-7344
-TOC-SPR-HCA

TITLE
**ARBORIST
CERTIFICATION
LETTER**

SHEET #
A - 005



IKON, INC. ARCHITECTS AND PLANNERS 14623 HAWTHORNE BLVD. #306 LAWNDALE, CALIFORNIA 90260 PH. 310-984-6749, 424-456-4811 WWW.IKONARC.COM



OWNER / TENANT: BENBAROUKH, LLC. 319 S. ROBERTSON DR. BEVERLY HILLS, CALIFORNIA 90211 PH: 310-550-1012

THE LEGACY @ SIXTH-UNION A MIX-USE RESIDENTIAL DEVELOPMENT PROJECT ADDRESS 550 S. UNION STREET 1701, 09, 15, 17, 17 1/2 W. 6TH STREET LOS ANGELES, CA 90017

Table with 3 columns: NO., DATE, DESCRIPTION. Lists revision history for the preliminary zoning assessment.

DRAWN BY: I.M. CHECKED BY: I.M. PRINTED ON: JUN 27, 2022 PERMIT NO: DIR-2021-7344 -TOC-SPR-HCA

TITLE: PRELIMINARY ZONING ASSESSMENT

SHEET # A - 006 OF 100

REFERRAL FORMS: Preliminary Zoning Assessment

Referral between the Department of City Planning (DCP) and the Department of Building & Safety (DBS)

This form is to serve as an inter-agency referral for City Planning applications associated with Housing Development Projects consisting of residential-only development creating two or more dwelling units, Transitional Housing, Supportive Housing, or mixed-use development with at least two-thirds of the square footage dedicated to residential uses.

INSTRUCTIONS: Preliminary Zoning Assessment Referrals

- 1. Appointments: Each involved agency may require appointments to complete individual portions of this referral form. Please inquire with individual agency staff to determine whether an appointment is required. 2. Review Materials: Review of the referral form by staff is intended to identify and determine compliance with City zoning and land use requirements necessary to achieve the proposed project. 3. Project Screening: Projects must be screened to determine whether a Preliminary Zoning Assessment is required. 4. Preliminary Zoning Assessment: Applicants will need to submit for zoning Plan Check with the Los Angeles Department of Building and Safety (LADBS) to ascertain if there are any zoning issues or necessary approvals associated with the project and site that should be resolved.

Office addresses for Downtown, Valley, and West LA offices of the Department of Building and Safety, Metro Office, and Department of City Planning.

Section I. Project Information - To be completed by applicant

Form for Section I containing project location, zoning, land use jurisdiction, project description, and applicant/representative information.

Table with 7 columns: Item No., Zoning Standard, Proposed, Required/Allowed, Standard Met, Applicable Section No., Comment/Description/Factor/ Ratio. Contains screening criteria for items 13, 14, 15, and 16.

Section II. Project Screening - To be completed by applicant and verified by DCP staff

If a project meets any one (1) of the following criteria, then the project is a Housing Development Project, and Section III is required and must be completed by LADBS staff.

Table with 2 columns: Screening Criteria (To be Determined by DCP staff) and Please Write: Yes or No. Includes criteria for residential-only housing, mixed-use developments, transitional housing, and supportive housing.

Section III. Preliminary Zoning Assessment - To be completed by DBS Staff

Table with 7 columns: Item No., Zoning Standard, Proposed, Required/Allowed, Standard Met, Applicable Section No., Comment/Description/Factor/ Ratio. Contains screening criteria for items 1 and 2.

Table with 7 columns: Item No., Zoning Standard, Proposed, Required/Allowed, Standard Met, Applicable Section No., Comment/Description/Factor/ Ratio. Contains screening criteria for items 17, 18, 19, 20, 21, 22, and 23.

Table with 7 columns: Item No., Zoning Standard, Proposed, Required/Allowed, Standard Met, Applicable Section No., Comment/Description/Factor/ Ratio. Contains screening criteria for items 2, 3, 4, 5, and 6.

Table with 7 columns: Item No., Zoning Standard, Proposed, Required/Allowed, Standard Met, Applicable Section No., Comment/Description/Factor/ Ratio. Contains screening criteria for items 24, 25, 26, and 27.

Notes section and DBS Staff Signature area with a signature and date (03.31.22).

Table with 7 columns: Item No., Zoning Standard, Proposed, Required/Allowed, Standard Met, Applicable Section No., Comment/Description/Factor/ Ratio. Contains screening criteria for items 7, 8, 9, 10, 11, and 12.

EXHIBIT "A" Page No. 8 of 27 Case No. DIR-2021-7344-TOC-SPR-HCA

SB 8 (TOC) Determination: 1701-1717 1/2 W. 6th St. & 550 S. Union Ave.
Page 3

Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPAMS), DataTree database, Billing Information Management System (BIMS) database, and the Code, Compliance, and Rent Information System (CRIS) database, indicates a use code of "1100 – Commercial – Store – One Story" for the APN under APN 5153-004-024 on the Property.

Google Earth, Google Street View, and an Internet Search confirm that the Property contains two commercial buildings.

The Los Angeles Department of Building and Safety (LADBS) database indicates that the Owner has not applied for a Demolition Permit, but has applied for a Building Permit #20010-10000-04413 (permit not issued yet).

REPLACEMENT UNIT DETERMINATION:

LAHD has determined that since at least February 2017, the Property has been used for commercial purposes. Therefore, the proposed housing development does not require the demolition of any prohibited types of housing. Further, the provisions of SB 8 do not apply to commercial properties, therefore no SB 8 replacement affordable units are required.

Please note that this RUD will also apply if the proposed project is Density Bonus.

NOTE: This determination is provisional and is subject to verification by LAHD's Rent Division.

If you have any questions about this RUD, please contact Doris Kwok at doris.kwok@lacity.org.

cc: Los Angeles Housing Department File
Benbaroukh, LLC, a California limited liability company, Owner
Planning.PARP@lacity.org, Department of City Planning

MAC:dk

SB 8 Determination HIMS # 22-128830

EXHIBIT "A"
Page No. 9 of 27
Case No. DIR-2021-7344-TOC-SPR-HCA

Ann Sewill, General Manager
Tricia Keane, Executive Officer
Daniel Huynh, Assistant General Manager
Anna E. Ortega, Assistant General Manager
Luz C. Santiago, Assistant General Manager



LOS ANGELES HOUSING DEPARTMENT
1200 West 7th Street, 9th Floor
Los Angeles, CA 90017
Tel: 213.928.9071
housing.lacity.org

DATE: March 16, 2022
TO: Benbaroukh, LLC, a California limited liability company, Owner
FROM: Marites Cunanan, Senior Management Analyst II
Los Angeles Housing Department
SUBJECT: **Housing Crisis Act of 2019 (SB 8)
(TOC) Replacement Unit Determination
RE: 1715-1717 1/2 W. 6th St., Los Angeles, CA 90017
1701-1709 W. 6th St. & 550 S. Union Ave., Los Angeles, CA 90017**

Based on the SB 8 Application for a Replacement Unit Determination (RUD) submitted by Ugo Mbelu of Icon & Ikon, Inc. (Applicant) on behalf of Benbaroukh, LLC, a California limited liability company (Owner), for the above referenced property located at 1715-1717 1/2 W. 6th St., 1701-1709 W. 6th St., and 550 S. Union Ave. (APN 5153-004-013, 5153-004-024) (Property) the Los Angeles Housing Department (LAHD) has determined that no units are subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 8). No unit(s) exist/existed on the property during the five (5) year lookback period

PROJECT SITE REQUIREMENTS:

The Housing Crisis Act of 2019, as amended by SB 8 (California Government Code Section 66300 et seq.), prohibits the approval of any proposed housing development project ("Project") on a site ("Property") that will require demolition of existing dwelling units or occupied or vacant "Protected Units" unless the Project replaces those units as specified below. The replacement requirements below apply to the following projects:

- Discretionary Housing Development Projects that receive a final approval from Los Angeles City Planning (LACP) on or after January 1, 2022,
- Ministerial On-Menu Density Bonus, SB 35 and AB 2162 Housing Development Projects that submit an application to LACP on or after January 1, 2022, and
- Ministerial Housing Development Projects that submit a complete set of plans to the Los Angeles Department of Building & Safety (LADBS) for Plan Check and permit on or after January 1, 2022.

Replacement of Existing Dwelling Units

The Project shall provide at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the Property within the past 5 years.

Replacement of Existing or Demolished Protected Units

The Project must also replace all existing or demolished "Protected Units". Protected Units are those residential dwelling units on the Property that are, or were, within the 5 years prior to the owner's application for a SB 8 Replacement Unit Determination (SB 8 RUD): (1) subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income, (2) subject to any form of rent or price control through a public entity's valid exercise of its police power within the 5 past years (3) occupied by lower or very low income households (an affordable Protected Unit), or (4) that were withdrawn from rent or lease per the Ellis Act, within the past 10 years.

Whether a unit qualifies as an affordable Protected Unit, is primarily measured by the INCOME level of the occupants (i.e. W-2 forms, tax return, pay stubs, etc.). The Los Angeles Housing Department (LAHD) will send

SB 8 Determination HIMS # 22-128830

SB 8 (TOC) Determination: 1701-1717 1/2 W. 6th St. & 550 S. Union Ave.
Page 2

requests for information to each occupant of the existing project. Requests for information can take two (2) or more weeks to be returned. It is the owner's responsibility to work with the occupants to ensure that the requested information is timely produced.

- In the absence of occupant income documentation:** Affordability will default to the percentage of extremely low, very low or low income renters in the jurisdiction as shown in the latest HUD Comprehensive Housing Affordability Strategy (CHAS) database, which as of October 1, 2021, is at 28% extremely low income, 18% very low income and 18% low income for Transit Oriented Communities (TOC) projects and 46% very low income and 18% low income for Density Bonus projects. In the absence of specific entitlements, the affordability will default to 46% very low income and 18% low income. The remaining 36% of the units are presumed above-low income. All replacement calculations resulting in fractional units shall be rounded up to the next whole number.

Replacement of Protected Units Subject to the Rent Stabilization Ordinance (RSO), Last Occupied by Persons or Families at Moderate Income or Above

The City has the option to require that the Project provide: (1) replacement units affordable to low income households for a period of 55 years (rental units subject to a recorded covenant), OR (2) require the units to be replaced in compliance with the RSO.

Relocation, Right to Return, Right to Remain:

All occupants of Protected Units (as defined in California Government Code Section 66300(d)(2)(F)(vi)) being displaced by the Project have the right to remain in their units until six (6) months before the start of construction activities with proper notice subject to Chapter 16 (Relocation Assistance) of Division 7, Title I of the California Government Code ("Chapter 16"). However, all **Lower Income Household** (as defined in California Health and Safety Code Section 50079.5) occupants of Protected Units are also entitled to: (a) Relocation benefits also subject to Chapter 16, and (b) the right of first refusal ("Right to Return") to a comparable unit (same bedroom type) at the completed Project. If at the time of lease up or sale (if applicable) of a comparable unit, a returning occupant remains income eligible for an "affordable rent" (as defined in California Health and Safety Code Section 50053) or if for sale, an "affordable housing cost" (as defined in California Health and Safety Code Section 50052.5), owner must also provide the comparable unit at the "affordable rent" or "affordable housing cost", as applicable. This provision does not apply to: (1) a Project that consists of a Single Family Dwelling Unit on a site where a Single Family Dwelling unit is demolished, and (2) a Project that consists of 100% lower income units except Manager's Unit.

THE PROPOSED HOUSING DEVELOPMENT PROJECT:

Per the statement received by LAHD on February 28, 2022, the Owner plans to demolish the existing commercial buildings and construct a new one hundred (100) unit mixed-use new construction on the Property pursuant to additional incentives under the Transit Oriented Communities (TOC) Guidelines.

PROPERTY STATUS (AKA THE "PROJECT SITE"):

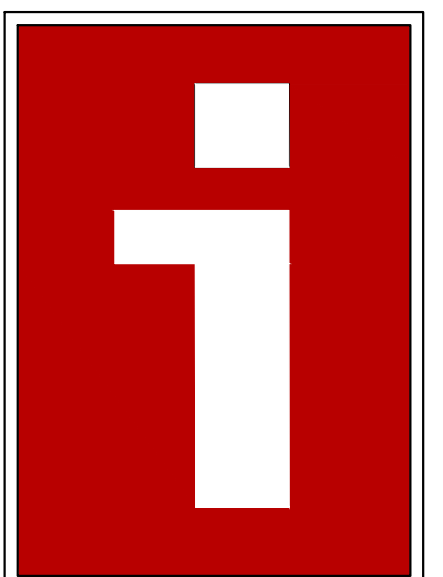
Owner was issued an AB 2556 determination on June 3, 2019, and submitted a SB 8 Application for an amended RUD for the Property on February 28, 2022. In order to comply with the required **5-year** look back period, LAHD collected and reviewed data from February 2017 to February 2022.

Review of Documents:

Pursuant to the Grant Deed, Owner acquired the Property on April 22, 1997.

Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPAMS), DataTree database, Billing Information Management System (BIMS) database, and the Code, Compliance, and Rent Information System (CRIS) database, indicates a use code of "2600 – Commercial – Auto, Recreation Equipment, Construction Equipment Sales and Service – One Story" for the APN under APN 5153-004-013 on the Property.

SB 8 Determination HIMS # 22-128830



ICON & IKON, INC.
ARCHITECTS AND PLANNERS
14623 HAWTHORNE BLVD, #306
LAWDALE, CALIFORNIA 90260
PH. 310-884-6749, 424-436-4811
WWW.ICONARC.COM



OWNER / TENANT
BENBAROUKH, LLC.
319 S. ROBERTSON DR.
BEVERLY HILLS, CALIFORNIA 90211
PH. 310-550-1012

PROJECT TITLE
**THE LEGACY @ SIXTH-UNION
A MIX-USE RESIDENTIAL DEVELOPMENT**
PROJECT ADDRESS
550 S. UNION STREET
1701, 09, 15, 17, 17 1/2 W. 6TH STREET
LOS ANGELES, CA 90017

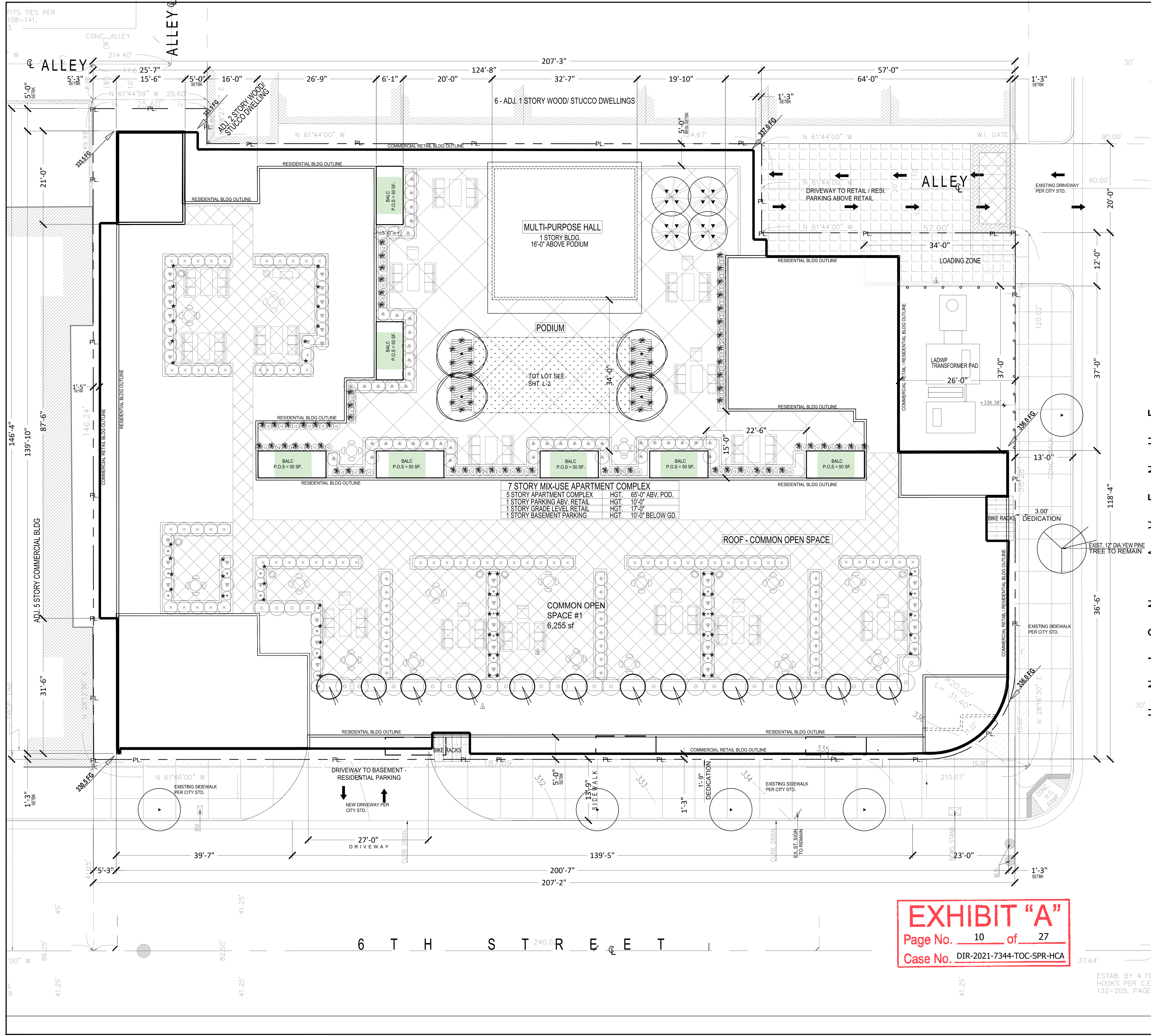
REVISIONS

NO.	DATE	DESCRIPTION
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2	02-18-22	PRELIM ZONING ASSESS.
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DRAWN BY: IM
CHECKED BY: IM
PRINTED ON: JUN 16, 2022
PERMIT NO: DIR-2021-7344
-TOC-SPR-HCA

TITLE
SB 8
DETERMINATION

SHEET #
A - 007



SITE DESCRIPTION

PROJECT NAME: THE LEGACY @ SIXTH-UNION
A 100 UNIT MIX-USE COMMERCIAL & RESIDENTIAL PROJECT.

JOB ADDRESS: 550 S. UNION STREET
1701, 1709, 1715, 1717 & 1717 1/2 6TH STREET LOS ANGELES, 90007

A.P.N. 5153-004-013, 024

LEGAL DESCRIP: LOTS 20, 21 AND 22 OF OSCAR B. SMITH'S CROWN HILL TRACT, M.B. 8, PAGE 169, AND LOT 2 OF J.W. ELLIS' SUBDIVISION OF PART OF LOT 6, BLOCK 36, HANCOCK'S SURVEY, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, M.R. 10, PAGE 24.

ZONING: GENERAL COMMERCIAL (C2)

DISTRICT: GENERAL COMMERCIAL (C2)

LAND USE: COMMUNITY COMMERCIAL

SITE AREA:
 SITE AREA BEFORE DEDICATION 28,488 SF
 STREET DEDICATIONS 886 SF
 NET SITE AREA 27,602 SF
 1/2 OF ALLEY 570 SF
 SITE AREA FOR FAR 28,488 + 570 = 29,058 SF

FLOOR AREA RATIO: FAR
 FAR BY RIGHT = 1.5 : 1
 FAR W/ TOC INCENTIVES = 3.75 : 1
 FAR BY RIGHT = 43,587 SF
 FAR W/ TOC = 108,967.5 SF

BUILDABLE AREA:

BUILDABLE AREA - COMM/RETAIL	ALLOWED	PROPOSED
BUILDABLE AREA - COMM/RETAIL	21,004 SF	21,004 SF
BUILDABLE AREA - COMM/RETAIL	24,904 SF	24,904 SF
BUILDABLE AREA - RESIDENTIAL	18,048 SF	18,048 SF

BUILDING HEIGHT
 ALLOWED PER LAMC UNLIMITED
 PROPOSED 92'-0"

ALLOWABLE DENSITY
 1: 400 SF = 28,058 / 400 = 70 UNITS
 ALLOWED BY RIGHT = 72 UNITS
 BASE DENSITY = 73 UNITS

DENSITY BONUS (LAMC 12.10.C.4)
 ALLOWED 75% INCREASE TOC BONUS = 52 UNITS
 TOTAL UNITS ALLOWED PER TOC = 125 UNITS

PROPOSED
 36.98% INCREASE OF UNITS PROVIDED = 28 UNITS
 TOTAL UNITS PROPOSED/TOTC = 100 UNITS

LEVEL OF AFFORDABILITY
 10% EXTREMELY LOW INCOME = 10 UNITS
 MARKET RATE UNITS = 90 UNITS

SETBACKS:

COMMERCIAL RETAIL (1ST & 2ND FLR)	ITEM	ALLOWED	PROPOSED
FRONT	LAMC	0'-0"	0'-0"
	TOC	0'-0"	1'-3"
	TOC	0'-0"	1'-3"
REAR	LAMC	0'-0"	0'-0"
	TOC	0'-0"	1'-5"

RESIDENTIAL (3RD - 7TH FLR LEVELS)

ITEM	ALLOWED	PROPOSED
FRONT	0'-0"	0'-0"
SIDES	5'-0"	5'-0"
REAR	15'-0"	5'-0"

UNIT BREAKDOWN
 2 BEDROOM UNIT = 20 UNITS
 1 BEDROOM UNIT = 75 UNITS
 STUDIO UNIT = 5 UNITS
 TOTAL UNITS = 100 UNITS

FLOOR AREA
 COMMERCIAL / LEASING / LOBBY 13,046 SF
 TRASH / UTILITY / STAIRS 4,178 SF
 RESIDENTIAL / COMM. HALL / GYM 98,398 SF
 GUEST 55,470 SF
 TOTAL 161,092 SF

PARKING

ITEM	REQUIRED	PROPOSED
COMM. RETAIL	26 STALLS	22 STALLS
RESIDENTIAL	110 STALLS	50 STALLS
LOADING AREA	1 STALL	1 STALL
GUEST	25 STALLS	0
ALL ASSIGNED STALLS - NO GUEST PARKING		

ACCESSIBLE PARKING

ITEM	REQUIRED	PROPOSED
RETAIL	2 STALLS	2 STALLS
RESIDENTIAL	6 STALLS	2 STALLS

EVSC (TIER 1)

ITEM	REQUIRED	PROPOSED
RETAIL	3 STALLS	2 STALLS
RESIDENTIAL	11 STALLS	5 STALLS

BICYCLE PARKING

ITEM	REQUIRED	PROVIDED
RETAIL (L&S)	12 RACKS	12 RACKS
RESIDENTIAL (L&S)	83 RACKS	83 RACKS
TOTAL	95 RACKS	95 RACKS

OPEN SPACE

ITEM	REQUIRED	PROPOSED
RESIDENTIAL	10,500 SF	10,500 SF
TOTAL	10,500 SF	10,500 SF

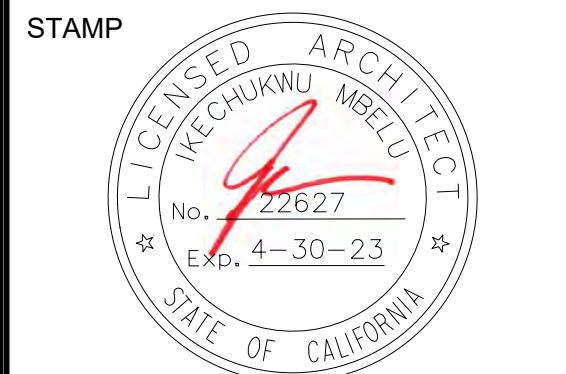
LANDSCAPE AREA
 REQUIRED 25% = 2,921 SF
 PROPOSED 2,921 SF

TOTAL # OF TREES
 REQUIRED 25 TREES
 PROPOSED 25 TREES

SOLAR PANEL AREA
 REQUIRED 15% = 2,707 SF
 PROPOSED 2,777 SF

RETAIL FRONTAGE CALCULATION
 UNION STREET 58.12' / 137.3' = 42% > 35%
 6TH STREET 127.75' / 207' = 62% > 35%

LEGEND:
 [Hatched] STREET DEDICATION
 [Green] PRIVATE OPEN SPACE 50 SF BALC OR PATIO



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THE LEGACY @ SIXTH-UNION
A MIX-USE RESIDENTIAL DEVELOPMENT

PROJECT ADDRESS: 550 S. UNION STREET, 1701, 1709, 1715, 1717, 1717 1/2 W. 6TH STREET, LOS ANGELES, CA 90017

REVISIONS

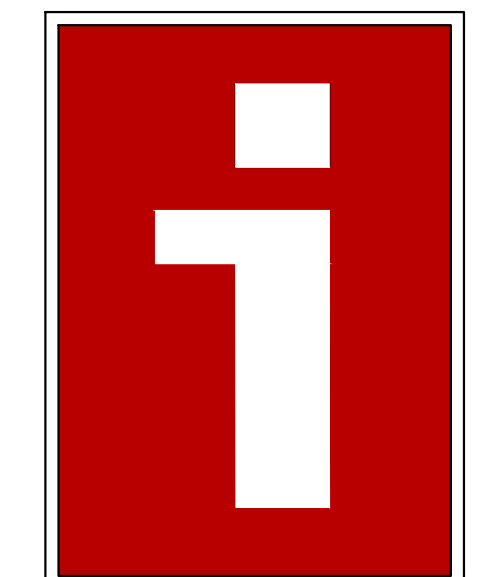
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6	06-15-22	SPR CORRECTION.
7	06-27-22	SPR CORRECTION.
8	07-5-22	SPR CORRECTION.

DRAWN BY: I.M
CHECKED BY: I.M
PRINTED ON: JULY 5, 2022
PERMIT NO.: DIR-2021-7344 -TOC-SPR-HCA
TITLE: PLOT PLAN
SHEET #: A - 100
NO. OF: 100

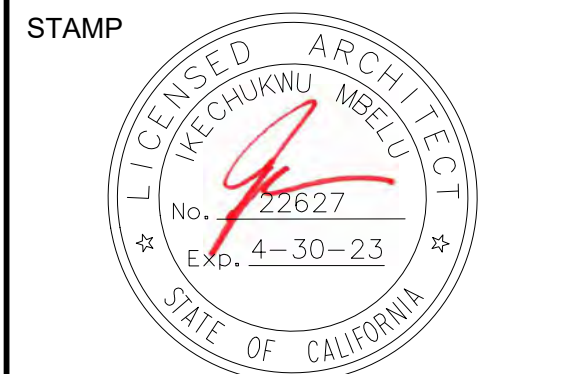
EXHIBIT "A"
 Page No. 10 of 27
 Case No. DIR-2021-7344-TOC-SPR-HCA

ESTAB. BY 4 FD
 HOOKS PER C.E.F.B.
 132-205, PAGE 120.

PLOT PLAN
 SCALE 1/8"=1'-0" 1



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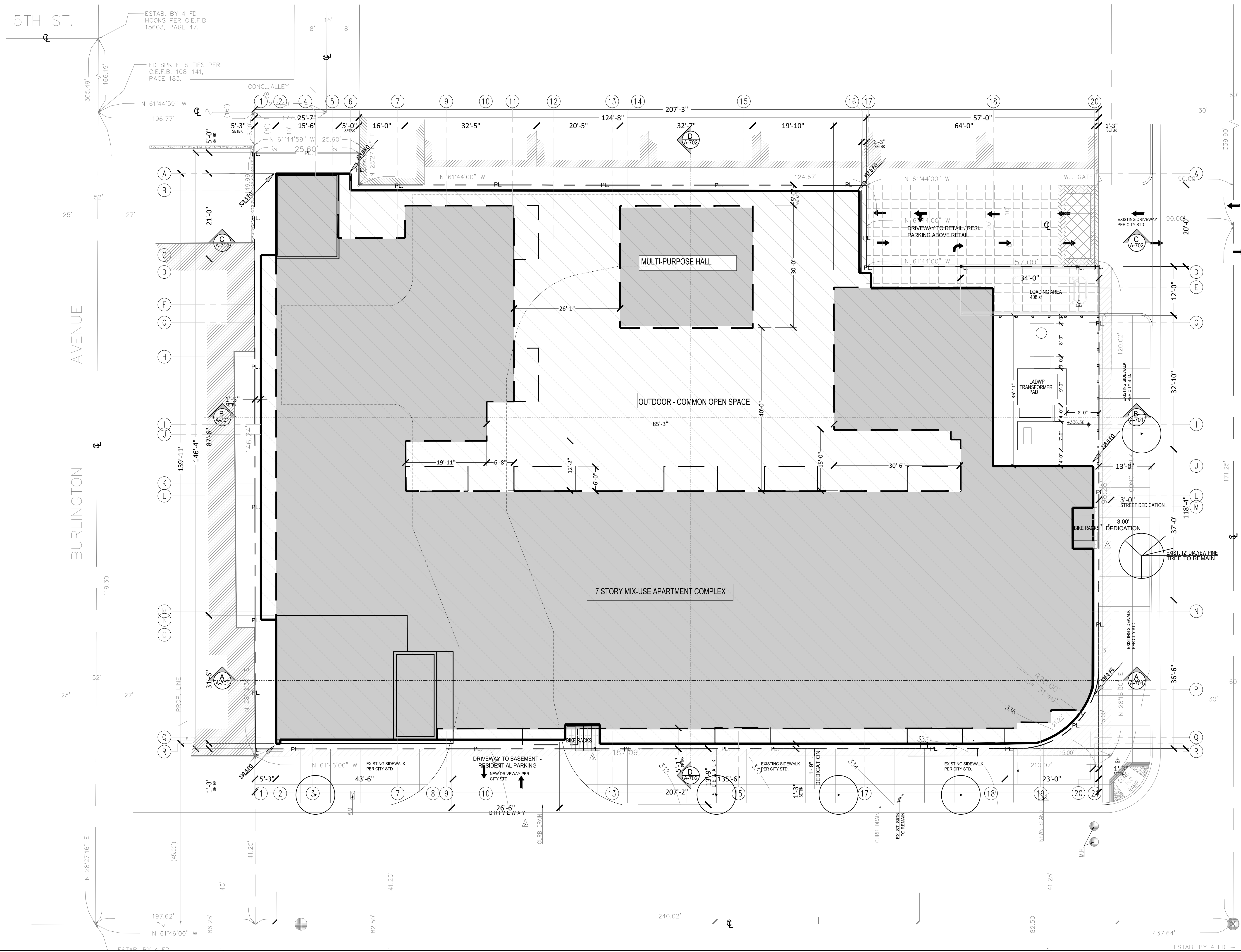
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A MIX-USE RESIDENTIAL DEVELOPMENT**

PROJECT ADDRESS
550 S. UNION STREET
1701, 09, 15, 17, 17 1/2 W. 6TH STREET
LOS ANGELES, CA 90017

EXHIBIT "A"
Page No. 11 of 27
Case No. DIR-2021-7344-TOC-SPR-HCA



RESIDENTIAL SETBACKS			
	REQUIRED	TOC INCENTIVE	PROVIDED
FRONT	5'-0"	0'	1'-0"
REAR	5'-0"	5'-0"	5'-0"
SIDES (EAST)	5'-0"	5'-0"	5'-0"
SIDES (WEST)	5'-0"	5'-0"	5'-0"

COMMERCIAL SETBACKS			
	REQUIRED	TOC INCENTIVE	PROVIDED
FRONT	0'-0"	0'-0"	1'-0"
REAR	0'-0"	0'-0"	1'-0"
SIDES (EAST)	0'-0"	0'-0"	1'-0"
SIDES (WEST)	0'-0"	0'-0"	1'-0"

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

DEMOLITION NOTES

DEMOLITION REQUIREMENTS:

H. UNLESS OTHERWISE NOTICED ON THE DRAWING, REMOVE TREES, SHRUBS, GRASS, OTHER VEGETATION, IMPROVEMENTS, OR OBSTRUCTIONS INTERFERING WITH INSTALLATION OF NEW CONSTRUCTION. REMOVAL INCLUDES GRUBBING OF STUMPS AND ROOTS. DISPOSING CAUSED BY CLEARING AND GRUBBING OPERATIONS ARE TO BE FILLED TO SUB-GRADE ELEVATION TO AVOID WATER POONING. SATISFACTORY FILL MATERIAL SHALL BE PLACED IN HORIZONTAL LAYERS NOT EXCEEDING 8 INCHES LOOSE DEPTH, AND THOROUGHLY COMPACTED PER FILL REQUIREMENTS.

I. REMOVE GRASS TREES, PLANT LIFE, STUMPS AND ALL OTHER CONSTRUCTION DEBRIS FROM THE SITE TO A GRASS SITE THAT IS SUITABLE FOR HANDLING SUCH MATERIAL, ACCORDING TO STATE LAWS AND REGULATIONS.

ASBESTOS REPORT:

A. PROVIDE ASBESTOS REPORT TO CITY PRIOR TO DEMOLISHING PERMIT BEING ISSUED.

DEMOLITION NOTES

DEMOLITION REQUIREMENTS:

A. CONDUCT DEMOLITION TO MINIMIZE INTERFERENCE WITH ADJACENT STRUCTURES OR PAVEMENTS.

B. CEASE OPERATIONS IMMEDIATELY IF ADJACENT STRUCTURES APPEAR TO BE IN DANGER. NOTIFY AUTHORITY HAVING JURISDICTION. DO NOT RESUME OPERATIONS UNTIL DIRECTION.

C. CONDUCT OPERATIONS WITH MINIMUM INTERFERENCE TO PUBLIC OR PRIVATE ACCESS. MAINTAIN ACCESS AND EGRESS AT ALL TIMES.

D. OBTAIN WRITTEN PERMISSION FROM ADJACENT PROPERTY OWNERS WHEN DEMOLITION EQUIPMENT WILL TRAVEL, INFRINGE UPON OR LIMIT ACCESS TO THEIR PROPERTY.

E. SPRINKLE WORK WITH WATER TO MINIMIZE DUST. PROVIDE HOSES AND WATER CONNECTIONS FOR THIS PURPOSE.

F. COMPLY WITH GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION.

G. CLEAN ADJACENT STRUCTURES AND IMPROVEMENTS OF DUST, DIRT, AND DEBRIS CAUSED DEMO. OPERATIONS. RETURN ADJACENT AREAS TO CONDITION EXISTING PRIOR TO START OF WORK.

PROTECTION:

A. LOCATE AND IDENTIFY EXISTING UTILITIES THAT ARE TO REMAIN AND PROTECT THEM FROM DAMAGE.

B. PROTECT TREES, PLANT GROWTH AND FEATURES DESIGNATED TO REMAIN AS FINAL LANDSCAPE.

C. CONDUCT OPERATIONS WITH MINIMUM INTERFERENCE TO PUBLIC OR PRIVATE ACCESS AND FACILITIES. MAINTAIN ACCESS AND EGRESS AT ALL TIMES AND CLEAN OR SWEEP ANY ROADWAYS DAILY OR AS REQUIRED BY THE GOVERNING AUTHORITY. AT SUCH TIMES AS DEEMED NECESSARY BY THE OWNER, DUST CONTROL SHALL BE PROVIDED WITH SPRINKLING SYSTEMS OR EQUIPMENT PROVIDED BY THE CONTRACTOR.

D. PROTECT BENCH MARKS, PROPERTY CORNERS AND ALL OTHER SURVEY MONUMENTS FROM DAMAGE OR DISPLACEMENT. IF A MARKER NEEDS TO BE REMOVED IT SHALL BE REFERENCED BY A LICENSED LAND SURVEYOR AND REPLACED, AS NECESSARY, BY THE SAME.

E. PROVIDE TRAFFIC CONTROL, AS REQUIRED, IN ACCORDANCE WITH THE U.S. DEPARTMENT OF TRANSPORTATION "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" AND THE STATE HIGHWAY DEPARTMENT REQUIREMENTS.

F. CLEAR AREAS REQUIRED FOR ACCESS TO SITE AND EXECUTION OF WORK.

G. CLEARING TO BE PERFORMED IN ACCORDANCE WITH SOIL REPORT.

SITE PLAN NOTES

A. CONFORM TO APPLICABLE LOCAL CODE FOR DEMOLITION OF STRUCTURES, SAFETY OF ADJACENT STRUCTURES, DUST CONTROL, AND RUNOFF CONTROL.

B. OBTAIN REQUIRED PERMITS AND LICENSES FROM AUTHORITIES. PAY ASSOCIATED FEES INCLUDING DISPOSAL CHARGES.

C. NOTIFY AFFECTED UTILITY COMPANIES BEFORE STARTING WORK AND COMPLY WITH THEIR REQUIREMENTS.

D. DO NOT CLOSE OR OBSTRUCT ROADWAYS, SIDEWALKS OR HYDRANTS WITHOUT PERMITS.

E. CONFORM TO APPLICABLE REGULATORY PROCEDURES WHEN DISCOVERING HAZARDOUS OR CONTAMINATED MATERIALS.

F. INFORM OWNER AND CITY IMMEDIATELY IF BURIED TANKS ARE ENCOUNTERED.

JOB CONDITIONS:

A. STRUCTURES TO BE DEMOLISHED SHALL BE DISCONTINUED IN USE AND VACATED PRIOR TO START OF WORK.

B. OWNER ASSUMES NO RESPONSIBILITY FOR CONDITION OF STRUCTURES TO BE DEMOLISHED.

C. CONDITIONS EXISTING AT TIME OF INSPECTION FOR BIDDING PURPOSES WILL BE MAINTAINED BY OWNER IN SO FAR AS PRACTICABLE. VIOLATIONS WITHIN STRUCTURES MAY OCCUR BY OWNERS PRIOR TO START OF DEMOLITION WORK.

D. EXPLOSIVES SHALL NOT BE BROUGHT TO SITE OR USED WITHOUT WRITTEN CONSENT OF AUTHORITIES HAVING JURISDICTION. SUCH WRITTEN CONSENT WILL NOT RELIEVE CONTRACTOR OF TOTAL RESPONSIBILITY FOR ALIQUOT OR FOR DAMAGE TO PROPERTY DUE TO BLASTING SHALL COMPLY WITH GOVERNING REGULATIONS.

PREPARATION:

A. PROTECT EXISTING LANDSCAPING MATERIALS, APPURTENANCES AND STRUCTURES WHICH ARE NOT TO BE DEMOLISHED. REPAIR DAMAGE CAUSED BY DEMOLITION OPERATIONS AT NO COST TO OWNER.

B. PREVENT MOVEMENT OR SETTLEMENT OF ADJACENT STRUCTURES. PROVIDE BRACING AND SHORING.

C. MARK LOCATION OF UTILITIES. PROTECT AND MAINTAIN IN SAFE AND OPERABLE CONDITION THE UTILITIES TO REMAIN. PREVENT INTERRUPTION OF EXISTING UTILITY SERVICES OCCUPYING OR USED FACILITIES. EXCEPT WHEN AUTHORIZED IN WRITING BY AUTHORITIES HAVING JURISDICTION, PROVIDE TEMPORARY SERVICES DURING INTERRUPTIONS TO EXISTING UTILITIES AS ACCEPTABLE TO GOVERNING AUTHORITIES.

SITE PLAN NOTES

#10. FINISH GRADE AROUND THE STRUCTURE / ADDITION SHALL SLOPE AWAY FROM THE FOUNDATION A MIN OF 1% (2%) FOR IMPERVIOUS SURFACES FOR A MIN DISTANCE OF 10'-0".

LANDSCAPE MATERIALS:

1. LANDSCAPE MATERIAL SHALL BE INITIAL SOLAR REFLECTANCE OF AT LEAST 0.30.

2. HANDICAP MATERIAL SHALL BE UNCOLORED CONCRETE WITH SMOOTH CEMENT FINISH.

NOTES:

CONSTRUCTION WASTE SHALL BE REDUCED BY 6% AND Hauled BY A CERTIFIED CITY OF LOS ANGELES HALLER.

NOTES FOR PROJECTS THAT INCLUDE LANDSCAPING WORK: THE LANDSCAPE CERTIFICATION FORM IS 12 SHALL BE COMPLETED PRIOR TO FINAL INSPECTION AND APPROVAL.

NOTES: CITY SHALL BE GRADING TO DRAIN SURFACE WATER AWAY FROM FOUNDATION WALLS WITH A MIN FALL OF 8 IN WITH IN THE FIRST TO FEET. (R61.3)

NOTES: PERMANENT ACCESS DOORS SHALL COMPLY WITH SECTION R609.4

NOTES: BUILDINGS SHALL HAVE APPROVED ADDRESS NUMBERS. BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION PLACED IN A POSITION THAT IS PLAINLY LEGIBLE AND VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY.

NOTES: PROTECTION OF WOOD AND WOOD BASED PRODUCTS FROM DECAY SHALL BE PROVIDED IN THE LOCATIONS SPECIFIED PER SECTION R611.1 BY USE OF NATURALLY DURABLE WOOD OR WOOD THAT IS PRESERVATIVE TREATED IN ACCORDANCE WITH AWPA U1 FOR THE SPECIES, PRODUCT, PRESERVATIVE AND END USE. PRESERVATIVES SHALL BE LISTED IN SECTION OF AWPA U1.

NOTES: PROVIDE ANTI-GRAFFITI FINISH WITHIN THE FIRST 3 FEET MEASURED FROM GRADE AT WALLS AND DOORS. EXCEPT, MAINTENANCE OF THE BUILDING AFFAIRS IS RECORDED BY THE OWNER TO COVARIANT AND AGREE WITH THE CITY OF LOS ANGELES TO REMOVE ANY GRAFFITI WITHIN 7-DAYS OF THE GROUPING BEING APPLIED. (B356)

SYMBOL NOTES

ALL WORK DONE ON PUBLIC RIGHT-OF-WAY SHALL BE DONE PER CITY PUBLIC WORKS STANDARDS.

ALL WORK IN THE PUBLIC RIGHTS-OF-WAY SHALL REQUIRE SEPARATE PERMIT FOR ALL WORK.

ALL UTILITIES, ELECTRICAL, GAS, WATER, TELEPHONE AND CABLE TELEVISION TO BE UNDERGROUND. CONTRACTOR TO COORDINATE WITH UTILITY COMPANIES.

CONTACT "DGS ALERT" PRIOR TO ANY EXCAVATION OR TRENCHING. 1-800-452-2133

PUBLIC WORKS REQUIREMENTS

A CONSTRUCTION AND EXCAVATION PERMIT (C&E PERMIT) IS REQUIRED FROM THE COMMUNITY DEVELOPMENT DEPARTMENT, ENGINEERING PERMITS AND RECORDS DIVISION, FOR ANY WORK IN THE PUBLIC RIGHT-OF-WAY.

SITE PLAN SYMBOLS

1	WATER METER
2	GAS METER
3	200 AMP 120/208V SINGLE PHASE ELECTRIC METER WITH UNDERGROUND SERVICE
4	WEATHER OR SOL BASED AUTOMATIC IRRIGATION CONTROLLER
5	AREA OF PROPOSED BUILDING
6	NEW CONCRETE WITH SMOOTH CEMENT FINISH
7	LANDSCAPE AREA. ALL PLANTER AREAS SHALL BE INSTALLED WITH MIN 4" THICK MULCH AND DROUGHT TOLERANT PLANTS AND GRASS COVER
8	CONC. HALL, 4" HOT AT 4"
9	PROPERTY LINE
10	5'-0" HIGH WOOD FENCE / GATE
11	5'-0" WIDE COLORED CONC WALKWAY
12	7'-0" X 8'-0" X 8'-0" CMU TRASH ENCLOSURE
13	NEW CONC DRIVEWAY APPROX PER PW STD.
14	EXISTING CONC SIDEWALK 4" FIBER PER PW. RECOMMENDATION STD.
15	CUSTOM 5'-0" HIGH X 42" WIDE WROUGHT IRON GATE AS APPROVED BY ARCH.
16	6" THICK STAMPED COLORED CONC OF CRUSH BASE AT DRIVEWAY.
17	AREA OF PROPOSED STREET DEDICATION
18	COMMON RECREATION AREAS WITH TOT-LIT, BENCHES

REVISIONS

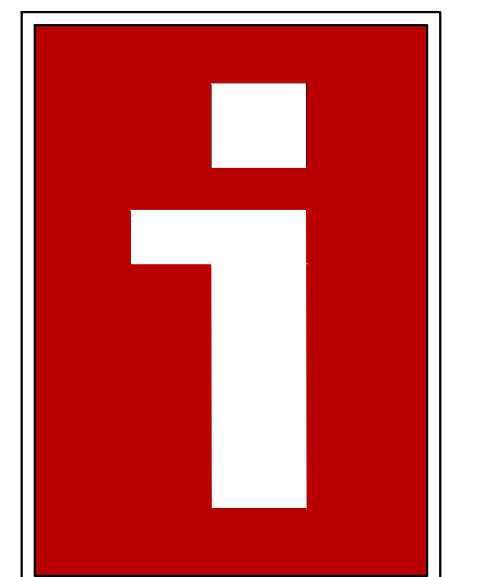
NO.	DATE	DESCRIPTION
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3	03-21-22	PRELIM ZONING ASSESS.
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5	06-10-22	SPR CORRECTION.
6	06-15-22	SPR CORRECTION.
7	06-27-22	SPR CORRECTION.
8	07-5-22	SPR CORRECTION.

DRAWN BY: IM
CHECKED BY: IM
PRINTED ON: JULY 5, 2022
PERMIT NO: DIR-2021-7344
-TOC-SPR-HCA

TITLE
SITE PLAN

SHEET #
A - 101

NO. OF 100



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OWNER / TENANT
BENBAROUKH, LLC.
319 S. ROBERTSON DR.
BEVERLY HILLS, CALIFORNIA, 90211
PH. 310-550-1012

**THE LEGACY @ SIXTH-UNION
A MIX-USE RESIDENTIAL DEVELOPMENT**
5 5 0 S . U N I O N S T R E E T
1 7 0 1 , 0 9 , 1 5 , 1 7 , 1 7 1 / 2 W . 6 T H S T R E E T
L O S A N G E L E S , C A 9 0 0 1 7

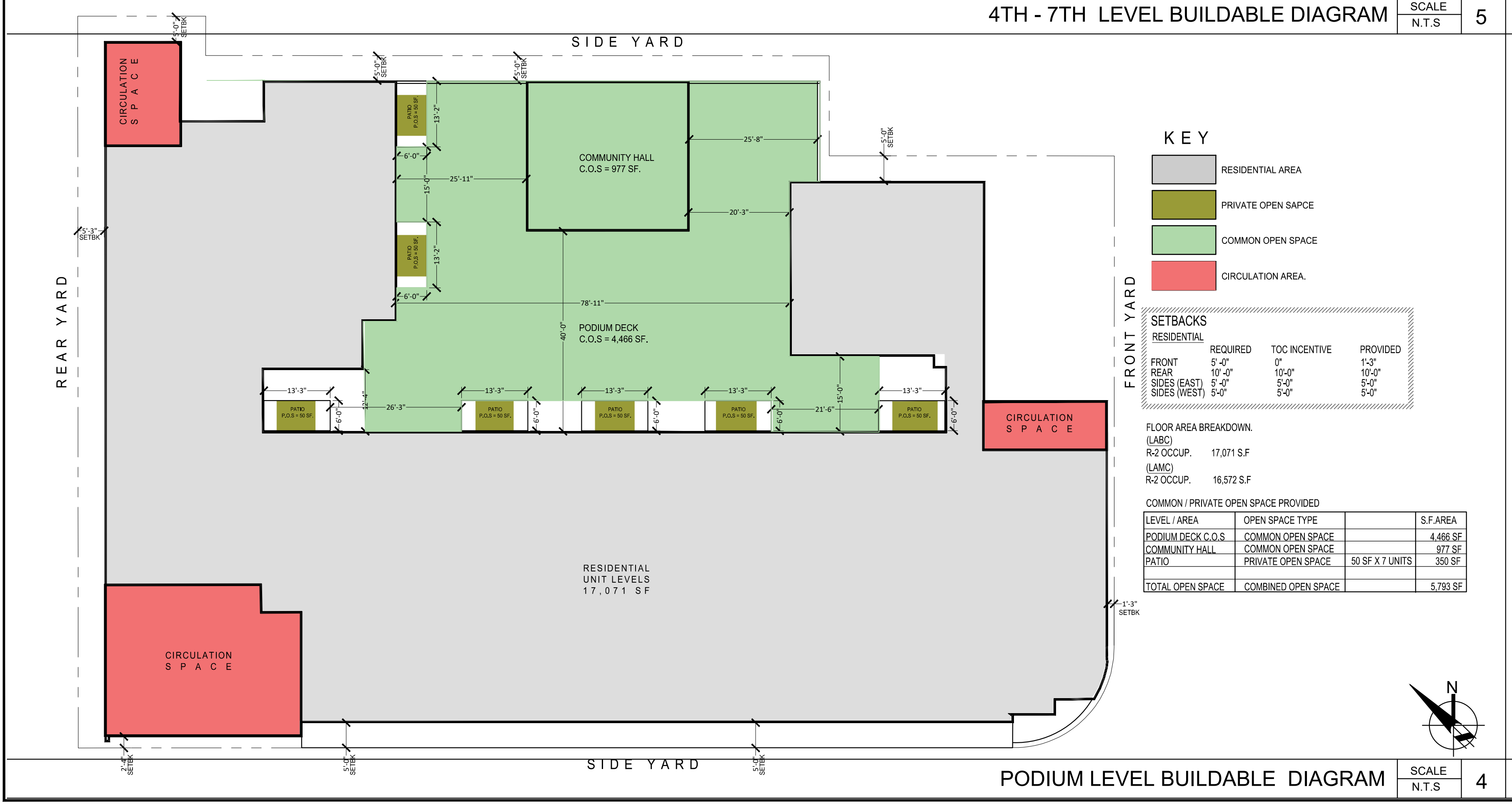
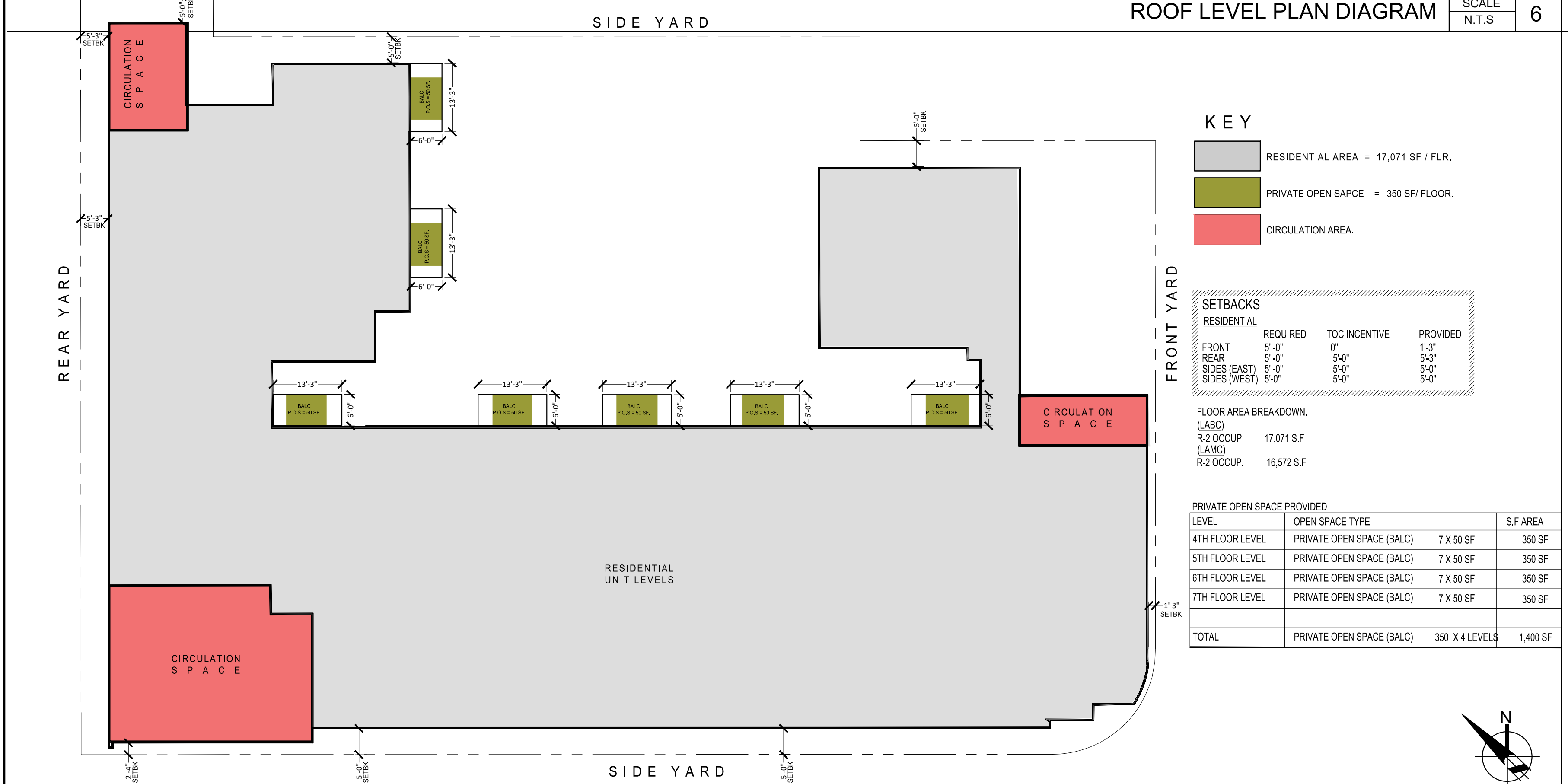
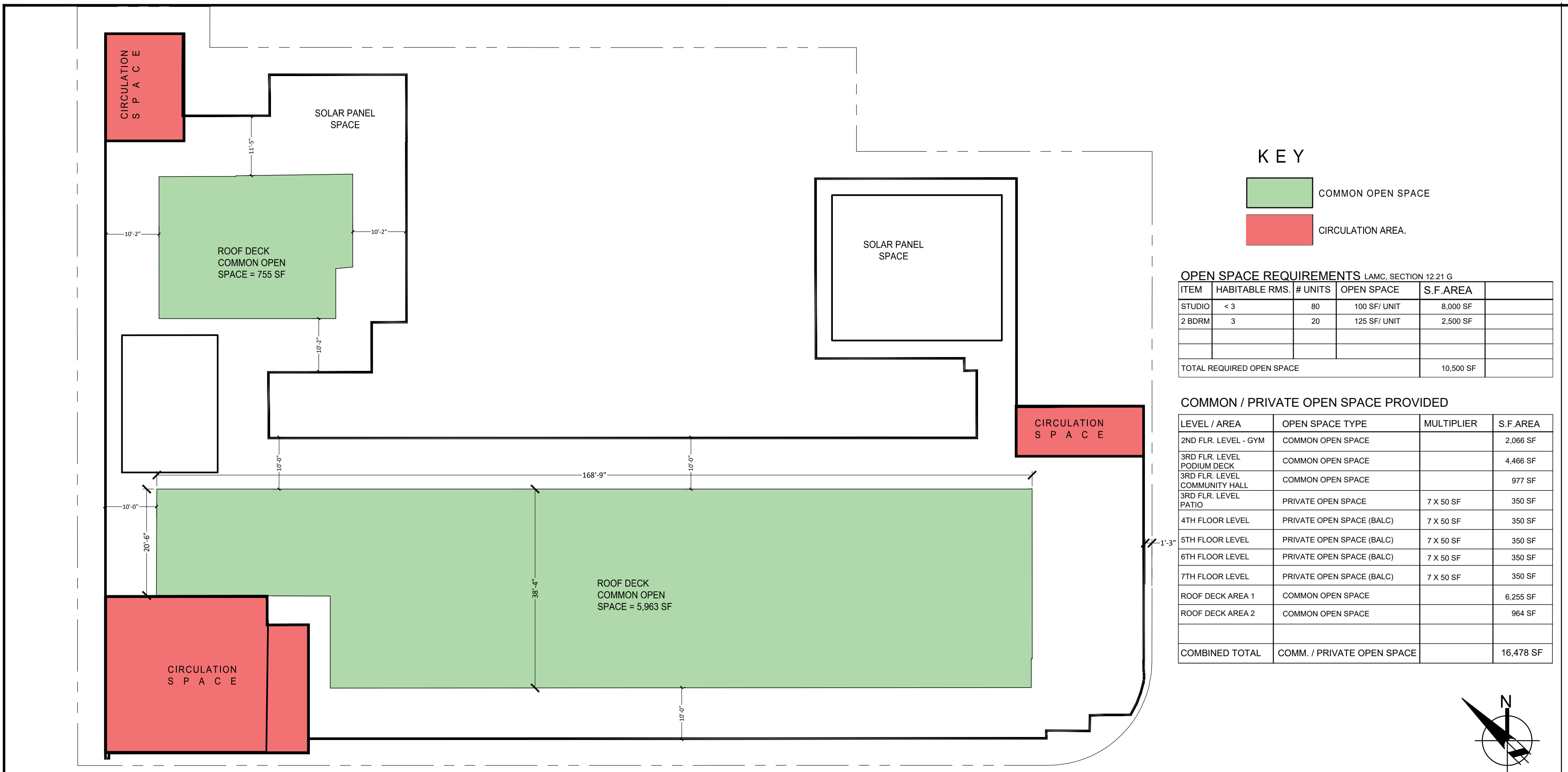
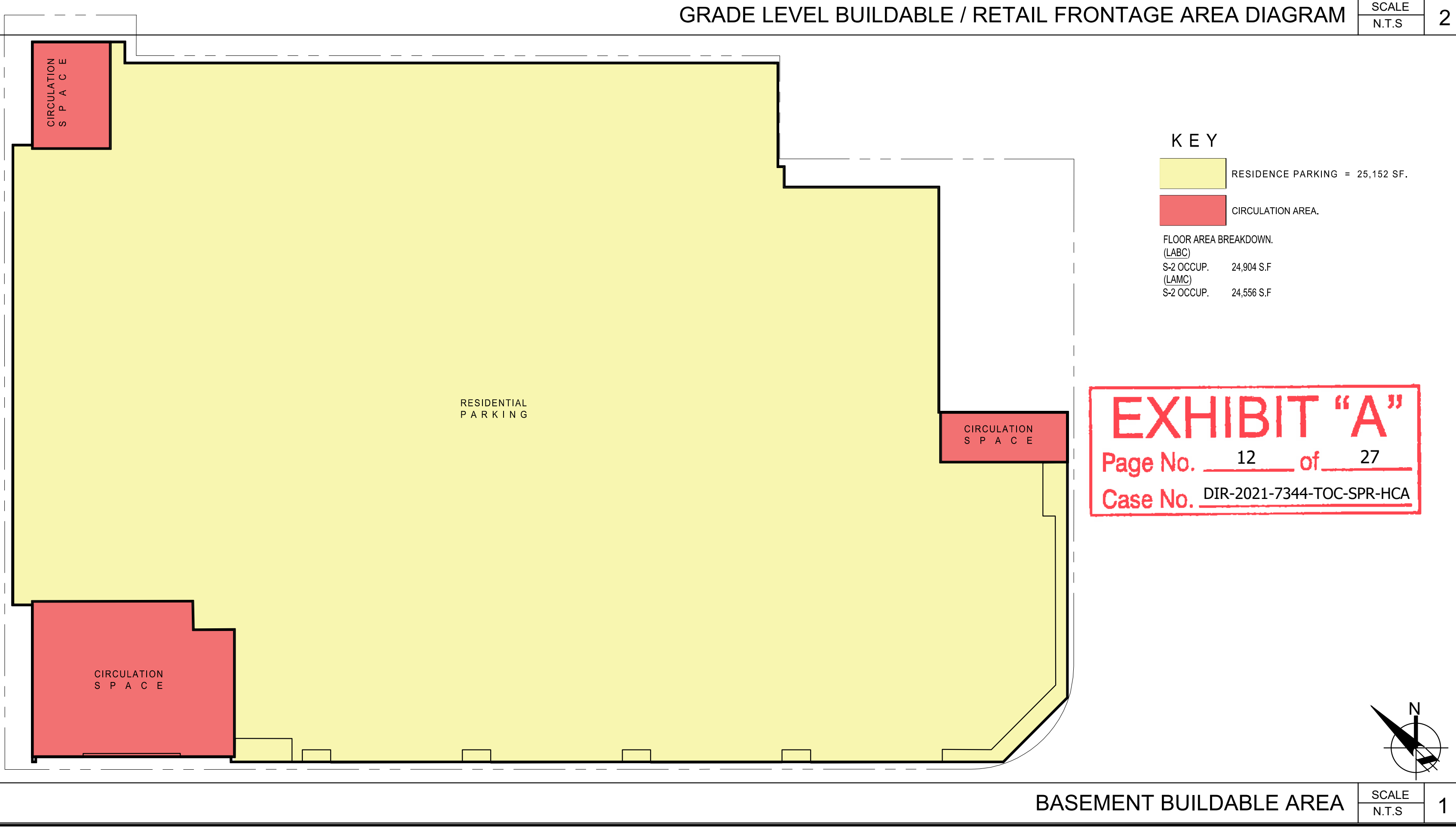
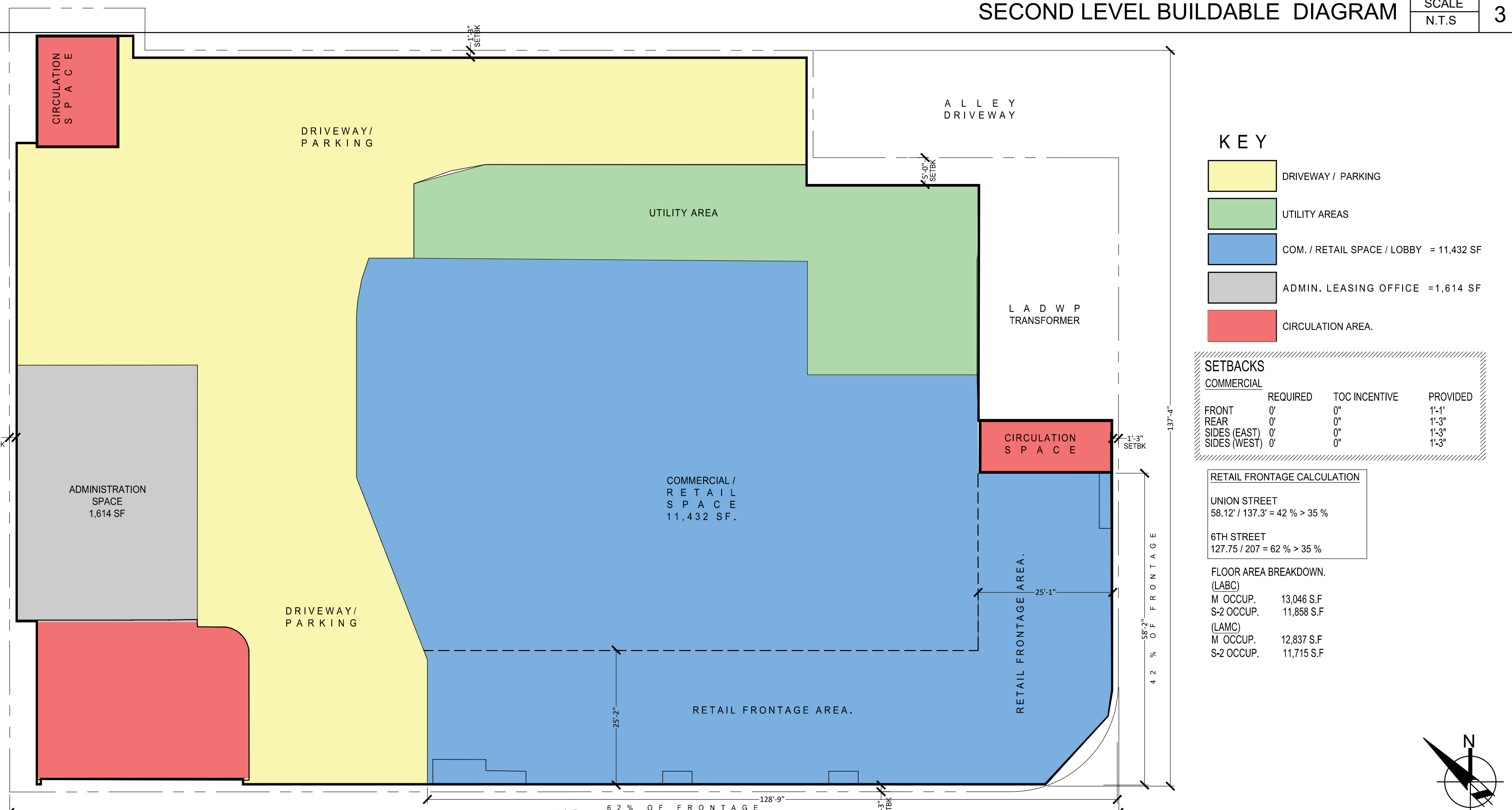
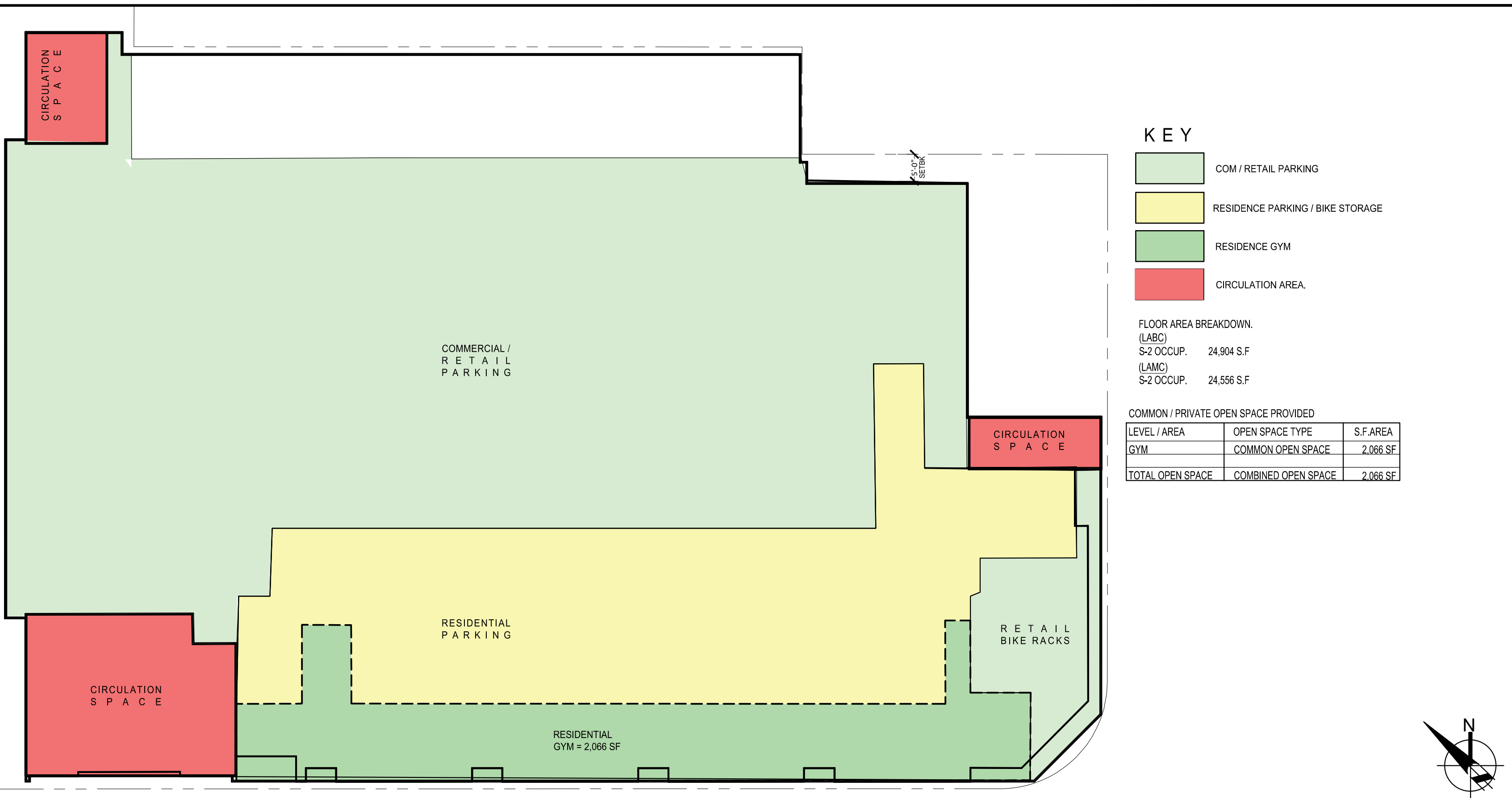
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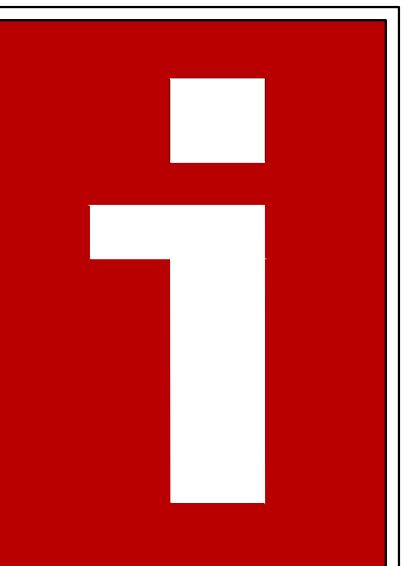
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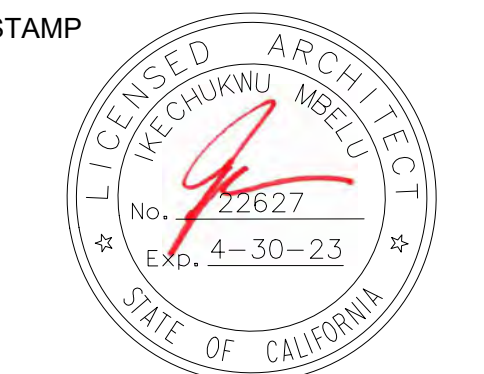
TITLE
BUILDABLE / FRONTAGE DIAGRAM

SHEET #
A - 102





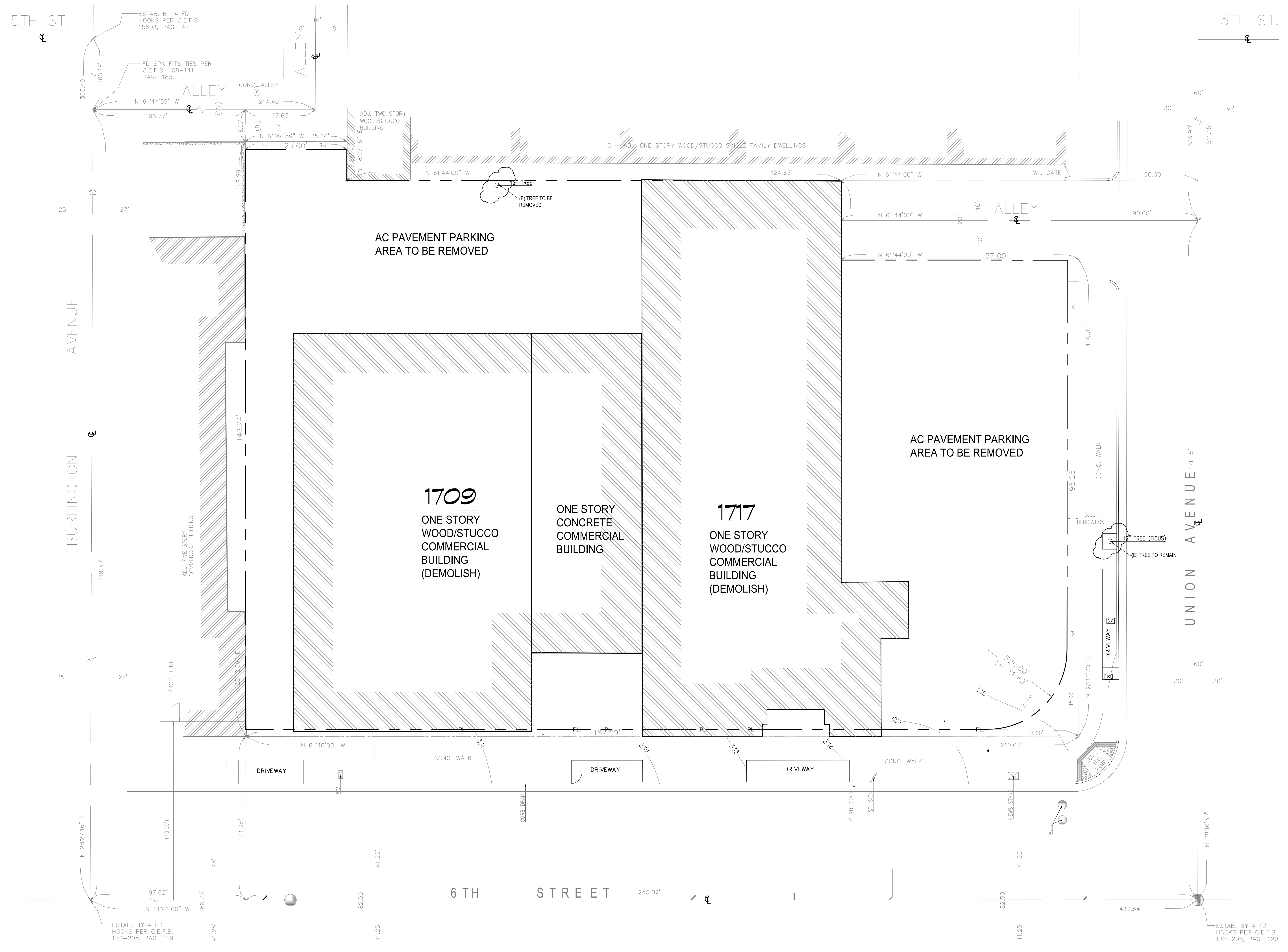
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THE LEGACY @ SIXTH-UNION
A MIX-USE RESIDENTIAL DEVELOPMENT
PROJECT ADDRESS: 550 S. UNION STREET
1701, 09, 15, 17, 17 1/2 W. 6TH STREET
LOS ANGELES, CA 90017



DEMOLITION PLAN SCALE 3/16"=1'-0" 1

REVISIONS	
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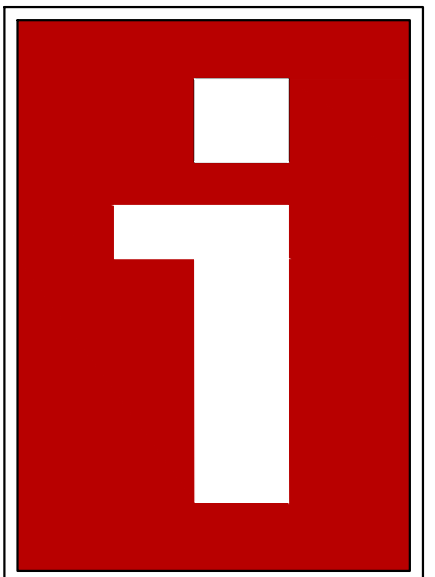
TITLE
DEMOLITION PLAN

SHEET #
A - 201

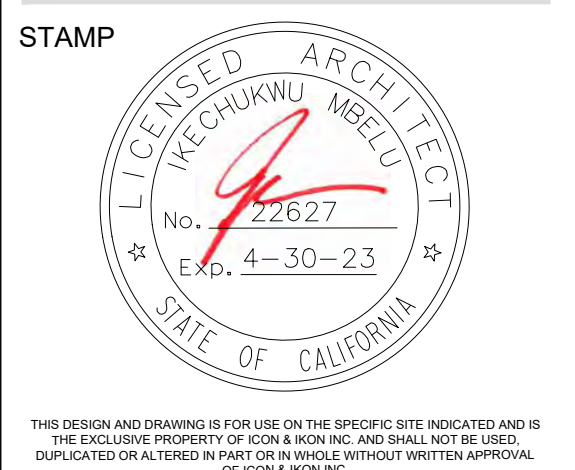
NO. OF 100

EXHIBIT "A"
Page No. 13 of 27
Case No. DIR-2021-7344-TOC-SPR-HCA

DEMOLITION NOTES	DEMOLITION NOTES	SYMBOL NOTES	SITE PLAN SYMBOLS
<p>DEMOLITION REQUIREMENTS:</p> <p>H. UNLESS OTHERWISE INDICATED ON THE DRAWING, REMOVE TREES, SHRUBS, GRASS, OTHER VEGETATION, IMPROVEMENTS, OR OBSTRUCTIONS INTERFERING WITH INSTALLATION OR NEW CONSTRUCTION. REMOVAL INCLUDES DIGGING OUT STUMPS AND ROOTS, DEPRESSIONS CAUSED BY CLEARING AND GRUBBING OPERATIONS ARE TO BE FILLED TO SUBGRADE ELEVATION TO AVOID WATER POOLING. SATISFACTORY FILL MATERIAL SHALL BE PLACED IN HORIZONTAL LAYERS NOT EXCEEDING 8 INCHES LOOSE DEPTH, AND THOROUGHLY COMPACTED PER FILL REQUIREMENTS.</p> <p>I. REMOVE GRASS TREES, PLANT LIFE, STUMPS AND ALL OTHER CONSTRUCTION DEBRIS FROM THE SITE TO A DUMP SITE THAT IS SUITABLE FOR HANDLING SUCH MATERIAL ACCORDING TO STATE LAWS AND REGULATIONS.</p> <p>ASBESTOS REPORT:</p> <p>A. PROVIDE ASBESTOS REPORT TO CITY PRIOR TO DEMOLISHING PERMIT BEING ISSUED.</p>	<p>DEMOLITION REQUIREMENTS:</p> <p>A. CONDUCT DEMOLITION TO MINIMIZE INTERFERENCE WITH ADJACENT STRUCTURES OR PAVEMENTS.</p> <p>B. CEASE OPERATIONS IMMEDIATELY IF ADJACENT STRUCTURES APPEAR TO BE IN DANGER. NOTIFY AUTHORITY HAVING JURISDICTION DO NOT RESUME OPERATIONS UNTIL DIRECTED.</p> <p>C. CONDUCT OPERATIONS WITH MINIMUM INTERFERENCE TO PUBLIC OR PRIVATE ACCESS. MAINTAIN ACCESS AND EGRESS AT ALL TIMES.</p> <p>D. OBTAIN WRITTEN PERMISSION FROM ADJACENT PROPERTY OWNERS WHEN DEMOLITION EQUIPMENT WILL TRAVERSE, OR HAVE UPON OR LIMIT ACCESS TO THEIR PROPERTY.</p> <p>E. SPRINKLE WORK WITH WATER TO MINIMIZE DUST. PROVIDE HOSES AND WATER CONNECTIONS FOR THIS PURPOSE.</p> <p>F. COMPLY WITH GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION.</p> <p>G. CLEAN ADJACENT STRUCTURES AND IMPROVEMENTS OF DUST, OIL, AND DEBRIS CAUSED DEMO. OPERATIONS. RETURN ADJACENT AREAS TO CONDITION EXISTING PRIOR TO START OF WORK.</p> <p>PROTECTION:</p> <p>A. LOCATE AND IDENTIFY EXISTING UTILITIES THAT ARE TO REMAIN AND PROTECT THEM FROM DAMAGE.</p> <p>B. PROTECT TREES, PLANT GROWTH AND FEATURES DESIGNATED TO REMAIN AS FINAL LANDSCAPE.</p> <p>C. CONDUCT OPERATIONS WITH MINIMUM INTERFERENCE TO PUBLIC OR PRIVATE ACCESSES AND FACILITIES. MAINTAIN ACCESS AND EGRESS AT ALL TIMES AND CLEAR OR DUMP ANY ROADWAYS DAILY OR AS REQUIRED BY THE GOVERNING AUTHORITY. AT SUCH TIMES AS DEEMED NECESSARY BY THE OWNER, BEST CONTROL SHALL BE PROVIDED WITH SPRINKLING SYSTEMS OR EQUIPMENT PROVIDED BY THE CONTRACTOR.</p> <p>D. PROTECT BENCH MARKS, PROPERTY CORNERS AND ALL OTHER SURVEY MONUMENTS FROM DAMAGE OR DISPLACEMENT. IF A MARKER NEEDS TO BE REMOVED IT SHALL BE REFERENCED BY A LICENSED LAND SURVEYOR AND REPLACED, AS NECESSARY, BY THE SAME.</p> <p>E. PROVIDE TRAFFIC CONTROL AS REQUIRED. IN ACCORDANCE WITH THE U.S. DEPARTMENT OF TRANSPORTATION MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND THE STATE HIGHWAY DEPARTMENT REQUIREMENTS.</p> <p>F. CLEAR AREAS REQUIRED FOR ACCESS TO SITE AND EXECUTION OF WORK.</p> <p>G. CLEARING TO BE PERFORMED IN ACCORDANCE WITH SOLS REPORT.</p>	<p>ALL WORK DONE ON PUBLIC RIGHT-OF-WAY SHALL BE DONE PER CITY PUBLIC WORKS STANDARDS.</p> <p>ALL WORK IN THE PUBLIC RIGHTS-OF-WAY SHALL BE DONE SEPARATE PERMIT FOR ALL WORK.</p> <p>ALL UTILITIES (ELECTRICAL, GAS, WATER, TELEPHONE AND CABLE TELEVISION) TO BE UNDERGROUND. CONTRACTOR TO COORDINATE WITH UTILITY COMPANIES.</p> <p>CONTACT "DMS ALERT" PRIOR TO ANY EXCAVATION OR TRENCHING. 1.800.422.4133</p> <p>PUBLIC WORKS REQUIREMENTS</p> <p>A CONSTRUCTION AND EDUCATION PERMIT (CEM PERMIT) IS REQUIRED FROM THE COMMUNITY DEVELOPMENT DEPARTMENT, ENGINEERING PERMITS AND RECORDS DIVISION, FOR ANY WORK IN THE PUBLIC RIGHT-OF-WAY.</p>	<p>1 WATER METER</p> <p>2 GAS METER</p> <p>3 200 AMP 120/208V SINGLE PHASE ELECTRIC METER WITH UNDERGROUND SERVICE.</p> <p>4 WEATHER OR SOL BASED AUTOMATIC IRRIGATION CONTROLLER.</p> <p>5 NEW CONCRETE WITH SMOOTH CEMENT FINISH</p> <p>6 LANDSCAPE AREA. ALL PLANTER AREAS SHALL BE INSTALLED WITH MIN 4" THICK MULCH AND DROUGHT TOLERANT PLANTS AND GROUND COVER.</p> <p>7 CURB WALL 6" @ HGT AT PL</p> <p>8 5" @ HIGH WOOD FENCE / GATE</p> <p>9 4" @ WIDE COLORED CONC WALKWAY</p> <p>10 7" X 6" X 4" CALL TRASH ENCLOSURE</p> <p>11 NEW CONC DRIVEWAY APPROX PER P.W. STD.</p> <p>12 EXISTING CONC SIDEWALK FIXED PER P.W. RECOMMENDATION(S)</p> <p>13 CUSTOM 9" @ HIGH X 42" WIDE WROUGHT IRON GATE AS APPROVED BY ARCH.</p> <p>14 6" THICK STAMPED COLORED CONC OF 4" CRUSH BASE AT DRIVEWAY.</p> <p>15 AREA OF PROPOSED STREET DEDICATION</p> <p>16 COMMON RECREATION AREAS WITH TOT-LOT, BENCHES</p>

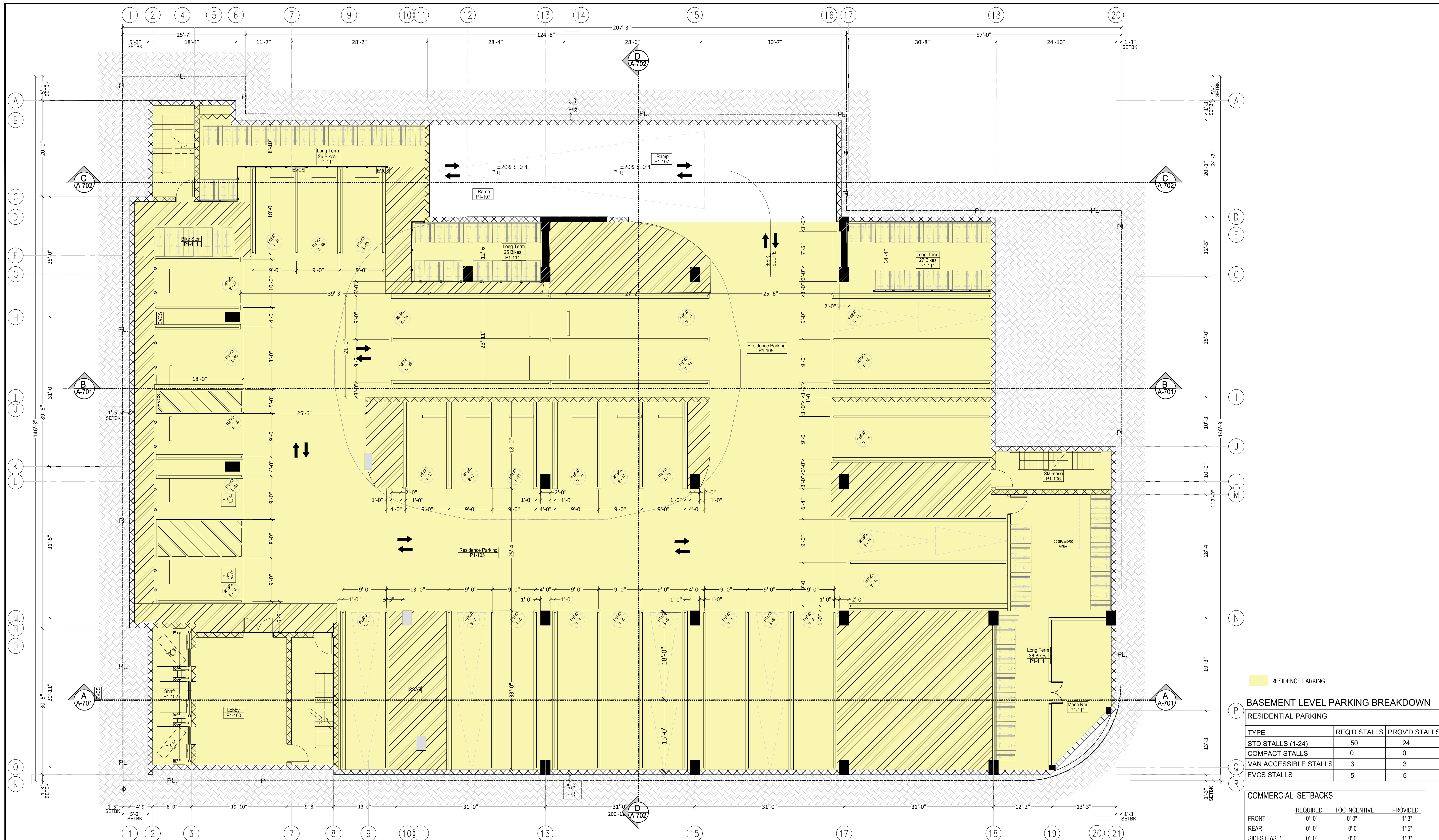


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OWNER / TENANT
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PROJECT ADDRESS
550 S. UNION STREET
1701, 09, 15, 17, 11/2 W. 6TH STREET
LOS ANGELES, CA 90017



RESIDENCE PARKING

BASEMENT LEVEL PARKING BREAKDOWN

TYPE	REQ'D STALLS	PROVD STALLS
STD STALLS (1-24)	50	24
COMPACT STALLS	0	0
VAN ACCESSIBLE STALLS	3	3
EVCS STALLS	5	5

COMMERCIAL SETBACKS

	REQUIRED	TOC INCENTIVE	PROVIDED
FRONT	0'-0"	0'-0"	1'-3"
REAR	0'-0"	0'-0"	1'-5"
SIDES (EAST)	0'-0"	0'-0"	1'-3"
SIDES (WEST)	0'-0"	0'-0"	1'-3"

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7	06-27-22	SPR CORRECTION.
8	07-5-22	SPR CORRECTION.

BASEMENT PARKING FLOOR PLAN SCALE 1/8"=1'-0" 1

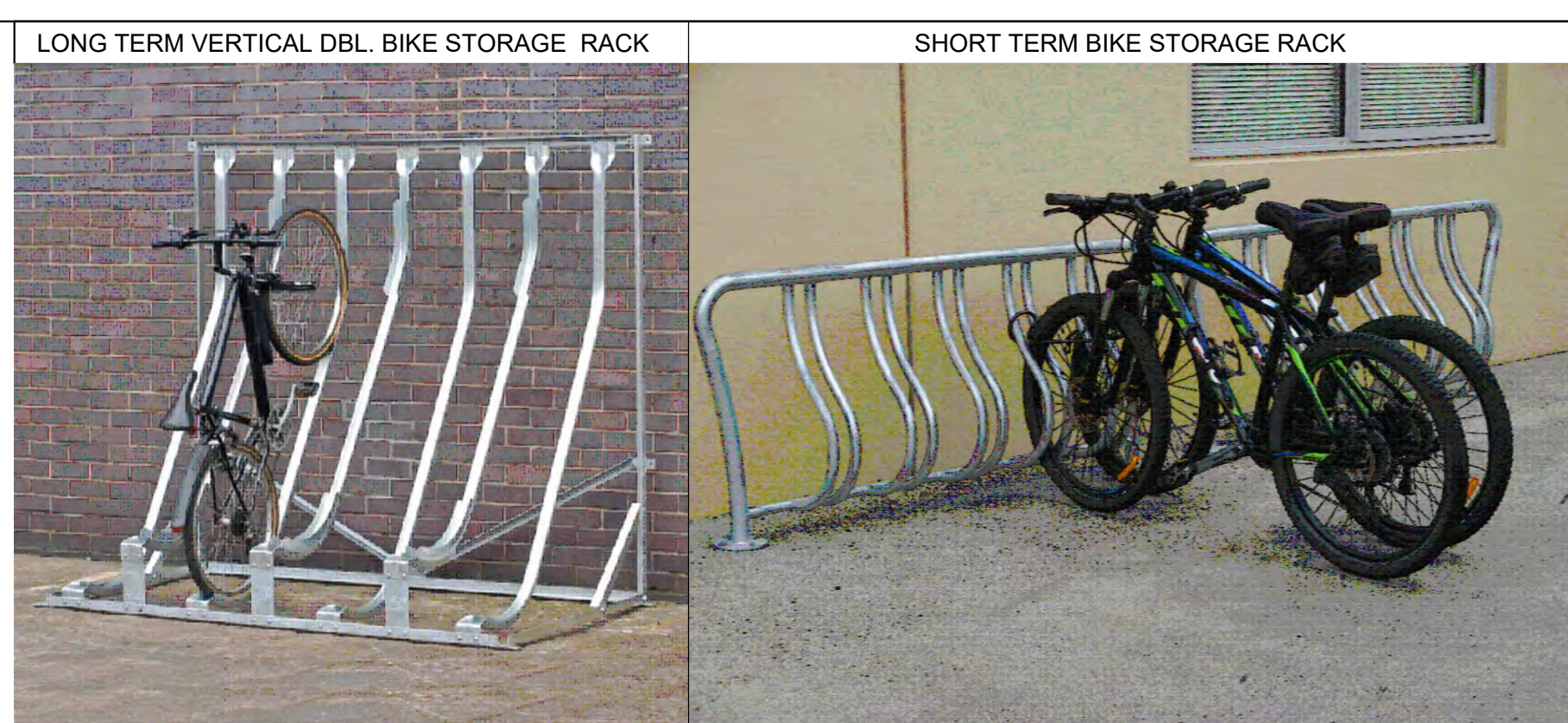
WALL SYMBOL LEGEND

- 1 HR FIRE RATED PARTY / UNIT SEPARATION WALL WITH 1/2" STUDS @ 16" O.C. STAGGERED ON 4" DILL PLATE. INSTALL WITH MIN R-15 BATT INSULATION AND MIN 1 LAYER 5/8" TYPE "X" GYPSUM WALL BOARD AT 1 SIDE AND MIN 7/8" RESILIENT CHANNEL AND 3/8" TYPE "X" GYPSUM WALL AT OPPOSITE SIDE.
- 2 X 6 EXTERIOR STUD WALL WITH MIN 5/8" GYPSUM WALL BOARD AT INTERIOR SIDE AND MIN 7/8" PORTLAND CEMENT STUCCO AT OVER WIRE MESH OVER TYVEK BUILDING WRAP OVER PLYWOOD SHEETING.
- 2" X 4" PLUMBING WALL WITH MIN 5/8" WATERPROOF GYPSUM WALL BOARD AT WET AREA SIDE OF WALL. INSTALL WITH MIN R-15 BATT INSULATION.
- 2" X 4" STUD WALL @ 16" O.C. WITH MIN 5/8" GYPSUM WALL BOARD AT BOTH SIDES.
- EXTERIOR FURRING PER EXTERIOR ELEVATIONS.

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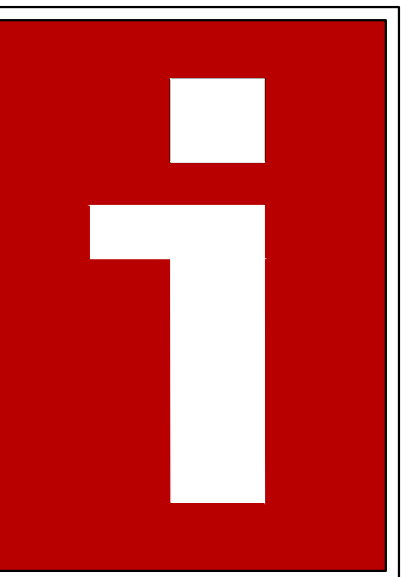
TITLE
BASEMENT FLOOR PLAN
SHEET #
A - 301
NO. OF 100

EXHIBIT "A"
Page No. 14 of 27
Case No. DIR-2021-7344-TOC-SPR-HCA

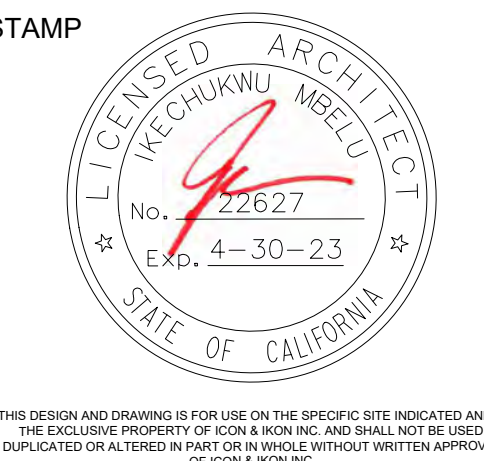


LONG TERM VERTICAL DBL BIKE STORAGE RACK

SHORT TERM BIKE STORAGE RACK



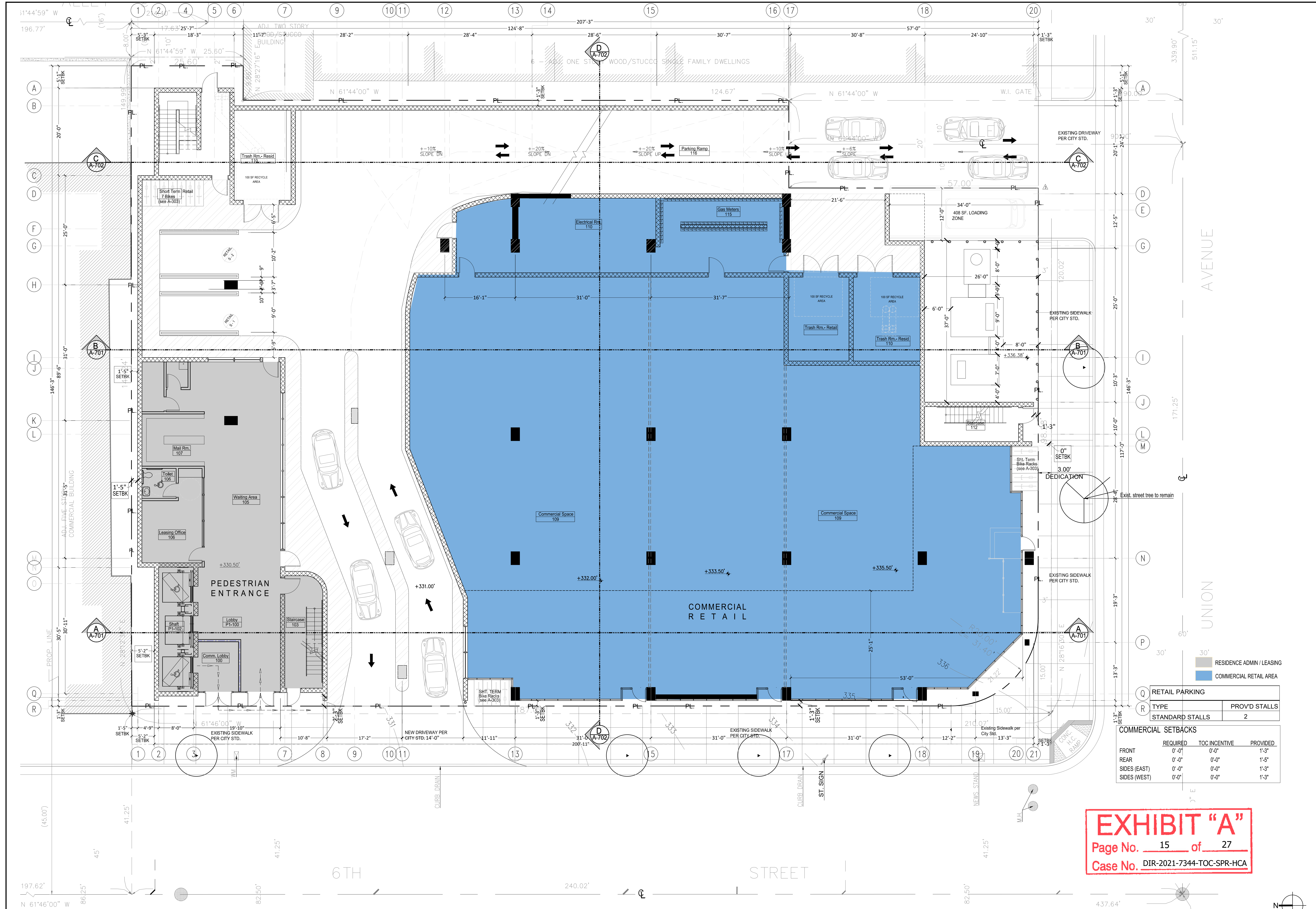
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OWNER / TENANT
BENBAROUKH, LLC.
319 S. ROBERTSON DR.
BEVERLY HILLS, CALIFORNIA, 90211
PH. 310-550-1012

**THE LEGACY @ SIXTH-UNION
A MIX-USE RESIDENTIAL DEVELOPMENT**

PROJECT ADDRESS
550 S. UNION STREET
1701, 09, 15, 17, 17 1/2 W. 6TH STREET
LOS ANGELES, CA 90017



RETAIL PARKING			
TYPE	STANDARD STALLS	PROVD STALLS	
		2	

COMMERCIAL SETBACKS			
	REQUIRED	TOC INCENTIVE	PROVIDED
FRONT	0'-0"	0'-0"	1'-3"
REAR	0'-0"	0'-0"	1'-5"
SIDES (EAST)	0'-0"	0'-0"	1'-3"
SIDES (WEST)	0'-0"	0'-0"	1'-3"

EXHIBIT "A"
Page No. 15 of 27
Case No. DIR-2021-7344-TOC-SPR-HCA

GRADE LEVEL - RETAIL - FLOOR PLAN
SCALE: 1/8"=1'-0" 1

WALL SYMBOL LEGEND

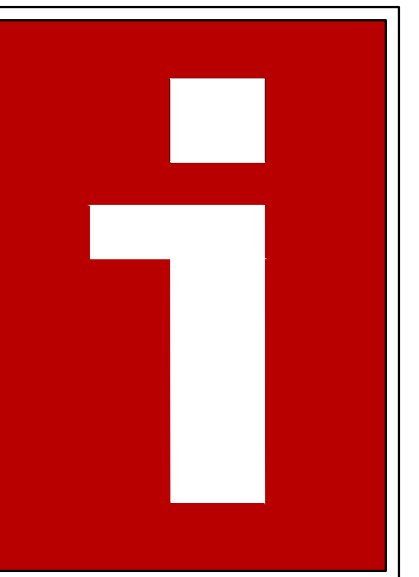
	1 HR FIRE RATED PARTY / EXIT SEPARATION WALL WITH 3-1/2" STUDS @ 16" O.C. STAGGERED ON AN 8" DILL PLATE. INSTALL WITH MIN R-15 BATT INSULATION AND MIN 1 LAYER 5/8" TYPE 'X' GYPSUM WALL BOARD AT 1 SIDE AND MIN 5/8" RESILIENT CHANNEL AND 1/2" TYPE 'X' GYPSUM WALL AT OPPOSITE SIDE.
	2 X EXTERIOR STUD WALL WITH MIN 5/8" GYPSUM WALL BOARD AT INTERIOR SIDE AND MIN 7/8" PORTLAND CEMENT STUCCO AT OVER WIRE MESH OVER TYVEK BUILDING WRAP OVER PLYWOOD SHEETING.
	2" X 4" PLUMBING WALL WITH MIN 5/8" WATERPROOF GYPSUM WALL BOARD AT WET AREA SIDE OF WALL. INSTALL WITH MIN R-15 BATT INSULATION.
	2" X 4" STUD WALL @ 16" O.C. WITH MIN 5/8" GYPSUM WALL BOARD AT BOTH SIDES.
	EXTERIOR FLOORING PER EXTERIOR ELEVATIONS.

REVISIONS

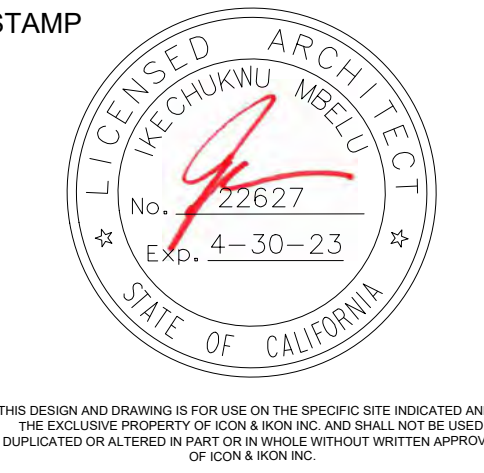
NO.	DATE	DESCRIPTION
1	01-22-22	SITE PLAN REVIEW-RESUB
2	02-18-22	PRELIM ZONING ASSESS.
3	03-21-22	PRELIM ZONING ASSESS.
4	05-18-22	PLANNING CORRECTION.
5	06-10-22	SPR CORRECTION.
6	06-15-22	SPR CORRECTION.
7	06-27-22	SPR CORRECTION.
8	07-5-22	SPR CORRECTION.

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PERMIT NO: DIR-2021-7344
-TOC-SPR-HCA

TITLE
GRADE LEVEL FLOOR PLAN
SHEET #
A - 302
NO. OF 100

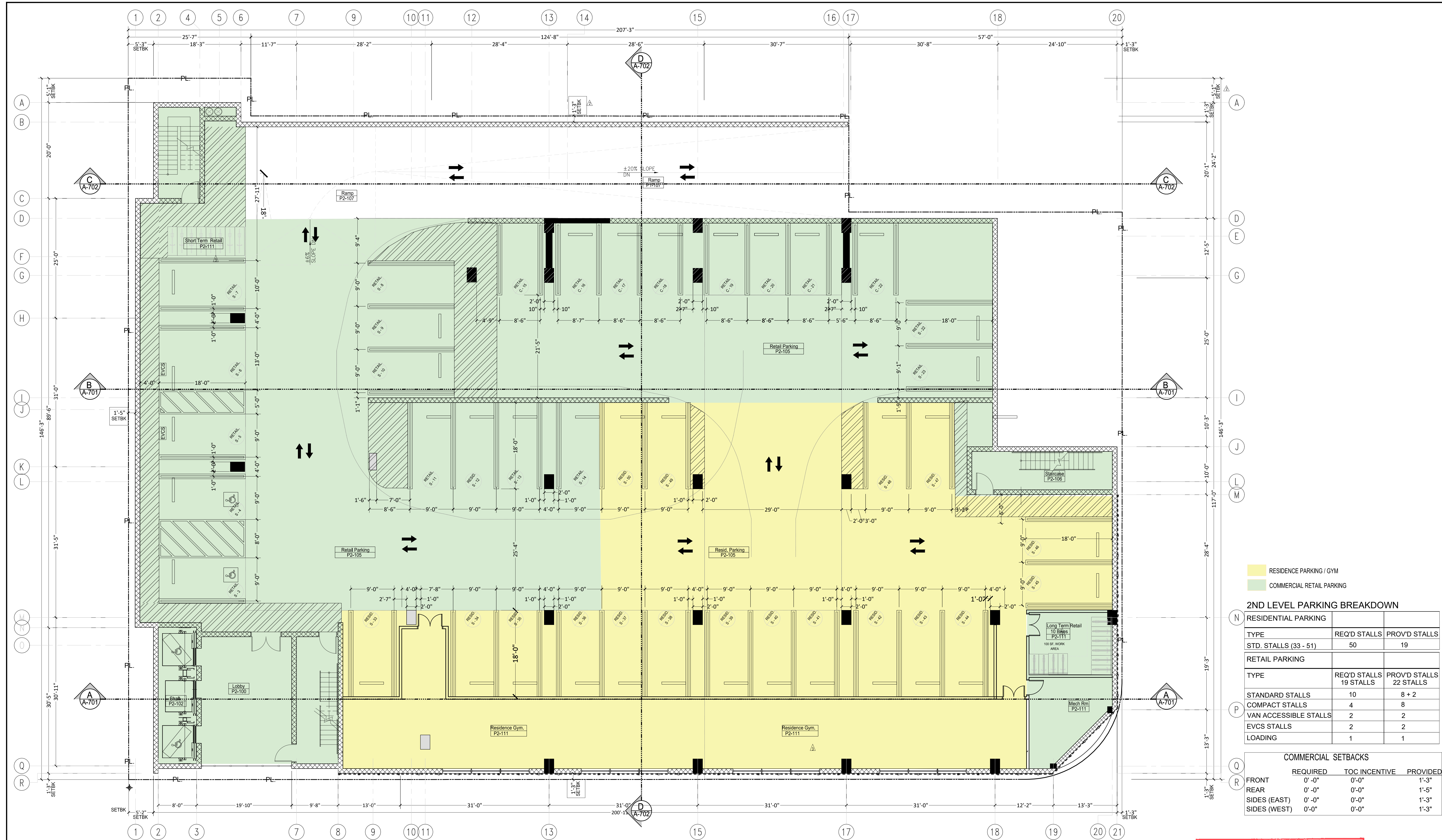


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THE LEGACY @ SIXTH-UNION
A MIX-USE RESIDENTIAL DEVELOPMENT
PROJECT ADDRESS: 550 S. UNION STREET
1701, 09, 15, 17, 17 1/2 W. 6TH STREET
LOS ANGELES, CA 90017



2ND LEVEL PARKING BREAKDOWN

RESIDENTIAL PARKING		
TYPE	REQ'D STALLS	PROV'D STALLS
STD. STALLS (33 - 51)	50	19
RETAIL PARKING		
TYPE	REQ'D STALLS	PROV'D STALLS
STANDARD STALLS	10	8 + 2
COMPACT STALLS	4	8
VAN ACCESSIBLE STALLS	2	2
EVCS STALLS	2	2
LOADING	1	1

COMMERCIAL SETBACKS			
	REQUIRED	TOC INCENTIVE	PROVIDED
FRONT	0'-0"	0'-0"	1'-3"
REAR	0'-0"	0'-0"	1'-5"
SIDES (EAST)	0'-0"	0'-0"	1'-3"
SIDES (WEST)	0'-0"	0'-0"	1'-3"

EXHIBIT "A"
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Case No. DIR-2021-7344-TOC-SPR-HCA

SECOND LEVEL - RETAIL PARKING - FLOOR PLAN SCALE 1/8"=1'-0"

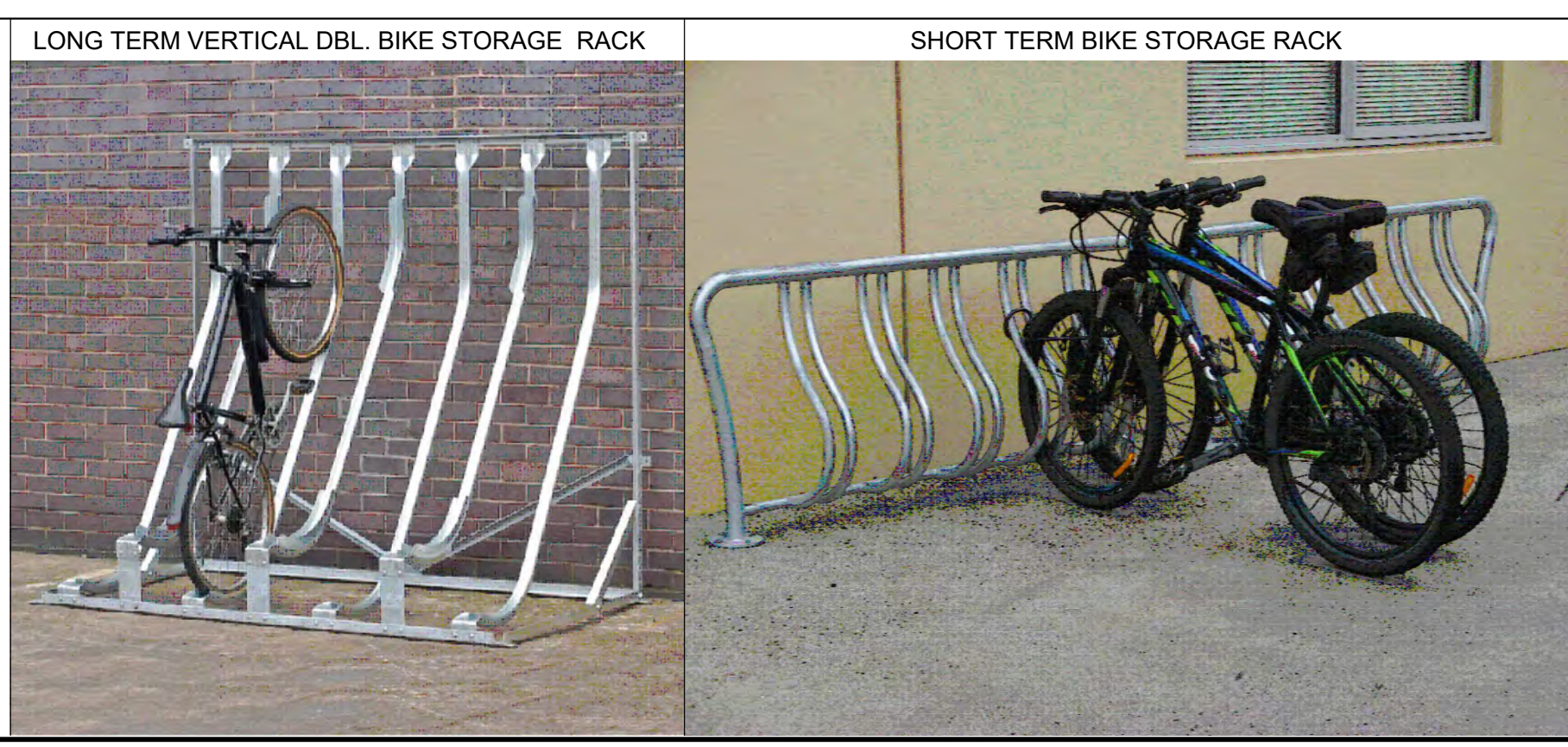
REVISIONS

NO.	DATE	DESCRIPTION
1	01-22-22	SITE PLAN REVIEW-RESUB
2	02-18-22	PRELIM ZONING ASSESS.
3	03-21-22	PRELIM ZONING ASSESS.
4	05-18-22	PLANNING CORRECTION.
5	06-10-22	SPR CORRECTION.
6	06-15-22	SPR CORRECTION.
7	06-27-22	SPR CORRECTION.
8	07-5-22	SPR CORRECTION.

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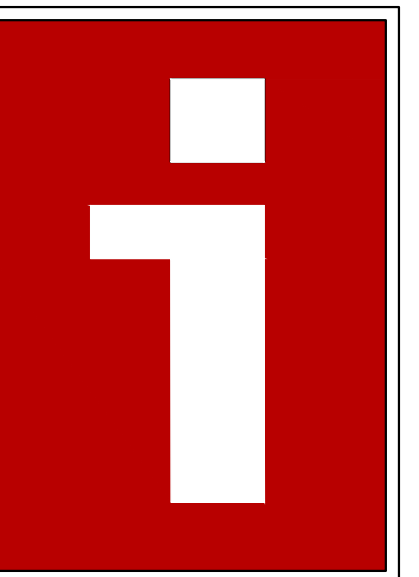
TITLE
SECOND LEVEL FLOOR PLAN

SHEET #
A - 303



WALL SYMBOL LEGEND

[Symbol]	1 HR FIRE RATED PARTY / UNIT SEPARATION WALL WITH 3-1/2" STUDS @ 16" O.C. STAGGERED ON AN 8" DILL PLATE. INSTALL WITH MIN R-15 BATT INSULATION AND MIN 1 LAYER 5/8" TYPE "X" GYPSUM WALL BOARD AT 1 SIDE AND MIN 5/8" RESILIENT CHANNEL AND TYPE "X" GYPSUM WALL AT OPPOSITE SIDE.
[Symbol]	2 X 6 EXTERIOR STUD/WALL WITH MIN 5/8" GYPSUM WALL BOARD AT INTERIOR SIDE AND MIN 7/8" PORTLAND CEMENT STUCCO AT OVER WIRE MESH OVER TYVEK BUILDING WRAP OVER PLYWOOD SHEETING.
[Symbol]	2" X 6" PLUMBING WALL WITH MIN 5/8" WATERPROOF GYPSUM WALL BOARD AT WET AREA SIDE OF WALL. INSTALL WITH MIN R-15 BATT INSULATION.
[Symbol]	2" X 4" STUD WALL @ 16" O.C. WITH MIN 5/8" GYPSUM WALL BOARD AT BOTH SIDES.
[Symbol]	EXTERIOR FURRING PER EXTERIOR ELEVATIONS.

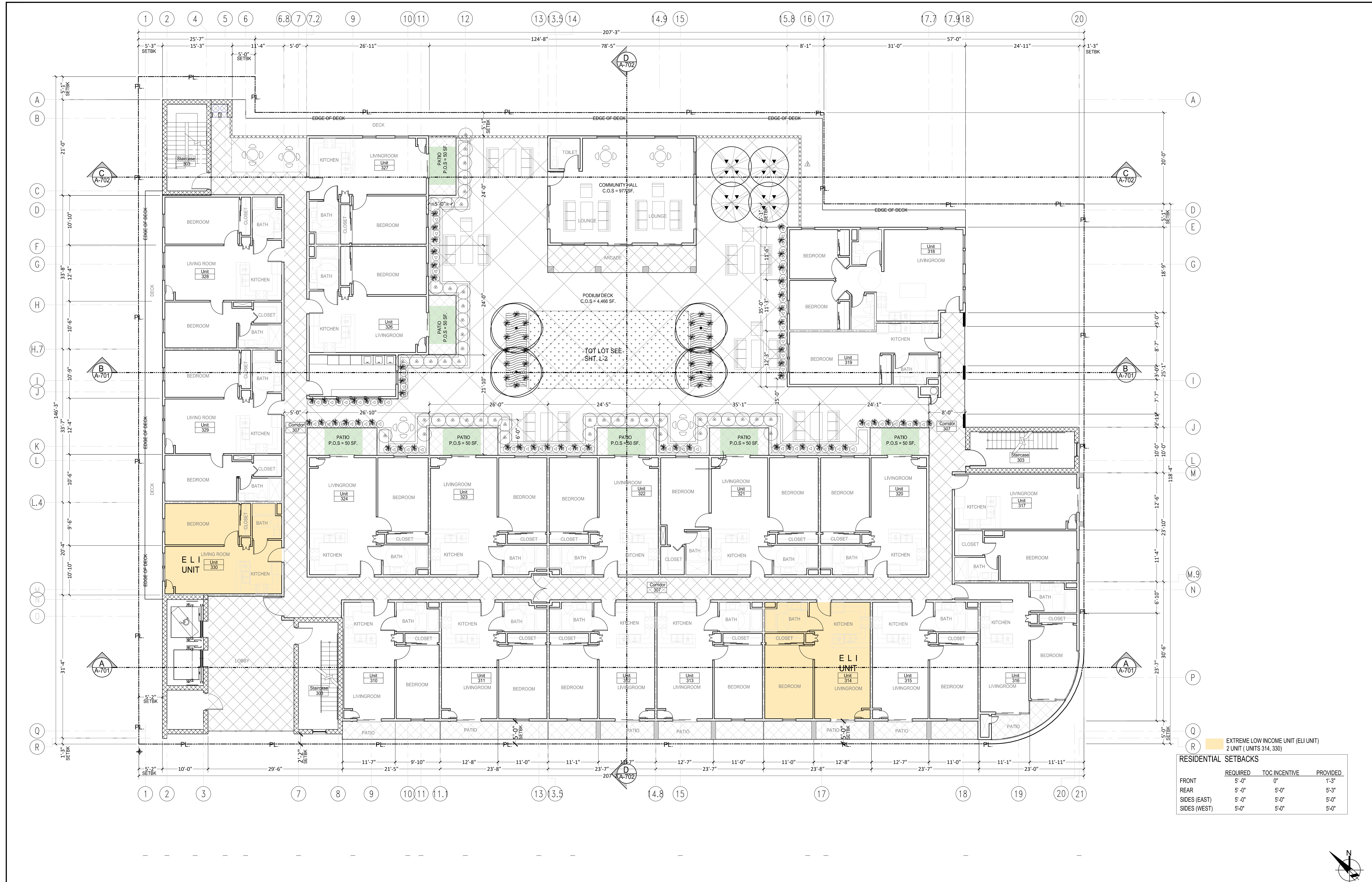


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THE LEGACY @ SIXTH-UNION
A MIX-USE RESIDENTIAL DEVELOPMENT
PROJECT ADDRESS: 550 S. UNION STREET, 1701, 09, 15, 17, 17 1/2 W. 6TH STREET, LOS ANGELES, CA 90017



RESIDENTIAL SETBACKS

	REQUIRED	TOC INCENTIVE	PROVIDED
FRONT	5'-0"	0'	1'-3"
REAR	5'-0"	5'-0"	5'-3"
SIDES (EAST)	5'-0"	5'-0"	5'-0"
SIDES (WEST)	5'-0"	5'-0"	5'-0"

PODIUM (3RD) LEVEL - RESIDENTIAL - FLOOR PLAN SCALE 1/8"=1'-0"

EXHIBIT "A"
Page No. 17 of 27
Case No. DIR-2021-7344-TOC-SPR-HCA

PODIUM (3RD) FLOOR AREA BREAKDOWN						PODIUM FLOOR AREA BREAKDOWN (CONT.)					
UNIT	AREA (LABC)	HABITABLE RM.	OPEN SPACE	WHERE PROVIDED	REMARK	UNIT	AREA	HABITABLE RM.	OPEN SPACE	WHERE PROVIDED	REMARK
310	575 SF	3	125 SF	125 SF	C.O.S. ROOF/PODIUM	300	559 SF	N/A			
311	630 SF	3	125 SF	125 SF	C.O.S. ROOF/PODIUM	302	304 SF	N/A			
312	630 SF	3	125 SF	125 SF	C.O.S. ROOF/PODIUM	304	740 SF	N/A			
313	630 SF	3	125 SF	125 SF	C.O.S. ROOF/PODIUM	307	1,564 SF	N/A			
314	630 SF	3	125 SF	125 SF	C.O.S. ROOF/PODIUM				2,675 SF	350 SF	
315	630 SF	3	125 SF	125 SF	C.O.S. ROOF/PODIUM						
316	620 SF	3	125 SF	125 SF	C.O.S. ROOF/PODIUM						
317	673 SF	3	125 SF	125 SF	C.O.S. ROOF/PODIUM						
318	975 SF	4	175 SF	175 SF	C.O.S. ROOF/PODIUM						
319	440 SF	2	100 SF	100 SF	C.O.S. ROOF/PODIUM						
320	642 SF	3	125 SF	50 SF/75 SF	P.O./S.C./O.S. BALC./POD/ROOF						
321	934 SF	4	175 SF	50 SF/125 SF	P.O./S.C./O.S. BALC./POD/ROOF						
322	650 SF	3	125 SF	50 SF/75 SF	P.O./S.C./O.S. BALC./POD/ROOF						
323	694 SF	3	125 SF	50 SF/75 SF	P.O./S.C./O.S. BALC./POD/ROOF						
324	714 SF	3	125 SF	50 SF/75 SF	P.O./S.C./O.S. BALC./POD/ROOF						
325	198 SF	LAUNDRY	N/A								
326	643 SF	3	125 SF	50 SF/75 SF	P.O./S.C./O.S. BALC./POD/ROOF						
327	643 SF	3	125 SF	50 SF/75 SF	P.O./S.C./O.S. BALC./POD/ROOF						
328	901 SF	4	175 SF	175 SF	C.O.S. ROOF/PODIUM						
329	901 SF	4	175 SF	175 SF	C.O.S. ROOF/PODIUM						
330	551 SF	3	125 SF	125 SF	C.O.S. ROOF/PODIUM						

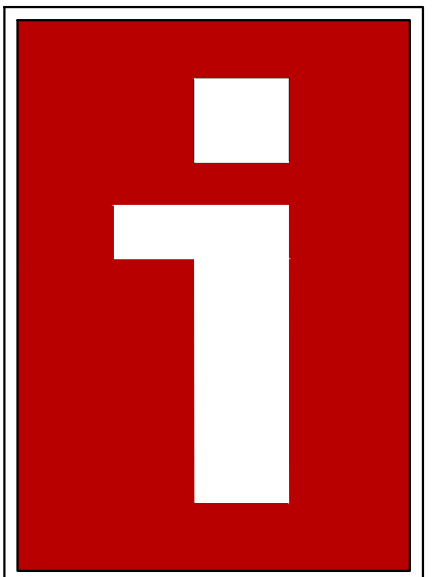
WALL SYMBOL LEGEND

- 1 HR FIRE RATED PARTY UNIT SEPARATION WALL WITH 1/2" STUDS @ 16" O.C. STAGGERED ON AN 8" GULL PLATE. INSTALL WITH MIN R-15 BATT INSULATION AND MIN 1" LAYER 5/8" TYPE "X" GYPSUM WALL BOARD AT 1 SIDE AND MIN 7/8" RESILIENT CHANNEL AND 3/8" TYPE "X" GYPSUM WALL AT OPPOSITE SIDE.
- 3 X 6 EXTERIOR STUCCO WALL WITH MIN 5/8" GYPSUM WALL BOARD AT EXTERIOR SIDE AND MIN 7/8" PORTLAND CEMENT STUCCO AT OVER WIRE MESH OVER TYVEK BUILDING WRAP OVER PLYWOOD SHEETING.
- 2" X 4" PLUMBING WALL WITH MIN 5/8" WATERPROOF GYPSUM WALL BOARD AT WET AREA SIDE OF WALL. INSTALL WITH MIN R-15 BATT INSULATION.
- 2" X 4" STUD WALL @ 16" O.C. WITH MIN 5/8" GYPSUM WALL BOARD AT BOTH SIDES.
- EXTERIOR FURRING PER EXTERIOR ELEVATIONS.

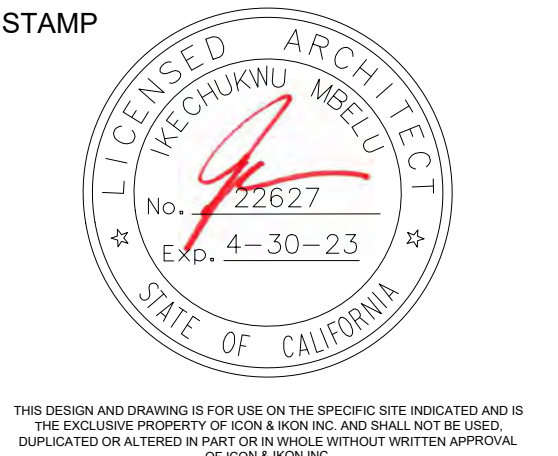
REVISIONS

NO.	DATE	DESCRIPTION
1	01-22-22	SITE PLAN REVIEW-RESUB
2	02-18-22	PRELIM ZONING ASSESS.
3	03-21-22	PRELIM ZONING ASSESS.
4	05-18-22	PLANNING CORRECTION.
5	06-10-22	SPR CORRECTION.
6	06-15-22	SPR CORRECTION.
7	06-27-22	SPR CORRECTION.
8	07-5-22	SPR CORRECTION.

DRAWN BY: I.M
CHECKED BY: I.M
PRINTED ON: JULY 5, 2022
PERMIT NO: DIR-2021-7344
-TOC-SPR-HCA
TITLE: **PODIUM LEVEL FLOOR PLAN**
SHEET # **A - 304**
NO. OF 100

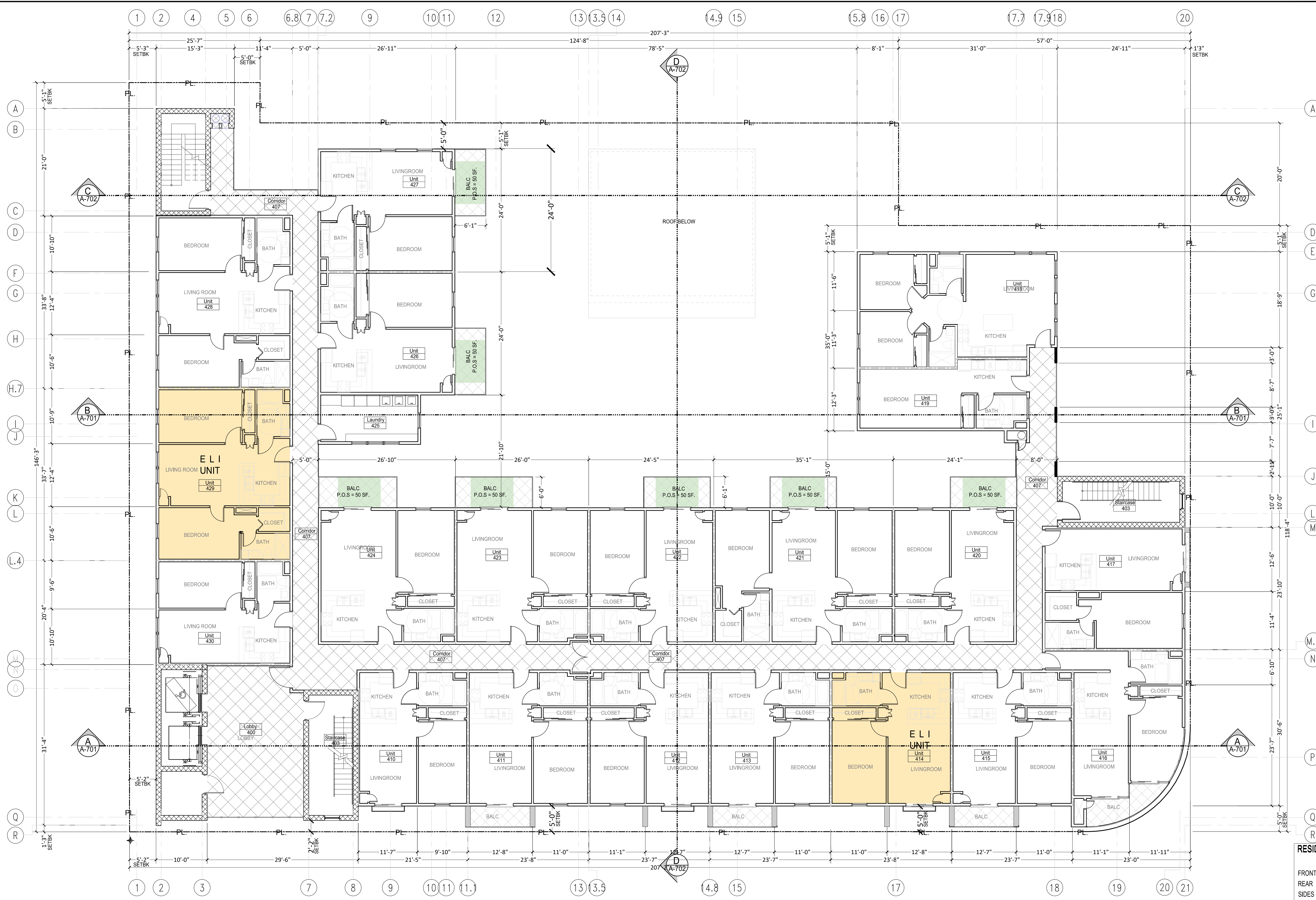


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THE LEGACY @ SIXTH-UNION
A MIX-USE RESIDENTIAL DEVELOPMENT
PROJECT ADDRESS: 550 S. UNION STREET, LOS ANGELES, CA 90017



RESIDENTIAL SETBACKS

	REQUIRED	TOC INCENTIVE	PROVIDED
FRONT	5'-0"	0'	1'-3"
REAR	5'-0"	5'-0"	5'-3"
SIDES (EAST)	5'-0"	5'-0"	5'-0"
SIDES (WEST)	5'-0"	5'-0"	5'-0"

REVISIONS

NO.	DATE	DESCRIPTION
1	01-22-22	SITE PLAN REVIEW-RESUB
2	02-18-22	PRELIM ZONING ASSESS.
3	03-21-22	PRELIM ZONING ASSESS.
4	05-18-22	PLANNING CORRECTION.
5	06-10-22	SPR CORRECTION.
6	06-15-22	SPR CORRECTION.
7	06-27-22	SPR CORRECTION.
8	07-5-22	SPR CORRECTION.

FOURTH LEVEL - RESIDENTIAL - FLOOR PLAN SCALE 1/8"=1'-0"

EXHIBIT "A"
Page No. 18 of 27
Case No. DIR-2021-7344-TOC-SPR-HCA

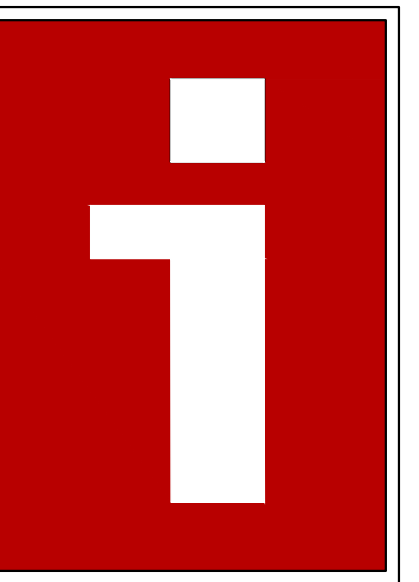
4TH FLOOR AREA BREAKDOWN						4TH FLOOR AREA BREAKDOWN (CONT.)					
UNIT	AREA (LABC)	HABITABLE RM.	REQ'D.	PROVIDED	WHERE PROVIDED	UNIT	AREA	HABITABLE RM.	REQ'D.	PROVIDED	WHERE PROVIDED
410	575 SF	3	125 SF	125 SF	ROOF/PODIUM	400	559 SF	N/A			
411	630 SF	3	125 SF	125 SF	C.O.S.	402	304 SF	N/A			
412	630 SF	3	125 SF	125 SF	C.O.S.	404	740 SF	N/A			
413	630 SF	3	125 SF	125 SF	C.O.S.	407	1,564 SF	N/A			
414	630 SF	3	125 SF	125 SF	C.O.S.						
415	630 SF	3	125 SF	125 SF	C.O.S.						
416	620 SF	3	125 SF	125 SF	C.O.S.						
417	673 SF	3	125 SF	125 SF	C.O.S.						
418	975 SF	4	175 SF	175 SF	C.O.S.						
419	440 SF	2	100 SF	100 SF	C.O.S.						
420	642 SF	3	125 SF	50 SF/75 SF	P.O.S./C.O.S.						
421	934 SF	4	175 SF	50 SF/125 SF	P.O.S./C.O.S.						
422	650 SF	3	125 SF	50 SF/75 SF	P.O.S./C.O.S.						
423	694 SF	3	125 SF	50 SF/75 SF	P.O.S./C.O.S.						
424	714 SF	3	125 SF	50 SF/75 SF	P.O.S./C.O.S.						
425	198 SF	LAUNDRY	N/A								
426	643 SF	3	125 SF	50 SF/75 SF	P.O.S./C.O.S.						
427	643 SF	3	125 SF	50 SF/75 SF	P.O.S./C.O.S.						
428	901 SF	4	175 SF	175 SF	C.O.S.						
429	901 SF	4	175 SF	175 SF	C.O.S.						
430	551 SF	3	125 SF	125 SF	C.O.S.						

WALL SYMBOL LEGEND

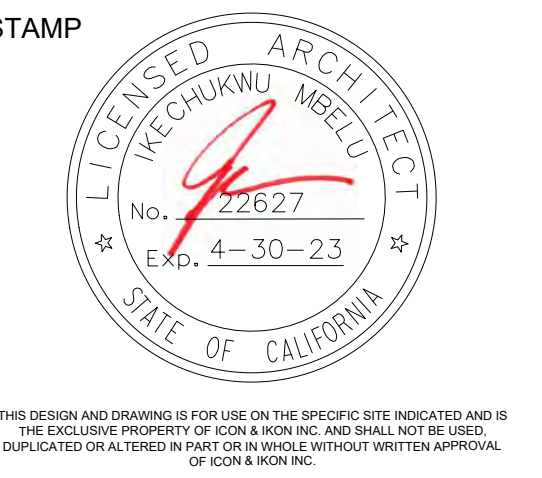
- 1 HR FIRE RATED PARTY / UNIT SEPARATION WALL WITH 3-1/2" STUDS @ 16" O.C. STAGGERED ON 4" DILL PLATE. INSTALL WITH MIN R-15 BATT INSULATION AND MIN 1 LAYER 5/8" TYPE "X" GYPSUM WALL BOARD AT 1 SIDE AND MIN 7' RESILIENT CHANNEL AND 2 TYPE "X" GYPSUM WALL AT OPPOSITE SIDE.
- 2 X 6 EXTERIOR STUD WALL WITH MIN 5/8" GYPSUM WALL BOARD AT EXTERIOR SIDE AND MIN 7/8" PORTLAND CEMENT STUCCO AT OVER WIRE MESH OVER TYVEK BUILDING WRAP OVER PLYWOOD SHEETING.
- 2" X 4" FLAMING WALL WITH MIN 5/8" WATERPROOF GYPSUM WALL BOARD AT NET AREA SIDE OF WALL. INSTALL WITH MIN R-15 BATT INSULATION.
- 2" X 4" STUD WALL @ 16" O.C. WITH MIN 5/8" GYPSUM WALL BOARD AT BOTH SIDES.

EXTERIOR FURNISH PER EXTERIOR ELEVATIONS.

DRAWN BY: IM
CHECKED BY: IM
PRINTED ON: JULY 5, 2022
PERMIT NO: DIR-2021-7344 -TOC-SPR-HCA
TITLE: FOURTH LEVEL FLOOR PLANS
SHEET #: A - 305
NO. OF 100

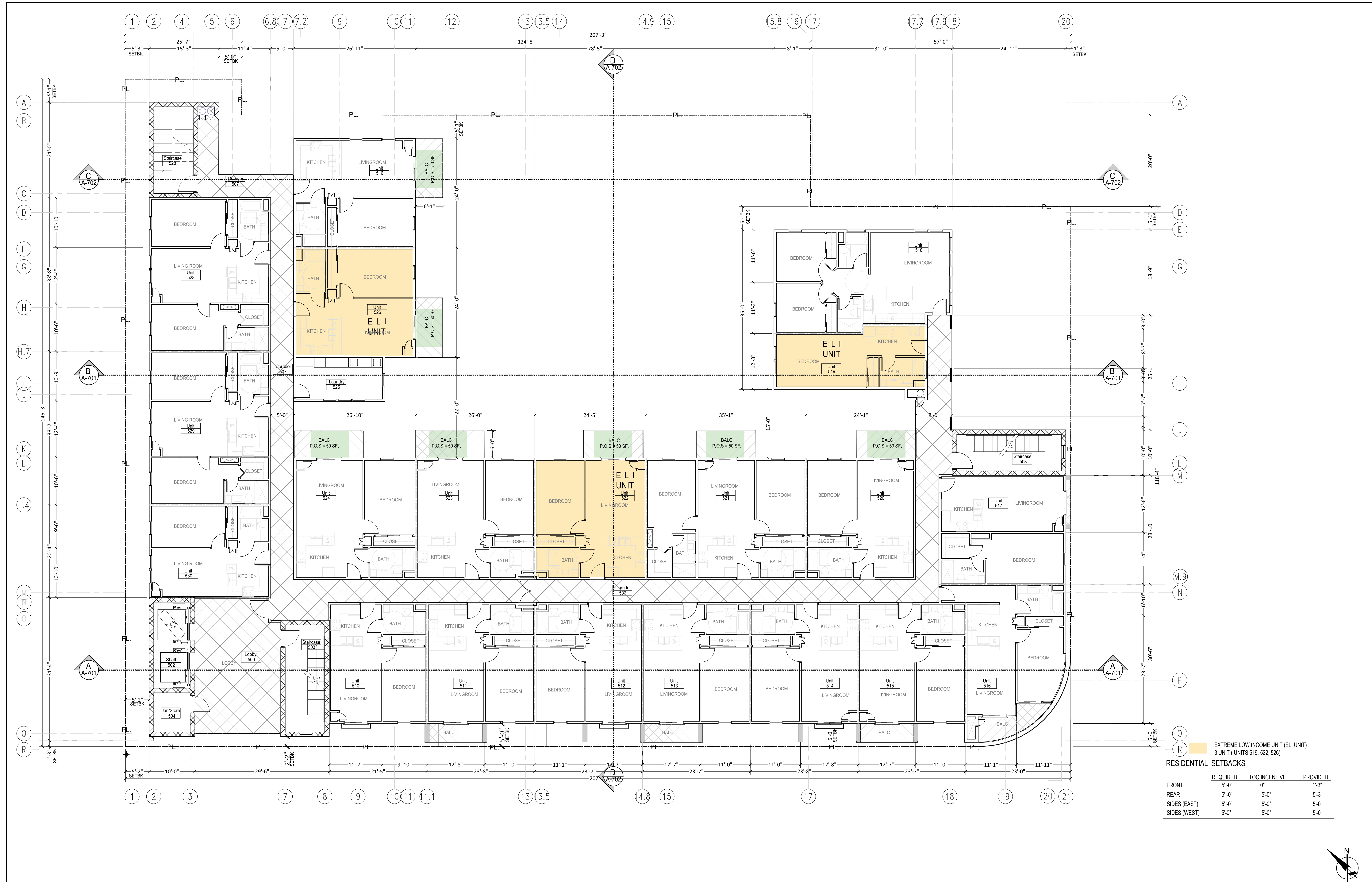


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THE LEGACY @ SIXTH-UNION
A MIX-USE RESIDENTIAL DEVELOPMENT
PROJECT ADDRESS: 550 S. UNION STREET, LOS ANGELES, CA 90017



RESIDENTIAL SETBACKS

	REQUIRED	T.O.C INCENTIVE	PROVIDED
FRONT	5'-0"	0"	1'-3"
REAR	5'-0"	5'-0"	5'-3"
SIDES (EAST)	5'-0"	5'-0"	5'-0"
SIDES (WEST)	5'-0"	5'-0"	5'-0"

EXHIBIT "A"
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Case No. DIR-2021-7344-TOC-SPR-HCA

FIFTH LEVEL - RESIDENTIAL - FLOOR PLAN SCALE 1/8"=1'-0" 1

5TH FLOOR AREA BREAKDOWN						5TH FLOOR AREA BREAKDOWN (CONT.)					
UNIT	AREA (LABS)	HABITABLE RM.	OPEN SPACE	REQ'D.	PROVIDED	UNIT	AREA	HABITABLE RM.	OPEN SPACE	REQ'D.	PROVIDED
510	575 SF	3	125 SF	125 SF	125 SF	500	559 SF	N/A			
511	630 SF	3	125 SF	125 SF	125 SF	502	304 SF	N/A			
512	630 SF	3	125 SF	125 SF	125 SF	504	740 SF	N/A			
513	630 SF	3	125 SF	125 SF	125 SF	507	1,964 SF	N/A			
514	630 SF	3	125 SF	125 SF	125 SF	LIV. AREA	17,071 SF		2,675 SF	350 SF	
515	630 SF	3	125 SF	125 SF	125 SF						
516	620 SF	3	125 SF	125 SF	125 SF	ELI UNIT	PODIUM DECK		4,466 SF (C.O.S.)		PODIUM LEVEL
517	673 SF	3	125 SF	125 SF	125 SF		COMMUNITY HALL		977 SF (C.O.S.)		PODIUM LEVEL
518	975 SF	4	175 SF	175 SF	175 SF		BALCONY AREAS		350 SF (P.O.S.)		BALCONIES
519	440 SF	2	100 SF	100 SF	100 SF	ELI UNIT	ROOF DECK AREA 1		6,255 SF (C.O.S.)		ROOF LEVEL
520	642 SF	3	125 SF	50 SF/75 SF	125 SF		ROOF DECK AREA 2		964 SF (C.O.S.)		ROOF LEVEL
521	934 SF	4	175 SF	50 SF/75 SF	175 SF						
522	650 SF	3	125 SF	50 SF/75 SF	125 SF	ELI UNIT					
523	694 SF	3	125 SF	50 SF/75 SF	125 SF						
524	714 SF	3	125 SF	50 SF/75 SF	125 SF						
525	198 SF	LAUNDRY	N/A								
526	643 SF	3	125 SF	50 SF/75 SF	125 SF	ELI UNIT					
527	643 SF	3	125 SF	50 SF/75 SF	125 SF						
528	901 SF	4	175 SF	175 SF	175 SF						
529	901 SF	4	175 SF	175 SF	175 SF						
530	551 SF	3	125 SF	125 SF	125 SF						

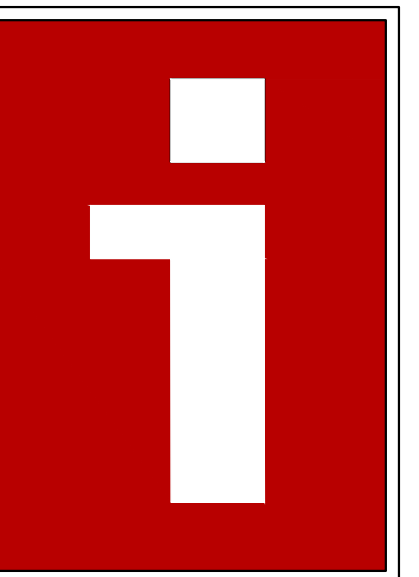
WALL SYMBOL LEGEND

- 1 HR FIRE RATED PARTY UNIT SEPARATION WALL WITH 3-1/2" STUDS @ 16" O.C. STAGGERED ON AN 6" DILL PLATE. INSTALL WITH MIN R-15 BATT INSULATION AND MIN 1 LAYER 60# TYPE 'X' GYPSUM WALL BOARD AT 1 SIDE AND MIN 7/8" RESILIENT CHANNEL AND 7 TYPE 'X' GYPSUM WALL AT OPPOSITE SIDE.
- 2 X 6 EXTERIOR STUD WALL WITH MIN 50# GYPSUM WALL BOARD AT INTERIOR SIDE AND MIN 7/8" PORTLAND CEMENT STUCCO AT OVER WIRE MESH OVER TYVEK BUILDING WRAP OVER FLYWOOD SHEETING.
- 2" X 4" PLUMBING WALL WITH MIN 50# WATERPROOF GYPSUM WALL BOARD AT WET AREA SIDE OF WALL. INSTALL WITH MIN R-15 BATT INSULATION.
- 2" X 4" STUD WALL @ 16" O.C. WITH MIN 50# GYPSUM WALL BOARD AT BOTH SIDES.
- EXTERIOR FINISHING PER EXTERIOR ELEVATIONS.

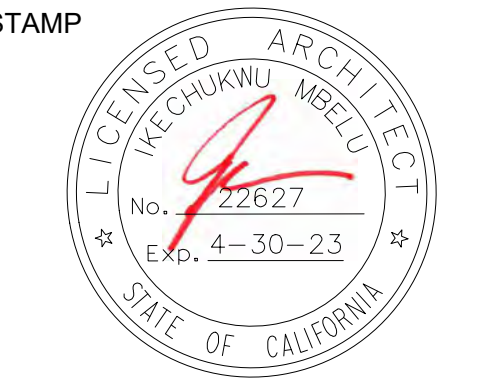
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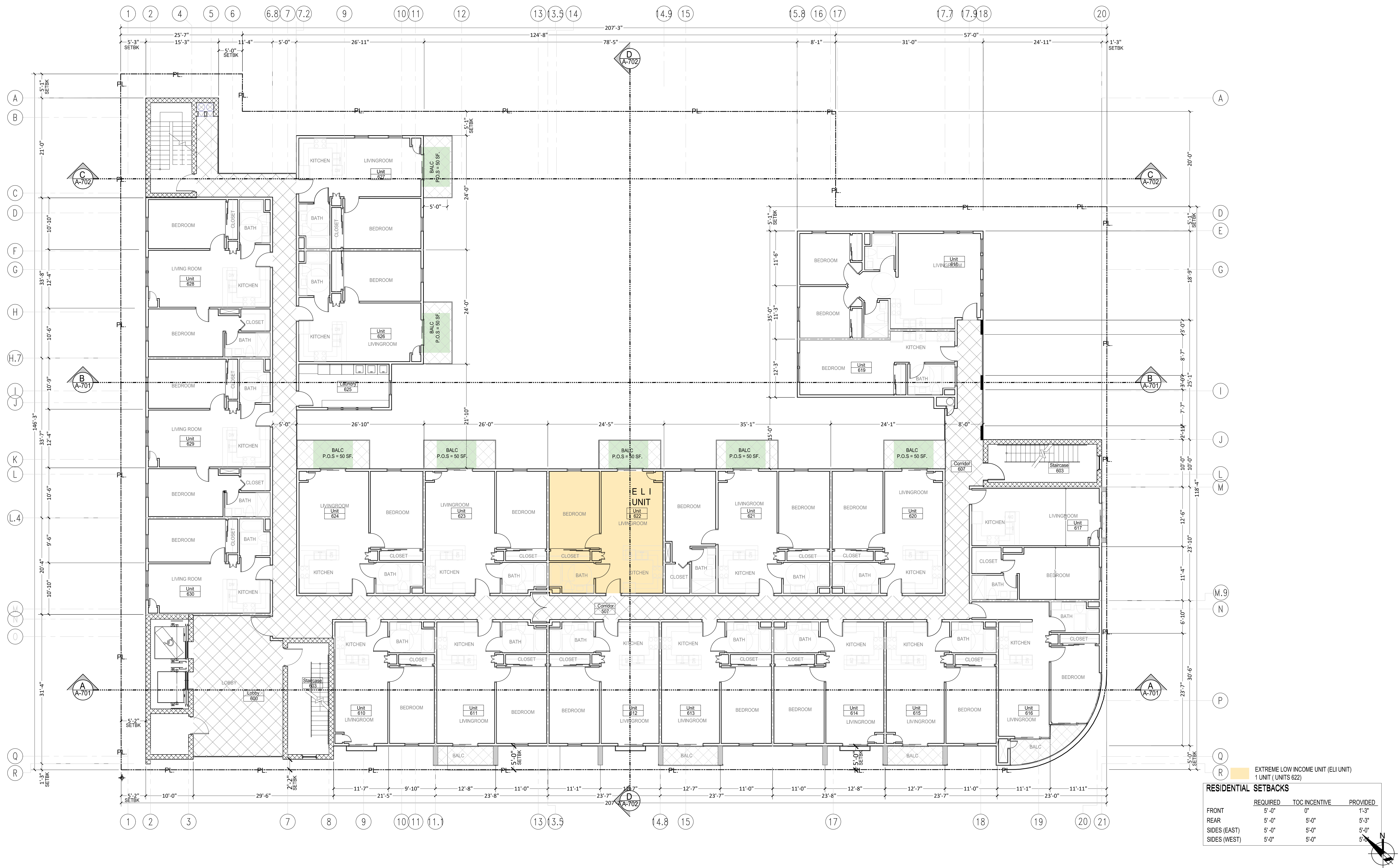


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THE LEGACY @ SIXTH-UNION
A MIX-USE RESIDENTIAL DEVELOPMENT
PROJECT ADDRESS: 550 S. UNION STREET
1701, 09, 15, 17, 17 1/2 W. 6TH STREET
LOS ANGELES, CA 90017



RESIDENTIAL SETBACKS

	REQUIRED	TOC INCENTIVE	PROVIDED
FRONT	5'-0"	0"	1'-3"
REAR	5'-0"	5'-0"	5'-3"
SIDES (EAST)	5'-0"	5'-0"	5'-0"
SIDES (WEST)	5'-0"	5'-0"	5'-0"

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SIXTH LEVEL - RESIDENTIAL - FLOOR PLAN SCALE: 1/8"=1'-0"

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Case No. DIR-2021-7344-TOC-SPR-HCA

5TH FLOOR AREA BREAKDOWN

UNIT	AREA (L.A.B.C.)	HABITABLE RM.	OPEN SPACE REQ'D.	OPEN SPACE PROVIDED	WHERE PROVIDED	REMARK
610	575 SF	3	125 SF	125 SF	C.O.S.	ROOF DECK
611	630 SF	3	125 SF	125 SF	C.O.S.	ROOF DECK
612	630 SF	3	125 SF	125 SF	C.O.S.	ROOF DECK
613	630 SF	3	125 SF	125 SF	C.O.S.	ROOF DECK
614	630 SF	3	125 SF	125 SF	C.O.S.	ROOF DECK
615	630 SF	3	125 SF	125 SF	C.O.S.	ROOF DECK
616	620 SF	3	125 SF	125 SF	C.O.S.	ROOF DECK
617	673 SF	3	125 SF	125 SF	C.O.S.	ROOF DECK
618	915 SF	4	175 SF	175 SF	C.O.S.	ROOF DECK
619	440 SF	2	100 SF	100 SF	C.O.S.	ROOF DECK
620	642 SF	3	125 SF	50 SF/75 SF	P.O.S./C.O.S.	BALC./ROOF
621	934 SF	4	175 SF	50 SF/125 SF	P.O.S./C.O.S.	BALC./ROOF
622	650 SF	3	125 SF	50 SF/75 SF	P.O.S./C.O.S.	BALC./ROOF
623	694 SF	3	125 SF	50 SF/75 SF	P.O.S./C.O.S.	BALC./ROOF
624	714 SF	3	125 SF	50 SF/75 SF	P.O.S./C.O.S.	BALC./ROOF
625	198 SF	LAUNDRY	N/A			
626	643 SF	3	125 SF	50 SF/75 SF	P.O.S./C.O.S.	BALC./ROOF
627	643 SF	3	125 SF	50 SF/75 SF	P.O.S./C.O.S.	BALC./ROOF
628	901 SF	4	175 SF	175 SF	C.O.S.	ROOF DECK
629	901 SF	4	175 SF	175 SF	C.O.S.	ROOF DECK
630	551 SF	3	125 SF	125 SF	C.O.S.	ROOF DECK

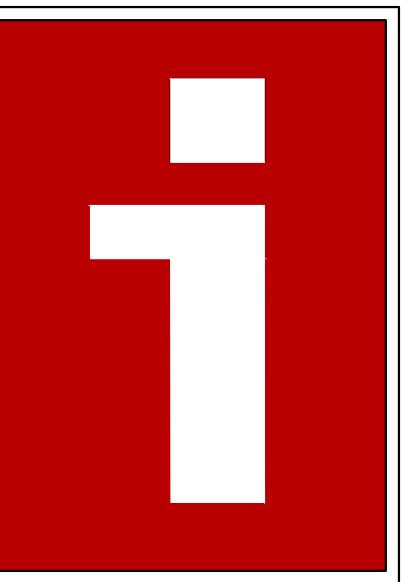
5TH FLOOR AREA BREAKDOWN (CONT.)

UNIT	AREA	HABITABLE RM.	OPEN SPACE REQ'D.	OPEN SPACE PROVIDED	WHERE PROVIDED	REMARK
600	559 SF	N/A				
602	304 SF	N/A				
604	740 SF	N/A				
607	1,564 SF	N/A				
LIV. AREA	17,071 SF		2,675 SF	350 SF		
PROVIDED OPEN SPACE BREAKDOWN						
PODIUM DECK				4,466 SF (C.O.S.)		PODIUM LEVEL
COMMUNITY HALL				977 SF (C.O.S.)		PODIUM LEVEL
BALCONY AREAS				350 SF (P.O.S.)		BALCONIES
ROOF DECK AREA 1				6,255 SF (C.O.S.)		ROOF LEVEL
ROOF DECK AREA 2				964 SF (C.O.S.)		ROOF LEVEL

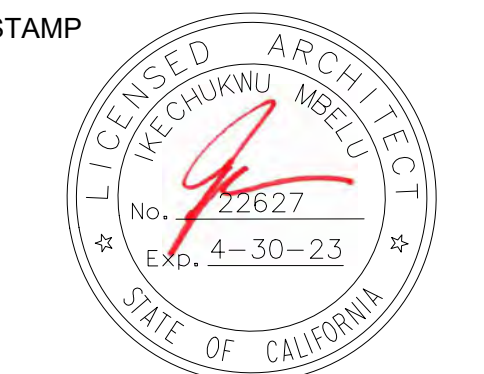
WALL SYMBOL LEGEND

[Symbol]	1 HR FIRE RATED PARTY / UNIT SEPARATION WALL WITH 3/4" STUDS @ 16" O.C. STAGGERED ON AN 8" DILL PLATE. INSTALL WITH MIN R-15 BATT INSULATION AND MIN 1 LAYER 5/8" TYPE "X" GYPSUM WALL BOARD AT 1 SIDE AND MIN 2 RESILIENT CHANNELS AND 1/2" TYPE "X" GYPSUM WALL AT OPPOSITE SIDE.
[Symbol]	2 X 6 EXTERIOR STUCCO WALL WITH MIN 5/8" GYPSUM WALL BOARD AT INTERIOR SIDE AND MIN 7/8" PORTLAND CEMENT STUCCO AT OVER WIRE MESH OVER TYVEK BUILDING WRAP OVER PLYWOOD SHEETING.
[Symbol]	2" X 4" PLUMBING WALL WITH MIN 5/8" WATERPROOF GYPSUM WALL BOARD AT AREA SIDE OF WALL. INSTALL WITH MIN R-15 BATT INSULATION.
[Symbol]	2" X 4" STUD WALL @ 16" O.C. WITH MIN 5/8" GYPSUM WALL BOARD AT BOTH SIDES.
[Symbol]	EXTERIOR FURRING PER EXTERIOR ELEVATIONS.

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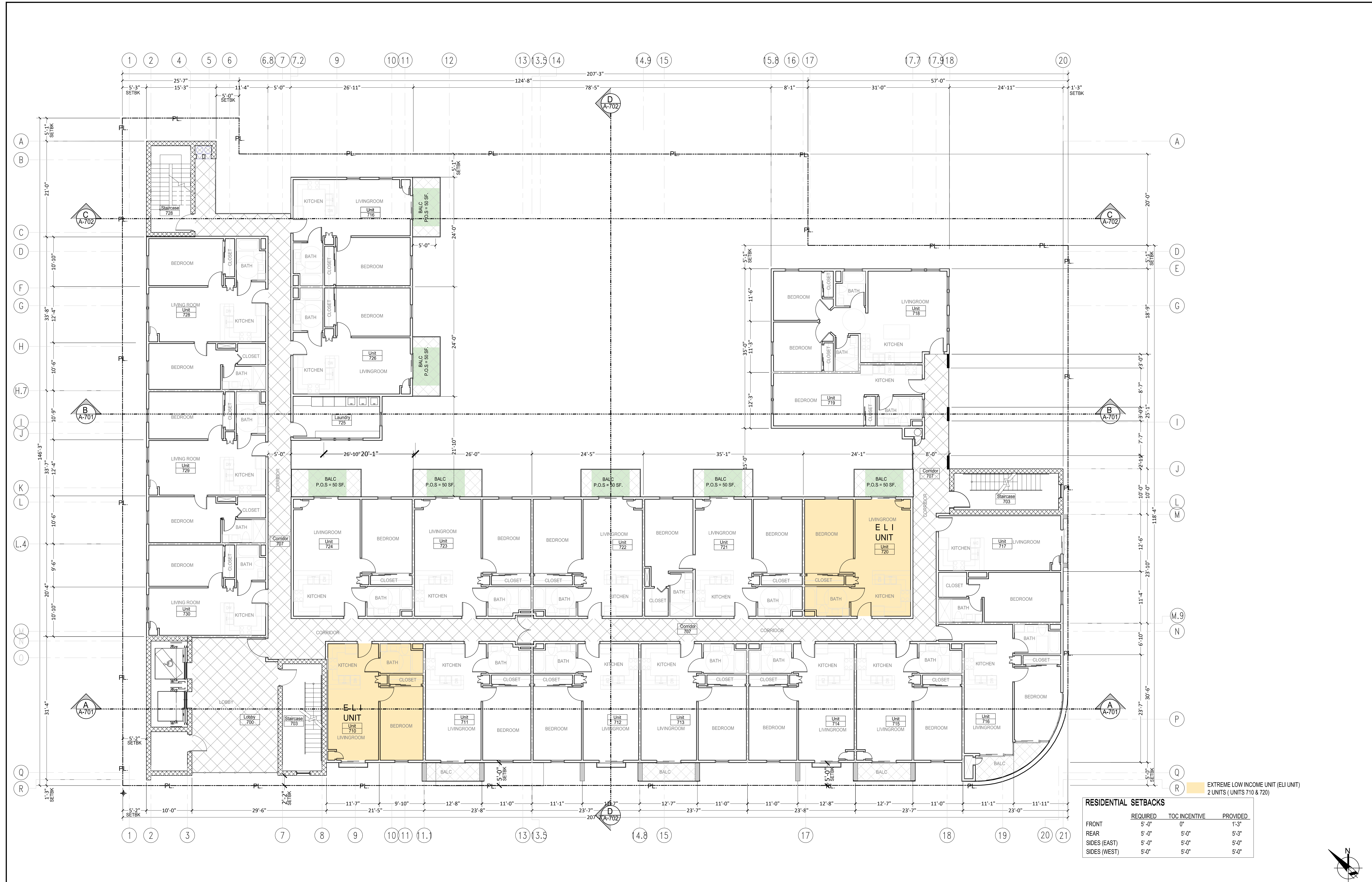
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RESIDENTIAL SETBACKS

	REQUIRED	TOC INCENTIVE	PROVIDED
FRONT	5'-0"	0"	1'-3"
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SEVENTH LEVEL - RESIDENTIAL - FLOOR PLAN SCALE 1/8"=1'-0" 1

EXHIBIT "A"
Page No. 21 of 27
Case No. DIR-2021-7344-TOC-SPR-HCA

5TH FLOOR AREA BREAKDOWN							5TH FLOOR AREA BREAKDOWN (CONT.)						
UNIT	AREA (LABC)	HABITABLE RM.	OPEN SPACE	WHERE PROVIDED	REMARK	EXTREME LOW INCOME	UNIT	AREA	HABITABLE RM.	OPEN SPACE	WHERE PROVIDED	REMARK	EXTREME LOW INCOME
			REQD. PKR PROVIDED			ELI UNIT				REQD. PROVIDED			ELI UNIT
710	575 SF	3	125 SF 125 SF	C.O.S.	ROOF DECK		700	559 SF	N/A				
711	630 SF	3	125 SF 125 SF	C.O.S.	ROOF DECK		702	304 SF	N/A				
712	630 SF	3	125 SF 125 SF	C.O.S.	ROOF DECK		704	740 SF	N/A				
713	630 SF	3	125 SF 125 SF	C.O.S.	ROOF DECK		707	1,564 SF	N/A				
714	630 SF	3	125 SF 125 SF	C.O.S.	ROOF DECK		LIV. AREA	17,071 SF		2,675 SF 350 SF			
715	630 SF	3	125 SF 125 SF	C.O.S.	ROOF DECK								
716	620 SF	3	125 SF 125 SF	C.O.S.	ROOF DECK								
717	673 SF	3	125 SF 125 SF	C.O.S.	ROOF DECK								
718	975 SF	4	175 SF 175 SF	C.O.S.	ROOF DECK								
719	440 SF	2	100 SF 100 SF	C.O.S.	ROOF DECK								
720	642 SF	3	125 SF 50 SF/75 SF	P.O.S./C.O.S.	BALC/ROOF								
721	934 SF	4	175 SF 50 SF/75 SF	P.O.S./C.O.S.	BALC/ROOF								
722	650 SF	3	125 SF 50 SF/75 SF	P.O.S./C.O.S.	BALC/ROOF								
723	694 SF	3	125 SF 50 SF/75 SF	P.O.S./C.O.S.	BALC/ROOF								
724	714 SF	3	125 SF 50 SF/75 SF	P.O.S./C.O.S.	BALC/ROOF								
725	198 SF	LAUNDRY	N/A										
726	643 SF	3	125 SF 50 SF/75 SF	P.O.S./C.O.S.	BALC/ROOF								
727	643 SF	3	125 SF 50 SF/75 SF	P.O.S./C.O.S.	BALC/ROOF								
728	901 SF	4	175 SF 175 SF	C.O.S.	ROOF DECK								
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730	551 SF	3	125 SF 125 SF	C.O.S.	ROOF DECK								

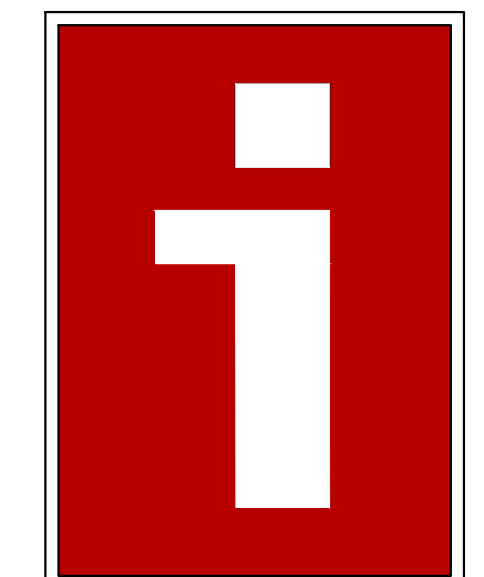
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SHEET #
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PROJECT TITLE
ROOF PLAN

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TITLE
ROOF PLAN

SHEET #
A - 601

NO. OF 100

ROOFING GENERAL INFORMATION

ROOF MATERIAL:
 ASPHALT BUILT-UP ROOFING CLASS "B" MIN. OVER 3/8" LB FELT PAPER OVER PLYWOOD SHEATHING OVER 2X WOOD FRAMING. REFER TO STRUCTURAL DRAWINGS FOR ADĐT INFORMATION. ICC ESR-1388

MIN. SOLAR ZONE AREA REQUIRED:
 15% TOTAL ROOF AREA REQUIRED TO BE DEDICATED TO FUTURE SOLAR AREA
 7,300 SF. ROOF AREA = 15% x 2,800 SF. SOLAR AREA REQUIRED.
 2,900 SF. SOLAR AREA PROVIDED.

ICC 1905.1 GENERAL

ROOF ASSEMBLIES SHALL BE DIVIDED INTO THE CLASSES DEFINED BELOW. CLASS A, B AND C ROOF ASSEMBLIES AND ROOF COVERINGS REQUIRED TO BE LISTED BY THIS SECTION SHALL BE TESTED IN ACCORDANCE WITH ASTM D3169. CLASS D, E AND F COVERINGS ARE NOT SUBJECT TO THIS SECTION. THE MINIMUM ROOF COVERINGS SHALL COMPLY WITH TABLE 1505.1 BASED ON THE TYPE OF CONSTRUCTION OF THE BUILDING.

EXCEPTION: SKYLIGHTS AND SLOPED GLAZING THAT COMPLY WITH CHAPTER 24 OR SECTION 2010.

TABLE 1505.1A

MINIMUM ROOF COVERING CLASSIFICATION FOR TYPES OF CONSTRUCTION

TYPE OF CONSTRUCTION	A	B	C	D	E	F
1. SINGLE-PURPOSE BUILDING	1	1	1	1	1	1
2. MULTIFAMILY BUILDING	1	1	1	1	1	1
3. COMMERCIAL BUILDING	1	1	1	1	1	1
4. INDUSTRIAL BUILDING	1	1	1	1	1	1
5. STORAGE BUILDING	1	1	1	1	1	1
6. PUBLIC BUILDING	1	1	1	1	1	1
7. OTHER BUILDING	1	1	1	1	1	1

FOR 3/8" LB FELT PAPER: CLASS A = 1.5 SQUARE FEET = 0.0001 M2
 UNLESS OTHERWISE SPECIFIED IN ACCORDANCE WITH CHAPTER 24.

DECK WATERPROOFING - LATH-CRETE-HIRO-BAN WATERPROOF MEMBRANE ICC ESR-2417

ROOF PLAN KEY NOTES

1000 CLASS "B" BUILT-UP COMPOSITION ROOFING OVER TWO LAYERS 3/8" FELT PAPER.
 1001 CLASS "B" 3-DIMENSIONAL ASPHALT SHINGLE (ARCHITECT 80 OR BETTER) BY GAF OJ 3/8" FELT PAPER.
 1002 LIGHT-WEIGHT EAGLE-LITE S-SHAPED CONCRETE ROOF TILE OJ 3/8" FELT PAPER INSTALLED PER MANUF. SPEC.
 1003 22 GAUGE CORRUGATED METAL PAN ROOFING OJ TYPICAL OF PLYWOOD

FASCIA

2000 2X FASCIA BOARD INSTALLED WITH MIN 3" HOT DIPPED GALVANIZED 166 NAILS @ EACH JOINT

2001 1" X 4" HARDBOARD FASCIA

SKYLIGHT / MISC

3000 2' x 4' SELF FLASHING SKYLIGHT (CLEAR) BY VELUX OR EQ. INSTALLED PER MANUF. SPEC.
 3001 14" X 30" SELF FLASHING SKYLIGHT (CLEAR) BY VELUX OR EQ. INSTALLED PER MANUF. SPEC.
 3002 8" DIA. SOLAR TUBE SELF FLASHING SKYLIGHT (CLEAR) BY VELUX OR EQ. INSTALLED PER MANUF. SPEC.
 3003 ROOF MOUNTED AC UNIT - PROVIDE GAS VALVE AND LIGHT SWITCH, 110-220V RECEPTACLE, MINIMUM 30" W/ PLYWOOD WORKING PLATFORM AND PASSAGEWAY PER 2019 I.C.C.

3004 ROOF ACCESS WITH LADDER
 3005 PARAPET WALL WITH 22 GAUGE METAL CAP
 3006 2 X REDWOOD TRILLS @ 12" O.C. (PAINT FINISH)
 3007 12" SQ. DOMESTIC VENT INSTALLED PER MANUF. SPEC.
 3008 VAULTED ROOF - LINEAR ROOF VENT INSTAL PER MANUF. SPEC.
 3009 SOLAR PANEL ZONE

ROOF PLAN GEN. NOTES

- REFER TO ALL SPECIFICATIONS AND GENERAL NOTES FOR ADĐT INFORMATION ROOF.
- FOR TYPICAL ROOFING DETAILS, REFER TO SHEET ADA-0. FINAL ROOFING DETAILS REQUIRES REVIEW AND APPROVAL OF THE ROOFING MANUFACTURER PRIOR TO INSTALLATION.
- THE CONTRACTOR SHALL VERIFY LOCATION AND SIZE OF ALL ROOF OPENINGS AND EQUIPMENT PLATFORMS REQUIRED. OPENING SIZES SHALL BE RESPONSIBILITY OF THE CONTRACTOR AND SUB-CONTRACTOR.
- REFER TO MECHANICAL DRAWINGS FOR ALL ROOF TOP EQUIPMENT AND RELATED INFORMATION.
- REFER TO PLUMBING DRAWINGS FOR ALL VENTS AND PIPES THROUGH ROOF WHICH MAY NOT BE SHOWN ON ROOF PLAN.
- PROVIDE ROOF TRAFFIC PASSWAYS FROM THE ROOF ACCESS TO ALL ROOF TOP UNITS, ALL ROOF DRAINS, ROOF EQUIPMENT. CONSTRUCTED WITH SAME ROOFING MATERIALS AS PER ROOFING MANUFACTURER.

SOLAR ZONE / PHOTOVOLTAIC NOTES

A SOLAR ZONE AREA IS DESIGNED WITH NO PENETRATIONS, OBSTRUCTIONS OR SIGNIFICANT SHADE. THE SOLAR ZONE MUST COMPLY WITH THE ACCESS, PATHWAY, SMOKE VENTILATION, AND SPACING REQUIREMENTS IN TITLE 24 PART 9.

THE SOLAR ZONE CAN BE LOCATED AT ANY OF THE FOLLOWING LOCATIONS:

- ROOF OF BUILDING.
- OVERHANG OF THE BUILDING.
- COVERED PATIO OR TERRACE WITH THE BUILDING PROJECT.
- ROOF OF ANOTHER STRUCTURE LOCATED WITHIN 250 FEET (75 METERS) OF THE POINT OF RE-INTERSECTION WITH THE ELECTRICAL SYSTEM.
- OVERHANG OF ANOTHER STRUCTURE WITHIN 250 FEET (75 METERS) OF THE PRIMARY BUILDING.

SOLAR ZONE MINIMUM AREA AND EXCEPTIONS

TOTAL AREA:
 THE SOLAR ZONE MUST HAVE A TOTAL AREA OF AT LEAST 15% OF THE TOTAL ROOF AREA, AFTER SUBTRACTING ANY SKYLIGHTS. MULTIPLE AREAS THE SOLAR ZONE MAY BE COMPOSED OF MULTIPLE SUB-AREAS IF THEY MEET THE FOLLOWING MINIMUM SIZE SPECIFICATIONS:

- EACH SUB-AREA DIMENSION MUST BE AT LEAST FIVE FEET.
- IF THE TOTAL ROOF AREA IS EQUAL TO OR LESS THAN 10,000 SQUARE FEET, EACH SUB-AREA MUST BE AT LEAST 80 SQUARE FEET.
- IF THE TOTAL ROOF AREA IS GREATER THAN 10,000 SQUARE FEET, EACH SUB-AREA MUST BE AT LEAST 160 SQUARE FEET.

8.4.3 SOLAR ZONE STRUCTURAL DESIGN LOADS
 THE STRUCTURAL DESIGN LOADS REQUIREMENTS APPLY IF ANY PORTION OF THE SOLAR ZONE IS LOCATED ON THE ROOF OF THE BUILDING. FOR THE AREA OF THE ROOF DESIGNATED AS THE SOLAR ZONE, THE STRUCTURAL DESIGN LOADS FOR ROOF DEAD LOAD AND ROOF LIVE LOAD SHALL BE CLEARLY INDICATED ON THE CONSTRUCTION DOCUMENTS. THIS IS REQUIRED SO THAT THE STRUCTURAL LOADS ARE KNOWN IF A SOLAR ENERGY SYSTEM IS INSTALLED IN THE FUTURE. THE ENERGY STANDARDS DO NOT REQUIRE ESTIMATING THE LOADS OF POSSIBLE FUTURE SOLAR EQUIPMENT.

8.5 INTERCONNECTION PATHWAYS
 8.5.1 (100) ALL BUILDINGS THAT INCLUDE A SOLAR ZONE MUST ALSO INCLUDE A PLAN FOR CONNECTING A PV OR BWH SYSTEM TO THE ELECTRICAL OR PLUMBING SYSTEM OF THE BUILDING. THE CONSTRUCTION DOCUMENTS MUST INDICATE:
 1. A LOCATION FOR INTERCONNECTING EQUIPMENT FOR FUTURE SOLAR ELECTRIC SYSTEMS. THE ALLOCATED SPACE SHOULD BE CLEARLY INDICATED FOR A PV SYSTEM THAT COULD COVER THE ENTIRE SOLAR ZONE.
 2. A PATHWAY FOR ROUTING CONDUIT FROM THE SOLAR ZONE TO THE POINT OF RE-INTERSECTION WITH THE ELECTRICAL SERVICE. THE DESIGN DRAWINGS MUST SHOW WHERE THE CONDUIT WOULD BE INSTALLED IF A SYSTEM WERE INSTALLED AT A FUTURE DATE. THERE IS NO REQUIREMENT TO INSTALL PIPING TO ALL LOCATIONS.
 3. A PATHWAY FOR ROUTING PLUMBING FROM THE SOLAR ZONE TO THE WATER-HEATING SYSTEM CONNECTION. THE DESIGN DRAWINGS MUST SHOW WHERE THE PLUMBING WOULD BE INSTALLED IF A BWH SYSTEM WERE INSTALLED AT A FUTURE DATE. THERE IS NO REQUIREMENT TO INSTALL PIPING.
 THIS REQUIREMENT IS NOT APPLICABLE IF COMPLIANCE IS ACHIEVED BY USING EXCEPTIONS 1, 2, 4 AND 5 IN lieu OF A DESIGNATED SOLAR ZONE.

8.6 DOCUMENTATION FOR THE BUILDING OCCUPANT
 A COPY OF THE CONSTRUCTION DOCUMENTS THAT SHOW THE SOLAR ZONE, THE STRUCTURAL DESIGN LOADS, AND THE INTERCONNECTION PATHWAYS MUST BE PROVIDED TO THE BUILDING OCCUPANT. THE BUILDING OCCUPANT MUST ALSO RECEIVE A COPY OF THE CONSTRUCTION DOCUMENTS. THE DOCUMENT COPIES ARE REQUIRED SO THAT THE SOLAR READY INFORMATION IS AVAILABLE IF THE OCCUPANT DECIDES TO INSTALL A SOLAR ENERGY SYSTEM IN THE FUTURE. THIS PAGE IS SOLAR READY - ADDITIONS TO NON-RESIDENTIAL COMPLIANCE MANUAL JANUARY 2019 REQUIREMENT IS NOT APPLICABLE IF COMPLIANCE IS ACHIEVED BY USING EXCEPTIONS 1, 2, 4 AND 5 IN lieu OF A DESIGNATED SOLAR ZONE.

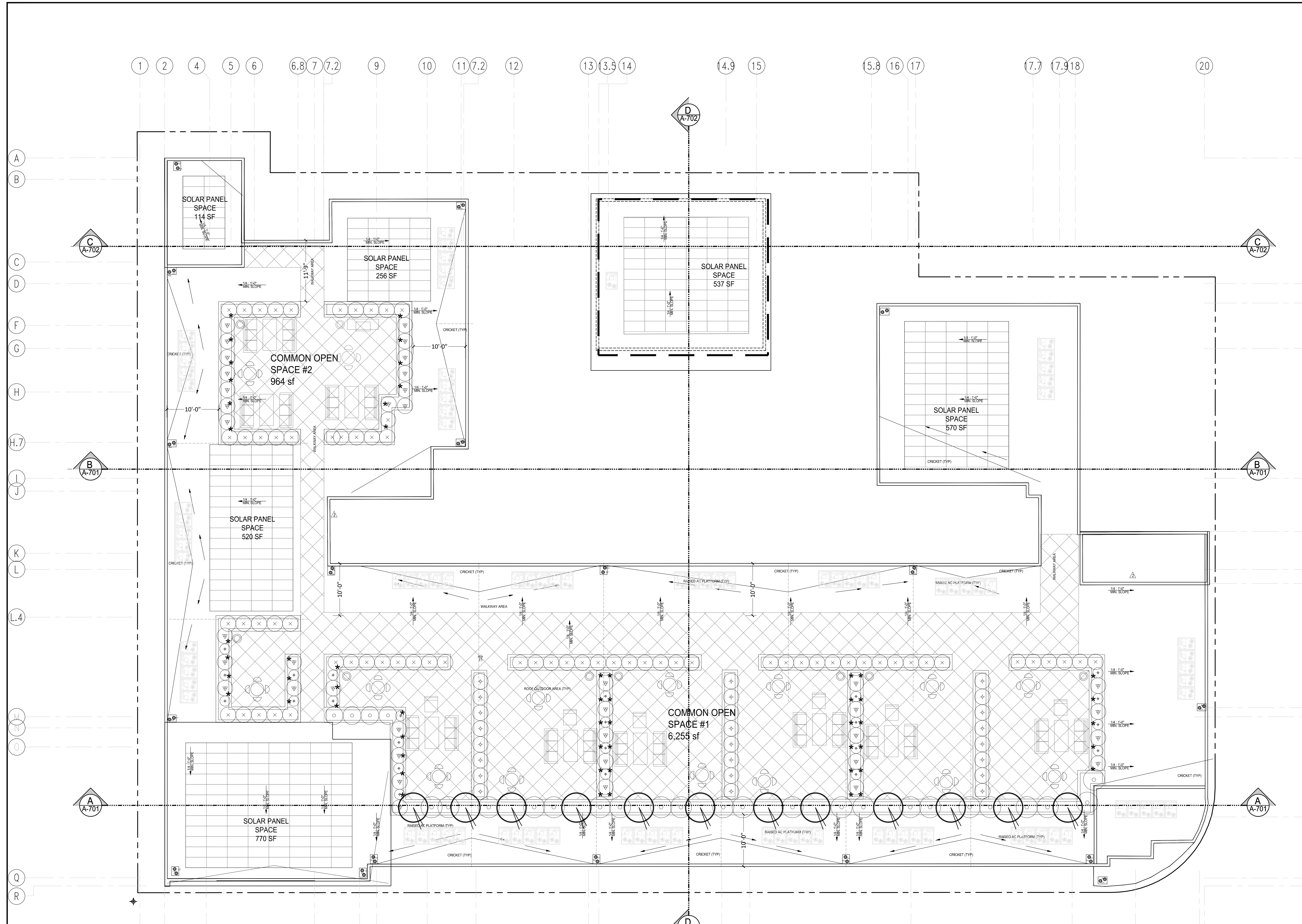
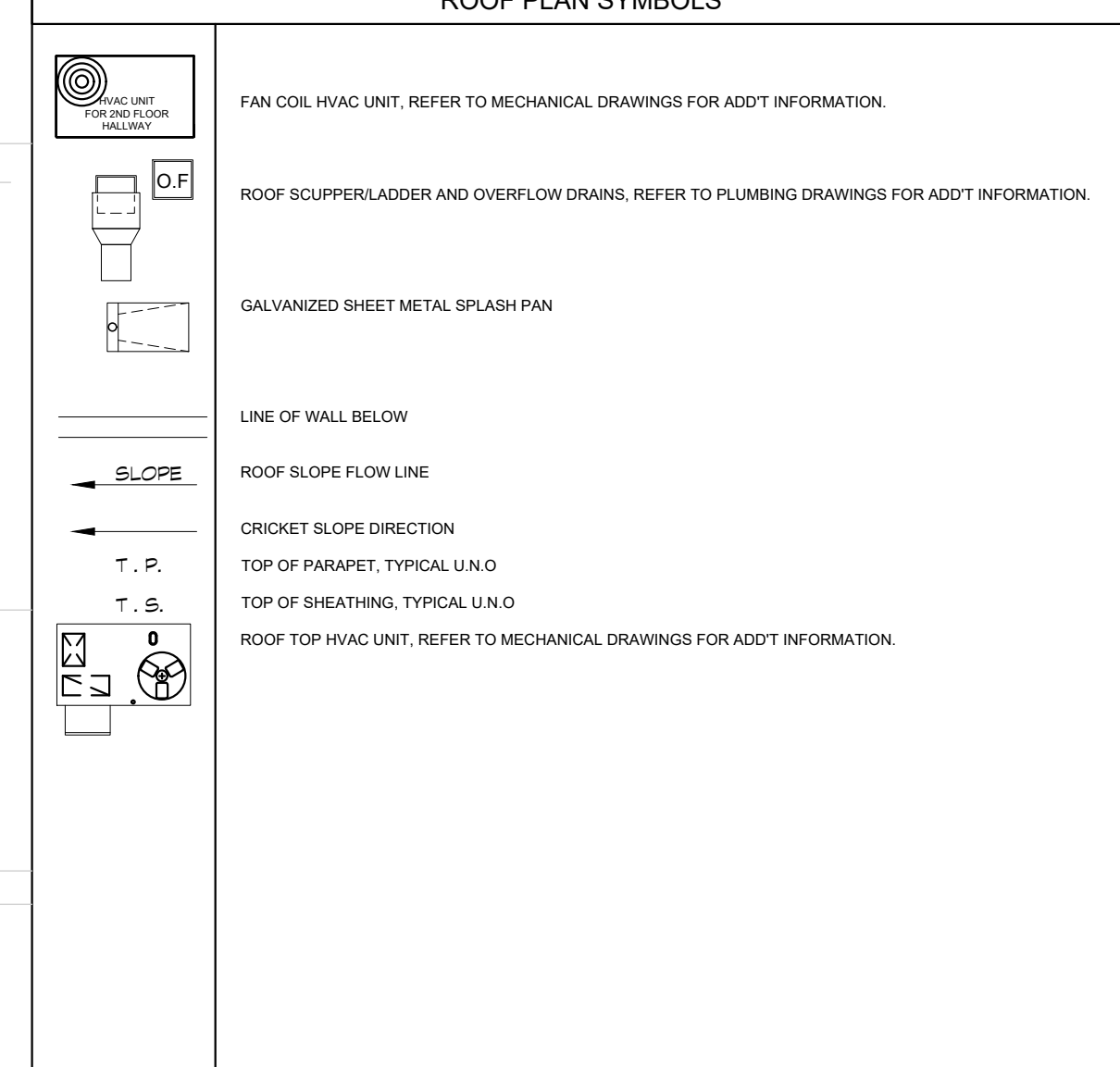
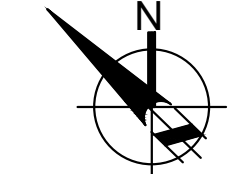
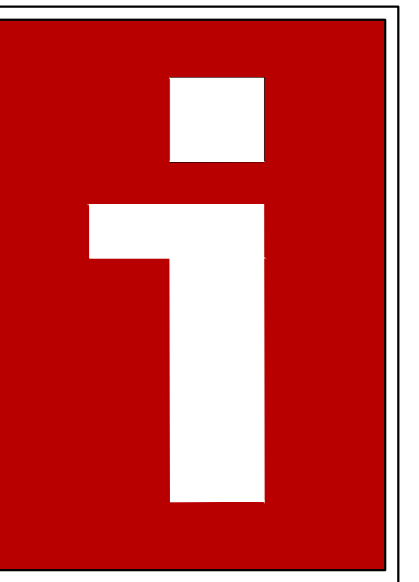


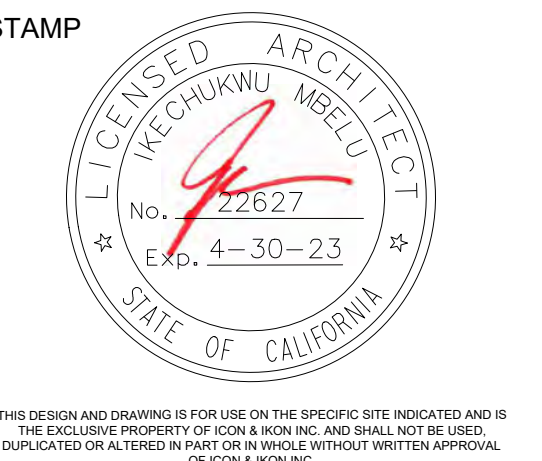
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ROOF PLAN SCALE 1/8"=1'-0" 1



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**THE LEGACY @ SIXTH-UNION
A MIX-USE RESIDENTIAL DEVELOPMENT**

PROJECT ADDRESS
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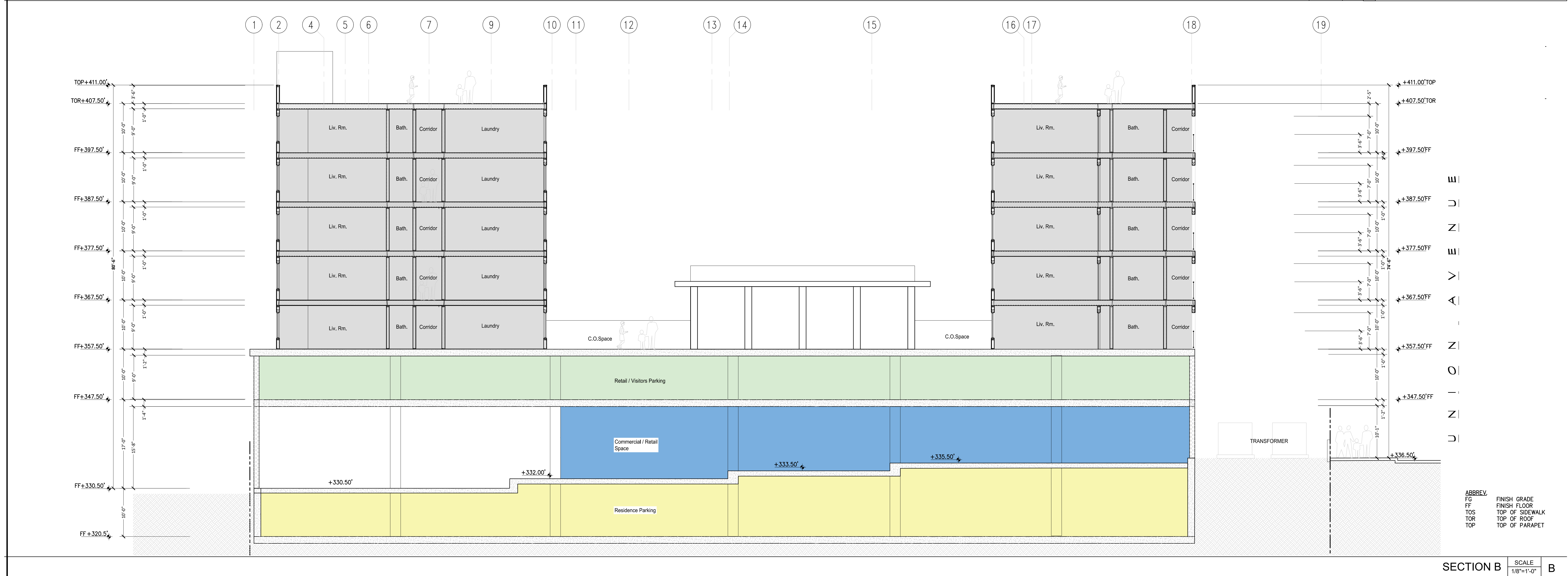
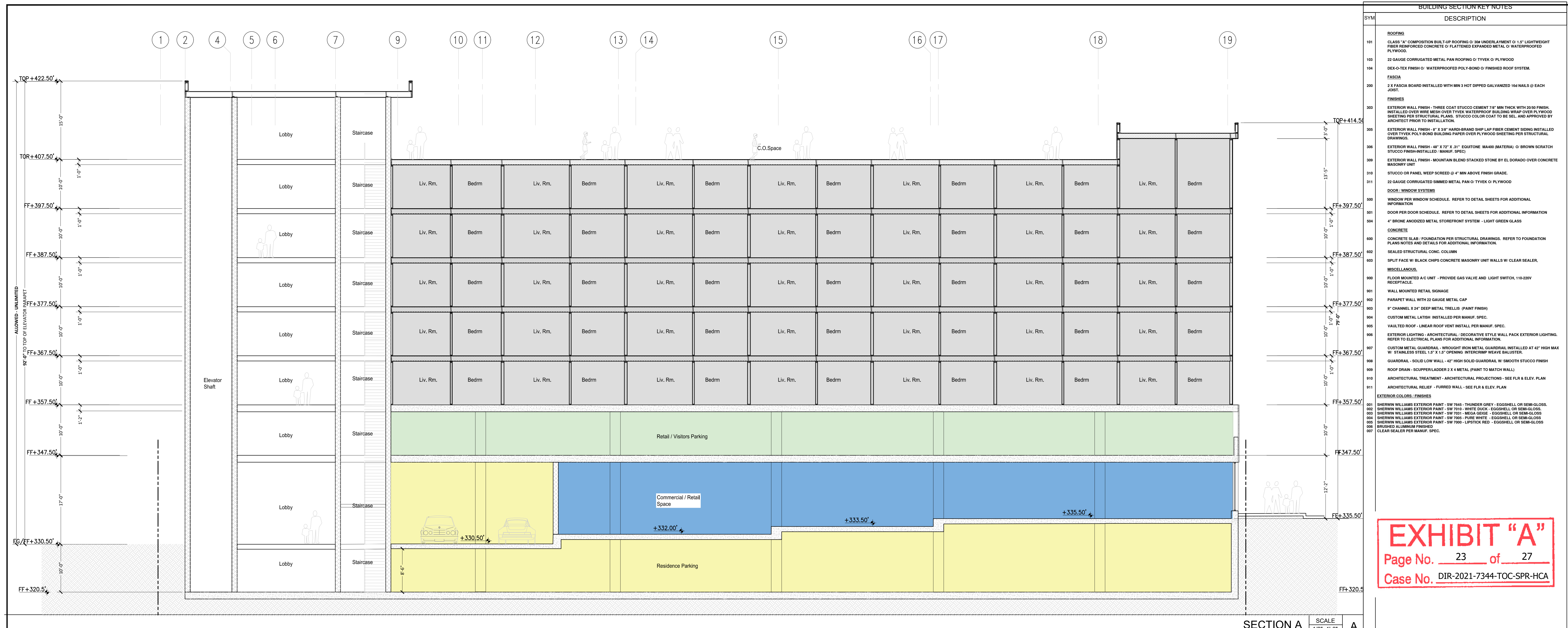
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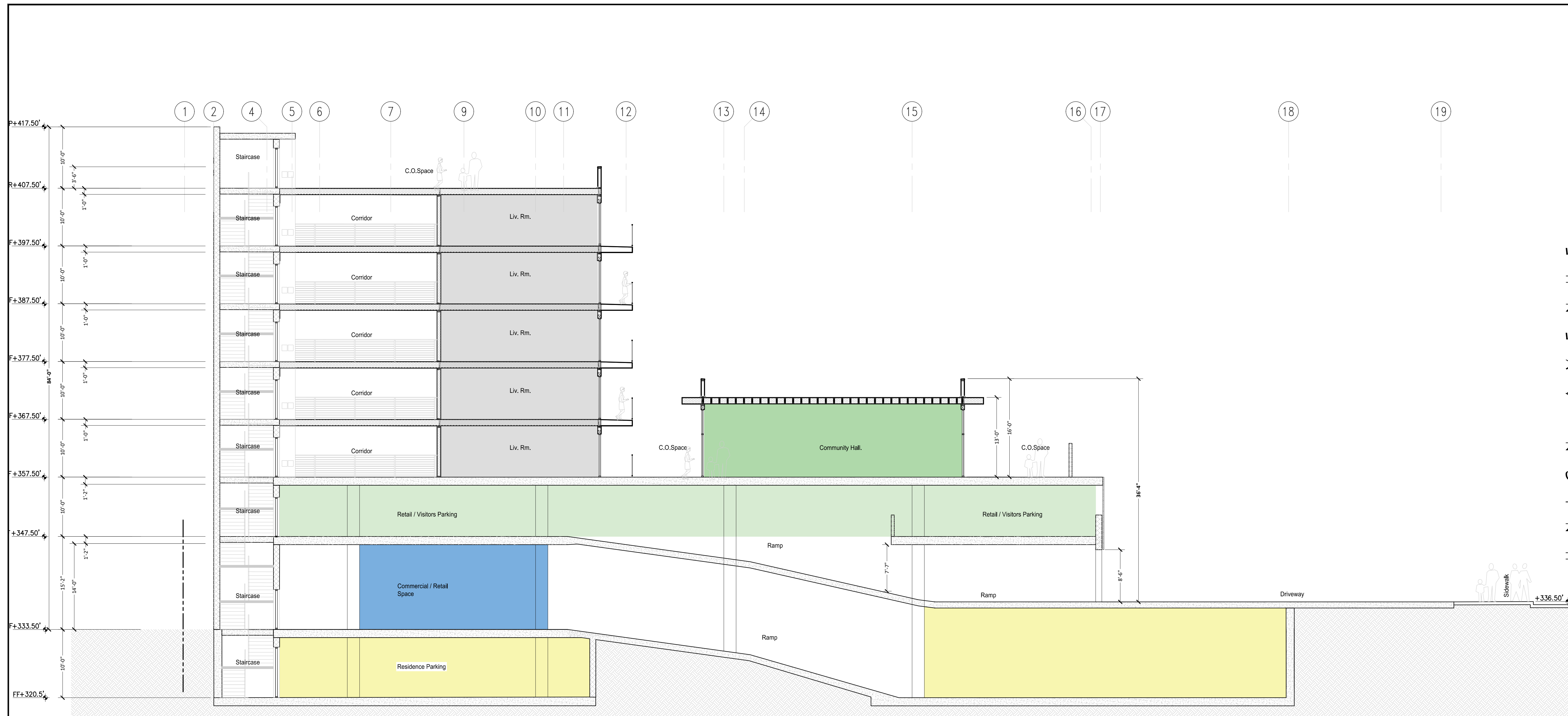
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TITLE
**SECTIONS A-A
B-B**

SHEET #
A - 701

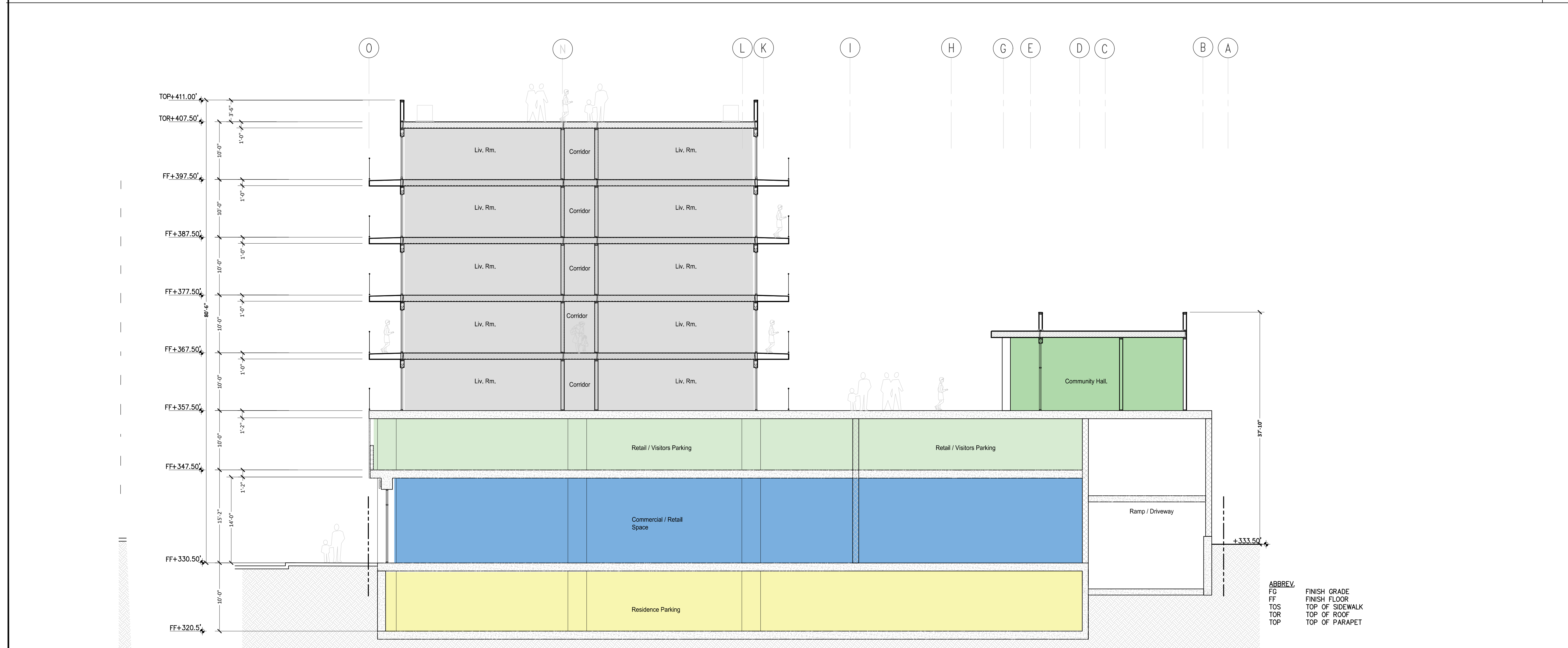
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BUILDING SECTION KEY NOTES	
SYM	DESCRIPTION
ROOFING	
100	CLASS "B" BUILT-UP COMPOSITION ROOFING OVER TWO LAYERS 3/8" FELT PAPER.
101	CLASS "B" 3" DIMENSIONAL ASPHALT SHINGLE (ARCHITECT 80 OR BETTER) BY GAF. 0.38" FELT PAPER.
102	LIGHT WEIGHT EAGLE-LITE S-SHAPED CONCRETE ROOF TILE 0.38" FELT PAPER INSTALLED PER MANUF. SPEC.
103	22 GAUGE CORRUGATED METAL PAN ROOFING 0.17" TYP. OF PLYWOOD.
FASCIA	
200	2X FASCIA BOARD INSTALLED WITH MIN 3" HOT DIPPED GALVANIZED NAILS @ EACH JOIST.
201	1" X HARD-BOARD FASCIA.
FINISHES	
300	INTERIOR WALL FINISH - 5/8" THICK TYPE "X" GYPSUM BOARD.
301	INTERIOR WALL FINISH - 5/8" THICK GYPSUM BOARD (GREEN BOARD).
302	INTERIOR WALL FINISH - PORCELAIN TILE AS SELECTED BY ARCHITECT.
303	EXTERIOR WALL FINISH - THREE COAT STUCCO CEMENT 1/8" MIN THICK WITH 2000 FINISH. INSTALLED OVER WIRE MESH OVER TYVEK WATERPROOF BUILDING WRAP OVER PLYWOOD SHEETING PER STRUCTURAL PLANS. STUCCO COLOR COAT TO BE SEL. AND APPROVED BY ARCHITECT PRIOR TO INSTALLATION.
304	EXTERIOR WALL FINISH - 4" X 36" HAND-BRAND SHIP LAP FIBER CEMENT SIDING INSTALLED OVER TYVEK FLY-GUARD BUILDING PAPER OVER PLYWOOD SHEETING PER STRUCTURAL DRAWINGS.
305	EXTERIOR WALL FINISH - 1/2" X 8" EDUTONE (MATERIAL) 0. BROWN SCRATCH STUCCO FINISH (INSTALLED) MANUF. SPEC.
306	DECORATIVE WALL TREATMENT - 24" X 48" PORCELAIN TILE 0. BROWN SCRATCH STUCCO FINISH (INSTALLED) MANUF. SPEC.
307	EXTERIOR WALL FINISH - THIN BRICK VENEER OVER CEMENT STUCCO SCRATCH COAT OVER TYVEK WEATHERPROOF BUILDING PAPER OVER PLYWOOD SHEETING.
308	EXTERIOR WALL FINISH - MOUNTAIN BLEND STACKED STONE 0. EL DORADO OVER CEMENT STUCCO SCRATCH COAT OVER TYVEK WEATHERPROOF BUILDING PAPER OVER PLYWOOD SHEETING.
MEMBERS	
400	DOUBLE 2" X 4" TOP PLATE.
401	2 X WALL WITH STUDS @ MIN 16" O.C. INSTALL ON PRESSURE TREATED BILL PLATE.
402	PRESSURE TREATED BILL PLATE PER STRUCTURAL DRAWINGS OR PER STRUCTURAL SHEAR WALL SCHEDULE.
403	EXTERIOR PLYWOOD SHEETING PER STRUCTURAL DRAWINGS.
404	BEAM TO PER STRUCTURAL DRAWINGS. REFER TO STRUCTURAL SHEETS FOR ADDITIONAL INFORMATION.
405	HEADER PER STRUCTURAL DRAWINGS. REFER TO STRUCTURAL DRAWINGS, DETAILS AND NOTES FOR ADDITIONAL INFORMATION.
406	FLOOR JOIST PER STRUCTURAL DRAWINGS. REFER TO STRUCTURAL SHEETS FOR ADDITIONAL INFORMATION.
407	ROOF RAFTER - CLG JOIST PER STRUCTURAL DRAWINGS. REFER TO STRUCTURAL DRAWINGS, DETAILS AND NOTES FOR ADDITIONAL INFORMATION.
408	MIN 1/2" PLYWOOD ROOF SHEETING PER STRUCTURAL DRAWINGS.
DOOR / WINDOW SYSTEMS	
500	WINDOW PER WINDOW SCHEDULE. REFER TO DETAIL SHEETS FOR ADDITIONAL INFORMATION.
501	DOOR PER DOOR SCHEDULE. REFER TO DETAIL SHEETS FOR ADDITIONAL INFORMATION.
502	7" X 4" SELF FLASHING SKYLIGHT (CLEAR) BY VELUX OR EQ. INSTALLED PER MANUF. SPEC.
503	14" X 36" SELF FLASHING SKYLIGHT (CLEAR) BY VELUX OR EQ. INSTALLED PER MANUF. SPEC.
504	8" DIA. SOLAR TUBE SELF FLASHING SKYLIGHT (CLEAR) BY VELUX OR EQ. INSTALLED PER MANUF. SPEC.
CONCRETE	
600	CONCRETE SLAB / FOUNDATION PER STRUCTURAL DRAWINGS. REFER TO FOUNDATION PLANS NOTES AND DETAILS FOR ADDITIONAL INFORMATION.
601	CONCRETE FOOTING PER FOUNDATION PLAN. REFER FOUNDATION PLAN, NOTES AND DETAILS FOR ADDITIONAL INFORMATION.
INSULATION	
700	EXT. WALLS - R-15 BATT INSULATION PER TITLE-24 ENERGY COMPLIANCE FORMS.
701	INT. WALLS - R-13 BATT INSULATION PER TITLE-24 ENERGY COMPLIANCE FORMS.
702	RAISED FLOOR - R-19 BATT INSULATION PER TITLE-24 ENERGY COMPLIANCE FORMS.
703	ROOF - R-38 BATT INSULATION PER TITLE-24 ENERGY COMPLIANCE FORMS.
FINISH FLOOR	
800	EXT. DECK - DECK-0-TEX FINISH PER MANUF. SPEC. (ICC-ES#).
801	INT. FLOOR - PORCELAIN TILE 0. LIGHT WEIGHT CONC. PER MANUF. SPEC.
802	INT. FLOOR - RIGID CORE VANTAGE 6 MM THICK 2" X 48" VINYL TILE 0. POLYETHYLENE ACQUETE PAD 0. PLYWOOD OR CONC. PER MANUF. SPEC. (W/8" STRONG FLOORING OR EQUAL).
803	INT. FLOOR - OAK OR ENGINEERED WOOD FLOORING TILE 0. POLYETHYLENE ACQUETE PAD 0. PLYWOOD OR CONC. PER MANUF. SPEC.
MISCELLANEOUS	
900	ROOF MOUNTED AC UNIT - PROVIDE GAS VALVE AND LIGHT SWITCH. 110-220V RECEPTACLE. MINIMUM 30" W PLYWOOD WORKING PLATFORM AND PASSAGEWAY PER 2019 I.C.C.
901	ROOF ACCESS WITH LADDER.
902	PARAPET WALL WITH 22 GAUGE METAL CAP.
903	2 X REDWOOD TRELLIS @ 12" O.C. (PAINT FINISH).
904	12" SQ. DOME ATTIC VENT INSTALLED PER MANUF. SPEC.
905	VALUED ROOF - LINEAR ROOF VENT INSTALL PER MANUF. SPEC.

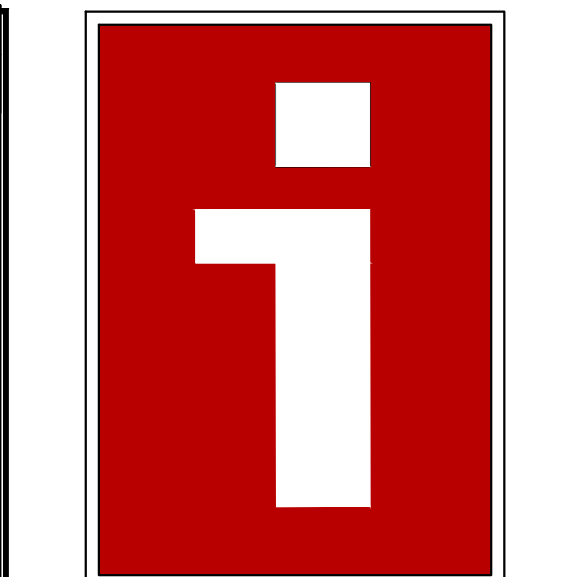
SECTION A SCALE 1/8"=1'-0" C



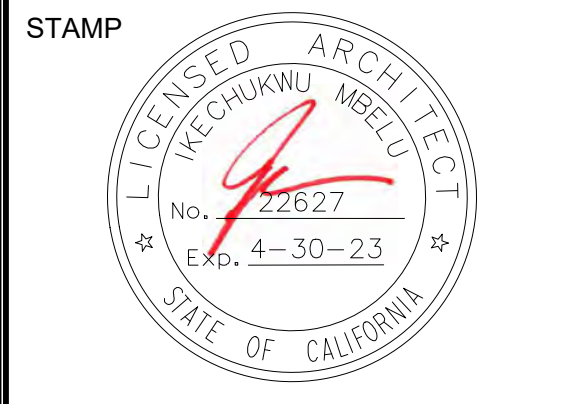
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SECTIONS C-C
D-D

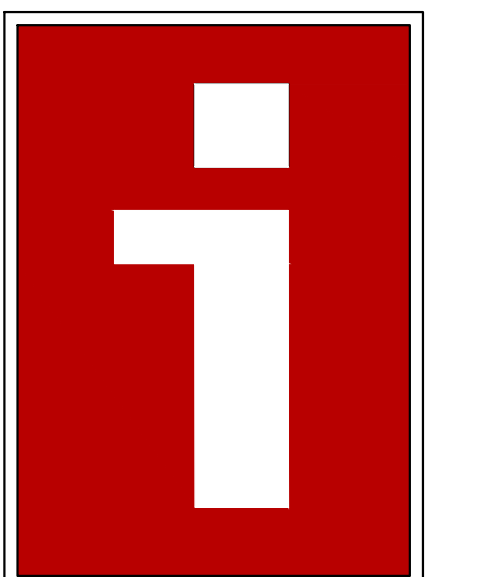
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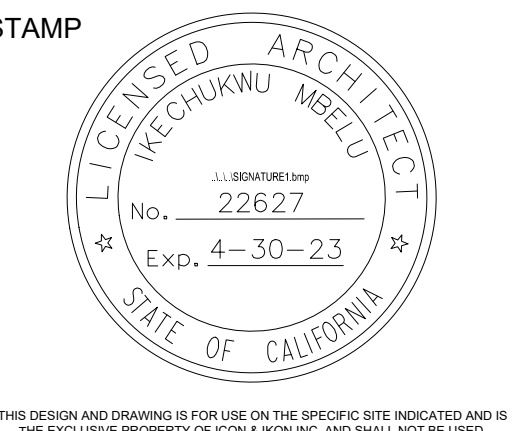


ELEVATION KEY NOTES	
SYM.	DESCRIPTION
101	ROOFING CLASS 7" COMPOSITION BUILT-UP ROOFING @ 3/8" UNDERLAYMENT @ 1" LIGHTWEIGHT FIBER REINFORCED CONCRETE @ FLATTENED EXPANDED METAL @ WATERPROOFED PLYWOOD.
102	22 GAUGE CORRUGATED METAL PAN ROOFING @ TYVEK @ PLYWOOD
103	DEX-O-TEX FINISH @ WATERPROOFED POLY-BOND @ FINISHED ROOF SYSTEM.
200	FASCIAs 2" FASCIAs BOARD INSTALLED WITH MIN 3" HOT DIPPED GALVANIZED NAILS @ EACH JOIST.
303	FINISHES EXTERIOR WALL FINISH - THREE COAT STUCCO CEMENT 7/8" MIN THICK WITH 20/50 FINISH. INSTALLED OVER WIRE MESH OVER TYVEK WATERPROOF BULGONS W/IMP OVER PLYWOOD SHEETING PER STRUCTURAL PLANS. STUCCO COLOR COAT TO BE SEL. AND APPROVED BY ARCHITECT PRIOR TO INSTALLATION.
306	EXTERIOR WALL FINISH - 48" X 72" X 3/4" EQUIGONE (MARI) (MATERIAL) @ BROWN SCRATCH STUCCO FINISH-INSTALLED (MANUF. SPEC)
309	EXTERIOR WALL FINISH - MOUNTAIN BLEND STONE BY EL. DORADO OVER CONCRETE MASONRY UNIT
310	STUCCO OR PANEL WEEP SCREED @ 4" MIN ABOVE FINISH GRADE.
311	22 GAUGE CORRUGATED SIMMED METAL PAN @ TYVEK @ PLYWOOD
500	DOOR / WINDOW SYSTEMS WINDOW PER WINDOW SCHEDULE. REFER TO DETAIL SHEETS FOR ADDITIONAL INFORMATION
504	DOOR PER DOOR SCHEDULE. REFER TO DETAIL SHEETS FOR ADDITIONAL INFORMATION
600	CONCRETE 4" BRONZE ANODIZED METAL STOREFRONT SYSTEM - LIGHT GREEN GLASS CONCRETE
602	CONCRETE SLAB / FOUNDATION PER STRUCTURAL DRAWINGS. REFER TO FOUNDATION PLANS AND NOTES AND DETAILS FOR ADDITIONAL INFORMATION.
603	SEALED STRUCTURAL CONC. COLUMN
604	SPLIT FACE W/ BLACK CHIPS CONCRETE MASONRY UNIT WALLS W/ CLEAR SEALER.
801	MISCELLANEOUS WALL MOUNTED RETAIL SIGNAGE
802	PARAPET WALL WITH 22 GAUGE METAL CAP
803	8" CHANNEL X 2 1/2" DEEP METAL TRELLIS (PAINT FINISH)
804	CUSTOM METAL LATHING INSTALLED PER MANUF. SPEC.
805	EXTERIOR LIGHTING - ARCHITECTURAL / DECORATIVE STYLE WALL PACK EXTERIOR LIGHTING. REFER TO ELECTRICAL PLANS FOR ADDITIONAL INFORMATION
807	CUSTOM METAL GUARDRAIL - 2" WIDE X 1 1/2" THK SOLID BAR W/ROUGH IRON METAL CAGE GUARDRAIL. INSTALLED AT 42" HIGH MAX W/ CARBON STEEL 1 1/2" X 1 1/2" X 20' DIA. INTERCRIMP WEAVE SQUARE OPENINGS WOVEN WIRE MESH, BY MANCHOLS.
808	GUARDRAIL - SOLID LOW WALL - 42" HIGH SOLID GUARDRAIL W/ SMOOTH STUCCO FINISH
809	ROOF DRAIN - SCUPPER/LADDER 2 X 4 METAL (PAINT TO MATCH WALL)
910	BOXED ARCHITECTURAL TREATMENT - ARCHITECTURAL PROJECTIONS - SEE FLR & ELEV. PLAN
911	4" X 12" ARCHITECTURAL RELIEF - FURRED WALL - SEE FLR & ELEV. PLAN
801	EXTERIOR COLORS / FINISHES SHERWIN WILLIAMS EXTERIOR PAINT - SW 7045 - TANDY ORBY - EGGSHELL OR SEMI-GLOSS
802	SHERWIN WILLIAMS EXTERIOR PAINT - SW 7010 - WHITE DUCK - EGGSHELL OR SEMI-GLOSS
803	SHERWIN WILLIAMS EXTERIOR PAINT - SW 9111 - URBAN SINGLE - EGGSHELL OR SEMI-GLOSS
804	SHERWIN WILLIAMS EXTERIOR PAINT - SW 7000 - PURE WHITE - EGGSHELL OR SEMI-GLOSS
805	SHERWIN WILLIAMS EXTERIOR PAINT - SW 7000 - LIPSTICK RED - EGGSHELL OR SEMI-GLOSS
806	BRUSHED ALUMINUM FINISHES
807	CLEAR SEALER PER MANUF. SPEC.

SOUTH ELEVATIONS SCALE 1/8"=1'-0" 1



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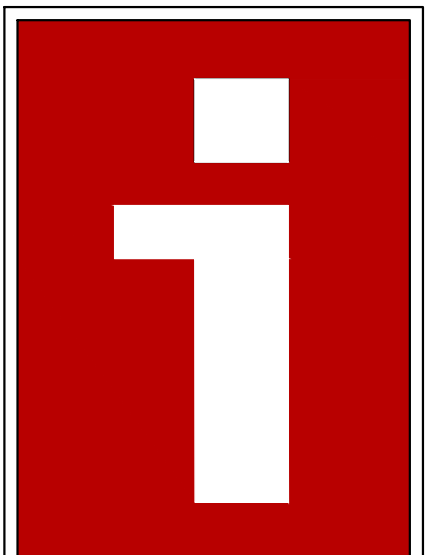
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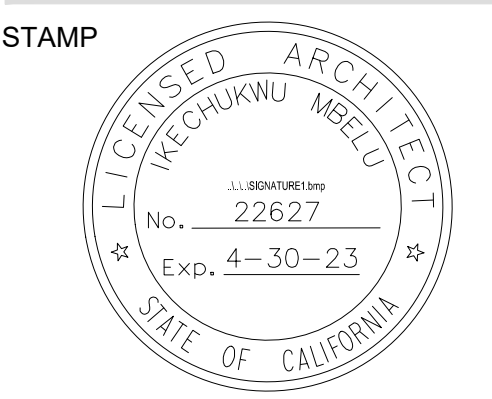


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WEST ELEVATION SCALE 1/8"=1'-0" 2



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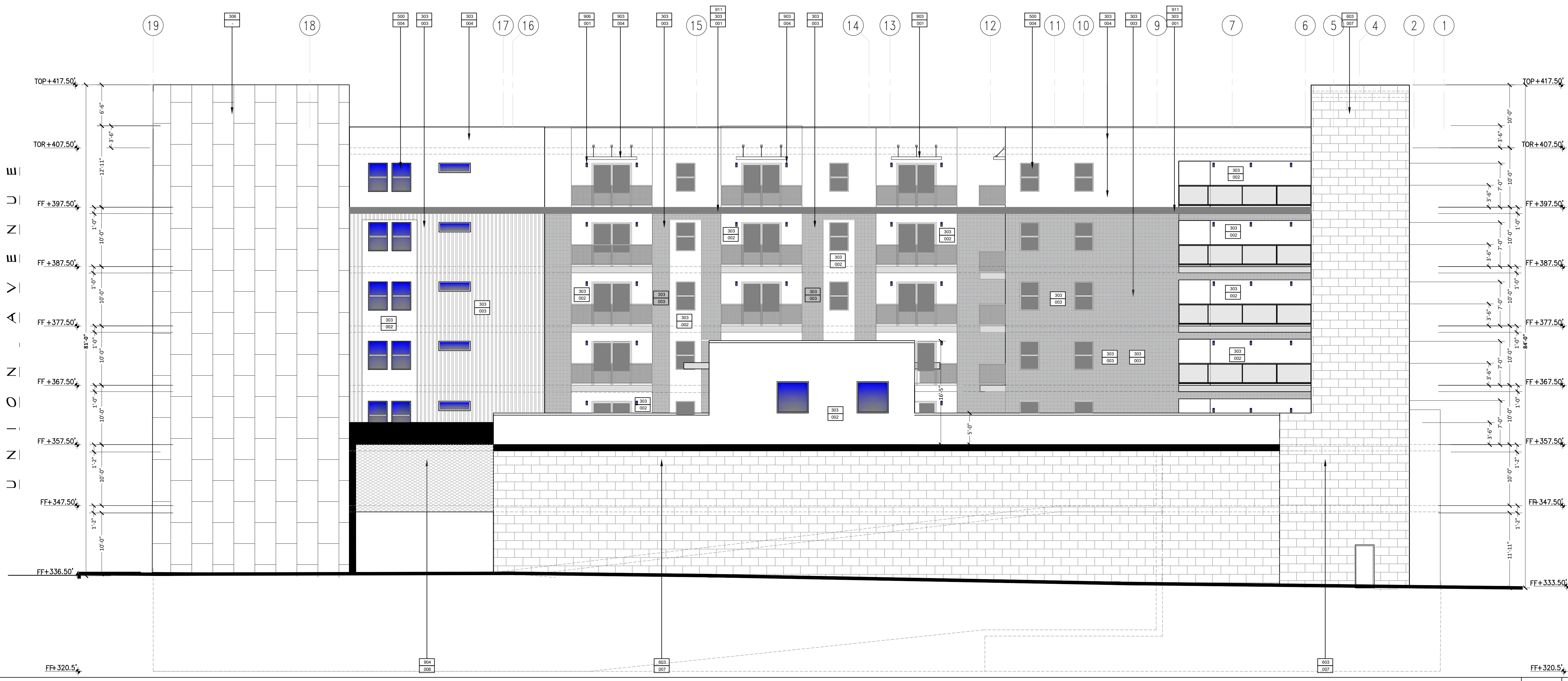
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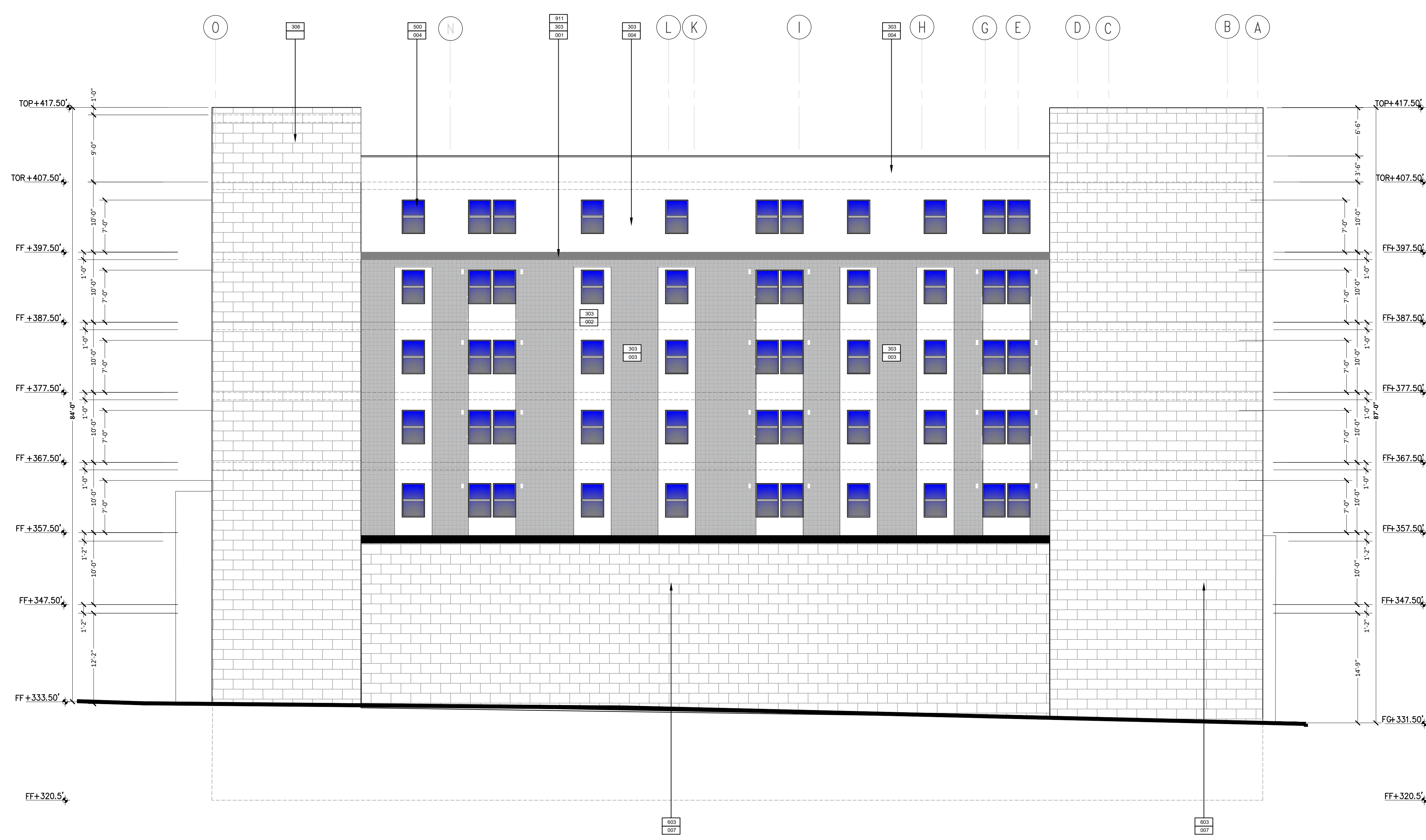
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ELEVATION KEY NOTES

SYM.	DESCRIPTION
ROOFING	CLASS "A" COMPOSITION BUILT-UP ROOFING @ 3/8" UNDERLAYMENT @ 1/2" LIGHTWEIGHT FIBER REINFORCED CONCRETE @ FLATTENED EXPANDED METAL @ WATERPROOFED PLYWOOD.
101	22 GAUGE CORRUGATED METAL PAN ROOFING @ TYVEK @ PLYWOOD
102	DEK-O-TEX FINISH @ WATERPROOFED POLY-BOND @ FINISHED ROOF SYSTEM.
FASIA	2" FASIA BOARD INSTALLED WITH MIN 3 HOT DIPPED GALVANIZED 1/4" M.S.G @ EACH JOIST.
200	EXTERIOR WALL FINISH - THREE COAT STUCCO CEMENT 7/8" MIN THICK WITH 20% FINISH. INSTALLED OVER WIRE MESH OVER TYVEK WATERPROOF BULGING WRAP OVER PLYWOOD SHEETING PER STRUCTURAL PLAN. STUCCO COLOR COAT TO BE SEL. AND APPROVED BY ARCHITECT PRIOR TO INSTALLATION.
201	EXTERIOR WALL FINISH - 48" X 72" X 3/4" EQUITONE MARRI (MATERIAL) @ BROWN SCRATCH STUCCO FINISH-INSTALLED (MANUF. SPEC)
202	EXTERIOR WALL FINISH - MOUNTAIN BLEND STACKED STONE BY EL. DOMADO OVER CONCRETE MASONRY UNIT
203	STUCCO OR PANEL WRAP SCREEN @ 4" MIN ABOVE FINISH GRADE.
204	22 GAUGE CORRUGATED SIMMED METAL PAN @ TYVEK @ PLYWOOD
DOOR / WINDOW SYSTEMS	WINDOW PER WINDOW SCHEDULE. REFER TO DETAIL SHEETS FOR ADDITIONAL INFORMATION.
301	4" BRONZE ANODIZED METAL STOREFRONT SYSTEM - LIGHT GREEN GLASS
CONCRETE	CONCRETE SLAB / FOUNDATION PER STRUCTURAL DRAWINGS. REFER TO FOUNDATION PLANS NOTES AND DETAILS FOR ADDITIONAL INFORMATION.
400	SEALED STRUCTURAL CONC. COLUMN
401	SPLIT FACE W/ BLACK CHIPS CONCRETE MASONRY UNIT WALLS W/ CLEAR SEALER.
MISCELLANEOUS	PARAPET WALL WITH 22 GAUGE METAL CAP
500	9" CHANNEL X 24" DEEP METAL TRELLIS (PAINT FINISH)
501	CUSTOM METAL LATHING INSTALLED PER MANUF. SPEC.
502	EXTERIOR LIGHTING - ARCHITECTURAL / DECORATIVE STYLE WALL PACK EXTERIOR LIGHTING. REFER TO ELECTRICAL PLANS FOR ADDITIONAL INFORMATION.
503	CUSTOM METAL GUARDRAIL - 2" WIDE X 1 1/2" THK SOLID BAR W/ROUGHT IRON METAL CAGE GUARDRAIL. INSTALLED AT 42" HIGH MAX W/ 5/16" DIA. CARBON STEEL 1/2" X 1/2" X 2M DIA. INTERCOMP WEAVE SQUARE OPENING WOVEN WIRE MESH BY MANICHOLES.
504	GUARDRAIL - SOLID LOW WALL - 42" HIGH SOLID GUARDRAIL W/ SMOOTH STUCCO FINISH
505	ROOF DRAIN - SCUMPER LADDER 2 X 4 METAL (PAINT TO MATCH WALL)
506	BOXED ARCHITECTURAL TREATMENT - ARCHITECTURAL PROJECTIONS - SEE FLR & ELEV. PLAN
507	4" X 12" ARCHITECTURAL RELIEF - FURRED WALL - SEE FLR & ELEV. PLAN
EXTERIOR COLORS / FINISHES	001 SHEPHERD WILLIAMS EXTERIOR PAINT - SW 7045 - THUNDER GREY - EGGSHELL OR SEMI-GLOSS 002 SHEPHERD WILLIAMS EXTERIOR PAINT - SW 7010 - WHITE DUCK - EGGSHELL OR SEMI-GLOSS 003 SHEPHERD WILLIAMS EXTERIOR PAINT - SW 0115 - URBAN ANGLE - EGGSHELL OR SEMI-GLOSS 004 SHEPHERD WILLIAMS EXTERIOR PAINT - SW 7005 - PURE WHITE - EGGSHELL OR SEMI-GLOSS 005 SHEPHERD WILLIAMS EXTERIOR PAINT - SW 7000 - LIPSTICK RED - EGGSHELL OR SEMI-GLOSS 006 BRUSHED ALUMINUM FINISHES 007 CLEAR SEALER PER MANUF. SPEC.



NORTH ELEVATION SCALE 1/8"=1'-0" 1



ABBREVIATION
FG FINISH GRADE
FF FINISH FLOOR
TOS TOP OF SIDEWALK
TOR TOP OF ROOF
TOP TOP OF PARAPET

EAST ELEVATION SCALE 1/8"=1'-0" 2

THE LEGACY

THE LEGACY @ SIXTH-UNION

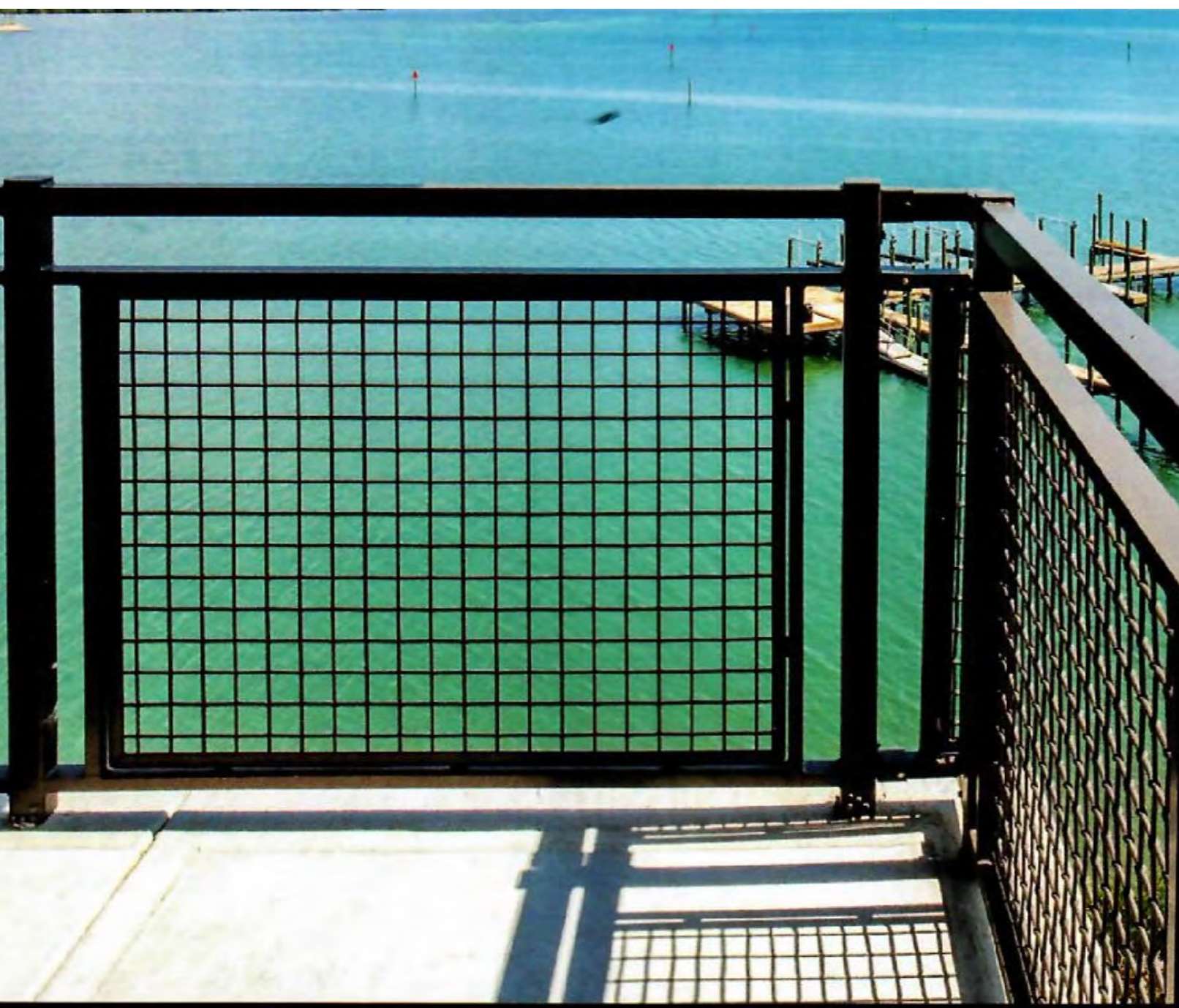
SIXTH-UNION



SPLIT FACED CMU



STUCCO FINISH - 20 / 50 FINISH



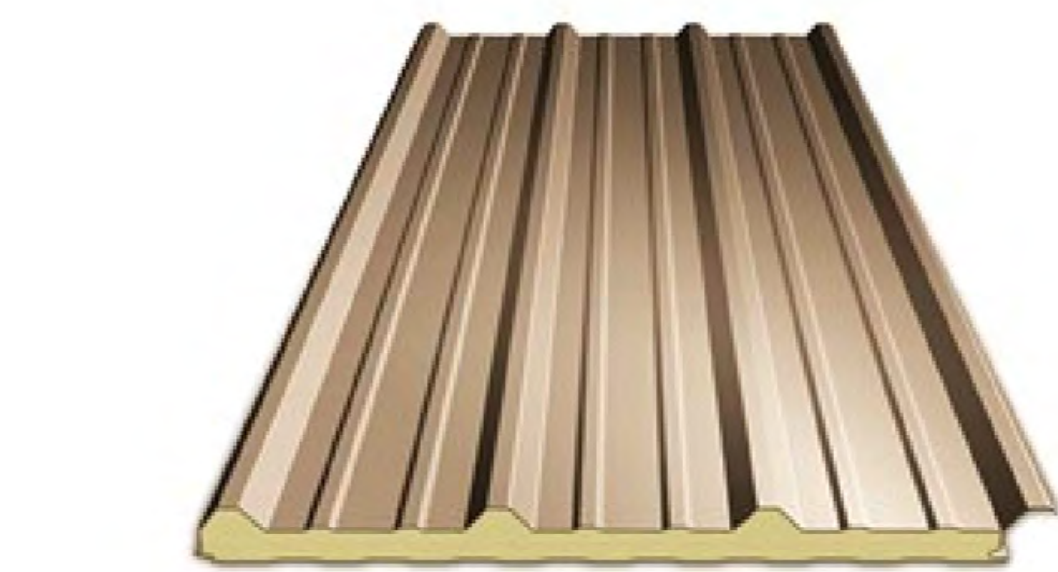
GUARDRAIL - WELDED WIRE MESH



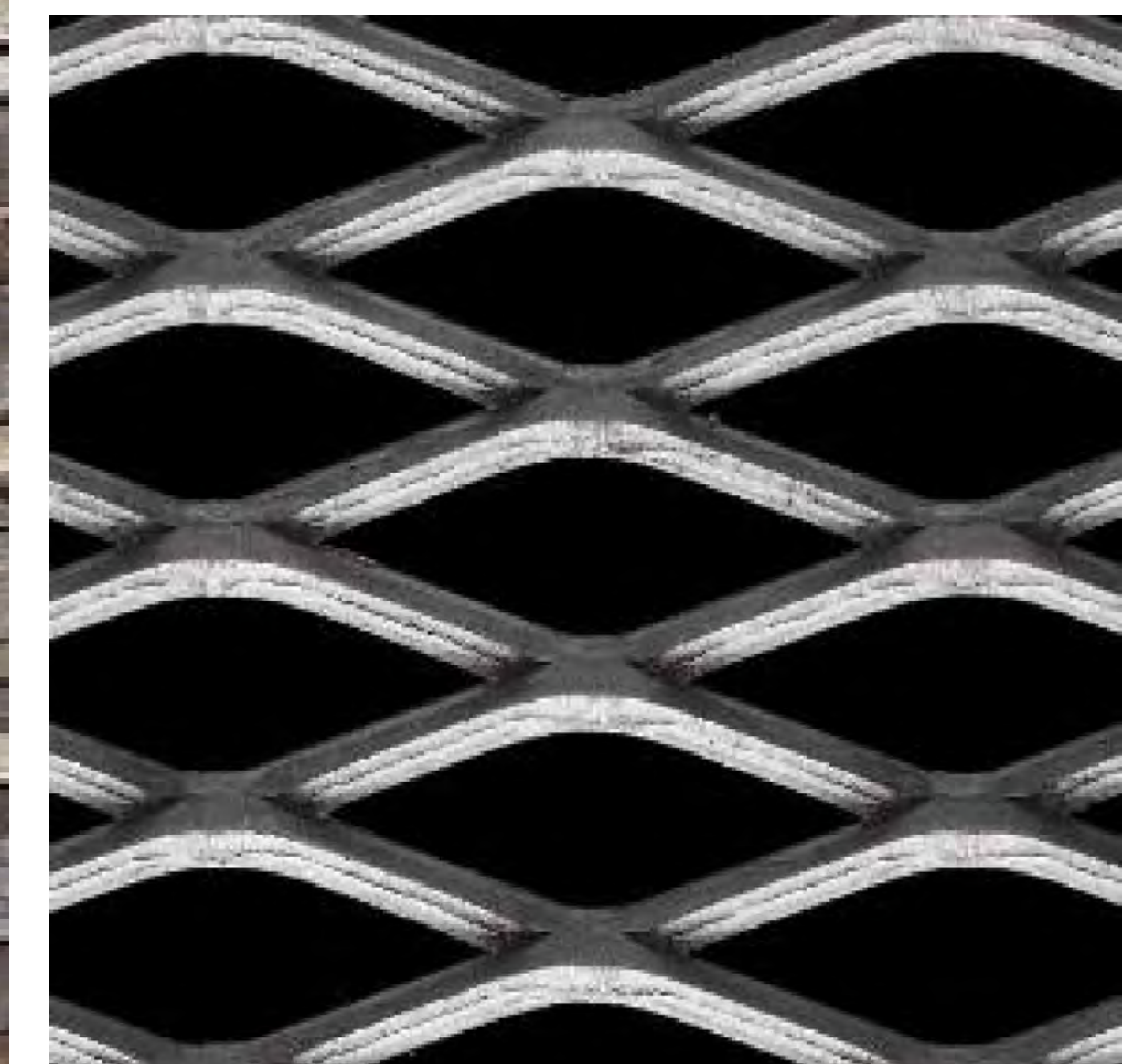
STUCCO FINISH - SMOOTH FINISH



STACKED STONE



CORRUGATED METAL PANEL- GALVANIZED.



METAL SCREEN @ GARAGE LEVEL

A MIX-USE RESIDENTIAL DEVELOPMENT
1709-17 6TH STREET, LOS ANGELES CA 90017

DIR - 2021-7344 - SPR - TOC -

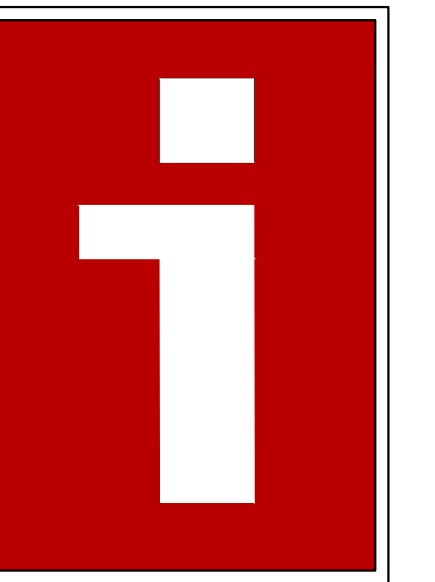
HCA - ENV - 2020-5078-EAF

DEVELOPER:

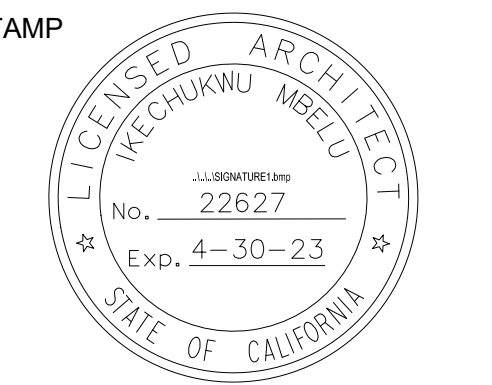
BENBAROUKH, LLC

319 S. ROBERTSON DR. BEVERLY HILLS, CA 90211

EXHIBIT "A"
 Page No. 27 of 27
 Case No. DIR-2021-7344-TOC-SPR-HCA



ICON & IKON, INC.
 ARCHITECTS AND PLANNERS
 14623 HAWTHORNE BLVD, #306
 LAWDALE, CALIFORNIA 90260
 PH. 310-984-6749, 424-456-4811
 WWW.ICONARC.COM



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OWNER / TENANT
BENBAROUKH, LLC.
 319 S. ROBERTSON DR.
 BEVERLY HILLS, CALIFORNIA, 90211
 PH. 310-550-1012

THE LEGACY @ SIXTH-UNION
A MIX-USE RESIDENTIAL DEVELOPMENT
 PROJECT ADDRESS: 550 S. SIXTH STREET, LOS ANGELES, CA 90017

NO.	DATE	DESCRIPTION
1	01-22-22	SITE PLAN REVIEW-RESUB
2	02-18-22	PRELIM ZONING ASSESS.
3	03-21-22	PRELIM ZONING ASSESS.
4	06-15-22	PRELIM ZONING ASSESS.

DRAWN BY: I.M
 CHECKED BY: I.M
 PRINTED ON: JUN 15, 2022
 PERMIT NO:

TITLE
MATERIAL BOARD

SHEET #
A - 901

MATERIAL BOARD

DIR-2021-7344-SPR-TOC-HCA-1A
550 S. Union Avenue; 1701, 1709, 1715, 1717, and 1717 ½ W. 6th Street

EXHIBITS

B – LETTER OF DETERMINATION (DIR-2021-7344-SPR-TOC-HCA)

DEPARTMENT OF
CITY PLANNING
COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

CAROLINE CHOE
VICE-PRESIDENT

HELEN CAMPBELL
JENNA HORNSTOCK
HELEN LEUNG
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KAREN MACK
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CITY OF LOS ANGELES CALIFORNIA



KAREN BASS
MAYOR

EXECUTIVE OFFICES
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(213) 978-1271

VINCENT P. BERTONI, AICP
DIRECTOR

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

DIRECTOR'S DETERMINATION TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM REVIEW AND SITE PLAN REVIEW

December 23, 2022

Applicant

Ugonna Mbelu
Icon & Ikon, Inc.
14623 Hawthorne Boulevard, Unit 306
Lawndale, CA 90260

Owner

Benbaroukh, LLC
319 S. Robertson Boulevard
Beverly Hills, CA 90211

Case No. DIR-2021-7344-SPR-TOC-
HCA

CEQA: ENV-2020-5078-CE

Location: 550 S. Union Avenue, 1701
– 1717 ½ W. 6th Street

Council District: 1 - Cedillo

Neighborhood Council: Westlake North

Community Plan Area: Westlake

Land Use Designation: Community Commercial

Zone: C2-1

Legal Description: Lots 20 - 22, Oscar B.
Smith's Crown Hill Tract,
Lot 2, J.W. Ellis'
Subdivision of Lot 6 Block
38 Hancock's Tract

Last Day to File an Appeal: January 9, 2023

DETERMINATION

Pursuant to the Los Angeles Municipal Code (LAMC) Sections 12.22 A.31 and 16.05, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

Determine that based on the whole of the administrative record as supported by the justification prepared and found in the environmental case file, the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332 Class 32 (Class 32 Urban In-Fill Development) and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources applies; and

Approve with Conditions a Transit Oriented Communities (TOC) Affordable Housing Incentive Program Compliance Review for a qualifying Tier 3 project,

totaling 100 dwelling units, reserving 10 units for Extremely Low Income Household occupancy for a period of 55 years, with the following Additional Incentives:

a. Yard/Setbacks. Utilization of the yard setback requirements of the RAS3 Zone for a project in a commercial zone; and

Approve with Conditions a Site Plan Review for the construction of a seven story, mixed-use building containing approximately 105,620 square feet of floor area, including 13,046 square feet of commercial retail space and 100 residential units, on an approximately 29,058 square-foot site. The project will reserve 10 dwelling units for Extremely Low Income Households. The building will have a maximum height of approximately 92 feet. The project will provide a total of 72 vehicular parking spaces located within the ground floor and two-level subterranean parking garage. The project will provide a total of 125 long-term spaces and 32 short-term bicycle spaces for a total of 157 total bicycle parking spaces. The project will provide 16,478 square feet of usable open space and twenty-six (26) 24-inch box trees. The project will export approximately 21,400 cubic yards of excavated earth.

Adopt the attached Findings and Conditions of Approval.

CONDITIONS OF APPROVAL

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped Exhibit "A," and attached to the subject case file. No change to the plans shall be made without prior review by the Department of City Planning, Central Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions.
2. **Covenant.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center for attachment to the subject case file.

Transit Oriented Communities Conditions

3. **Residential Density.** The project shall be limited to a maximum density of 100 residential dwelling units.
4. **On-Site Restricted Affordable Units.** A minimum of 10 units, that is 10-percent of the 100 total units, shall be restricted to Extremely Low Income Households, as determined by the Los Angeles Housing Department (LAHD).
5. **Changes in On-Site Restricted Units.** Deviations that increase the number of On-Site Restricted Units or that change the composition of units or parking numbers shall be consistent with LAMC Section 12.22 A.31 and TOC Guidelines.
6. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute and record a covenant and agreement running with the land to the satisfaction of LAHD. The covenant shall bind the owner to reserve 10 units available to Extremely 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 set-aside affordable units may be adjusted, consistent with LAMC Section 12.22 A.31 and TOC Guidelines, to the satisfaction of LAHD, and in consideration of the project's SB 330 Determination. 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 TOC Guidelines and any monitoring requirements established by the LAHD. Refer to the TOC Affordable Housing Incentive Program and Housing Replacement (SB 330 Determination) Background sections of this determination.
7. **Floor Area Ratio (FAR).** The project shall be permitted a maximum FAR of 3.63:1 or 105,620 square feet.

8. **Residential Northerly Side Yard Setback.** The project shall provide a minimum side yard setback of one-foot three-inches for the residential portion of the project.
9. **Residential Southerly Side Yard Setback.** The project shall provide a minimum southerly side yard setback of one-foot three inches for the residential portion of the project.
10. **Residential Easterly Front Yard Setback.** The project shall provide a minimum yard setback of one-foot three inches for the residential portion of the project.
11. **Residential Westerly Rear Yard Setback.** The project shall provide a minimum rear yard setback of five-foot three inches for the residential portion of the project.
12. **Residential Automobile Parking.** Residential automobile parking shall be provided consistent with LAMC Section 12.22 A.31, which requires a minimum of 0.5 spaces per unit for all residential units in an Eligible Housing Development Project located in Tier 3 TOC Affordable Housing Incentive Area.
13. **Non-residential Automobile Parking.** Commercial automobile parking shall be provided consistent with LAMC Section 12.21 A.4(x)(3)(6), which requires 2 parking spaces for every 1,000 square feet of commercial and retail uses in an Enterprise Zone and LAMC Section 12.22 A.31, which allows up to a 30 percent reduction in the nonresidential parking requirement in a mixed-use project located in a Tier 3 TOC Affordable Housing Incentive Area.
14. **Open Space.** The project shall provide a minimum of 16,478 square feet of usable open space.

Site Plan Review Conditions

15. **Commercial Use Restrictions.** The project shall be limited to 13,046 square feet of commercial retail space.
16. **Building Height.** The project shall be limited to a maximum building height of approximately 92 feet as measured from Grade to the highest point of the parapet pursuant to LAMC Section 12.03.
17. **Commercial Yards.** The commercial portion of the project shall provide setbacks of zero (0) feet pursuant to LAMC Section 12.14 C.
18. **Yard/Setback Requirements.** The project is utilizing the yard setback requirements of the RAS3 Zone for a project in a commercial zone.
19. **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, to the satisfaction of the Department of Building and Safety.
20. **Non-required Parking.** Any parking spaces which are provided in excess of the Code required parking requirement shall be capable of supporting EVSE and installed with EV

chargers to immediately accommodate electric vehicles within the parking areas. The parking spaces shall be designed and labeled for EV chargers consistent with the requirement for Required Parking.

21. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21 A 16.
22. **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 Section 12.21 G.3 (Chapter 1, Open Space Requirement for Six or More Residential Units). Per Exhibit "A" and 12.21 G.3, 5 new Street trees shall be provided.
23. **Required Trees per 12.21 G.2.** As conditioned herein, a final submitted landscape plan shall be reviewed to be in substantial conformance with Exhibit "A." There shall be a minimum of twenty-five (25) 24-inch box, or larger, trees on site pursuant to LAMC Section 12.21 G.2. Any required trees pursuant to LAMC Section 12.21 G.2 shown in the public right-of-way in Exhibit "A" shall be preliminarily reviewed and approved by the Urban Forestry Division prior to building permit issuance. In-lieu fees pursuant to LAMC Section 62.177 shall be paid if placement of required trees in the public right-of-way is proven to be infeasible due to City determined physical constraints.
24. **Landscaping.** The landscape plan shall indicate landscape points for the project equivalent to 10 percent more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines "O". All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.
25. **Landscape Maintenance.** All landscaped areas, trees, shrubs and ground cover shall be maintained as healthy and vigorous at all times; irrigation systems shall be continuously maintained pursuant to LAMC Section 12.41 B.5.
26. **Trash Storage.** Trash storage and collection shall be enclosed in the parking garage and no visible from the public right-of-way. Trash collection shall occur within the enclosed parking garage and shall not interfere with traffic on any public street.
27. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. All surface or ground mounted mechanical equipment shall be screened from public view and treated to match the materials and colors of the building which they serve.
28. **Maintenance.** The project site (including all trash storage areas, associated parking facilities, sidewalks, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
29. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way, nor from above.
30. **Utilities.** All new utility lines shall be installed underground.

31. **Solar Ready.** The project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
32. **Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.
33. **Hours.** Parking lot cleaning and sweeping, and trash collections and deliveries shall occur no earlier than 7 a.m., nor later than 8 p.m., Monday through Friday, and no earlier than 10 a.m., nor later than 4 p.m. on Saturdays and Sundays.
34. **Signage.** Any signage shall comply with the Municipal Code or other applicable laws. No sign rights are granted with this case.
35. **Parking Screening.** Screening shall be required for ground level and upper story parking levels, and shall be no less than 60% opaque for any individual tier of parking. Openings in screening shall be 4 inches or less in at least one dimension (vertical or horizontal). For ground level parking a frontage screen is required between ground level (vertical parking and all frontage lot lines). The parking levels shall each include a 3-foot high crash wall, which will screen headlights from being visible from the street, to the satisfaction of the Department of City Planning. The Applicant shall submit a Revised Exhibit A to demonstrate compliance to the satisfaction of Central Division Project Planning.

Administrative Conditions

36. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & 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 & 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.
37. **Notations on Plans.** Plans submitted to the Department of Building & 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.
38. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
39. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
40. **Department of Building & 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 & 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 & 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.

41. **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.
42. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
43. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
44. **Recording Covenant.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center at the time of Condition Clearance for attachment to the subject case file.
45. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

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

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

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

PROJECT BACKGROUND

The project site is improved with a surface parking lot, mart, and plaza mall located at 1701 -1717 ½ West 6th Street, and 550 South Union Avenue. The project site consists of four (4) contiguous lots with a total lot size of approximately 29,058 square feet of gross lot area per the Lot Survey, which also includes a partial, approximately 570 square-foot alley. Because the project site is proposed on a reversed corner lot, a Yard Determination letter was issued November 1, 2021 to determine lot frontage. The project site fronts approximately 140.33 feet along Union Avenue and approximately 207 feet along the northern portion of 6th Street. The project site is zoned C2-1 and is designated for Community Commercial land use by the Westlake Community Plan. The site is also located within the Westlake Recovery Redevelopment Project Area, a Los Angeles State Enterprise Zone, Transit Priority Area, and is within 1 km (0.62 miles) of the Puente Hills Blind Thrust.

Surrounding properties are developed with commercial and multi-family residential buildings, and a grocery store. Properties to the north are zoned R4-1 and are developed with a one-story cottage bungalow complex, and a two-story residential building. Properties to the east, across Union Avenue, are zoned C2-4 and developed a series of small commercial retail businesses, including a bakery and market and a three-story residential abutting an alley. The property to the south, across 6th Street is zoned C2-2 and is developed with a one-story supermarket with a surface parking lot. Lastly, the abutting property to the west facing 6th Street is zoned C2-1 and is developed with a five-story commercial building with dental offices on the ground floor.

The proposed project includes the demolition of the existing and the new construction, use and maintenance of a seven-story mixed-use building comprised of approximately 105,622 square feet of residential and commercial floor area, for a proposed floor area ratio (FAR) of 3.63:1. The project proposes 100 dwelling units, of which 10 units or 10 percent of the total units will be restricted to Extremely Low Income Households. Additionally, the project proposes 13,046 square feet of ground floor commercial use. The building will have a maximum height of 92 feet, as measured from grade to the top of the roof structure. The project will provide 50 residential parking spaces and 22 commercial parking spaces across one (1) subterranean level and one (1) above-grade at the second level. The project will also provide a total of 157 residential and commercial bicycle parking spaces, which includes 24 short-term and 10 long-term commercial spaces, and eight (8) short-term and 115 long-term residential bicycle parking spaces. The project includes a total of 16,478 square feet of usable open space, consisting of a 2,066 square-foot gym on the second floor, a 4,466 square-foot courtyard and a 977 square-foot community hall on the third floor, a 7,219 square-foot roof deck, and 1,750 square feet of private open space through balconies.

According to the Tree Report prepared by McKinley & Associates dated June 17, 2022, there is one (1) non-protected tree on-site and another non-protected tree within the right of way. The street tree, commonly known as a Yew Pine, will remain within the right of way and the tree within the project, commonly known as Sapphire Dragon Tree, is planned for removal. Pursuant to LAMC Section 12.21 G, the project is required to provide 25 new trees and proposes a total of 26 new trees within the site, which includes five (5) new street trees, for a total of six (6) street trees, eight (8) trees on the third floor, and 12 trees on the roof deck.

On November 29, 2021, the proposed project was reviewed during the Urban Design Studio's (UDS) Project Review meeting. The purpose of the UDS meeting is to provide project specific recommendations, organized around three distinct yet interrelated approaches to design that

include: 1) Pedestrian First Design, 2) 360 Degree Design, and 3) Climate Adaptive Design. At this meeting, UDS had the following recommendations for the project; On pedestrian-first design, staff recommended the removal of the above-ground parking level, which included a second driveway, adding some textured wrappings to conceal the parking structure, and providing more street trees, wherever possible. On 360-design, staff recommended avoiding long blank walls, and providing some articulations. On Climate-Adapted Design, staff recommended more details on the solar areas of the roof, including a landscape set of plans with details on the native trees. The development team provided a set of responses addressing these design elements.

On Pedestrian First Design, the development team opted to keep automobile parking above-ground and also opted to separate the retail level of commercial spaces, which will allow residents to have their own entrance. Further, the design was revised to relocate one of the two entrances to operate on 6th Street, thereby providing a break on the frontage of the building. In addition, the façade received an improvement with a modern and colorful redesign with a new parking screen to provide a unique building design that creates natural ventilation. The project was conditioned to provide all be no less than 60% opaque for any individual tier of parking and parking levels shall each include a 3-foot high crash wall on each level. For street trees, the development team will retain the one existing non-protected tree and 5 proposed street trees.

On 360 Degree Design, as previously mentioned, the development team redesigned the façade of the building, thereby avoiding long, blank walls, with new textured materials such as corrugated metal panels, split faced CMU and stacked stone, 20/50 and smooth stucco finishes, welded wire mesh guardrails, and a metal screen at the garage level, as shown on Exhibit A.

Finally, on Climate Adaptive Design, a solar area was updated on the Architectural Plans to provide 2,777 square-feet of solar area, which is 70 square-feet more than required, and at least 15% of the total roof area. The landscape plans were also revised, with significant revisions to the roof deck area and courtyard terrace on the podium, or third floor, and the minimum 25 percent is being met.

Additionally, pursuant to the Transportation Study Assessment form, dated July 8, 2022 the project warrants an additional Traffic Study report by the Los Angeles Department of Transportation (LADOT). On October 3, 2022, LADOT reviewed the report submitted by the development team dated September 2022 and confirmed overall that the project would not have significant transportation impacts and Planning Staff confirmed that the project still qualifies for a Class 32 California Environmental Quality Act (CEQA) Exemption. Furthermore, on November 23, 2021, the Los Angeles Office of Historic Resources determined the property is not eligible as a potential historical resource. Finally, the project will be exporting 21,400 cubic yards of earth and will be requesting a Haul Route approval with the Board of Building and Safety Commissioners.

HOUSING REPLACEMENT (SB 8 DETERMINATION) BACKGROUND

The Housing Crisis Act of 2019 was amended by Senate Bill 8 (SB 8), which prohibits the approval of any proposed housing development project on a site that will require demolition of existing dwelling units on occupied or vacant protected units unless the project replaces those units for discretionary housing development projects. SB 8 applies to any discretionary housing development projects that receive final approval, and for ministerial on-menu Density Bonus, SB 35 and AB 2162 housing development projects that submit an applicant to Los Angeles City Planning on or after January 1, 2022, and ministerial housing development projects that submit a

complete a set of plans to the Los Angeles Department of Building and Safety for plan check and permit on or after January 1, 2022.

Pursuant to the SB 8 (TOC) Determination Letter dated March 8, 2022, and prepared by the Los Angeles Housing Department (LAHD), the project is not required to replace replacement units and the existing site is a commercial development without residential uses. The project will set aside 10 units restricted to Extremely Low Income Households. As such, the project complies with SB 8.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND

Measure JJJ was adopted by the Los Angeles City Council and established the Transit Oriented Communities (TOC) Affordable Housing Incentive Program. The measure required that the Department adopt a set of TOC Guidelines, which establishes incentives for residential and mixed-use projects located within one-half mile of a major transit stop, as defined under existing State law.

The TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines), released on September 22, 2017, and amended on February 26, 2018, established a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

Per the TOC Referral Form, dated February 25, 2019 and last revised February 22, 2021, the project site is located within one-half mile of the Metro Rail "B" and "D" Line, Westlake / MacArthur Park Station. As such, the project is eligible for Tier 3 TOC Affordable Housing Incentives.

Tier 3 Base Incentives require On-Site Restricted Affordable Units at the rate of 10 percent of the total number of units for Extremely Low Income Households. The project proposes to set aside 10 units, that is 10 percent of the total 100 units, for Extremely Low Income Households. Up to three (3) Additional Incentives may be granted for projects that include at least 11-percent of the base units for Extremely Low Income Households. The project proposes to set aside 10 units, that is 14 percent of the base 73 units, for Extremely Low Income Households. As such, the project is eligible for up to three (3) Additional Incentives.

The project is eligible for the following Tier 3 Base Incentives, which are granted by-right for eligible TOC projects:

1. Density. A 37-percent increase in density to allow a total of 100 units in lieu of 73 base units.

The project site is zoned C2-1 which allows a maximum density of one dwelling unit per 400 square feet of lot area. Based on the net lot area of 29,058 square feet, the project is permitted a maximum base density of 73 units. With a 70 percent increase in density permitted in Tier 3 of the TOC Guidelines, the project is permitted up to 125 units. The project is proposing 100 units, which is within the maximum density permitted.

2. Floor Area Ratio (FAR). An increase in the FAR to 3.63:1 in lieu of the 1.5:1 FAR in the C2-1 Zone.

The C2-1 zone allows a maximum FAR of 1.5:1, and the TOC Guidelines allows an increase to 3.75:1 FAR. With 29,058 square feet of buildable area in the C2-1 zone, a total of 43,587 square feet would be allowed. The project proposes 101,442 square feet of floor area with an FAR of 3.63:1, which meets the maximum permitted.

3. Parking. A minimum of 0.5 automobile parking spaces per residential unit and a 30-percent reduction for non-residential parking in a mixed-use project for an eligible Tier 3 Transit Oriented Communities Project.

The project proposes a total of 100 dwelling units. The TOC Guidelines allows 0.5 spaces per unit, which requires a minimum of 50 residential parking spaces. The project proposes 50 residential parking spaces, which meets the minimum requirement.

A minimum of two (2) commercial parking spaces are required per 1,000 square feet of commercial floor area. For non-residential parking, the project proposes 13,046 square feet of commercial space, for a minimum of 27 commercial parking spaces required. The TOC Guidelines allow a 30 percent reduction in nonresidential parking in a mixed-use project, which requires a minimum of 19 commercial parking spaces. The project is proposing 22 commercial parking spaces located on the ground floor, which exceeds the minimum requirement.

On November 1, 2021, the Zoning Engineer issued a Yard Determination letter that determined that the subject project is considered a Reversed Corner Lot, and further identified the easterly property line fronting Union Avenue to be the front lot line. For the remaining lot lines, the westerly property line was identified as the rear yard, and the northerly and southerly lines were identified as the side yards.

Further, pursuant to TOC Guidelines, in any Commercial zone, Eligible Housing Developments may utilize any or all of the yard requirements for the RAS3 zone per LAMC 12.10.5. The applicant is requesting one (1) one additional incentive it is eligible to be granted for the Yard/Setback requirements in any Commercial Zone.

The Incentive is as follows:

Residential Northerly Side Yard Setback. The project shall provide a minimum side yard setback of one-foot three-inches.

Residential Southerly Side Yard Setback. The project shall provide a minimum southerly side yard setback of one-foot three inches.

Residential Easterly Front Yard Setback. The project shall provide a minimum yard setback of one-foot three inches.

Residential Westerly Rear Yard Setback. The project shall provide a minimum rear yard setback of five-foot three inches

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS

To be an eligible TOC Housing Development, a project must meet the Eligibility criteria set forth in Section IV of the TOC Guidelines. A Housing Development located within a TOC Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets all of the following requirements, which it does:

1. **On-Site Restricted Affordable Units.** *In each Tier, a Housing Development shall provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages described below. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.*

Tier 1 - 8% of the total number of dwelling units shall be affordable to Extremely Low Income (ELI) Households, 11% of the total number of dwelling units shall be affordable to Very Low (VL) Income Households, or 20% of the total number of dwelling units shall be affordable to Lower Income Households.

Tier 2 - 9% ELI, 12% VL or 21% Lower.

Tier 3 - 10% ELI, 14% VL or 23% Lower.

Tier 4 - 11% ELI, 15% VL or 25% Lower.

Per the PAR-2021-901-TOC Transit Oriented Communities (TOC) Referral Form, dated February 22, 2021, the project qualifies for Tier 3 TOC Affordable Housing Incentives. As such, the project is reserving 10 percent, or 10 units, of the total 100 units for Extremely Low Income Households. As such, the project satisfies the eligibility requirement for On-Site Restricted Affordable Units.

2. **Major Transit Stop.** *A Housing Development shall be located on a lot, any portion of which must be located within 2,640 feet of a Major Transit Stop, as defined in Section II and according to the procedures in Section III.2 of the TOC Guidelines.*

A Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. Per the Transit Oriented Communities Referral Form, PAR-2021-901-TOC, dated February 22, 2021, the project site is located within 0.5 miles of Metro Rail "B" and "D" Line, Westlake/MacArthur Park Station. As such, the project meets the eligibility requirement for proximity to a Major Transit Stop.

3. **Housing Replacement.** *A Housing Development must meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by the Los Angeles Housing Department (LAHD) prior to the issuance of any building permit. Replacement housing units required per this section may also count towards other On-Site Restricted Affordable Units requirements.*

Pursuant to the SB 8 and AB 2556 Replacement Unit Determination Letters, dated March 8, 2022, and June 3, 2019, respectively, both prepared by the Los Angeles Housing Department (LAHD), the provisions of SB 8 and AB 2556 do not apply to the commercial properties where no previous residential uses were found; therefore, no SB 8 and AB 2556 replacement affordable units are required. However, as required by the TOC program requirements, the

project will set aside 10 units restricted to Extremely Low Income Households. As such, the project complies with SB 8 and AB 2556.

4. ***Other Density or Development Bonus Provisions.*** *A Housing Development shall not seek and receive a density or development bonus under the provisions of California Government Code Section 65915 (State Density Bonus law) or any other State or local program that provides development bonuses. This includes any development bonus or other incentive granting additional residential units or floor area provided through a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Plan Implementation Overlay (CPIO), Specific Plan, or overlay district.*

The project is not seeking any additional density or development bonuses under the provisions of the State Density Bonus Law or any other State or local program that provides development bonuses, including, but not limited to a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Implementation Overlay (CPIO), Specific Plan, or overlay district. As such, the project meets this eligibility requirement.

5. ***Base Incentives and Additional Incentives.*** *All Eligible Housing Developments are eligible to receive the Base Incentives listed in Section VI of the TOC Guidelines. Up to three Additional Incentives listed in Section VII of the TOC Guidelines may be granted based upon the affordability requirements described below. For the purposes of this section below, “base units” refers to the maximum allowable density allowed by the zoning, prior to any density increase provided through these Guidelines. The affordable housing units required per this section may also count towards the On-Site Restricted Affordable Units requirement in the Eligibility Requirement No. 1 above (except Moderate Income units).*

- a. *One Additional Incentive may be granted for projects that include at least 4% of the base units for Extremely Low Income Households, at least 5% of the base units for Very Low Income Households, at least 10% of the base units for Lower Income Households, or at least 10% of the base units for persons and families of Moderate Income in a common interest development.*
- b. *Two Additional Incentives may be granted for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units for Very Low Income Households, at least 20% of the base units for Lower Income Households, or at least 20% of the base units for persons and families of Moderate Income in a common interest development.*
- c. *Three Additional Incentives may be granted for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units for Very Low Income Households, at least 30% of the base units for Lower Income Households, or at least 30% of the base units for persons and families of Moderate Income in a common interest development.*

The project is seeking only one additional incentive for the Yard/Setback requirements, whereby in any Commercial zone, Eligible Housing Developments may utilize any or all of the yard requirements for the RAS3 Zone per LAMC 12.10.5., which requires at least four (4) percent, or three (3) units, of the 73 base units to be set aside for Extremely Low Income Households. The project proposes to set aside 10 units for Extremely Low Income

Households, which is 14 percent of the 73 base units. As such, the project meets the eligibility requirement for Additional Incentives.

6. ***Projects Adhering to Labor Standards.*** *Projects that adhere to the labor standards required in LAMC 11.5.11 may be granted two Additional Incentives from the menu in Section VII of these Guidelines (for a total of up to five Additional Incentives).*

The project is not seeking two (2) Additional Incentives beyond the three (3) permitted in Section VII of the TOC Guidelines. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11, and this eligibility requirement does not apply.

7. ***Multiple Lots.*** *A building that crosses one or more lots may request the TOC Incentives that correspond to the lot with the highest Tier permitted by Section III above.*

The project site consists of four (4) contiguous lots which are all located within a Tier 3 TOC Affordable Housing Incentive Area. As such, this eligibility requirement does not apply.

8. ***Request for a Lower Tier.*** *Even though an applicant may be eligible for a certain Tier, they may choose to select a Lower Tier by providing the percentage of On-Site Restricted Affordable Housing units required for any lower Tier and be limited to the Incentives available for the lower Tier.*

The applicant has not selected a lower Tier. As such, this eligibility requirement does not apply.

9. ***100% Affordable Housing Projects.*** *Buildings that are Eligible Housing Developments that consist of 100% On-Site Restricted Affordable units, exclusive of a building manager's unit or units shall, for purposes of these Guidelines, be eligible for one increase in Tier than otherwise would be provided.*

The proposed project does not consist of 100-percent On-Site Restricted Affordable units. As such, this eligibility requirement does not apply.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM / AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS

Pursuant to Section 12.22 A.31(e) of the LAMC, the Director shall review a Transit Oriented Communities (TOC) Affordable Housing Incentive Program project application in accordance with the procedures outlined in LAMC Section 12.22 A.25(g).

1. **Pursuant to Section 12.22 A.25(g) of the LAMC, the Director shall approve a density bonus and requested incentives unless the Director finds that:**
 - a. **The incentives are not required to provide for affordable housing costs for rents for the affordable units.**

The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25-percent gross income based on area median

income thresholds dependent on affordability levels.

The list of incentives in the TOC Guidelines were pre-evaluated at the time the TOC Affordable Housing Incentive Program Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

The following incentives allow the developer to reduce the northerly and southerly side residential yard setbacks, and the front and rear residential yard setbacks; so that affordable housing units reserved for 10 Extremely Low Income units can be constructed and the overall space dedicated to residential uses is increased. These incentives are expressed in the TOC Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. These incentives also support the applicant's decision to reserve 10 units of the total 100 units for Extremely Low Income Households.

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

There is no evidence in the record that the proposed incentive will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). The finding that there is no evidence in the record that the proposed incentives will have a specific adverse impact is further supported by the CEQA findings. The findings to deny an incentive under Density Bonus Law are not equivalent to the findings for determining the existence of a significant unavoidable impact under CEQA. However, under a number of CEQA impact thresholds, the City is required to analyze whether any environmental changes caused by the project have the possibility to result in health and safety impacts. For example, CEQA Guidelines Section 15065(a)(4), provides that the City is required to find a project will have a significant impact on the environment and require an EIR if the environmental effects of a project will cause a substantial adverse effect on human beings.

The proposed project and potential impacts were analyzed in accordance with the CEQA Guidelines. The project was evaluated against the exceptions to the use of Categorical Exemptions pursuant to Section 15300.2 of the CEQA Guidelines. The Director of Planning determined that none of the exceptions apply to the proposed project and the project is Categorically Exempt from CEQA pursuant to Class 32 of the CEQA Guidelines.

Therefore, there is no substantial evidence that the proposed project will have a specific adverse impact upon public health and safety or the environment, or on any real property that is listed in the California Register of Historical Resources.

SITE PLAN REVIEW FINDINGS

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

The Applicant proposes to construct a seven-story mixed-use development containing 100 residential units, of which 10 units will be Restricted Affordable units to Extremely Low-Income Households. The Project is consistent with many of the goals and policies of the General Plan. The following will discuss the Project's consistency with various elements of the General Plan, including the General Plan Framework, Housing Element, Health and Wellness Element, Transportation Element (known as the "Mobility Plan 2035"), and the Westlake Community Plan. It also references some provisions of the Westlake Redevelopment Plan. There are no Specific Plans that are applicable to the Project Site.

The Project will be consistent with the character of development in the immediate area and will be in harmony with the applicable elements of the General Plan. The Applicant is committed to creating a dynamic and visually appealing development that improves the conditions of the site, improves the character of the surrounding area and provides critically needed housing.

General Plan Framework Element

The project is in conformance with the following Framework goals and objectives:

Land Use (from General Plan Framework, Chapter 3, Land Use Goals, Objectives, and Policies – Distribution of Land Use)

GOAL 3A: *A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.*

Objective 3.1: *Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*

Objective 3.2: *Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.*

Objective 3.4: *Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.*

The proposed mixed-use development will revitalize a property that is currently a surface parking lot, a one-story mart and one-story plaza mall, with a new seven-story building, including 90 market rate apartment units, 10 Extremely Low Income restricted affordable apartment units and approximately 13,046 square feet of commercial space. The proposed mix of uses is consistent with the goals outlined in the General Plan Framework Element to provide a balance of uses as well as opportunities for housing near transit.

The mixed-use and mixed-income nature of the Project will also contribute to the City's long-term goal of economic vitality as well as the revitalization of Westlake. The proposed residential project also conserves the existing residential neighborhood that adjoins the commercial properties located along 6th Street. The proposed commercial space, as well as the ongoing operation of the building itself, will provide additional job opportunities.

The proposed mixed-use project supports the needs of the City's existing and future residents by providing 100 new dwelling units, of which 10 dwelling units will be set aside for Extremely Low-Income residents in a mix of five studios, 75 one-bedrooms, and 20 two-bedroom units to accommodate a diversity of population and families. The new residents will be located at a site in close proximity to numerous transit options including subway lines and bus lines that offer easy access to nearby employment centers including downtown Los Angeles and Wilshire Center as well as to other areas of the City. The Project's location is also within a dense neighborhood of Los Angeles that is in proximity to several neighborhood-serving commercial businesses along 6th Street and within the Westlake community.

The residents of the new development will have multiple transit options that will facilitate the reduction of vehicular trips, vehicle miles traveled, and air pollution. The project is approximately 2,025 feet (0.5 miles) from the MacArthur Park rail station serving Metro's B (Red) and D (Purple) Lines. In addition to the rail lines, the adjoining and nearby streets along 6th Street are served by several bus lines that offer residents convenient access to employment centers, shopping, dining, and entertainment opportunities in the neighborhoods of Westlake, Pico Union, Koreatown, University Park, and Downtown Los Angeles. Quality of life is improved as residents may forego the use of personal automobiles in favor of the numerous transit options that offer easy access to job-enriched environments such as Wilshire Center and Downtown Los Angeles.

Housing (from General Plan Framework, Chapter 4, Housing Goals, Objectives, and Policies)

GOAL 4A: *An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.*

Objective 4.1: *Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.*

Objective 4.2: *Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.*

The Framework Element encourages new construction of a range of different housing types that address the needs of the City's households. Consistent with Framework Goal 4 above and the related objectives, the proposed mixed-use project provides market rate housing and affordable housing for Extremely Low Income households, thus offering a range of housing opportunities by type and cost which will be accessible to City residents of various income levels. In addition, to provide a range of housing opportunities by type and cost, the Project will include 5 studio apartments, 75 one-bedroom apartments, and 20 two-bedroom apartments.

The Project will help meet the 2021-2029 Regional Housing Needs Assessment's (RHNA) goal of 456,643 units by contributing a total of 100 new residential units, of which 10 units will be reserved for Extremely Low-Income households, into the City's housing stock. As a result, the Project will also expand affordable rental housing for the income groups that need assistance.

Housing Element

The 2021-2029 Housing Element (The Plan to House LA) was adopted by City Council on November 2021. The Housing Element is one of the eight State mandated elements of the General Plan and identifies the City's housing conditions and needs, establishes the goals, objectives, policies, and programs that are the foundation of the City's housing strategy.

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

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

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

Objective 1.3: Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.

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

For the current 2021-2029 Housing Element, the regional Southern California Association of Governments (SCAG) issued a target of 456,643 housing units for the entire City of Los Angeles, of which 184,721 units (40 percent) are designated for very low- and low-income households. The proposed project contributes to the RHNA target units by adding 100 housing units and also contributes to the affordable target units by setting aside 10 units for Extremely Low Income households.

Mobility Plan 2035

Approval of the Project will facilitate a mixed-use project in proximity to mass transit options will be consistent with the purposes of the Mobility Plan 2035. Various modes of travel are encouraged by the Mobility Plan 2035, including walking, biking and using public transit. The following policies of the Mobility Plan apply to the proposed project:

Policy 2.3: Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

The Project will enhance the pedestrian experience in this area by transforming a surface parking lot, a one-story mart and one-story plaza mall into a well-designed mixed-use development. The main pedestrian entrances to the residential lobby and commercial space will be located at the corner of 6th Street and Union Avenue. The entrance to the residential lobby will be accessed from Union Avenue whereas the entrance to the commercial space will be accessed along 6th Street.

The 6th Street frontage will be enhanced by a combination of textures and finishes aimed at enhancing the pedestrian experience. The renderings indicate that there will transparent floor-to-ceiling windows along the commercial frontage, a wire mesh screen hanging above the ground floor, and pillars separating long blank lines. The way the building mass is broken up along the 6th Street frontage creates visual interest which further promotes a safe and comfortable walking environment. Vertical articulation is achieved through a fenestration of recessed and projecting windows and balconies. In addition, the patio balconies above the ground floor protected by metal guardrails allows for more interaction between residents and outdoor leisure while facing an active street. Further, the residential pedestrian entrance at the southwest corner of the project includes transparent lobby areas overlooking 6th Street.

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.

The Mobility Plan 2035 recognizes that neighborhoods with frequent, reliable transit service are the ideal place to cluster uses and services so that area residents can complete a number of errands within a single walk or bike trip. Likewise, the Mobility Plan observes that it makes sense for land uses situated near major transit stops to be of the intensity and type that they attract a high number of transit riders. The project, situated in close proximity to Metro Rapid Bus stops and within easy walking distance of the Metro Purple and Red Rail Lines, is ideally located to satisfy the Mobility Plan's objective to reduce vehicular trips.

The Project will be located within approximately 0.5 miles of the Westlake/MacArthur Park transit station, with access to Metro's B (Red) and D (Purple) Lines. Residents will have greater proximity and access to jobs and other neighborhood services in Downtown Los Angeles and Wilshire Center as well as to other areas of the City. The Project's location is also in proximity to neighborhood-serving commercial businesses along 6th Street. This, the Project will promote an equitable land use decision that will result in fewer vehicle trips.

Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The Project will provide bicycle parking for its' future residents and commercial patrons by adhering to the Code requirements of the Bicycle Parking Ordinance. As such, the Project will provide convenient, secure and well-maintained bicycle parking facilities. Visitors of the Project will know that they have a place to safely and conveniently secure their bicycles for the duration of a visit.

Policy 4.13: Balance on-street and off-street parking supply with other transportation and land use objectives.

The Mobility Plan 2035 recognizes that an oversupply of parking can undermine broader regional goals of creating vibrant public spaces and a robust multi-modal mobility system and that parking consumes a vast amount of space in the urban environment, which otherwise could be put to valuable alternative uses. Additionally, the Mobility Plan observes that large parking lots create significant environmental impacts, detract from neighborhoods' visual quality, and discourage walking by increasing the distances between services and facilities. The Project will eliminate a surface parking lot that exacerbates urban run-off and heat island effects and replace it with a mixed-use project that will improve the visual quality of the neighborhood and activate the streets with more pedestrian activity. The residential structure is oriented to the street to encourage more walking and bicycling.

Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.

The Mobility Plan 2035 promotes a combination of sustainable approaches to reduce vehicle miles. Land use policies should be aimed at shortening the distance between housing, jobs, and services, thereby reducing the need to travel long distances on a daily basis. More attractive non-vehicle alternatives, including transit, walking and bicycling, need to be offered. The Project will promote these sustainable approaches by locating housing in proximity to jobs, transit and services. The Project would facilitate a reduction of vehicular trips and vehicle miles traveled for residents as the Westlake/MacArthur Park Metro Rail transit station, located approximately 0.5 miles from the Project Site, provides easy access to Metro's B (Red) and D (Purple) Lines that allow connections to downtown Los Angeles and the network of other Metro Rail lines, including Union Station, the Blue Line and Expo Line. The immediate neighborhood is served by a variety of Metro Rapid and Metro Local Bus lines, thereby providing even more transit options that would incentivize the residents to reduce vehicular trips.

The Project is in a prime location to take advantage of Metro's extensive network of bus service, including major bus routes on 6th Street, Union Avenue, and along Wilshire Boulevard which is one block away, and several other local lines, connecting to downtown Los Angeles and other destinations throughout the region. The Project Site's proximity to these transit options provides for optimal multi-family development potential.

The DASH Pico Union/Echo Park Route is located a block from the Project Site with a stop at 6th Street and Union Avenue. The DASH route accesses stops throughout the Pico Union and Echo Park communities. The DASH bus has stops near Good Samaritan Hospital, Riley High School and MacArthur Park.

Quality of life is improved as residents may forego the use of personal automobiles in favor of the numerous transit options that offer easy access to the jobs-rich environment of Downtown

Los Angeles, and as a result, the land use policy is fulfilled to shorten the distance between housing, jobs, and services that reduce the need to travel long distances on a daily basis. The Project's 100 new residential units will increase the availability of housing options in proximity to transit stations and major bus stops. The Project offers the nonvehicle alternatives of transit, walking, and bicycling. The Project is located near recreational activities at MacArthur Park and the neighborhood-serving commercial uses attract residents who walk and ride bicycles. The Project provides the Code required bicycle parking within a garage with easy access to the street.

For these reasons outlined above the Project demonstrates consistency with the Mobility Plan 2035.

Health and Wellness Element – Plan for a Healthy Los Angeles

The Health Element, A Plan for a Healthy Los Angeles, was adopted by City Council on March 31, 2015 with a technical amendment on November 24, 2021 to highlight compliance with SB 1000.

***Policy 2.2:** Healthy building design and construction – Promote a healthy built environment by encouraging the design and rehabilitation of building and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.*

The Plan for a Healthy Los Angeles also includes goals/objectives/policies/programs that relate to the health of the city. The Conservation Element primarily addresses the conservation aspects of the open spaces.

***Policy 5.6 Resilience:** In collaboration with public, private, and nonprofit partners, increase the city's resilience to risks (increasing temperatures and heat related effects, wildfires, reduced water supply, poor air quality, and sea level rise) resulting from climate change, and target resilience in the most vulnerable communities.*

Conservation Element

It is important to conserve natural open space lands and enhance urban open spaces. "Open space" is a broad term that can include virtually anything from a sidewalk or lawn to the mountains and ocean. It is defined by the California general plan law (Government Code Section 65560) as "any parcel or area of land or water that essentially is unimproved and devoted to an open-space use," whether for preservation and protection of natural resources or for human activity.

The Project proposes to provide 100 dwelling units in a mixed-use development that will offer healthy design features, such as an indoor gym and community hall and outdoor roof deck that allows for physical activity and positive social experiences. The Project's location and orientation to the street will enhance pedestrian-oriented circulation for both residents and visitors. The Project proposes five (5) new 24-inch box trees in public right-of-way parkways along Union Avenue and 6th Street that will help prevent the heat island effect and provide passive cooling opportunities for the enjoyment of the public. As such, the project conforms

to the purpose of the Plan for a Healthy Los Angeles and Conservation Elements of the General Plan.

Westlake Community Plan

The Westlake Community Plan was adopted by the City Council on September 16, 1997. The project is consistent with the following residential land use objectives of the Westlake Community Plan:

Objective 1: *To designate a supply of residential land adequate to provide housing of the types, sizes, and densities required to satisfy the varying needs and desires of all segments of the community's population.*

Objective 2: *To conserve and improve existing viable housing for persons desiring to live in Westlake, especially low and moderate income families.*

Objective 3: *To sequence housing development so as to provide a workable, efficient, and adequate balance between land use, circulation, and service system facilities at all times.*

In Chapter III, Land Use Plan Policies and Programs, the Community Plan notes that “housing objectives and policies are based on an analysis of existing zoning, housing characteristics, and the socio-economic makeup of the community. Westlake like many of the older communities of Los Angeles could benefit greatly from housing rehabilitation.” The Plan notes further that the “physical decay of housing is a complex problem not unique to Westlake,” and that the “community has a variety of housing styles although multi-family housing is most dominant. The overall density in Westlake is high compared to the rest of the city, built on small parcels with insufficient parking.” The Project proposes to replace an underutilized surface parking lot with a new housing development that rehabilitates the Project Site with improved housing conditions and amenities for the benefit of the residents in a Project that adds 100 new residential units to the housing stock.

Unlike the situation identified in the Community Plan noting that many multi-family developments are built on small parcels with insufficient parking, the Project Site area is 28,488 square-feet per the Lot Survey not including the partial alley, or .65 acres, which is suitable to supply the residential land adequate to provide housing of the size, type and density proposed in this application. As discussed above, the Community Plan has identified the need for more affordable housing as a significant issue for land use planning. The Project will provide 10 units as restricted affordable to Extremely Low Income Households to promote the supply of affordable housing in Westlake. The Project would be consistent with the Community Plan's Objective 2 by improving viable housing for low-income families and persons desiring to live in Westlake.

The Project would utilize its location to satisfy land use goals of locating housing where there is a balance between the use of the land and circulation in area with many transit options and the use of vehicles is practically reduced. The Project would be consistent with the Community Plan's Objective 3 to sequence housing development so as to provide a workable, efficient, and adequate balance between land use, circulation, and service system facilities at all times.

The Project is consistent with the following commercial land use objectives of the Westlake Community Plan:

Objective 1: *To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services*

Objective 2: *To provide a range of commercial facilities at various locations to accommodate the shopping needs of residents and to provide increased employment opportunities within the community.*

Objective 3: *To improve the compatibility between commercial and residential uses.*

The Project will provide additional opportunities for new commercial development by including approximately 13,046 square feet of neighborhood-serving retail space primarily along the 6th Street frontage. As such, the Project will accommodate the shopping needs of residents and provide increased employment opportunities within the community.

The modest size of the proposed neighborhood serving retail space is appropriate along 6th Street, as the street is considered a neighborhood-level commercial corridor. Surrounding uses include a mix of low-rise commercial buildings and low to mid-rise multi-family residential buildings. Surrounding properties are developed with commercial and multi-family residential buildings, and a grocery store. Properties to the north are zoned R4-1 and are developed with a one-story cottage bungalow complex, and a two-story residential building. Properties to the east, across Union Avenue, are zoned C2-1 and developed a series of small commercial retail businesses, including a bakery and market and a three-story residential abutting an alley. The property to the south, across 6th Street is zoned C2-2 and is developed with a one-story supermarket with a surface parking lot. Finally, the property to the west facing 6th Street is zoned C2-1 and is developed with a five-story commercial building with dental offices on the ground floor.

As the surrounding area is comprised with a mix of commercial and residential uses, the Project will improve the compatibility by adding 100 new residential units and 13,046 square feet of neighborhood serving retail space on a site that fronts along 6th Street.

For these reasons outlined above, the Project demonstrates consistency with the Westlake Community Plan.

Westlake Recovery Redevelopment Plan

The Project Site is located in the Westlake Recovery Project Study Area of the Westlake Community Plan. The Westlake Recovery Redevelopment (WRR) Project Area was adopted by the City Council on May 12, 1999 and will expire May 12, 2030. In addition, the Redevelopment Plan Unit with the City of Los Angeles reviewed the project and confirmed it is in compliance with the WRR Plan and signed off on the Administrative Review Form on January 6, 2021.

The following project is consistent with the following Westlake Recovery Redevelopment Plan land use objectives:

Commercial No.1: *To promote the economic well being of Westlake through the encouragement of the revitalization of viable commercial areas.*

The Project will promote the economic well being of Westlake by adding 13,046 square feet of neighborhood-serving retail space along 6th Street in an area surrounded by a mix of single-story commercial buildings and low to mid-scale residential buildings.

Safety No. 4: *To enhance the safety of residents, business owners, employees and visitors, and their property.*

The Project will promote a livable neighborhood by redeveloping an underutilized surface parking lot into a new high-quality and well-designed mixed-use building that is oriented towards the public right of way with commercial storefronts along 6th Street and residential units on Union Avenue. The introduction of more residents in a safe, livable and well-designed mixed-use development will enhance the Westlake community as a place to live, work and shop.

Safety No. 6: *To establish neighborhood and business watch groups throughout the community.*

The Project would add more residents to an area that has a mix of commercial and residential uses, thereby promoting a 24-hour community where increased pedestrian activity would enhance the safety of the community as the result of more people actively involved in creating a safe, livable and sustainable neighborhood. The presence of more residents would act as a greater number of eyes on the street as a deterrent to criminal activity, thereby reducing crime, graffiti and vandalism for the benefit of neighborhood residents and businesses.

Housing No. 8: *To make provisions for housing as is required to satisfy the needs and desires of the various age, income, and disabled groups of the community, maximizing the opportunity for individual choice.*

The proposed residential Project will provide 100 new residential units, of which 10 units will be set aside for Extremely Low-Income residents, in a mix of studios, one-bedrooms, and two-bedrooms to accommodate a diversity of population and families. The new residents will be located at a site in close proximity to numerous transit options including subway lines and bus lines that offer easy access to nearby employment centers including downtown Los Angeles and Wilshire Center as well as to other areas of the City. Therefore, the Project will satisfy the needs and desires of various age and income groups thereby maximizing the opportunity for individual choice in the selection of residential units.

Housing No. 9: *To encourage the preservation and enhancement of the varied and distinctive residential character of the community.*

The Project would replace an underutilized surface parking lot by enhancing the distinctive residential character of the community with a well-designed project that is visually appealing for its architectural features. The design concept of the Project was inspired by the site's central location and proximity to both modern Downtown Los Angeles and old MacArthur Park. The surrounding up-and-coming neighborhood has a varying and vibrant culture, and the Project has "front-porch" views of the Los Angeles skyline to the East, as well as the Hollywood Hills beyond MacArthur Park to the North-West.

The building massing is formed with large transparent windows, a wire mesh screen wrapped around the façade facing 6th Street and Union Avenue, metal guard rails facing 6th Street, and additional patio balconies overlooking 6th Street, varying stone and CMU textures, multiple color schemes, and a roof deck. Further, the project includes a gym on the second floor, a community hall and central courtyard on the third floor, and a large roof deck.

These spaces give residents outdoor rooms to be used as gathering places near the intimacy of their homes where they are given respite from the bustling activity of the surrounding urban fabric and as points of interest. This connection from the Project outward is designed to be a catalyst of rejuvenation for the surrounding area in the near future.

The design takes inspiration from the traditional neighborhood buildings with their materials, ordered windows, and base / middle / top massing. In response, the design proposes a split face CMU concrete, 20/50 and smooth stucco finishes at the ground level along the street frontages, with storefront windows allowing views into and out of the building. The base / middle / top reading helps to break up the height of the street wall, and the stacked windows and recessed balconies provide elements that give the building a residential character.

The project will be a new aesthetic to the existing community commercial storefronts, where a contemporary element of transparent storefront glass, wire mesh screening, and varied stucco, stone, concrete, and stucco finishes, creating a vivid “Old meets New” focal point by introducing an aesthetic more similar to what one would find in the urban core of Downtown LA.

A 6,255 square-foot and 964 square-foot roof deck are located on the top residential level with many intimate, enclosed areas for more intimate outdoor convenings. As shown in Exhibit A, the area will be adequately landscaped with ample seating and will provide panoramic views overlooking the neighborhood with views of Downtown, the Hollywood Hills, and MacArthur Park, creating an iconic element and visual point of interest.

Housing No. 10: *To provide housing choices and to increase the supply and improve the quality of housing for all income and age groups, especially affordable housing including housing for very low-, low- and moderate-income large families and individuals. To eliminate overcrowding in individual units, and to provide home ownership opportunities, and other housing choices which meet the needs of the community.*

The proposed Project will provide 100 new residential units, of which 10 units will be set aside for Extremely Low-Income residents, in a mix of studios, one-bedrooms, and two-bedrooms to accommodate a diversity of population and families. Overcrowding in the individual units would be eliminated by the range of bedroom type including well-sized studios, one- and two-bedroom units. Of the proposed 100 residential units, 5 units are studio units, 75 are one-bedroom units and 20 are two-bedroom units. Unit sizes averages range between approximately 399 square feet for studio units, 599 square feet for one-bedrooms, and 755 square feet for two-bedroom units.

Public No. 17: *To encourage active and passive recreational opportunities in MacArthur Park.*

The Project would be located about 0.4 miles of MacArthur Park, resulting in the ability of the residents to have easy access to the enjoyment of recreational opportunities at the park.

Services No. 21: *To reduce crime, the fear of crime, graffiti and vandalism in the community to enhance livability for residents and businesses and to encourage visitors.*

The Project would increase safety in the area by providing more natural surveillance and eyes on the street consistent with the goal of providing a safe, livable and sustainable neighborhood. The well-designed development would enhance the livability for the residents and prove attractive to enhance business opportunities in the neighborhood. The presence of more residents would act as a greater number of eyes on the street as a deterrent to criminal activity, thereby reducing crime, graffiti and vandalism for the benefit of neighborhood residents and businesses.

General No. 26: *To enhance and promote the Westlake community as a place to live, shop and work, and to create a safe 24-hour community.*

The Project would enhance the Westlake community as a place to live, work and shop. The promotion of a 24-hour community would also enhance the public safety. The close proximity of the Westlake/MacArthur Park Metro Rail transit station would also enhance the Westlake community as new residents would be encouraged to use public transit and to patronize the retail businesses located in proximity to the Metro Rail station and along nearby commercial corridors along 6th Street and Wilshire Boulevard, which is one block south of the site.

For these reasons outlined above the project demonstrates consistency with the Westlake Recovery Redevelopment Plan.

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

The project site is improved with a surface parking lot, mart, and plaza mall located at 1701 - 1717 ½ West 6th Street, and 550 South Union Avenue. The project site consists of four (4) contiguous lots with a total lot size of approximately 28,488 square feet of gross lot area per the Lot Survey. The project site also includes a partial, approximately 570 square-foot alley that will be incorporated as part of the project. Because the project site is proposed on a reversed corner lot, a Yard Determination letter was issued November 1, 2021 to determine lot frontage. According to this letter issued by the Zoning Engineer, the easterly property line fronting Union Avenue was identified to be the front lot line, while the westerly property line was identified as the rear yard, and the remaining northerly and southerly lines were identified as the side yards, with the southerly line facing 6th Street. The project site fronts approximately 140.33 feet along Union Avenue and approximately 207 feet along the northern portion of 6th Street. The project site is zoned C2-1 and is designated for Community Commercial land use by the Westlake Community Plan. The site is also located within the Westlake Recovery Redevelopment Project Area, a Los Angeles State Enterprise Zone, Transit Priority Area, and is within 1 km (0.62 miles) of the Puente Hills Blind Thrust.

Surrounding properties are developed with commercial and multi-family residential buildings, and a grocery store. Properties to the north are zoned R4-1 and are developed with a one-story cottage bungalow complex, and a two-story residential building. Properties to the east, across Union Avenue, are zoned C2-4 and developed a series of small commercial retail businesses, including a bakery and market and a three-story residential abutting an alley. The property to the south, across 6th Street is zoned C2-2 and is developed with a one-story supermarket with a surface parking lot. Finally, the property to the west facing 6th Street is zoned C2-1 and is developed with a five-story commercial building with dental offices on the ground floor.

The proposed project includes the demolition of the existing surface parking lot, mart, and plaza mall, and the new construction, use and maintenance of a seven-story mixed-use building comprised of approximately 105,622 square feet of floor area, for a proposed floor area ratio (FAR) of 3.63:1. The project proposes 100 dwelling units, of which 10 units or 10 percent of the total units will be restricted to Extremely Low Income Households. Additionally, the project proposes 13,046 square feet of ground floor commercial use. The building will have a maximum height of 92 feet, as measured from grade to the top of the roof structure. The project will provide 50 residential parking spaces and 22 commercial parking spaces across one (1) subterranean level and one (1) above-grade at the second level. The project will also provide 157 bicycle parking spaces, including 24 short-term and 10 long-term commercial spaces, and eight (8) short-term and 115 long-term residential bicycle spaces. The project includes a total of 16,478 square feet of usable open space, consisting of a 2,066 square foot gymnasium, 4,466 square foot courtyard and 977 square foot community hall, a 7,219 square-foot roof deck, and 1,750 square feet of private open space through balconies.

Height

The site is within Height District No. 1, which allows for unlimited height and stories for developments within the C2 zone. The proposed building reaches a maximum height of 92 feet measured from the lowest grade point. Therefore, the project is within the allowable maximum height for the subject zones.

Bulk/Massing

The bulk and massing of the building is broken up by both vertical and horizontal elements, in addition to the topography of the site. The building has frontages along both 6th Street and Union Avenue. Along 6th Street, or the southern elevation, the ground-floor commercial spaces, metal mesh screen cover, residential lobby and transparent above-ground lobby areas, patio balconies, roof decks, color variations, trees for the ground floor work together to break up the building plane and mass. Along Union Avenue, the slope of the site cuts the bulk of the building. Additionally, several elements along this southern elevation break up the bulk and massing, including color and material variations, balconies, windows, ground-floor commercial, and ground-floor landscaping. Overall, the project incorporates several architectural and design elements to create distinct breaks in the building plane, in a manner that will be complementary to the neighborhood.

Setbacks

On November 1, 2021, the Zoning Engineer issued a Yard Determination letter that determined that the subject project is considered a Reversed Corner Lot, and further identified

the easterly property line fronting Union Avenue to be the front lot line. For the remaining lot lines, westerly property line was identified as the rear yard, and the northerly and southerly property lines were identified as the side yards.

Pursuant to TOC Guidelines, in any Commercial zone, Eligible Housing Developments may utilize any or all of the yard requirements for the RAS3 zone per LAMC 12.10.5. The subject property is in a Commercial Zone and the project complies with the Yard/Setback required and is compatible with surrounding properties. The applicant is requesting one (1) Additional Incentive for the reduction in the Yard/Setback as follows:

Residential Northerly Side Yard Setback. The project shall provide a minimum side yard setback of one-foot three-inches.

Residential Southerly Side Yard Setback. The project shall provide a minimum southerly side yard setback of one-foot three inches.

Residential Easterly Front Yard Setback. The project shall provide a minimum yard setback of one-foot three inches.

Residential Westerly Rear Yard Setback. The project shall provide a minimum rear yard setback of five-foot three inches.

Parking/Loading

The parking garage will be accessible via an ingress and egress driveways located along 6th Street and Union Avenue. These driveways provide access to the subterranean parking level and second floor parking. Additionally, the above-grade parking garage will be screened to reduce the visibility of parking spaces and automobile lights from the public right-of-way.

Per LAMC Section 12.21 A.4, the project would be required to provide 158 residential parking spaces and 27 commercial parking spaces. However, the project is utilizing a TOC base incentive to reduce the amount of parking to a minimum of 50 residential parking spaces and 19 commercial parking spaces required. The project is proposing 50 residential parking spaces and 22 commercial parking spaces, which meets the minimum required.

In accordance with LAMC Sections 12.21-A, the project is required to provide a minimum of six (6) short-term and six (6) long-term bicycle parking spaces for commercial uses and eight (8) short-term and 75 long-term bicycle parking spaces for commercial uses. The project is providing 24 short-term spaces and 10 long-term spaces for commercial stalls, and eight (8) short-term and 115 long term residential stalls which meets the minimum required.

Lighting

The project is conditioned so that all pedestrian walkways and vehicle access points will be well-lit with lighting fixtures that are harmonious with the building design. As conditioned, all outdoor lighting provided on-site will be shielded to prevent excessive illumination and spillage onto adjacent public rights-of-way, adjacent properties, and the night sky.

Landscaping

The project will provide landscaping on the ground floor, second floor, third floor, and rooftop, including 26, 24-inch box trees, and a variety of shrubs and ground cover.

The project is conditioned to landscape all open areas not used for buildings, driveways, parking areas, recreational facilities or pedestrian pathways shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or architect and submitted for approval to the Department of City Planning, Development Services Center.

Trash Collection

Trash storage and collection are proposed to be enclosed within the interior rear of the building on the ground floor and are therefore not visible from the drive aisle or public view. Trash collection can only be accessed from the garage and shall not interfere with traffic on any public street, as conditioned.

Building Materials

The building facades consist of different colored plaster, vinyl windows, aluminum elements, metal railings, glass railing, and brick, shown on the stamped "Exhibit A".

Solar Panels

The project is conditioned to comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety. Additionally, the project is conditioned to power generators used during the construction process through electric or solar. Solar generator and electric generator equipment must be located as far away from sensitive uses as feasible.

Electric Vehicle Charging Stations

The project is conditioned to provide electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) per the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC, to the satisfaction of the Department of Building and Safety.

4. Any residential project provides recreation and service amenities to improve habitability for its residents and minimize the impacts of neighborhood properties.

The project is required to provide a minimum of 10,500 square feet of open space and is providing 16,478 square feet, 5,978 more than required. Indoor common open space amenities include a consisting of a 2,066 square foot gymnasium, 4,466 square foot courtyard and 977 square foot community hall, and a 7,219 square-foot roof deck. Additionally, the project provides 1,750 square feet of private balconies. As shown in Exhibit A, the applicant submitted a landscape plan showing that the common open space areas will be attractively landscaped with trees, shrubs, and groundcover. As such, the project will provide recreation and service amenities to improve habitability for its residents and minimize the impacts on neighboring properties.

ENVIRONMENTAL FINDINGS

The Director of Planning determined that based on the whole of the administrative record as supported by *Justification for Categorical Exemption Case No. ENV-2021-4252-CE* in the case file, the project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332 Class 32 and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the CEQA Guidelines, regarding cumulative impacts, significant effects, unusual circumstances, scenic highways, hazardous waste sites or historical resources applies.

TIME LIMIT – OBSERVANCE OF CONDITIONS

All terms and conditions of the Director’s Determination shall be fulfilled before the use may be established. Pursuant to LAMC Section 12.25 A.2, the instant authorization is further conditional upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

TRANSFERABILITY

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code, or the approval may be revoked.

Section 11.00 of the LAMC states in part (m): “It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment.”

APPEAL PERIOD – EFFECTIVE DATE

The Determination in this matter will become effective and final fifteen (15) days after the date of mailing of the Notice of Director’s Determination unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at <http://planning.lacity.org>.

Planning Department public offices are located at:

**Downtown Office
Figueroa Plaza**
201 North Figueroa Street,
4th Floor
Los Angeles, CA 90012
(213) 482-7077

**Valley Office Marvin Braude
Constituent Service Center**
6262 Van Nuys Boulevard,
Suite 251
Van Nuys, CA 91401
(818) 374-5050

**West Los Angeles Office
Development Services Center**
1828 Sawtelle Boulevard
2nd Floor
Los Angeles, CA 90025
(310) 231-2901

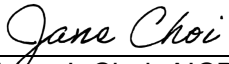
Only an applicant or any owner or tenant of a property abutting, across the street or alley from, or having a common corner with the subject property can appeal this Density Bonus Compliance Review Determination. Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Section 12.22 A.25 of the LAMC, appeals of Density Bonus Compliance Review cases are heard by the City Planning Commission.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at Figueroa Plaza in Downtown Los Angeles, Marvin Braude Constituent Service Center in the Valley, or in West Los Angeles. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either through the Department of City Planning website at <http://planning.lacity.org> or by calling (213) 482-7077, (818) 374-5050, or (310) 231-2901. The applicant is further advised to notify any consultant representing you of this requirement as well.

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City’s decision becomes final.

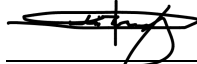
VINCENT P. BERTONI, AICP
Director of Planning

Approved by:



Jane J. Choi, AICP, Principal City Planner

Reviewed by:



Chi Dang, City Planner

Prepared by:



Oswaldo Garcia, Planning Assistant
Oswaldo.Garcia@lacity.org

DIR-2021-7344-SPR-TOC-HCA-1A
550 S. Union Avenue; 1701, 1709, 1715, 1717, and 1717 ½ W. 6th Street

EXHIBITS

C – CLASS 32 CATEGORICAL EXEMPTION (ENV-2020-5078-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)

Pursuant to Public Resources Code § 21152(b) and CEQA Guidelines § 15062, the notice should be posted with the County Clerk by mailing the form and posting fee payment to the following address: Los Angeles County Clerk/Recorder, Environmental Notices, P.O. Box 1208, Norwalk, CA 90650. Pursuant to Public Resources Code § 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

DIR-2021-7344-TOC-SPR-HCA / Transit Oriented Communities, Site Plan Review, Housing Crisis Act

LEAD CITY AGENCY

City of Los Angeles (Department of City Planning)

CASE NUMBER

ENV-2020-5078-CE

PROJECT TITLE

The Legacy@Sixth-Union

COUNCIL DISTRICT

1

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)

1701 – 1717 ½ W. 6th Street & 550 S. Union Avenue, Los Angeles, CA 90035

Map attached.

PROJECT DESCRIPTION:

Additional page(s) attached.

Demolition of single-story commercial structures and the construction, use, and maintenance of a seven-story mixed-use development containing 105,622 square feet of floor area, with a maximum floor area ratio (FAR) of 3.63:1. The project proposes 13,046 square feet of commercial uses and a total of 100 dwelling units, 90 of which will be market-rate and 10 will be restricted to Extremely Low-Income Households. The building will have a maximum of 92 feet, as measured from grade to the top of the roof structure. The unit mix will be comprised of 5 studio-bedroom units, 75 one-bedroom units, and 20 two-bedroom units. The project will provide 50 residential and 22 commercial automobile parking spaces, and 157 total bicycle parking stalls, with 34 commercial stalls and 123 residential stalls. A total of 16,478 square feet of usable open space will be provided, consisting of 14,728 square feet of common open space, and 1,750 square feet of balconies, will be provided. The project proposes 2,777 square feet of solar panel area on the roof. The project proposes the removal of 1 on-site non-protected trees and 1 street tree in the public right-of-way. The project assumes a worst-case scenario of removing all street trees, in the event of changes to the right-of-way improvement plans after approval of the environmental clearance. However, this environmental analysis does not authorize the removal of any street trees without prior approval of Urban Forestry, in compliance with LAMC Sections 62.169 and 62.170 and their applicable findings. Additionally, the applicant proposes to plant (26) 24-inch box trees on-site. The project proposes to export 21,400 cubic yards of earth.

NAME OF APPLICANT / OWNER:

Icon & Ikon, Inc. / Benbaroukh, LLC

CONTACT PERSON (If different from Applicant/Owner above)

Ugonna Mbelui

(AREA CODE) TELEPHONE NUMBER

(310)433-4020

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

Class 32 – (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 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.

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

Oswaldo Garcia

STAFF TITLE

Planning Assistant

ENTITLEMENTS APPROVED

Transit Oriented Communities, Site Plan Review, Housing Crisis Act

DISTRIBUTION: County Clerk, Agency Record

Rev. 6-22-2021

I hereby certify and attest this to be a true and correct copy of the original record on file in the office of the Department of City Planning of the City of Los Angeles designated as FNV-2020-5078-CB

OSVALDO GARCIA

Department Representative



JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2020-5078-CE

The Director of Planning has determined that based on the whole of the administrative record, that the project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332, Class 32 In-Fill Development Projects, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following criteria:

- a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations;
- b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses;
- c) The project site has no value as habitat for endangered, rare or threatened species;
- d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
- e) The site can be adequately served by all required utilities and public services.

The proposed project includes the demolition of the existing surface parking lot, a single-story mart, and single-story plaza mall, and the new construction, use and maintenance of a seven-story mixed use building comprised of approximately 105,622 square feet of residential and commercial floor area, for a proposed floor area ratio (FAR) of 3.63:1. The project proposes 100 dwelling units, of which 10 units or 10 percent of the total units will be restricted to Extremely Low Income Households. Additionally, the project proposes 13,046 square feet of ground floor commercial use. The building will have a maximum height of 92 feet, as measured from grade to the top of the roof structure. The project will provide 50 residential parking spaces and 22 commercial parking spaces across one (1) subterranean level and one (1) above-grade at the second level. The project will also provide a total of 157 residential and commercial bicycle parking spaces, which includes 24 short-term and 10 long-term commercial spaces, and eight (8) short-term and 115 long-term residential bicycle parking spaces. The project includes a total of 14,728 square feet of usable open space, consisting of a 2,066 square-foot gym on the second floor, a 4,466 square-foot courtyard and a 977 square-foot community hall on the third floor, a 7,219 square-foot roof deck, and 1,750 square feet of private open space through balconies.

The project proposes the removal of one (1) on-site non-protected tree and one (1) non-protected street tree in the public right-of-way. Additionally, the applicant proposes to plant twenty six (26) 24-inch box trees on-site. The project assumes a worst-case scenario of removing all street trees, in the event of changes to the right-of-way improvement plans after approval of the environmental

clearance. However, this environmental analysis does not authorize the removal of any street trees without prior approval of Urban Forestry, in compliance with LAMC Sections 62.169 and 62.170 and their applicable findings. The project proposes to export of up to 21,400 cubic yards of earth.

The project proposes the following haul route:

Loaded trucks: Northwest on West 6th Street toward S. Burlington Avenue. Turn right onto South Alvarado Street. Merging onto US-101 North Freeway towards Ventura. Exit the Santa Clara Avenue/Rice Avenue exit (exit 60). Turn left onto North Rice Avenue. U-Turn on North Rice Avenue. Arriving at 2098 N. Rice Avenue, Oxnard, California, CA 93036-8905.

The subject property is zoned C2-1 and has a General Plan Land Use Designation of Community Commercial by the Westlake Community Plan. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 A.31, the applicant is requesting to utilize the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (Tier 3) in order to qualify for base incentives for an increase in density (up to 70 percent), an increase in floor area (up to 3:75:1), a reduction in parking requirements (0.5 spaces per unit), and one (1) additional incentive to reduce the required front, side and rear yards/setbacks. With the TOC base incentives for a density increase and an FAR increase, the proposed project will comply with the density and FAR allowed on the site. As shown in the case file, the project is consistent with the applicable Westlake Community Plan designation and policies and all applicable zoning designations and regulations. The site is located in the Westlake Recovery Redevelopment Project Area. On January 6, 2021, Planning staff approved an administrative review and noted the proposed seven-story, 100-unit multi-family residential development is permitted in the Community Commercial areas of the Westlake Redevelopment Plan consistent with the Community Plan.

The subject property is wholly within the City of Los Angeles, on a site that is approximately 0.653 acres (approximately 29,058 square feet) and a half-alley north of the site along Union Avenue. Surrounding properties are developed with commercial and multi-family residential buildings, and a grocery store. Properties to the north are zoned R4-1 and are developed with a one-story cottage bungalow complex, and a two-story residential building. Properties to the east, across Union Avenue, are zoned C2-4 and developed a series of small commercial retail businesses, including a bakery and market and a three-story residential abutting an alley. The property to the south, across 6th Street is zoned C2-2 and is developed with a one-story supermarket with a surface parking lot. Finally, the property to the west facing 6th Street is zoned C2-1 and is developed with a five-story commercial building with dental offices on the ground floor.

The subject property is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. There are no protected trees on the site, as identified in the Tree Report by McKinley & Associates dated June 17, 2022. There is one (1) non-protected tree on-site and another non-protected tree within the right of way. The street tree, commonly known as a Yew Pine, will remain within the right of way and the tree within the project, commonly known as Sapphire Dragon Tree, is planned for removal.

Prior to any work on the adjacent public right-of-way, the applicant will be required to obtain approved plans from the Department of Public Works. As there currently is no approved right-of-way improvement plan and for purposes of conservative analysis under CEQA, Planning has analyzed the worst-case potential for removal of all street trees. Note that street trees and protected trees shall not be removed without prior approval of the Board of Public Works/Urban Forestry (BPW) under LAMC Sections 62.161 - 62.171. At the time of preparation of this environmental document, no approvals have been given for any tree removals on-site or in the right-of-way by BPW. The City has required a Tree Report to identify all protected trees/shrubs on the project site and all street trees in the adjacent public right-of-way. The project proposes to remove (0) protected trees, (0) protected shrubs, and up to 1 street trees. The project proposes a total of 26 new trees within the site, which

includes five (5) new street trees, for a total of six (6) street trees, eight (8) trees on the third floor, and 12 trees on the roof deck.

The subject site is located within a Special Bureau of Engineering (BOE) Grading Area; however, specific Regulatory Compliance Measures (RCMs) in the City of Los Angeles regulate the grading and construction of projects in these particular types of “sensitive” locations and will reduce any potential impacts to less than significant. Specifically, the following RCM would apply:

- **Regulatory Compliance Measure RC-GEO-2 (Hillside Grading Area):** The grading plan shall conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division. Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.

As previously mentioned, the project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water.

Furthermore, a Transportation Study Assessment form was reviewed and signed on March 31, 2021 by the Department of Transportation, and Planning staff confirmed on July 8, 2022 the Vehicle Miles Traveled (VMT) calculator analysis that the project generates a total of 741 new daily vehicle trips and exceeds the threshold criteria established by the Los Angeles Department of Transportation (LADOT) of 250 daily vehicle trips for preparing a traffic study. Therefore, as the form indicates, the project was required to provide a VMT Analysis, and an Access, Safety, and Circulation Evaluation. In a Memo dated October 3, 2022, the Los Angeles Department of Transportation reviewed the Transportation Assessment report provided by the DC Engineering group and submitted by the development team dated September 2022, and confirmed overall that the project would not have significant transportation impacts and Planning Staff confirmed that the project still qualifies for a Class 32 California Environmental Quality Act (CEQA) Exemption. With regard to air quality, interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds.

The subject property will be adequately served by all public utilities and services given that the construction of a 100-unit, seven-story apartment building will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32.

There are five (5) exceptions which the City is required to consider before finding a project exempt under Class 32: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

There are no known projects of the same type and in the same place as the proposed project. As mentioned, the project includes the demolition of the existing surface parking lot, single-story mart, and single-story plaza mall, and the new construction, use and maintenance of a seven-story mixed use building mentioned, in an area zoned and designated for such development. All adjacent lots are developed with commercial and residential uses, and the subject site is of a similar size and slope to nearby properties. The project utilizes a Floor Area Ratio (FAR) of 3.63:1 on a site that is

permitted to have a maximum FAR of 3.75:1 per the Transit Oriented Communities Program. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

The project also proposes the export of 21,400 cubic yards of earth. According to Navigate LA, there are no haul routes that are either approved or pending approval within 500 feet of the site. The haul route approval will be subject to recommended conditions prepared by the Los Angeles Department of Transportation (LADOT) to be considered by the Board of Building and Safety Commissioners that will reduce the impacts of construction related hauling activity, monitor the traffic effects of hauling, and reduce haul trips in response to congestion. Furthermore, the Department of Building and Safety (DBS) staggers the haul route schedules to ensure that all of the haul routes do not occur simultaneously. While the proposed haul route would utilize the same streets as the approved haul route identified above, it is anticipated that the projects would be in different stages of construction and concurrent use of the streets for purposes of hauling is anticipated to be minimal. Additionally, each project would be subject to the review of LADOT and the Bureau of Street Services and conditions of approval issued by the Board of Building and Safety Commissioners. Therefore, in conjunction with Citywide Regulatory Compliance Measures (RCMs) and compliance with other applicable regulations, no foreseeable cumulative impacts are expected.

Additionally, the only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. The site is approximately 26 miles east from State Route 27. Therefore, the subject site will not create any impacts within a designated as a state scenic highway. Furthermore, according to Envirostor, the State of California's database of Hazardous Waste Sites, there are two sites within 1,000 feet that are identified as a hazardous waste site. Both sites are school cleanup sites where either no action was required, or the site had been certified.

The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register; and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. According to an email from the Office of Historic Resources dated November 23, 2021, it has been determined that this property does not appear to have been otherwise identified as a historical resource for the purposes of CEQA. As such, the City does not choose to treat the site as a historic resource. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

TRANSPORTATION ASSESSMENT

**THE LEGACY @ 6TH-UNION
AT 550 SOUTH UNION AVENUE**

LOS ANGELES, CALIFORNIA

**PREPARED BY
MORTEZA DELPASAND, P.E., T.E.
DC ENGINEERING GROUP**

SEPTEMBER 2022

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INTRODUCTION

DC Engineering Group has prepared the following transportation assessment for the mixed-use project located, The Legacy @ 6th-Union, in the Westlake community plan area in the City of Los Angeles. The project address is 550 South Union Avenue. Figure 1 illustrates the project location. The analysis of the potential impacts follows the methodology established in the latest version of the City of Los Angeles Department of Transportation (LADOT) Traffic Study Guidelines.

PROJECT DESCRIPTION

The proposed project is to construct a 7-story, mixed-use project with 90 multi-family market rate units, 10 extremely low-income units and 13,406 square-feet of commercial use. The project is being constructed on a site that is currently occupied by retail uses. The project will provide 77 parking spaces, per the Transit Oriented Communities (TOC) 3 requirement, in subterranean and 2nd story parking. The project will also provide 8 short-term and 115 long-term parking for bicycles. A full-service driveway will be provided on the Union Avenue which will provide parking for the residential and retail. Another full-service driveway will be located on 6th Street which will provide residential access only. Appropriate measures will be taken to comply with Code required internal circulation. Pedestrian access is provided along 6th Street. The project also proposes to include a passenger loading zone for one car on the northwestern portion of the project frontage on 6th Street. This will require the removal of one parking meter. A copy of the project site plan is provided in Figure 2.

Complete project build-out is expected by the year 2024.

STUDY SCOPE

The traffic impact analysis for the proposed project follows LADOT's *Transportation Assessment Guidelines* (August 2022 Edition). These guidelines establish the methodology, scope and levels of significance to determine the potential impacts of the proposed project on the surrounding transportation system in compliance with *2018 California Environmental Quality Act (CEQA) Statute and Guidelines* (California Association of Environmental Professionals, 2018) (CEQA Guidelines).

In accordance with these guidelines, the scope of this study is limited to the analysis of the CEQA questions.

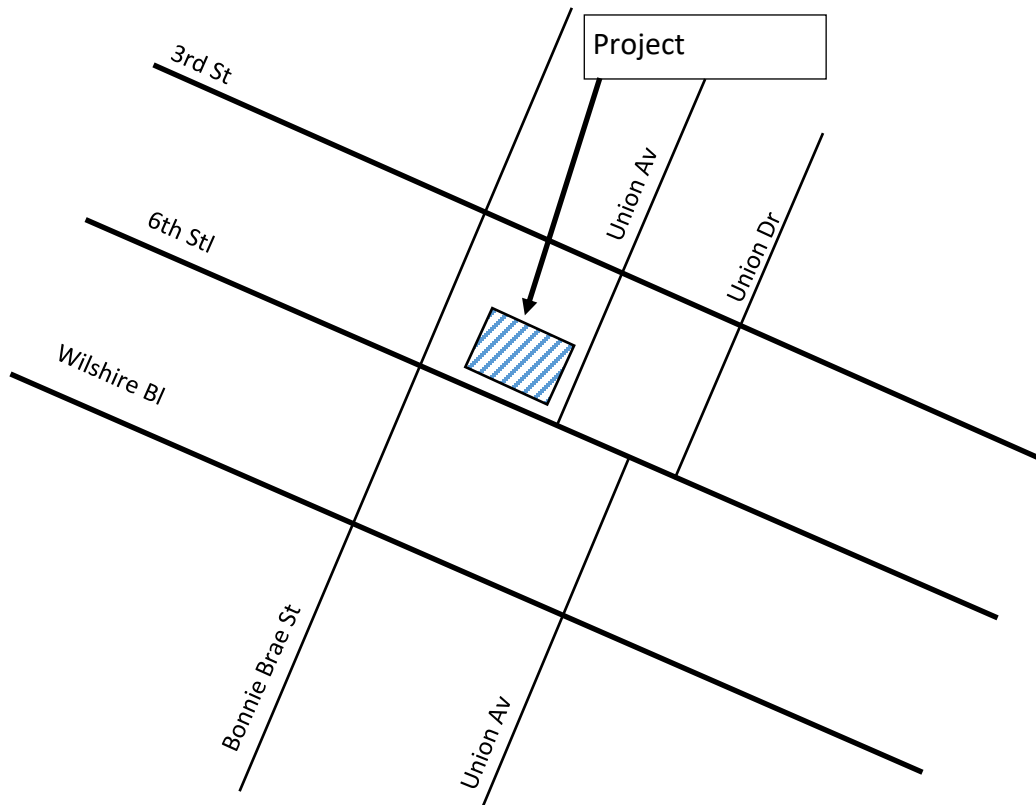
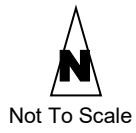
SCREENING

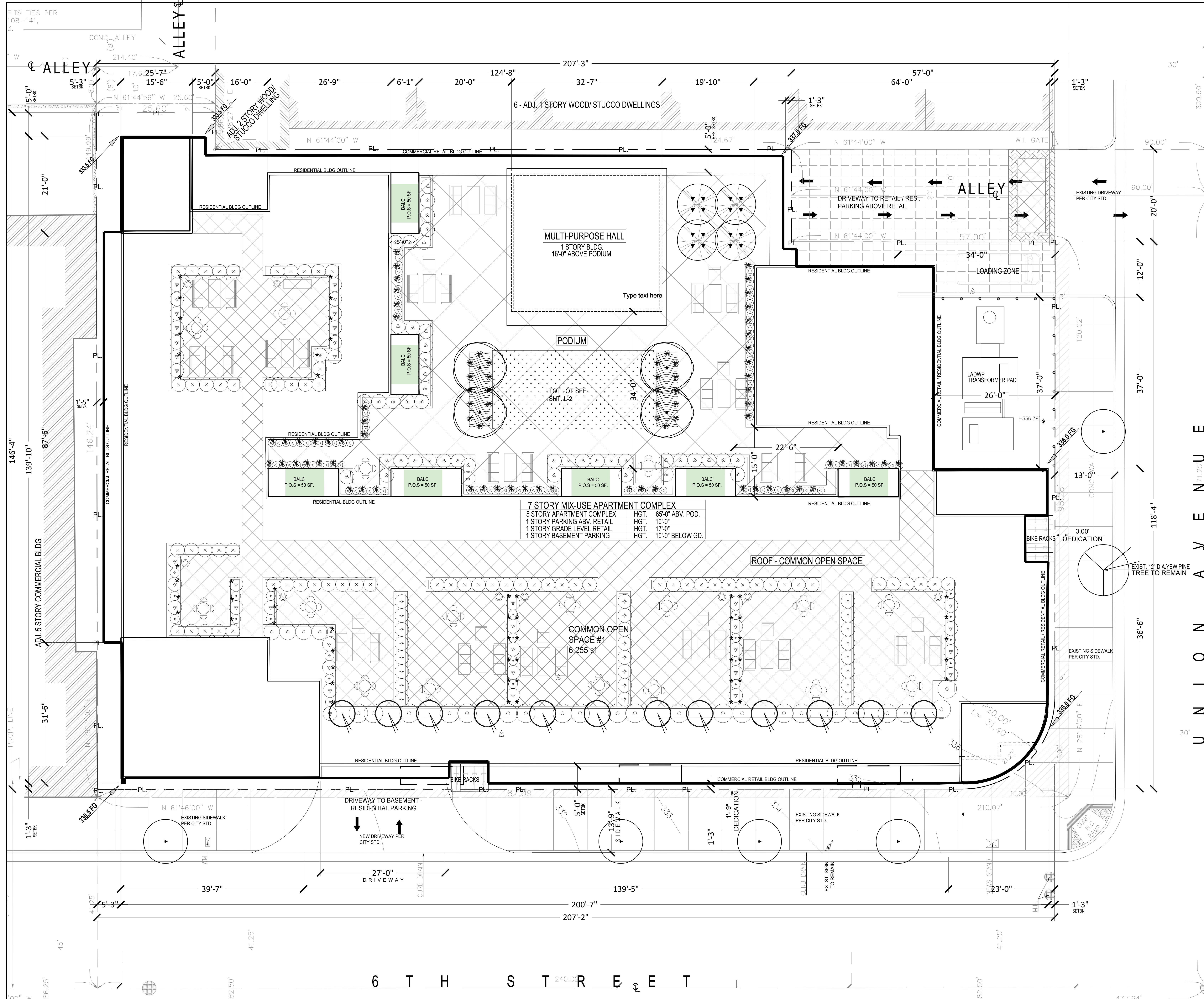
LADOT'S guidelines establish two main thresholds for requiring a transportation study:

1. Would the land use project generate a net increase of 250 or more daily trips?
2. Would the project generate a net increase in daily Vehicle Miles Traveled (VMT)?

To screen for the net daily trips and the net increase in VMT, LADOT has developed a

Figure 1
Project Location
550 S. Union Avenue - Mixed-Use Project





SITE DESCRIPTION

PROJECT NAME: THE LEGACY @ SIXTH-UNION
A 100 UNIT MIX-USE COMMERCIAL & RESIDENTIAL PROJECT.

JOB ADDRESS: 550 S. UNION STREET
1701, 1709, 1715, 1717 & 1717 1/2 6TH STREET LOS ANGELES, 90007

A.P.N: 5153-004-013, 024

LEGAL DESCRIP: LOTS 20, 21 AND 22 OF OSCAR B. SMITH'S CROWN HILL TRACT, M.B. 8, PAGE 169, AND LOT 2 OF J.W. ELLIS' SUBDIVISION OF PART OF LOT 6, BLOCK 36, HANCOCK'S SURVEY, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, M.R. 10, PAGE 24.

ZONING: GENERAL COMMERCIAL (C2)

DISTRICT: GENERAL COMMERCIAL (C2)

LAND USE: COMMUNITY COMMERCIAL

SITE AREA:
 SITE AREA BEFORE DEDICATION: 28,488 SF
 STREET DEDICATIONS: 886 SF
 NET SITE AREA: 27,602 SF
 1/2 OF ALLEY: 570 SF
 SITE AREA FOR FAR: 28,488 + 570 = 29,058 SF

FLOOR AREA RATIO: FAR
 FAR BY RIGHT: 1.5:1
 FAR W/ TOC INCENTIVES: 3.75:1
 FAR BY RIGHT: 43,587 SF
 FAR W/ TOC: 108,967.5 SF

BUILDABLE AREA:

BUILDABLE AREA - COMM/RETAIL	ALLOWED	PROPOSED
BUILDABLE AREA - COMM/RETAIL	21,004 SF	21,004 SF
BUILDABLE AREA - COMM/RETAIL	24,904 SF	24,904 SF
BUILDABLE AREA - RESIDENTIAL	18,048 SF	18,048 SF

BUILDING HEIGHT:
 ALLOWED PER LAMC: UNLIMITED
 PROPOSED: 92'-0"

ALLOWABLE DENSITY:
 1: 400 SF
 28,058 / 400 = 70 UNITS
 ALLOWED BY RIGHT: 73 UNITS
 BASE DENSITY: 73 UNITS

DENSITY BONUS (LAMC 12.10.C.4)
 75% INCREASE TOC BONUS: 52 UNITS
 TOTAL UNITS ALLOWED PER TOC: 125 UNITS

PROPOSED:
 36.98% INCREASE OF UNITS PROVIDED: 28 UNITS
 TOTAL UNITS PROPOSED/TOC: 100 UNITS

LEVEL OF AFFORDABILITY:
 10% EXTREMELY LOW INCOME: 10 UNITS
 MARKET RATE UNITS: 90 UNITS

SETBACKS:

ITEM	ALLOWED	PROPOSED
COMMERCIAL RETAIL (1ST & 2ND FLR)		
FRONT	0'-0"	0'-0"
SIDES	0'-0"	1'-3"
REAR	0'-0"	1'-5"
RESIDENTIAL (3RD - 7TH FLR LEVELS)		
FRONT	15'-0"	0'-0"
SIDES	5'-0"	5'-0"
REAR	15'-0"	5'-3"

UNIT BREAKDOWN:
 2 BEDROOM UNIT: 20 UNITS
 1 BEDROOM UNIT: 75 UNITS
 STUDIO UNIT: 5 UNITS
 TOTAL UNITS: 100 UNITS

FLOOR AREA:
 COMMERCIAL / LEASING / LOBBY: 13,046 SF
 TRASH / UTILITY / STAIRS: 4,178 SF
 RESIDENTIAL / COMM. HALL / GYM: 88,388 SF
 GUEST: 55,470 SF
 TOTAL: 161,082 SF

PARKING:

ITEM	REQUIRED	PROPOSED
COMM. RETAIL	26 STALLS	22 STALLS
RESIDENTIAL	110 STALLS	50 STALLS
LOADING AREA	1 STALL	1 STALL
GUEST	25 STALLS	0
ALL ASSIGNED STALLS - NO GUEST PARKING		

ACCESSIBLE PARKING:

ITEM	REQUIRED	PROPOSED
RETAIL	2 STALLS	2 STALLS
RESIDENTIAL	6 STALLS	2 STALLS

EVSC (TIER 1):

ITEM	REQUIRED	PROPOSED
RETAIL	3 STALLS	2 STALLS
RESIDENTIAL	11 STALLS	5 STALLS

BICYCLE PARKING:

ITEM	REQUIRED	PROVIDED
RETAIL (L&S)	12 RACKS	12 RACKS
RESIDENTIAL (L&S)	83 RACKS	83 RACKS
TOTAL	95 RACKS	95 RACKS

OPEN SPACE:

ITEM	REQUIRED	PROPOSED
RESIDENTIAL	10,500 SF	10,500 SF
TOTAL	10,500 SF	10,500 SF

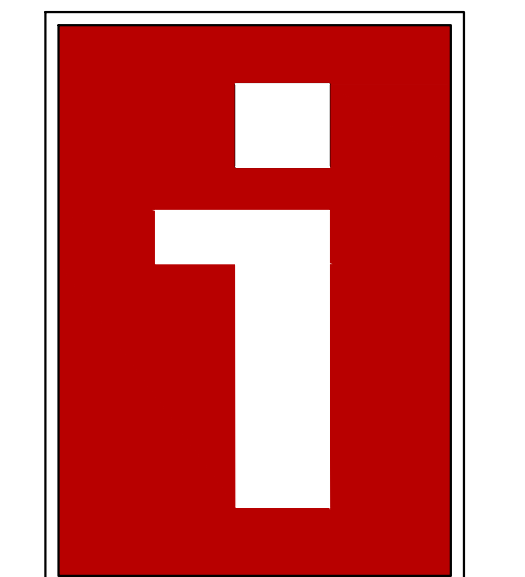
LANDSCAPE AREA:
 REQUIRED: 25% = 2,921 SF
 PROPOSED: 2,921 SF

TOTAL # OF TREES:
 REQUIRED: 25 TREES
 PROPOSED: 25 TREES

SOLAR PANEL AREA:
 REQUIRED: 15% = 2,707 SF
 PROPOSED: 2,777 SF

RETAIL FRONTAGE CALCULATION:
 UNION STREET: 58.12' / 137.3' = 42% > 35%
 6TH STREET: 127.75' / 207' = 62% > 35%

LEGEND:
 [Hatched Box] STREET DEDICATION
 [Green Box] PRIVATE OPEN SPACE 50 SF BALC OR PATIO



ICON & IKON, INC.
 ARCHITECTS AND PLANNERS
 14623 HAWTHORNE BLVD, #306
 LAWDALE, CALIFORNIA 90260
 PH. 310-984-6749, 424-456-4811
 WWW.ICONARC.COM



OWNER / TENANT:
BENBAROUKH, LLC.
 319 S. ROBERTSON DR.
 BEVERLY HILLS, CALIFORNIA 90211
 PH. 310-550-1012

THE LEGACY @ SIXTH-UNION A MIX-USE RESIDENTIAL DEVELOPMENT

550 S. UNION STREET
 1701, 09, 15, 17, 17 1/2 W. 6TH STREET
 LOS ANGELES, CA 90017

REVISIONS

NO.	DATE	DESCRIPTION
1	01-22-22	SITE PLAN REVIEW-RESUB
2	02-18-22	PRELIM ZONING ASSESS.
3	03-21-22	PRELIM ZONING ASSESS.
4	05-18-22	PLANNING CORRECTION.
5	06-10-22	SPR CORRECTION.
6	06-15-22	SPR CORRECTION.
7	06-27-22	SPR CORRECTION.
8	07-5-22	SPR CORRECTION.

DRAWN BY: I.M.
CHECKED BY: I.M.
PRINTED ON: JULY 5, 2022
PERMIT NO.: DIR-2021-7344
 -TOC-SPR-HCA

TITLE:
PLOT PLAN

SHEET #
A - 100

PLOT PLAN SCALE 1/8"=1'-0" 1

ESTAB. BY 4 FD
 HOOKS PER C.E.F.B.
 132-205, PAGE 120.

VMT Calculator tool. If the land use is not included in the tool the latest edition of the ITE Trip Generation Manual can be used to estimate the daily trips. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits (see Section 3.3 of TAG), the daily trips for the existing uses can be calculated using the tool and subtracted from the proposed project's daily VMT.

The proposed project, per LADOT's VMT calculator, will generate 313 net daily trips. The project will also generate net increase of 1,856 daily VMT.

ANALYSIS

Part 1 - Existing Conditions

The first step in the analysis is to identify primary street characteristics, nearby transit and freeway information. This will serve as the base condition upon which the rest of the analysis will be developed.

Part 2 - CEQA Analysis

LADOT's latest guidelines reflect the adoption of new CEQA guidelines that took effect with the passage of Senate Bill (SB) 743 in January 2014. Under the guidance of SB 743, CEQA impacts are assessed using Vehicle Miles Traveled (VMT) in order to promote infill development and reduce greenhouse gas emissions. LADOT's August 2022 Transportation Assessment Guidelines establish the methodology to determine a project's impacts in accordance with CEQA under SB 743. Per LADOT's Guidelines, the Project's analysis will evaluate the significant impacts for the following conditions:

- Threshold T-1 – Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2 – Causing substantial vehicle miles traveled (VMT).
- Threshold T-3 – Substantially increasing hazards due to a geometric design feature or incompatible use.

EXISTING CONDITIONS

In preparation of this study extensive data was collected to provide an accurate description of the existing conditions in the area. The analysis of the existing conditions includes an evaluation of the land uses and inventory of the streets fronting the project.

Environmental and Land Use Settings

The proposed project is in the Westlake Community Plan area in the Central Area Planning Commission. The project site is zoned C2-1 by the Department of City Planning's Zoning Code. The land use at the location has been classified as community commercial. Street improvements are subject to the Mobility Plan 2035, which was adopted on January 20, 2016 by the Los Angeles City Council.

Study Area Streets

6th Street is an east-west street that is classified as an Avenue II. 6th Street is also identified as part of the Neighborhood Enhanced Network and Pedestrian Enhanced Network. Within the vicinity of the project, 6th Street has two through lane in each direction and left-turn lanes at intersections in each direction with bike lanes in both directions. Parking is accommodated on both sides. 6th Street is also on LADOT's High Injury Network.

Union Avenue - is a north-south street that is classified as a Collector Street. Union Avenue is also identified as part of the Neighborhood Enhanced Network and Pedestrian Enhanced Network. Within the vicinity of the project, Union Avenue has one travel lanes in each direction with no channelization at the study intersection.

Study Area Freeways

The Harbor Freeway, *State Route 110*, runs primarily northeast-southwest and provides regional access to the area. The freeway is approximately two thirds of a mile to the southeast of the project.

The Hollywood Freeway, *State Route 101*, runs east-west and provides regional access to the area. The freeway is approximately just under a mile to the north of the project.

Transit Systems

The Metropolitan Transportation Authority (MTA) operates four local bus lines traveling along routes within one or two blocks of the project site. The various transit lines in the area are illustrated in Figure 4 on the following page. A description of each route follows:

Metro Local 18 - Line 18 travels along 6th Street within the vicinity of the project. The route travels from the Montebello Metrolink Station to 6th Street and Westmoreland Avenue.

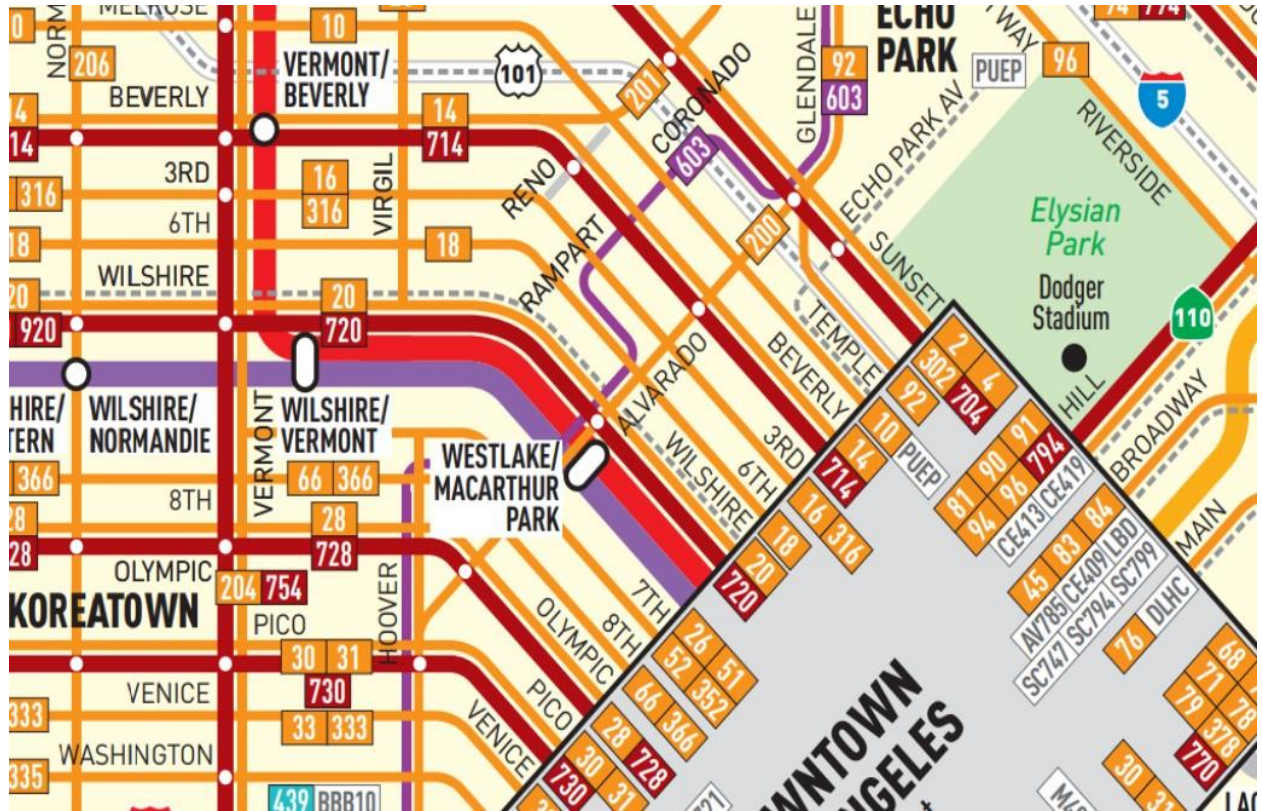
The Los Angeles Department of Transportation (LADOT) operates a DASH bus along the project frontage on 6th Street. A description of the route follows:

DASH Route Pico Union/Echo Park – This line travels from Washington Boulevard and Grand Avenue to Echo Park and Donaldson Street within the vicinity of the project. The Pico Union/Echo Park DASH has a stop at the intersection of Union Avenue and 6th Street adjacent to the project.

The LA Metro B (Red) and D (Purple) Line station at Westlake/MacArthur Park is approximately a third of a mile to the southwest of the project.

Figure 3 below illustrates the transit in the area.

Figure 3



CEQA ANALYSIS

Threshold T-1 – Conflicting with Plans, Programs, Ordinances, or Policies

Table 2.1-1 of the TAG lists key City plans and policies that must be reviewed. The threshold is to assess whether the proposed project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. Table 1 below lists the plans and how it relates to the project.

Table 1

	Plan or Policy	Applicability To Project
1	<u>Mobility Plan 2035</u> – The Mobility Plan combines “complete street” principles the goals that define the City’s mobility priorities.	Consistent. The project has frontage along 6 th Street, which is classified as an Avenue II. The project includes bike parking and a reduced parking supply to help encourage alternative travel modes. There will be no modifications to the Mobility 2035 standards.
2	<u>Plan for a Healthy Los Angeles</u> – introduces guidelines for the City of Los Angeles to follow to enhance the City’s encouragement of healthy design, equitable access, and increase in awareness of equity and environmental issues.	Consistent. The project would not conflict with this plan by providing bike parking and a reduction in the overall parking supply. In addition, the project supports a pedestrian, bike and transit friendly design.
3	Land Use Element of the General Plan – The General Plan Land Use Element contains 35 Community Plans that establish specific goals and strategies for the various neighborhoods across Los Angeles.	Consistent. The project falls in the Westlake Community Plan area. The project conforms to the provisions of the General Plan and Community Plan and does not any design features that would alter from this plan.
4	Specific Plans	The project is not located in an area governed by a Specific Plan.
5	LAMC Section 12.21A.16 – Bicycle Parking Requirements	Consistent. The project will provide 8 short-term and 115 long-term bicycle parking spaces in accordance with the Code.
6	LAMC Section 12.26.J – TDM Ordinance	Consistent. The project will comply with the applicable portion of the Ordinance.
7	LAMC Section 12.37 – Waivers of Dedication and Improvement	Consistent. The project is not seeking any waivers of the required dedication or improvements.
8	Vision Zero Action Plan	Consistent. The project would not preclude or conflict with any Vision Zero safety improvements in the public right-of-way that may be sought in the future.
9	Vision Zero Corridor Plan	Consistent. The project would not preclude or conflict with any Vision Zero safety improvements in the public right-of-way that may be sought in the future.
10	Citywide Design Guidelines – identifies urban design principles to guide architects and developer is designing high-quality projects that meet the City’s functional, aesthetic, and policy objectives and help foster a sense of community.	Consistent. The project will promote a safe, comfortable, and accessible pedestrian experience by providing and/or maintain the applicable sidewalk width per the Street Standards that is clear of obstructions. The project will also provide pedestrian access at street level. The project will carefully incorporate vehicular access that complies with driveway location and design standards. The project will be designed to actively engage with streets and public spaces and not conflict with the implementation of any future streetscape projects in the public right-of-way.

As indicated in the table above, the project is consistent with the major plans and policies of the City of Los Angeles and the project has been designed to enhance walking, bicycling and taking transit for all users.

Threshold T-2 – Causing substantial vehicle miles traveled (VMT). Is the project in conflict or inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1).

Under CEQA, transportation studies must measure a project’s expected VMT to assess the potential impacts of proposed land uses. LADOT guidelines identify potential impacts via the following thresholds:

- A residential project generates a household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located.
- An office project generates a work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located.
- Regional serving retail projects that result in a net increase in VMT.
- Other land use types that measure VMT impacts for the work trip element using the criteria for office project above.

Table 2 below lists the APCs and their corresponding daily household and daily work VMT threshold.

**Table 2
VMT Thresholds**

Area Planning Commission (APC)	Daily Household VMT Per Capita	Daily Work VMT Per Employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

As indicated earlier, the proposed project will generate a net daily trip total of 313 trips. Therefore, a VMT CEQA analysis is required. LADOT’s VMT calculator Version 1.3 has been used to determine the project specific daily household VMT per capita and daily work VMT per employee for new development in the City of Los Angeles. VMT is based on one-way trips from home-based work production trips to a workplace destination

originating from a residential use at the project site, home-based other production trips to a non-workplace destination (i.e. retail, restaurant, etc.) originating from a residential use at the project site, or home-based work attraction trips to a work place destination at the project site originating from a residential use.

As indicated, the proposed project is to construct a 7-story, mixed-use project with 90 multi-family market rate units, 10 extremely low-income units and 13,406 square-feet of commercial use. The project is being constructed on a site that is currently occupied by retail uses. It should be noted that the retail portion is below the threshold, 50,000 square-feet, to cause any VMT impact. The calculator determined that the proposed project’s daily VMT is 5,158 and the Household VMT per capita is 4.3.¹ Since this is below the 15% threshold for this APC, the project will not have a significant household impact. A copy of the complete VMT tool’s results can be found in Appendix B. The results of the analysis can be found in Table 3 below.

**Table 3
VMT Analysis Results**

Scenario	Household VMT Analysis		
	Household VMT Threshold	Household VMT Per Capita	Significant Impact
VMT With Project	6.0	4.3	No

Threshold T-3 – Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

LADOT’s TAG, in conjunction with the goals of Vision Zero, requires the analysis of any potential impacts from a development project that would seek to modify roadway conditions. Types of impacts would include design features that conflict with pedestrian movement, bicycle infrastructure, conflicts with vehicles, or operational delays to vehicles. In screening for potential impacts for this threshold, the TAG established two conditions that would need to be present:

1. The property proposes new driveways, or introduces new vehicular access to the property from the public right-of-way.
2. The project proposes to, or is required to, make modifications to public right-of-way (i.e. street dedications, reconfigurations of curb line, etc.).

The proposed project will have two driveways for vehicular access into the project. Both driveways will be full-service driveways. The location and design of the vehicular and pedestrian access points do not present any hazardous conditions. The ultimate design

¹ While the project qualifies for a parking reduction below the Code Required number, this was not used as a project design feature in the VMT calculation.

of the driveways and internal circulation will meet the standards of the building code and will be subject to review by LADOT and Department of Building and Safety.

Dedications are anticipated to be required on 6th Street and Union Avenue. 6th Street is designated an Avenue II which requires a 28-foot half-width roadway within a 43-foot half-width right-of-way. Union Avenue is designated a Collector Street which requires a 20-foot half-width roadway within 33-foot half-width right-of-way. Both 6th Street and Union Avenue will be dedicated to the Mobility Street 2035 Street Standards as required by the Bureau of Engineering Land Development Group. No waivers are being sought from the required improvements.

Therefore, since the completed project will meet the goals of the street as designated in the Mobility Plan, the project will not increase hazards due to any geometric design features or incompatible uses and does not induce a significant impact per Threshold T-3.

PARKING AND ACCESS

As indicated in the project description, the project will provide 77 parking spaces, per the Transit Oriented Communities (TOC) 3 requirement, in subterranean and 2nd story parking. The project will also provide 8 short-term and 115 long-term parking for bicycles. The parking supply for both vehicles and bikes will meet the requirements of LAMC.

A full-service driveway will be provided on the Union Avenue which will provide parking for the residential and retail, which is located on the second level above the retail uses. Another full-service driveway will be located on 6th Street which leads to the subterranean parking and will provide residential access only. Appropriate measures will be taken to comply with Code required internal circulation. Pedestrian access is provided along 6th Street. The project also proposes to include a passenger loading zone for one car on the northwestern portion of the project frontage on 6th Street. This will require the removal of one parking meter.

CONSTRUCTION MANAGEMENT

The project construction has been evaluated to determine to potential for interference with pedestrian, bicycle, transit, or vehicle circulation. In this analysis the factors to be considered include the project location, classification of the adjacent streets affected, the loss of access for vehicles, pedestrians, and bicycles, and the temporary loss of bus stops or rerouting of transit lines.

A construction traffic management plan will be implemented as necessary to address any potential conflicts with construction activity and the transportation infrastructure. These may include closing a lane or lanes of a roadway, sidewalk, or temporary loss of parking. However, most of the construction related activity will take place on-site. To the extent possible, construction workers and truck traffic will avoid peak hours. Appropriate measures will be taken to provide safe pedestrian circulation around the construction site. Flagmen will be provided as needed to manage construction traffic. The project will also submit formal Worksite Traffic Control Plans for review and approval by the City for any construction related activities that take place within public right-of-way.

Off-site construction activities will be accommodated by the implementation of LADOT approved Worksite Traffic Control Plans for any temporary lane and/or sidewalk closures. Additionally, any necessary truck haul routes for construction will be submitted for approval by the City. While it is unlikely that any bus stops would be affected by the construction, the Worksite Traffic Control Plan will identify any temporary bus stop relocation.

CONCLUSIONS

This report examined the potential traffic impacts of a proposed 7-story, mixed-use project with 90 multi-family market rate units, 10 extremely low-income units and 13,406 square-feet of commercial use. The project is being constructed on a site that is currently occupied by retail uses. The project will provide 77 parking spaces, per the Transit Oriented Communities (TOC) 3 requirement, in subterranean and 2nd story parking. The project will also provide 8 short-term and 115 long-term parking for bicycles. A full-service driveway will be provided on the Union Avenue and another full-service driveway will be located on 6th Street. A copy of the project site plan is provided in Figure 2.

- The project is expected to be completed in 2024.
- The project will meet and not conflict the requirements of the City's plans, programs, ordinances, and policies.
- The project will not have any Household VMT impact and there is no defined Work VMT for retail uses less than 50,000 square-feet.
- The project will not have any impacts from geometric design hazards.
- The project will be designed to enhance the pedestrian and bicycle experience with no loss of sidewalk, bicycle parking and open space.
- Construction activities will be managed via a construction management plan if necessary and all construction trips will be limited to off-peak hours to the extent possible.

APPENDIX

APPENDIX A

VMT CALCULATOR RESULTS

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



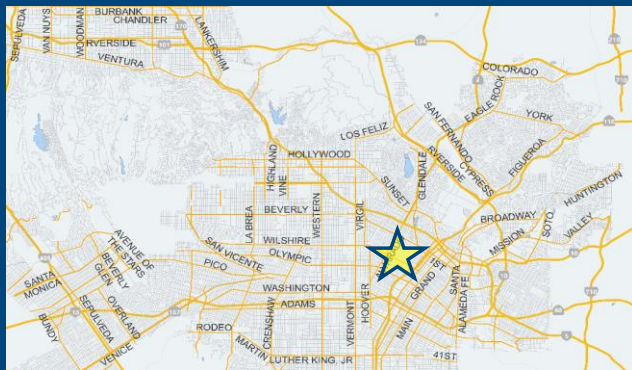
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [WWW](#)

Address: [Q](#)



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

Yes No

Existing Land Use

Land Use Type	Value	Unit
Retail General Retail	15.49	ksf
Retail General Retail	15.49	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Retail General Retail	13.406	ksf
Housing Multi-Family	90	DU
Housing Affordable Housing - Family	10	DU
Retail General Retail	13.406	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
476 Daily Vehicle Trips	789 Daily Vehicle Trips
3,302 Daily VMT	5,158 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	313 Net Daily Trips
The net increase in daily VMT ≤ 0	1,856 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	13.406 ksf
The proposed project is required to perform VMT analysis.	



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	90	DU
Housing Affordable Housing - Family	10	DU
Retail General Retail	13.406	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?	No	No
Max Work Based TDM Achieved?	No	No

A Parking

Proposed Prj Mitigation

Reduce Parking Supply city code parking provision for the project site
 actual parking provision for the project site

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

Parking Cash-Out Proposed Prj Mitigation percent of employees eligible

Price Workplace Parking Proposed Prj Mitigation daily parking charge (dollar)
 percent of employees subject to priced parking

Residential Area Parking Permits Proposed Prj Mitigation cost (dollar) of annual permit

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

Analysis Results

Proposed Project	With Mitigation
789 Daily Vehicle Trips	789 Daily Vehicle Trips
5,158 Daily VMT	5,158 Daily VMT
4.3 Household VMT per Capita	4.3 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee
Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	Work: N/A Threshold = 7.6 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 3, 2022

Project Name:

Project Scenario:

Project Address: 550 S UNION AVE, 90017



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	90	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	10	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	13.406	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down		
	Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 3, 2022

Project Name:

Project Scenario:

Project Address: 550 S UNION AVE, 90017



Version 1.3

Analysis Results			
Total Employees: 27			
Total Population: 234			
Proposed Project		With Mitigation	
789	Daily Vehicle Trips	789	Daily Vehicle Trips
5,158	Daily VMT	5,158	Daily VMT
4.3	Household VMT per Capita	4.3	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 3, 2022

Project Name:

Project Scenario:

Project Address: 550 S UNION AVE, 90017



Version 1.3

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	<i>Reduce parking supply</i>	<i>City code parking provision (spaces)</i>	0	0
		<i>Actual parking provision (spaces)</i>	0	0
	<i>Unbundle parking</i>	<i>Monthly cost for parking (\$)</i>	\$0	\$0
	<i>Parking cash-out</i>	<i>Employees eligible (%)</i>	0%	0%
	<i>Price workplace parking</i>	<i>Daily parking charge (\$)</i>	\$0.00	\$0.00
		<i>Employees subject to priced parking (%)</i>	0%	0%
	<i>Residential area parking permits</i>	<i>Cost of annual permit (\$)</i>	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 3, 2022

Project Name:

Project Scenario:

Project Address: 550 S UNION AVE, 90017



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Transit	<i>Reduce transit headways</i>	<i>Reduction in headways (increase in frequency) (%)</i>	0%	
		<i>Existing transit mode share (as a percent of total daily trips) (%)</i>	0%	
		<i>Lines within project site improved (<50%, >=50%)</i>	0	
	<i>Implement neighborhood shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees and residents eligible (%)</i>	0%	0%
	<i>Transit subsidies</i>	<i>Employees and residents eligible (%)</i>	0%	0%
		<i>Amount of transit subsidy per passenger (daily equivalent) (\$)</i>	\$0.00	\$0.00
Education & Encouragement	<i>Voluntary travel behavior change program</i>	<i>Employees and residents participating (%)</i>	0%	
	<i>Promotions and marketing</i>	<i>Employees and residents participating (%)</i>	0%	
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 3, 2022

Project Name:

Project Scenario:

Project Address: 550 S UNION AVE, 90017



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	<i>Required commute trip reduction program</i>	<i>Employees participating (%)</i>	0%	0%
	<i>Alternative Work Schedules and Telecommute</i>	<i>Employees participating (%)</i>	0%	0%
		<i>Type of program</i>	0	0
	<i>Employer sponsored vanpool or shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees eligible (%)</i>	0%	0%
		<i>Employer size (small, medium, large)</i>	0	0
<i>Ride-share program</i>	<i>Employees eligible (%)</i>	0%	0%	
Shared Mobility	<i>Car share</i>	<i>Car share project setting (Urban, Suburban, All Other)</i>	0	0
	<i>Bike share</i>	<i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i>	0	0
		<i>School carpool program</i>	<i>Level of implementation (Low, Medium, High)</i>	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 3, 2022

Project Name:

Project Scenario:

Project Address: 550 S UNION AVE, 90017



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	<i>Include Bike parking per LAMC</i>	<i>Meets City Bike Parking Code (Yes/No)</i>	0	0
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, & repair station (Yes/No)</i>	0	0
Neighborhood Enhancement	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 3, 2022

Project Name:

Project Scenario:

Project Address: 550 S UNION AVE, 90017



Version 1.3

TDM Adjustments by Trip Purpose & Strategy														
Place type: Urban														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Unbundle parking	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Parking cash-out	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Price workplace parking	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Residential area parking permits	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 3, 2022

Project Name:

Project Scenario:

Project Address: 550 S UNION AVE, 90017



Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MAX. TDM EFFECT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Note: $(1 - [(1-A) * (1-B) \dots])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: September 3, 2022

Project Name:

Project Scenario:

Project Address: 550 S UNION AVE, 90017



Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	89	-27.0%	65	7.0	623	455
Home Based Other Production	247	-53.4%	115	4.8	1,186	552
Non-Home Based Other Production	239	-4.6%	228	7.0	1,673	1,596
Home-Based Work Attraction	39	-38.5%	24	11.1	433	266
Home-Based Other Attraction	403	-47.4%	212	5.6	2,257	1,187
Non-Home Based Other Attraction	152	-4.6%	145	7.6	1,155	1,102

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	65	455	0.0%	65	455
Home Based Other Production	0.0%	115	552	0.0%	115	552
Non-Home Based Other Production	0.0%	228	1,596	0.0%	228	1,596
Home-Based Work Attraction	0.0%	24	266	0.0%	24	266
Home-Based Other Attraction	0.0%	212	1,187	0.0%	212	1,187
Non-Home Based Other Attraction	0.0%	145	1,102	0.0%	145	1,102

MXD VMT Methodology Per Capita & Per Employee

Total Population: 234

Total Employees: 27

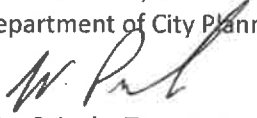
APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	1,007	1,007
<i>Total Home Based Work Attraction VMT</i>	266	266
<i>Total Home Based VMT Per Capita</i>	4.3	4.3
<i>Total Work Based VMT Per Employee</i>	N/A	N/A

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE550 S Union Av
DOT Case No. CEN21-51283

Date: October 3, 2022

To: Susan Jimenez, Administrative Clerk
Department of City Planning

From: 
Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 550 SOUTH UNION AVENUE (DIR-2021-7344-TOC-SPR-HCA)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by DC Engineering Group, dated September 2022, for the proposed mixed-use project located at 550 South Union Avenue within the Westlake Community Plan Area, the Central Area Planning Commission (APC), and a Transit Oriented Community (TOC) Tier 3. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS**A. Project Description**

The project proposes to replace retail uses with a seven-story mixed-use building on the southwest corner of Union Avenue and 6th Street. The development will provide 90 multi-family market rate units, 10 extremely low-income units, 13,406 square feet of commercial space, a total of 123 (115 long-term and 8 short-term) bicycle parking spaces, and 77 vehicle parking spaces in a subterranean parking level and a second-story parking level. The development will be accessed via a full-access driveway along Union Avenue and a full-access driveway along 6th Street as illustrated in **Attachment A**. Separate pedestrian entrances will be provided along 6th Street and a passenger loading zone is proposed along Union Avenue. The project is expected to be completed by 2024.

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) strategies, a trip generation analysis was conducted to determine if the

project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

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

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

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1 and T-3. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The new LADOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The LADOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT identified distinct thresholds for significant VMT impacts for each of the seven APC areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by DC Engineering Group, the project proposes to incorporate the TDM strategy of include bike parking per Los Angeles Municipal Code (LAMC) as a project design feature. With the application of this TDM measure, the proposed project is projected to have no Work VMT and Household VMT per capita of 4.3. Therefore, it is concluded that implementation of the Project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

E. Access and Circulation

During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Per the updated TAG issued by LADOT on August 17, 2022, projects that generate more than 500 daily vehicle trips shall be required to perform an access and circulation analysis to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or

other improvements are needed. It was determined that the subject project traffic will not exceed 500 daily vehicle trips. Therefore, a circulation analysis is not required.

PROJECT REQUIREMENTS

Non-CEQA-Related Requirements and Considerations

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

1. Parking Requirements

The project would provide parking for 77 vehicles and 123 bicycles onsite. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project within a TOC Tier 3.

2. Highway Dedication and Street Widening Requirements

Per the Mobility Element of the General Plan, **Union Avenue**, a Collector, would require a 20-foot half-width roadway within a 33-foot half-width right-of-way and **6th Street**, an Avenue II, would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access and Circulation

The conceptual site plan for the project (see **Attachment A**) is acceptable to LADOT. The project would be accessed via a full-access driveway along Union Avenue and a full-access driveway along 6th Street. The driveway along Union Avenue would provide Access for residential and retail parking in the subterranean parking level and the driveway along 6th Street would provide access for residential parking in the second story parking level. Pedestrian entrances for the project would be provided along 6th Street. The project is considering implementing a passenger loading zone (PLZ) along Union Avenue which is expected to cause the loss of one on-street metered parking space. Review and approval of the PLZ should be coordinated with LADOT's Parking Meters Division, 555 Ramirez Street, Space 315 at 213-473-8270.

Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveway should be coordinated with LADOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's driveway placement and design.

4. Worksite Traffic Control Requirements

LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/businesses/temporary-traffic-control-plans> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that all

construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update which is expected to be completed prior to the anticipated construction of this project, if approved.

6. Development Review Fees

Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Jimmy Vivar of my staff at (213) 972-4993.

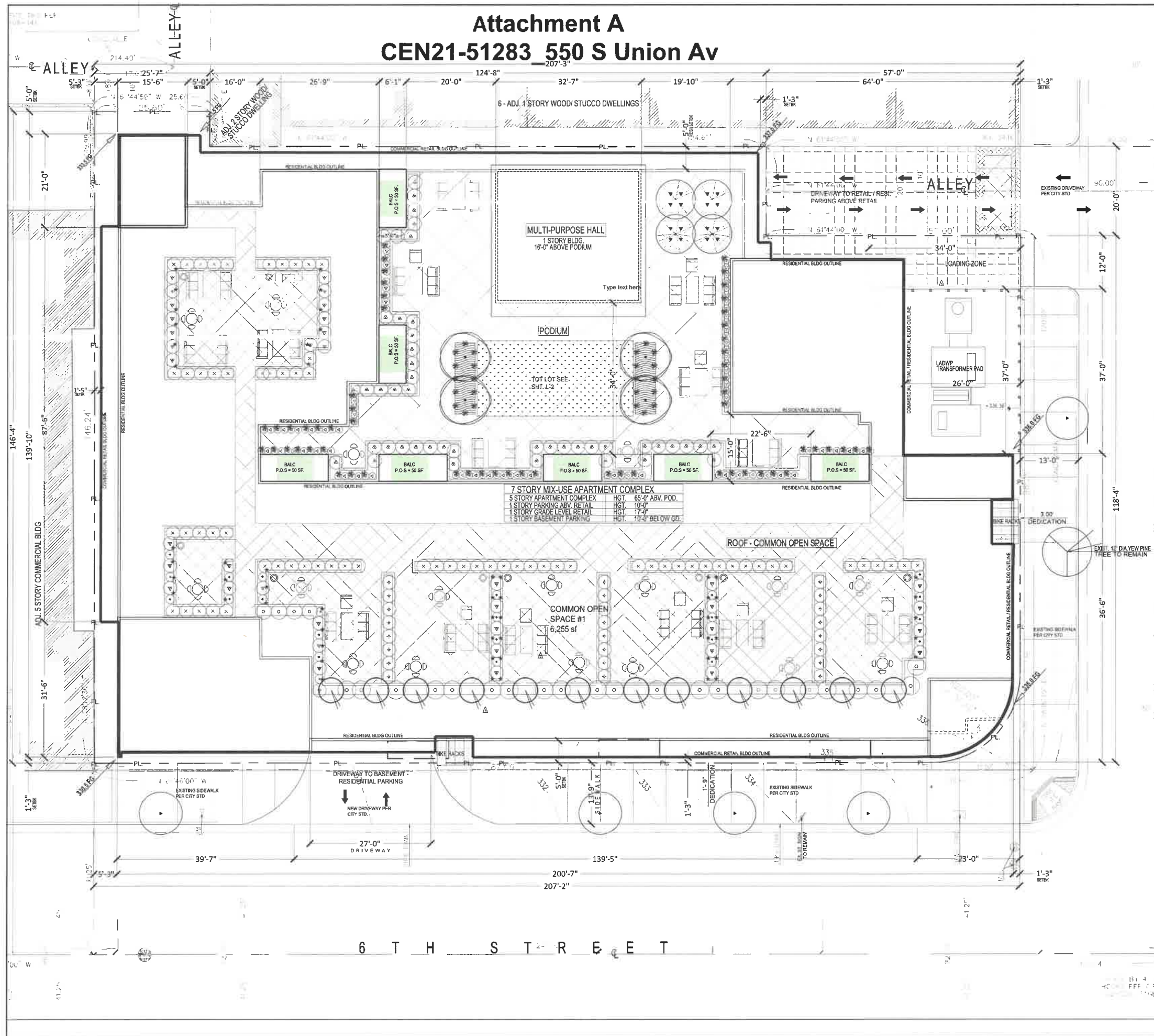
Attachments

K:\Letters\2022\CEN21-51283_550 Union Ave mixed-use_vmt_ltr.docx

- c: Gerald Gubatan, Council District 1`
Hokchi Chiu, Central District, BOE
Kaylinn Pell, Central District, DOT
Taimour Tanavoli, Case Management Office, DOT
Justin Kim, Parking Meters Division, DOT
Morteza Delpasand, DC Engineering Group

Attachment A

CEN21-51283 550 S Union Av



SITE DESCRIPTION

PROJECT NAME: THE LEGACY @ SIXTH-UNION
JOB ADDRESS: 550 S. UNION STREET
LEGAL DESIG: LOTS 20, 21 AND 22 OF OSCAR D. SMITH'S CROWN HILL TRACT, M.B. 6, PAGE 168, AND LOT 2 OF J.W. ELLIS' SUBDIVISION OF PART OF LOT 8, BLOCK 38, HANCOCK'S SURVEY, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA. M.R. 10, PAGE 24.

ZONING: GENERAL COMMERCIAL (C2)
DISTRICT: GENERAL COMMERCIAL (C2)
LAND USE: COMMUNITY COMMERCIAL

SITE AREA:
 SITE AREA BEFORE DEDICATION: 28,488 SF
 STREET DEDICATIONS: 888 SF
 NET SITE AREA: 27,600 SF
 1/2 OF ALLEY: 973 SF
 SITE AREA FOR FAR: 28,488 + 171 = 28,659 SF

FLOOR AREA RATIO: FAR
 FAR BY RIGHT: 1.5:1
 FAR W/ TOC INCENTIVES: 3.75:1
 FAR BY RIGHT: 43,587 SF
 FAR W/ TOC: 108,967.5 SF

BUILDABLE AREA:

ALLOWED	PROPOSED
BUILDABLE AREA - COMM/RETAIL: 27,800 SF	27,800 SF
BUILDABLE AREA - RESIDENTIAL: 21,004 SF	21,004 SF
BUILDABLE AREA - COMM/RETAIL: 24,904 SF	24,904 SF
BUILDABLE AREA - RESIDENTIAL: 18,048 SF	18,048 SF

BUILDING HEIGHT:
 ALLOWED PER LAMC: UNLIMITED
 PROPOSED: 92'-0"

ALLOWABLE DENSITY:
 ALLOWED BY RIGHT: 1,400 SF / 29,951 UNITS / 72 UNITS
 BASE DENSITY: 73 UNITS

DENSITY BONUS (LAMC 12.10 C.4):

ALLOWED	PROPOSED
70% INCREASE TOC BONUS: 82 UNITS	123 UNITS
TOTAL UNITS ALLOWED PER TOC: 164 UNITS	226 UNITS

PROPOSED:
 26.5% INCREASE OF UNITS PROVIDED: 28 UNITS
 TOTAL UNITS PROPOSED/TOC: 100 UNITS

LEVEL OF AFFORDABILITY:
 10% EXTREMELY LOW INCOME: 16 UNITS
 MARKET RATE UNITS: 90 UNITS

SETBACKS:

ITEM	ALLOWED	PROPOSED
COMMERCIAL RETAIL (1ST & 2ND FLR)	LAMC: 10'-0"	TOC: 1'-3"
FRONT	0'-0"	0'-0"
SIDES	0'-0"	1'-3"
REAR	0'-0"	1'-3"

RESIDENTIAL (3RD - 7TH FLR LEVELS):

ITEM	ALLOWED	PROPOSED
FRONT	15'-0"	0'-0"
SIDES	5'-0"	5'-0"
REAR	15'-0"	5'-0"

UNIT BREAKDOWN:
 2 BEDROOM UNIT: 20 UNITS
 1 BEDROOM UNIT: 75 UNITS
 STUDIO UNIT: 5 UNITS
 TOTAL UNITS: 100 UNITS

FLOOR AREA:
 COMMERCIAL / LEASING / LOBBY: 13,046 SF
 TRASH / UTILITY / STAIRS: 4,178 SF
 RESIDENTIAL COMM. HALL / GYM: 85,388 SF
 PARKING / MISC.: 56,470 SF
 TOTAL: 169,082 SF

PARKING:

ITEM	REQUIRED	PROPOSED
COMM. RETAIL	26 STALLS	22 STALLS
RESIDENTIAL	110 STALLS	90 STALLS
LOADING AREA	1 STALL	1 STALL
ALL ASSIGNED STALLS, NO GUEST PARKING		

ACCESSIBLE PARKING:

ITEM	REQUIRED	PROPOSED
RETAIL	2 STALLS	2 STALLS
RESIDENTIAL	8 STALLS	2 STALLS

EVSC (TIER 1):

ITEM	REQUIRED	PROPOSED
RETAIL	3 STALLS	2 STALLS
RESIDENTIAL	11 STALLS	5 STALLS

BICYCLE PARKING:

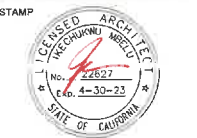
ITEM	REQUIRED	PROVIDED
RETAIL (L&S)	12 RACKS	12 RACKS
RESIDENTIAL (L&S)	83 RACKS	83 RACKS

OPEN SPACE:

ITEM	REQUIRED	PROPOSED
LANDSCAPE AREA	25% = 2,021 SF	2,021 SF
TOTAL # OF TREES	26 TREES	26 TREES

SOLAR PANEL AREA:
 REQUIRED: 15% = 2,707 SF
 PROPOSED: 2,777 SF

RETAIL FRONTAGE CALCULATION:
 UNION STREET: 58.12 / 137.3' = 42% > 35%
 6TH STREET: 127.75 / 207' = 62% > 35%



OWNER / TENANT:
BENBAROUKH, LLC.
 319 S. ROBERTSON DR.
 BEVERLY HILLS, CALIFORNIA, 90211
 PH: 310-550-1012

THE LEGACY @ SIXTH-UNION
A MIX-USE RESIDENTIAL DEVELOPMENT

PROJECT ADDRESS: 550 S. UNION STREET
 1701, 09, 15, 17, 17 1/2 W. 6TH STREET
 LOS ANGELES, CA 90017

REVISIONS

NO.	DATE	DESCRIPTION
1	01-22-22	SITE PLAN REVIEW-RESUB
2	02-18-22	PRELIM ZONING ASSESS
3	03-21-22	PRELIM ZONING ASSESS
4	05-18-22	PLANNING CORRECTION
5	06-10-22	SPR CORRECTION
6	06-15-22	SPR CORRECTION
7	06-27-22	SPR CORRECTION
8	07-6-22	SPR CORRECTION

DRAWN BY: LM
CHECKED BY: LM
PRINTED ON: JULY 5, 2022
PERMIT NO: DIR-2021-7344
 -TOC-SPR-HCA

TITLE:
PLOT PLAN

SHEET #
A - 100

SCALE:
 1/8" = 1'-0"

PLOT PLAN SCALE 1/8"=1'-0" 1

Attachment B CEN21-51283_550 S Union Av

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

Project Information

Project:

Scenario: [www](#)

Address:



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

Yes No

Existing Land Use

Land Use Type	Value	Unit
Retail General Retail	15.49	ksf
Retail General Retail	15.49	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Retail General Retail	13.406	ksf
Housing Multi-Family	90	DU
Housing Affordable Housing - Family	10	DU
Retail General Retail	13.406	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
476 Daily Vehicle Trips	789 Daily Vehicle Trips
3,302 Daily VMT	5,158 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	313 Net Daily Trips
The net increase in daily VMT ≤ 0	1,856 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	13.406 ksf
The proposed project is required to perform VMT analysis.	



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	90	DU
Housing Affordable Housing - Family	10	DU
Retail General Retail	13.406	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?	No	No
Max Work Based TDM Achieved?	No	No

A **Parking**

Reduce Parking Supply Proposed Prj Mitigation city code parking provision for the project site

Proposed Prj Mitigation actual parking provision for the project site

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

Parking Cash-Out Proposed Prj Mitigation percent of employees eligible

Price Workplace Parking Proposed Prj Mitigation daily parking charge (dollar)

Proposed Prj Mitigation percent of employees subject to priced parking

Residential Area Parking Permits Proposed Prj Mitigation cost (dollar) of annual permit

B **Transit**

C **Education & Encouragement**

D **Commute Trip Reductions**

E **Shared Mobility**

F **Bicycle Infrastructure**

G **Neighborhood Enhancement**

Analysis Results

Proposed Project	With Mitigation
789 Daily Vehicle Trips	789 Daily Vehicle Trips
5,158 Daily VMT	5,158 Daily VMT
4.3 Household VMT per Capita	4.3 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?

Household: No	Household: No
Threshold = 6.0 15% Below APC	Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	Work: N/A Threshold = 7.6 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 3, 2022

Project Name:

Project Scenario:

Project Address: 550 S UNION AVE, 90017



Version 1.3

Project Information			
	Land Use Type	Value	Units
Housing	Single Family	0	DU
	Multi Family	90	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	10	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	13.406	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
	Office	General Office	0.000
Medical Office		0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 3, 2022

Project Name:

Project Scenario:

Project Address: 550 S UNION AVE, 90017



Version 1.3

Analysis Results			
Total Employees: 27			
Total Population: 234			
Proposed Project		With Mitigation	
789	Daily Vehicle Trips	789	Daily Vehicle Trips
5,158	Daily VMT	5,158	Daily VMT
4.3	Household VMT per Capita	4.3	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 3, 2022

Project Name:

Project Scenario:

Project Address: 550 S UNION AVE, 90017



Version 1.3

TDM Strategy Inputs			
Strategy Type	Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	0
		Actual parking provision (spaces)	0
	Unbundle parking	Monthly cost for parking (\$)	\$0
	Parking cash-out	Employees eligible (%)	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00
		Employees subject to priced parking (%)	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0
(cont. on following page)			

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 3, 2022

Project Name:

Project Scenario:

Project Address: 550 S UNION AVE, 90017



Version 1.3

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%
		Lines within project site improved (<50%, >=50%)	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0
		Employees and residents eligible (%)	0%
	Transit subsidies	Employees and residents eligible (%)	0%
Amount of transit subsidy per passenger (daily equivalent) (\$)		\$0.00	
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%
	Promotions and marketing	Employees and residents participating (%)	0%
(cont. on following page)			

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 3, 2022

Project Name:

Project Scenario:

Project Address: 550 S UNION AVE, 90017



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Commute Trip Reductions	<i>Required commute trip reduction program</i>	<i>Employees participating (%)</i>	0%	0%
	<i>Alternative Work Schedules and Telecommute</i>	<i>Employees participating (%)</i>	0%	0%
		<i>Type of program</i>	0	0
		<i>Degree of implementation (low, medium, high)</i>	0	0
	<i>Employer sponsored vanpool or shuttle</i>	<i>Employees eligible (%)</i>	0%	0%
		<i>Employer size (small, medium, large)</i>	0	0
	<i>Ride-share program</i>	<i>Employees eligible (%)</i>	0%	0%
Shared Mobility	<i>Car share</i>	<i>Car share project setting (Urban, Suburban, All Other)</i>	0	0
	<i>Bike share</i>	<i>Within 600 feet of existing bike share station - OR - Implementing new bike share station (Yes/No)</i>	0	0
	<i>School carpool program</i>	<i>Level of implementation (Low, Medium, High)</i>	0	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 3, 2022

Project Name:

Project Scenario:

Project Address: 550 S UNION AVE, 90017



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	<i>include Bike parking per LAMC</i>	<i>Meets City Bike Parking Code (Yes/No)</i>	0	0
	<i>include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, & repair station (Yes/No)</i>	0	0
Neighborhood Enhancement	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>intersections with traffic calming improvements (%)</i>	0%	0%
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 3, 2022

Project Name:
Project Scenario:
Project Address: 550 S UNION AVE, 90017



Version 1.3

TDM Adjustments by Trip Purpose & Strategy														
Place type: Urban														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Bike-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Carpool	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 3, 2022

Project Name:
Project Scenario:
Project Address: 550 S UNION AVE, 90017



TDM Adjustments by Trip Purpose & Strategy, Cont.

		Place type: Urban												Source
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include bike parking per LAMC	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MAX. TDM EFFECT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

$$= \text{Minimum} (X\%, 1 - [(1-A) * (1-B)...])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Note: $(1 - [(1-A) * (1-B)...])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: September 3, 2022

Project Name:

Project Scenario:

Project Address: 550 S UNION AVE, 90017



Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	89	-27.0%	65	7.0	623	455
Home Based Other Production	247	-53.4%	115	4.8	1,186	552
Non-Home Based Other Production	239	-4.6%	228	7.0	1,673	1,596
Home-Based Work Attraction	39	-38.5%	24	11.1	433	266
Home-Based Other Attraction	403	-47.4%	212	5.6	2,257	1,187
Non-Home Based Other Attraction	152	-4.6%	145	7.6	1,155	1,102

MXD Methodology with TDM Measures

	Proposed Project			Project with Mitigation Measures		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	65	455	0.0%	65	455
Home Based Other Production	0.0%	115	552	0.0%	115	552
Non-Home Based Other Production	0.0%	228	1,596	0.0%	228	1,596
Home-Based Work Attraction	0.0%	24	266	0.0%	24	266
Home-Based Other Attraction	0.0%	212	1,187	0.0%	212	1,187
Non-Home Based Other Attraction	0.0%	145	1,102	0.0%	145	1,102

MXD VMT Methodology Per Capita & Per Employee

Total Population: 234

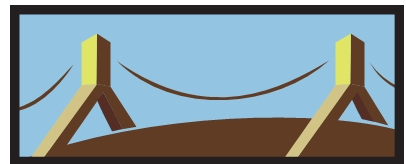
Total Employees: 27

APC: Central

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	1,007	1,007
Total Home Based Work Attraction VMT	266	266
Total Home Based VMT Per Capita	4.3	4.3
Total Work Based VMT Per Employee	N/A	N/A

1709-1717 WEST 6th STREET PROJECT

Air Quality Technical Report



Prepared by DKA Planning
20445 Prospect Road, Suite C
San Jose, CA 95129
April 2021

AIR QUALITY TECHNICAL REPORT

Introduction

This analysis addresses the air quality impacts from construction and operation of the Proposed Project at 1709-1717 West 6th Street in the City of Los Angeles. The analysis of Project-generated air emissions focuses on whether the Project would cause an exceedance of an ambient air quality standard or SCAQMD significance threshold. The analysis also evaluates the consistency of the Project with the air quality policies set forth within the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP) and the City's General Plan. Calculation worksheets, assumptions, and model outputs used in the analysis are included in the Technical Appendix to this analysis.

Regulatory Framework

Federal

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementation of some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California, the CCAA is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standard (NAAQS). These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA which are most applicable to the Project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).

NAAQS have been established for seven major air pollutants: CO (carbon monoxide), NO₂ (nitrogen dioxide), O₃ (ozone), PM_{2.5} (particulate matter, 2.5 microns), PM₁₀ (particulate matter, 10 microns), SO₂ (sulfur dioxide), and Pb (lead).

The Clean Air Act (CAA) requires the USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the National Ambient Air Quality Standards (NAAQS) have been achieved. Title I provisions are implemented for the purpose of attaining NAAQS. The federal standards are summarized in Table 1. The USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O₃, PM_{2.5}, and Pb.

Table 1
State and National Ambient Air Quality Standards and Attainment Status for LA County

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O ₃)	1-hour	0.09 ppm (180 µg/m ³)	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m ³)	N/A ¹	0.070 ppm (137 µg/m ³)	Non-attainment
Respirable Particulate Matter (PM ₁₀)	24-hour	50 µg/m ³	Non-attainment	150 µg/m ³	Maintenance
	Annual Arithmetic Mean	20 µg/m ³	Non-attainment	--	--
Fine Particulate Matter (PM _{2.5})	24-hour	--	--	35 µg/m ³	Non-attainment
	Annual Arithmetic Mean	12 µg/m ³	Non-attainment	12 µg/m ³	Non-attainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m ³)	Attainment	35 ppm (40 mg/m ³)	Maintenance
	8-hour	9.0 ppm (10 mg/m ³)	Attainment	9 ppm (10 mg/m ³)	Maintenance
Nitrogen Dioxide (NO ₂)	1-hour	0.18 ppm (338 µg/m ³)	Attainment	100 ppb (188 µg/m ³)	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	Attainment	53 ppb (100 µg/m ³)	Maintenance
Sulfur Dioxide (SO ₂)	1-hour	0.25 ppm (655 µg/m ³)	Attainment	75 ppb (196 µg/m ³)	Attainment
	24-hour	0.04 ppm (105 µg/m ³)	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m ³	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m ³	Non-attainment
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates	24-hour	25 µg/m ³	Attainment	No Federal Standards	
Hydrogen Sulfide (H ₂ S)	1-hour	0.03 ppm (42 µg/m ³)	Unclassified	No Federal Standards	
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m ³)	N/A	No Federal Standards	

¹N/A = not available
Source: CARB, Ambient Air Quality Standards, and attainment status, 2020 (www.arb.ca.gov/desig/adm/adm.htm).

CAA Title II pertains to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the

standards for NO_x emissions have been lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet stricter emission standards established by CARB. USEPA adopted multiple tiers of emission standards to reduce emissions from non-road diesel engines (e.g., diesel-powered construction equipment) by integrating engine and fuel controls as a system to gain the greatest emission reductions. The first federal standards (Tier 1) for new non-road (or off-road) diesel engines were adopted in 1994 for engines over 50 horsepower, to be phased-in from 1996 to 2000. On August 27, 1998, USEPA introduced Tier 1 standards for equipment under 37 kW (50 horsepower) and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. The Tier 1 through 3 standards were met through advanced engine design, with no or only limited use of exhaust gas after-treatment (oxidation catalysts). Tier 3 standards for NO_x and hydrocarbon are similar in stringency to the 2004 standards for highway engines. However, Tier 3 standards for particulate matter were never adopted. On May 11, 2004, USEPA signed the final rule introducing Tier 4 emission standards, which were phased-in between 2008 and 2015. The Tier 4 standards require that emissions of particulate matter and NO_x be further reduced by about 90 percent. Such emission reductions are achieved through the use of control technologies—including advanced exhaust gas after-treatment.

State

California Clean Air Act. In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). In California, CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in Table 1.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and

are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O₃, PM₁₀, and PM_{2.5}.

Toxic Air Contaminant Identification and Control Act. The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community" [Health and Safety Code Section 39666(f)].

The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds. CARB identified particulate emissions from diesel-fueled engines (diesel PM) TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program. For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Board approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce diesel PM emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. Breathing H₂S at levels above the state standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

California Air Toxics Program. The California Air Toxics Program was established in 1983, when the California Legislature adopted Assembly Bill (AB) 1807 to establish a two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air.¹ In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in California. Since inception of the program, a number of such substances have been listed, including benzene, chloroform, formaldehyde, and particulate emissions from diesel-fueled engines, among others.² In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants as TACs.

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a

¹ CARB, California Air Toxics Program, www.arb.ca.gov/toxics/toxics.htm, last reviewed by CARB September 24, 2015.

² CARB, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.

number of airborne toxic control measures (ATCMs), both for mobile and stationary sources. In 2004, CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given time.

In addition to limiting exhaust from idling trucks, CARB adopted regulations on July 26, 2007 for off-road diesel construction equipment such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles to reduce emissions by installation of diesel particulate filters and encouraging the replacement of older, dirtier engines with newer emission-controlled models. Implementation is staggered based on fleet size, with the largest operators having begun compliance in 2014.³

Assembly Bill 2588 Air Toxics “Hot Spots” Program. The AB 1807 program is supplemented by the AB 2588 Air Toxics “Hot Spots” program, which was established by the California Legislature in 1987. Under this program, facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks if present. In 1992, the AB 2588 program was amended by Senate Bill (SB) 1731 to require facilities that pose a significant health risk to the community to reduce their risk through implementation of a risk management plan.

Air Quality and Land Use Handbook: A Community Health Perspective. The *Air Quality and Land Use Handbook: A Community Health Perspective* provides important air quality information about certain types of facilities (e.g., freeways, refineries, rail yards, ports) that should be considered when siting sensitive land uses such as residences.⁴ CARB provides recommended site distances from certain types of facilities when considering siting new sensitive land uses. The recommendations are advisory and should not be interpreted as defined “buffer zones.” If a project is within the siting distance, CARB recommends further analysis. Where possible, CARB recommends a minimum separation between new sensitive land uses and existing sources.

Air Quality and Land Use Handbook. CARB published the *Air Quality and Land Use Handbook* (CARB Handbook) on April 28, 2005 to serve as a general guide for considering health effects associated with siting sensitive receptors proximate to sources of TAC emissions. The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB’s siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive

³ CARB, In-Use Off-Road Diesel-Fueled Fleets Regulation, www.arb.ca.gov/msprog/ordiesel/ordiesel.htm, last reviewed by CARB July 28, 2016.

⁴ CARB, *Air Quality and Land Use Handbook, a Community Health Perspective*, April 2005.

receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

California Code of Regulations. The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by the state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions. Specifically, Section 2485 in CCR Title 13 states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) used during construction shall be limited to five minutes at any location. In addition, Section 93115 in CCR Title 17 states that operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

Regional (South Coast Air Quality Management District)

The SCAQMD was created in 1977 to coordinate air quality planning efforts throughout Southern California. SCAQMD is the agency principally responsible for comprehensive air pollution control in the region. Specifically, SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain the CAAQS and NAAQS in the district. SCAQMD has jurisdiction over an area of 10,743 square miles consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The Basin portion of SCAQMD's jurisdiction covers an area of 6,745 square miles. The Basin includes all of Orange County and the non-desert portions of Los Angeles (including the Project Area), Riverside, and San Bernardino counties. The Basin is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south.

Programs that were developed by SCAQMD to attain and maintain the CAAQS and NAAQS include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to the following:

- Rule 401 Visible Emissions – This rule prohibits an air discharge that results in a plume that is as dark or darker than what is designated as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.
- Rule 402 Nuisance – This rule prohibits the discharge of “such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.”
- Rule 403 Fugitive Dust – This rule requires that future projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.

- Rule 445 Wood-Burning Devices – This rule bans wood-burning devices in new development.

Air Quality Management Plan. The 2016 Air Quality Management Plan (AQMP) was adopted in April 2017 and represents the most updated regional blueprint for achieving federal air quality standards. The 2016 AQMP adapts previously conducted regional air quality analyses to account for the recent unexpected drought conditions and presents a revised approach to demonstrated attainment of the 2006 24-hour PM_{2.5} NAAQS for the Basin. Additionally, the 2016 AQMP relied upon a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures to evaluate strategies for reducing NO_x emissions sufficiently to meet the upcoming ozone deadline standards.

Multiple Air Toxics Exposure Study IV. To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study IV (MATES-IV).⁵ The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by a computer modeling study in which the SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data. MATES-IV found that the cancer risk in the region from carcinogenic air pollutants ranges from about 320 to 480 in a million, though OEHHA methodologies place average basinwide risk at 897 in a million. About 90 percent of the risk is attributed to emissions associated with mobile sources, with the remainder attributed to toxics emitted from stationary sources, which include large industrial operations, such as refineries and metal processing facilities, as well as smaller businesses such as gas stations and chrome plating. The results indicate that diesel PM is the major contributor to air toxics risk, accounting on average for about 68 percent of the total risk.

Regional (Southern California Association of Governments)

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements, including the Transportation Conformity Rule and other applicable federal, state, and air district laws and regulations. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities “conform” to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. In addition, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the AQMP for the Air Basin.

SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on April 7, 2016.^{6,7} The 2016–2040 RTP/SCS recognized that transportation investments and future land use patterns are inextricably linked, and continued recognition of this close relationship will help the region make choices that sustain existing resources and expand efficiency, mobility, and accessibility for people across the region. In particular, it drew a closer connection between where

⁵ The SCAQMD is updating the monitoring, modeling, and analysis for the MATES-V study.

⁶ SCAG, Final 2016–2040 RTP/SCS.

⁷ CARB, Executive Order G-16-066, SCAG 2016 SCS ARB Acceptance of GHG Quantification Determination, June 2016.

people live and work, and it offers a blueprint for how Southern California can grow more sustainably. While it has since been updated as described in the next paragraph, it remains the transportation plan that is in the applicable air quality plan for the region (i.e., 2016 Air Quality Management Plan).

On September 23, 2020, SCAG adopted the 2020–2045 RTP/SCS update, which was subsequently accepted by CARB on October 30, 2020 as meeting SCAG’s SCS target reductions of greenhouse gases.⁸ The Plan aims to address the transportation and air quality impacts of 3.7 million additional residents, 1.6 additional households, and 1.6 million additional jobs from 2016 to 2045. The Plan calls for \$639 billion in transportation investments and reducing VMT by 19 percent per capita from 2005 to 2035. The updated plan accommodates 21.3 percent growth in population from 2016 (3,933,800) to 2045 (4,771,300) and a 15.6 percent growth in jobs from 2016 (1,848,300) to 2045 (2,135,900). The regional plan projects several benefits:

- Decreasing drive-along work commutes by three percent
- Reducing per capita VMT by five percent and vehicle hours traveled per capita by nine percent
- Increasing transit commuting by two percent
- Reducing travel delay per capita by 26 percent
- Creating 264,500 new jobs annually
- Reducing greenfield development by 29 percent by focusing on smart growth
- Locating six more percent household growth in High Quality Transit Areas (HQTAs), which concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability. The Project Site is located within the Downtown Los Angeles HQTA.
- Locating 15 percent more jobs in HQTAs
- Reducing PM_{2.5} emissions by 4.1 percent
- Reducing GHG emissions by 19 percent by 2035

Local (City of Los Angeles)

City of Los Angeles General Plan Air Quality Element. The Air Quality Element of the City’s General Plan was adopted on November 24, 1992, and sets forth the goals, objectives, and policies, which guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City’s mobility and air quality goals.

The Air Quality Element includes six key goals:

Goal 1: Good air quality in an environment of continued population growth and healthy economic structure.

Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.

⁸ CARB, Executive Order G-20-239, SCAG 2020 SCS ARB Acceptance of GHG Quantification Determination, October 30, 2020.

- Goal 3:** Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.
- Goal 4:** Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.
- Goal 5:** Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.
- Goal 6:** Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

Clean Up Green Up Ordinance. The City of Los Angeles adopted a Clean Up Green Up Ordinance (Ordinance Number 184,245) on April 13, 2016, which among other provisions, includes provisions related to ventilation system filter efficiency in mechanically ventilated buildings. This ordinance added Sections 95.314.3 and 99.04.504.6 to the Los Angeles Municipal Code (LAMC) and amended Section 99.05.504.5.3 to implement building standards and requirements to address cumulative health impacts resulting from incompatible land use patterns.

California Environmental Quality Act. In accordance with CEQA requirements, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City uses the SCAQMD's *CEQA Air Quality Handbook* and SCAQMD's supplemental online guidance/information for the environmental review of plans and development proposals within its jurisdiction.

Land Use Compatibility. In November 2012, the Los Angeles City Planning Commission (CPC) issued an advisory notice (Zoning Information 2427) regarding the siting of sensitive land uses within 1,000 feet of freeways. The CPC deemed 1,000 feet to be a conservative distance to evaluate projects that house populations considered to be more at-risk from the negative effects of air pollution caused by freeway proximity. The CPC advised that applicants of projects requiring discretionary approval, located within 1,000 feet of a freeway and contemplating residential units and other sensitive uses (e.g., hospitals, schools, retirement homes) perform a Health Risk Assessment (HRA). The Project Site is as close as 3,700 feet west of the mainline of the southbound Harbor Freeway (SR-110) and 4,700 feet south of the northbound mainline of the Hollywood Freeway (US-101).

On April 12, 2018, the City updated its guidance on siting land uses near freeways, resulting in an updated Advisory Notice effective September 17, 2018 requiring all proposed projects within 1,000 feet of a freeway adhere to the Citywide Design Guidelines, including those that address freeway proximity. It also recommended that projects consider avoiding location of sensitive uses like schools, day care facilities, and senior care centers in such projects, locate open space areas as far from the freeway, locate non-habitable uses (e.g., parking structures) nearest the freeway, and screen project sites with substantial vegetation and/or a wall barrier. Requirements for preparing HRAs were removed.

Existing Conditions

Pollutants and Effects

Air quality is defined by ambient air concentrations of seven specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. These specific pollutants, known as “criteria air pollutants,” are defined as pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants include carbon monoxide (CO), ground-level ozone (O₃), nitrogen oxides (NO_x), sulfur oxides (SO_x), particulate matter ten microns or less in diameter (PM₁₀), particulate matter 2.5 microns or less in diameter (PM_{2.5}), and lead (Pb). The following descriptions of each criteria air pollutant and their health effects are based on information provided by the SCAQMD.⁹

Carbon Monoxide (CO). CO is primarily emitted from combustion processes and motor vehicles due to incomplete combustion of fuel. Elevated concentrations of CO weaken the heart’s contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

Ozone (O₃). O₃ is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. O₃ concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O₃ irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

Nitrogen Dioxide (NO₂). NO₂ is a byproduct of fuel combustion and major sources include power plants, large industrial facilities, and motor vehicles. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. NO₂ absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO₂ also contributes to the formation of PM₁₀. Nitrogen oxides irritate the nose and throat, and increase one’s susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_x is as a precursor to the formation of ozone.

Sulfur Dioxide (SO₂). Sulfur oxides (SO_x) are compounds of sulfur and oxygen molecules. SO₂ is the pre-dominant form found in the lower atmosphere and is a product of burning sulfur or burning materials that contain sulfur. Major sources of SO₂ include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO₂ potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

Particulate Matter (PM₁₀ and PM_{2.5}). The human body naturally prevents the entry of larger particles into the body. However, small particles, with an aerodynamic diameter equal to or less than 10 microns (PM₁₀), and even smaller particles with an aerodynamic diameter equal to or less than 2.5 microns

⁹ SCAQMD, Final Program Environmental Impact Report for the 2012 AQMP, December 7, 2012.

(PM_{2.5}), can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM₁₀ and PM_{2.5}. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

Lead (Pb). Lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting or processing the metal is the primary source of lead emissions, which is primarily a regional pollutant. Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

State-Only Criteria Pollutants

Visibility-Reducing Particles. Deterioration of visibility is one of the most obvious manifestations of air pollution and plays a major role in the public's perception of air quality. Visibility reduction from air pollution is often due to the presence of sulfur and NO_x, as well as PM.

Sulfates (SO₄²⁻). Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide (H₂S). H₂S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation. Breathing H₂S at levels above the state standard could result in exposure to a very disagreeable odor.

Vinyl Chloride. Vinyl chloride is a colorless, flammable gas at ambient temperature and pressure. It is also highly toxic and is classified as a known carcinogen by the American Conference of Governmental Industrial Hygienists and the International Agency for Research on Cancer. At room temperature, vinyl chloride is a gas with a sickly-sweet odor that is easily condensed. However, it is stored at cooler temperatures as a liquid. Due to the hazardous nature of vinyl chloride to human health, there are no end products that use vinyl chloride in its monomer form. Vinyl chloride is a chemical intermediate, not a final product. It is an important industrial chemical chiefly used to produce polyvinyl chloride (PVC). The process involves vinyl chloride liquid fed to polymerization reactors where it is converted from a monomer to a polymer PVC. The final product of the polymerization process is PVC in either a flake or pellet form. Billions of pounds of PVC are sold on the global market each year. From its flake or pellet form, PVC is sold to companies that heat and mold the PVC into end products such as PVC pipe and bottles. Vinyl chloride emissions are historically associated primarily with landfills.

Toxic Air Contaminants (TACs)

TACs refer to a diverse group of “non-criteria” air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular). CARB and OEHHA determine if a substance should be formally identified, or “listed,” as a TAC in California. A complete list of these substances is maintained on CARB’s website.¹⁰

Diesel particulate matter (DPM), which is emitted in the exhaust from diesel engines, was listed by the state as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 micrometer (μm)), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1 μm). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or “soot.” Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.^{11,12}

Project Site

The Project Site is located within the South Coast Air Basin (the Basin); named so because of its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys or basins below. The 6,745-square-mile Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south. Ambient pollution concentrations recorded in Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. USEPA has classified Los Angeles County as nonattainment areas for O_3 , $\text{PM}_{2.5}$, and lead. This classification denotes that the Basin does not meet the NAAQS for these pollutants. In addition, under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O_3 , PM_{10} , and $\text{PM}_{2.5}$. The air quality within the Basin is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

¹⁰ CARB, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.

¹¹ CARB, Overview: Diesel Exhaust and Health, www.arb.ca.gov/research/diesel/diesel-health.htm, last reviewed by CARB April 12, 2016.

¹² CARB, Fact Sheet: Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results, March 2008.

Air pollutant emissions are generated in the local vicinity by stationary and area-wide sources, such as commercial activity, space and water heating, landscaping maintenance, consumer products, and mobile sources primarily consisting of automobile traffic.

Air Pollution Climatology. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cooler surface layer which inhibits the pollutants from dispersing upward. Light winds during the summer further limit ventilation. Additionally, abundant sunlight triggers photochemical reactions which produce O₃ and the majority of particulate matter.

Air Monitoring Data. The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's Central Los Angeles receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project area. Table 2 shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2017 through 2019. The one-hour State standard for O₃ was exceeded eight times during this three-year period while the federal standard was exceeded 20 times in that period. In addition, the daily State standard for PM₁₀ was exceeded 75 times, with a substantial reduction in exceedances in 2019. The daily federal standard for PM_{2.5} was nine ten times. CO and NO₂ levels did not exceed the CAAQS from 2017 to 2019 for 1-hour (and 8-hour for CO).

Existing Health Risk in the Surrounding Area. Based on the MATES-IV model, the calculated cancer risk in the Project area is approximately 1,610 in a million.¹³ The cancer risk in this area is predominately related to nearby sources of diesel particulate matter (e.g., diesel trucks and traffic the Harbor Freeway 3,700 feet and the Hollywood Freeway 4,700 feet away. In general, the risk at the Project Site is higher than the average across the South Coast Air Basin.

The Office of Environmental Health Hazard Assessment, on behalf of the California Environmental Protection Agency (CalEPA), provides a screening tool called CalEnviroScreen that can be used to help identify California communities disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, the Project Site is located in the 70-75th percentile, which means the Project Site has an overall environmental pollution burden higher than at least 70 percent of other communities within California.¹⁴

Sensitive Receptors. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The California Air Resources Board (CARB) has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include

¹³ SCAQMD, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-IV), MATES IV Interactive Carcinogenicity Map, 2015, <https://scaqmd-online.maps.arcgis.com/apps/webappviewer/index.html?id=470c30bc6daf4ef6a43f0082973ff45f>, accessed March 15, 2021.

¹⁴ Office of Environmental Health Hazard Assessment, CalEnviroScreen 3.0 MAP, <https://oehha.maps.arcgis.com/apps/webappviewer/index.html?id=4560cfbce7c745c299b2d0cbb07044f5>, accessed March 15, 2021.

residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

**Table 2
Ambient Air Quality Data**

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2017	2018	2019
Ozone (O₃)			
Maximum 1-hour Concentration (ppm)	0.116	0.098	0.080
Days > 0.09 ppm (State 1-hour standard)	6	2	0
Days > 0.070 ppm (Federal 8-hour standard)	14	4	2
Carbon Monoxide (CO₂)			
Maximum 1-hour Concentration (ppm)	1.9	2.0	2.0
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	1.6	1.7	1.6
Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide (NO₂)			
Maximum 1-hour Concentration (ppm)	0.0806	0.0701	0.0697
Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM₁₀			
Maximum 24-hour Concentration (µg/m ³)	96	81	62
Days > 50 µg/m ³ (State 24-hour standard)	41	31	3
PM_{2.5}			
Maximum 24-hour Concentration (µg/m ³)	44.4	49.2	43.5
Days > 35 µg/m ³ (Federal 24-hour standard)	5	3	1
Sulfur Dioxide (SO₂)			
Maximum 24-hour Concentration (ppb)	5.7	17.9	10.0
Days > 0.04 ppm (State 24-hour standard)	0	0	0
ppm = parts by volume per million of air. µg/m ³ = micrograms per cubic meter. N/A = not available at this monitoring station. Source: SCAQMD annual monitoring data at Central LA subregion (http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year) accessed March 15, 2021.			

The Project Site is located in a commercial neighborhood with a number of sensitive receptors within 1,000 feet of the Project Site that include, but are not limited to, the following representative sampling:

- Residences, 525 South Union Avenue; five feet north of the Project Site.
- Residences, 526 South Union Avenue; 60 feet southeast of the Project Site.
- Dental offices, 1725 West 6th Street; five feet west of the Project Site.
- Angels Nursing Center, 415 South Union Avenue; 650 feet north of the Project Site.
- Bonnie Brae Convalescent Hospital; 420 Bonnie Brae Street; 740 feet north of the Project Site.
- Residences, 1614 Wilshire Boulevard; 750 feet south of the Project Site.
- Associated Technical College, 1670 Wilshire Boulevard; 750 feet south of the Project Site.
- Esperanza Elementary School, 680 Little Street; 850 feet south of the Project Site.
- John Liechty Middle School, 650 South Union Avenue, 850 feet south of the Project Site.

Existing Project Site Emissions. The Project Site is improved with 15,490 square feet of retail uses and surface parking lot.¹⁵ As summarized in Table 3, most existing air quality emissions are associated with mobile sources from the 476 daily vehicle trips traveling to and from the Project Site.¹⁶

Table 3
Existing Estimated Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	<1	<1	<1	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	1	3	8	<1	2	1
Net Regional Total	1	3	8	<1	2	1
<i>Source: DKA Planning, 2021 based on CalEEMod 2016.3.2 model runs (included in Appendix).</i>						

Project Impacts

Methodology

The air quality analysis conducted for the Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air Quality Handbook, as provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod, version 2016.3.2) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. The analyses focuses on the potential change in air quality conditions due to Project implementation. Air pollutant emissions would result from both construction and operation of the Project. Specific methodologies used to evaluate these emissions are discussed below.

Construction. Sources of air pollutant emissions associated with construction activities include heavy-duty off-road diesel equipment and vehicular traffic to and from the Project construction site. Project-specific information was provided describing the schedule of construction activities and the equipment inventory required from the Applicant. Details pertaining to the schedule and equipment can be found in the Appendix to this analysis. The CalEEMod model provides default values for daily equipment usage rates and worker trip lengths, as well as emission factors for heavy-duty equipment, passenger vehicles, and haul trucks that have been derived by the CARB. Maximum daily emissions were quantified for each construction activity based on the number of equipment and daily hours of use, in addition to vehicle trips to and from the Project Site.

The SCAQMD recommends that air pollutant emissions be assessed for both regional scale and localized impacts. The regional emissions analysis includes both on-site and off-site sources of emissions, while the localized emissions analysis focuses only on sources of emissions that would be located on the Project Site.

¹⁵ City of Los Angeles, ZIMAS database, accessed March 18, 2021,

¹⁶ LADOT Transportation Study Assessment, March 31, 2021.

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology.¹⁷ The localized effects from on-site portion of daily emissions were evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's localized significance thresholds (LST) methodology, which uses on-site mass emission look-up tables and Project-specific modeling, where appropriate.¹⁸ SCAQMD provides LSTs applicable to the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}. SCAQMD does not provide an LST for SO₂ since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O₃ formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

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 are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to five acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed.

Please refer to **Threshold b** below, for the analysis of localized impacts from on-site construction activities. In accordance with SCAQMD guidance, maximum daily emissions of NO_x, CO, PM₁₀, and PM_{2.5} from on-site sources during each construction activity were compared to LST values for a one-acre site having sensitive receptors within 25 meters (82 feet).¹⁹ These assumptions are appropriate for the 0.65-acre site with receptors within five feet (1.52 meters) of the Project Site.

The Basin is divided into 38 SRAs, each with its own set of maximum allowable LST values for on-site emissions sources during construction and operations based on locally monitored air quality. Maximum on-site emissions resulting from construction activities were quantified and assessed against the applicable LST values.

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD localized significance thresholds (LSTs) for NO₂, CO, and PM₁₀ were initially published in June 2003 and revised in July 2008.²⁰ The LSTs for PM_{2.5} were established in October 2006.²¹ Updated LSTs were published on the SCAQMD website on October 21, 2009.²² Table 4 presents the significance criteria for both construction and operational emissions.

¹⁷ SCAQMD, Final Localized Significance Methodology, revised July 2008.

¹⁸ SCAQMD, LST Methodology Appendix C-Mass Rate LST Look-Up Table, October 2009.

¹⁹ SCAQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

²⁰ SCAQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

²¹ SCAQMD, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, October 2006.

²² SCAQMD, Final Localized Significance Threshold Methodology Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009.

**Table 4
SCAQMD Emissions Thresholds**

Criteria Pollutant	Construction Emissions		Operation Emissions
	Regional	Localized /a/	
Volatile Organic Compounds (VOC)	75	--	55
Nitrogen Oxides (NO _x)	100	74	55
Carbon Monoxide (CO)	550	680	550
Sulfur Oxides (SO _x)	150	--	150
Respirable Particulates (PM ₁₀)	150	5	150
Fine Particulates (PM _{2.5})	55	3	55
<i>/a/ Localized significance thresholds assumed a 1-acre and 25-meter (82-foot) receptor distance in the Central LA source receptor area. The SCAQMD has not developed LST values for VOC or SO_x. Pursuant to SCAQMD guidance, sensitive receptors closer than 25 meters to a construction site are to use the LSTs for receptors at 25 meters (SCAQMD Final Localized Significance Threshold Methodology, June 2008).</i> <i>Source: SCAQMD.</i>			

Operations. CalEEMod also generates estimates of daily and annual emissions of air pollutants resulting from future operation of a project. Operational emissions of air pollutants are produced by mobile sources (vehicular travel) and stationary sources (utilities demand). The Project Site is serviced by the Los Angeles Department of Water and Power (LADWP), for which CalEEMod has derived default emissions factors for electricity and natural gas usage that are applied to the size and land use type of the Project in question. CalEEMod also generates estimated operational emissions associated water use, wastewater generation, and solid waste disposal.

Similar to construction, SCAQMD’s CalEEMod software was used for the evaluation of Project emissions during operation. CalEEMod was used to calculate on-road fugitive dust, architectural coatings, landscape equipment, energy use, mobile source, and stationary source emissions. To determine if a significant air quality impact would occur, the net increase in regional and local operational emissions generated by the Project was compared against the SCAQMD’s significance thresholds.²³ Details describing the operational emissions of the Project can be found in in the Technical Appendix.

Toxic Air Contaminants Impacts (Construction and Operations). Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with the CARB Handbook followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources. If the qualitative evaluation does not rule out significant impacts from a new source, or modification of an existing TAC emissions source, a more detailed analysis is conducted.

²³ SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015. SCAQMD based these thresholds, in part on the federal Clean Air Act and, to enable defining “significant” for CEQA purposes, defined the setting as the South Coast Air Basin. (See SCAQMD, CEQA Air Quality Handbook, April 1993, pp. 6-1-6-2.).

Thresholds of Significance

State CEQA Guidelines Appendix G

Would the Project:

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

2006 L.A. CEQA Thresholds Guide and SCAQMD Thresholds

For this analysis the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the 2006 L.A. CEQA Thresholds Guide (Thresholds Guide) and SCAQMD Thresholds, as appropriate, to assist in answering the Appendix G Threshold questions.

(a) *Construction*

The Thresholds Guide states that the determination of significance shall be made on a case-by-case basis, considering the following criteria to evaluate construction-related air emissions:

(i) *Combustion Emissions from Construction Equipment*

- Type, number of pieces and usage for each type of construction equipment;
- Estimated fuel usage and type of fuel (diesel, natural gas) for each type of equipment; and
- Emission factors for each type of equipment.

(ii) *Fugitive Dust—Grading, Excavation and Hauling*

- Amount of soil to be disturbed on-site or moved off-site;
- Emission factors for disturbed soil;
- Duration of grading, excavation and hauling activities;
- Type and number of pieces of equipment to be used; and
- Projected haul route.

(iii) *Fugitive Dust—Heavy-Duty Equipment Travel on Unpaved Road*

- Length and type of road;
- Type, number of pieces, weight and usage of equipment; and
- Type of soil.

(iv) *Other Mobile Source Emissions*

- Number and average length of construction worker trips to Project Site, per day; and
- Duration of construction activities.

In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G Thresholds. Under these thresholds, a significant threshold would occur when:²⁴

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO_x; (2) 75 pounds a day for VOC; (3) 150 pounds per day for PM₁₀ or SO_x; (4) 55 pounds per day for PM_{2.5}; and (5) 550 pounds per day for CO.
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 ppm [23,000 µg/m³] over a 1-hour period or 9.0 ppm [10,350 µg/m³] averaged over an 8-hour period) and NO₂ (0.18 ppm [339 µg/m³] over a 1-hour period, 0.1 ppm [188 µg/m³] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [57 µg/m³] averaged over an annual period).
- Maximum on-site localized PM₁₀ or PM_{2.5} emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed the incremental 24-hour threshold of 10.4 µg/m³ or 1.0 µg/m³ PM₁₀ averaged over an annual period.

(b) Operation

The Thresholds Guide bases the determination of significance of operational air quality impacts on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook*.²⁵ However, as discussed above, the City has chosen to use Appendix G as the thresholds of significance for this analysis. Accordingly, the following serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G thresholds. Under these thresholds, a significant threshold would occur when:

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for VOC;²⁶ (2) 55 pounds per day for NO_x; (3) 550 pounds per day for CO; (4) 150 pounds per day for SO_x; (5) 150 pounds per day for PM₁₀; and (6) 55 pounds per day for PM_{2.5}.^{27,28}
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-hour period or 9.0 ppm averaged over an

²⁴ SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015.

²⁵ SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015.

²⁶ For purposes of this analysis, emissions of VOC and reactive organic compounds (ROG) are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.

²⁷ City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, page B.2-5.

²⁸ SCAQMD Air Quality Significance Thresholds, www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf, last updated March 2015.

8-hour period) and NO₂ (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).²⁹

- Maximum on-site localized operational PM₁₀ and PM_{2.5} emissions exceed the incremental 24-hour threshold of 2.5 µg/m³ or 1.0 µg/m³ PM₁₀ averaged over an annual period.³⁰
- The Project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively; or
- The Project creates an odor nuisance pursuant to SCAQMD Rule 402.

(c) Toxic Air Contaminants

The Thresholds Guide states that the determination of significance shall be made on a case-by-case basis, considering the following criteria to evaluate TACs:

- Would the project use, store, or process carcinogenic or non-carcinogenic toxic air contaminants which could result in airborne emissions?

In assessing impacts related to TACs in this section, the City will use Appendix G as the thresholds of significance. The criteria identified above from the Thresholds Guide will be used where applicable and relevant to assist in analyzing the Appendix G thresholds. In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under Appendix G thresholds. Under these thresholds, a significant threshold would occur when:³¹

- The Project results in the exposure of sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0.³² For projects with a maximum incremental cancer risk between 1 in one million and 10 in one million, a project would result in a significant impact if the cancer burden exceeds 0.5 excess cancer cases.

(d) Consistency with Applicable Air Quality Plans

CEQA Guidelines Section 15125 requires an analysis of project consistency with applicable governmental plans and policies. This analysis is conducted to assess potential project impacts against Threshold (a) from the Appendix G thresholds. In accordance with the SCAQMD's *CEQA Air Quality*

²⁹ SCAQMD, Final Localized Significance Threshold Methodology, revised July 2008.

³⁰ SCAQMD, Final—Methodology to Calculate Particulate Matter (PM) 2.5 and PM_{2.5} Significance Thresholds, October 2006.

³¹ SCAQMD, *CEQA Air Quality Handbook*, April 1993, Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants).

³² Hazard index is the ratio of a toxic air contaminant's concentration divided by its Reference Concentration, or safe exposure level. If the hazard index exceeds one, people are exposed to levels of TACs that may pose noncancer health risks.

Handbook, the following criteria shall be used to evaluate a project's consistency with SCAQMD and SCAG regional plans and policies, including the AQMP, consistent with the Appendix G thresholds.³³

- Will the Project result in any of the following:
 - An increase in the frequency or severity of existing air quality violations;
 - Cause or contribute to new air quality violations; or
 - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP?

- Will the Project exceed the assumptions utilized in preparing the AQMP?
 - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
 - Does the Project include air quality mitigation measures; or
 - To what extent is Project development consistent with the AQMP land use policies?

The Project's impacts with respect to these criteria are discussed to assess the consistency with the SCAQMD's AQMP and SCAG regional plans and policies. In addition, the Project's consistency with the City of Los Angeles General Plan Air Quality Element is discussed.

(e) *Cumulative Impacts*

A cumulatively considerable net increase would occur if the project's construction impacts substantially contribute to air quality violations when considering other projects that may undertake construction activities at the same time. A project that generates emissions that do not exceed SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

Project Design Features. The Project would comply with the 2020 Los Angeles Green Building Code (LAGBC),³⁴ which builds upon and sets higher standards than those in the 2019 California Green Building Standards Code (CALGreen, effective January 1, 2020).³⁵

All building systems would meet current Title 24 Energy Standards, and the building would be updated to promote better day lighting and air ventilation. These standards would reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure. The sustainability features to be incorporated into the Project would include, but not be limited to, WaterSense-labeled plumbing fixtures and Energy Star-labeled appliances, reduction of indoor and outdoor water use, weather-based controller and drip irrigation systems, and water-efficient landscape design. In addition, the landscaping on the outdoor decks would serve to help reduce solar heat gain and facilitate stormwater generation on-site. The Project would

³³ SCAQMD, *CEQA Air Quality Handbook*, April 1993, p. 12-3.

³⁴ LA Department of Building and Safety: <http://ladbs.org/forms-publications/forms/green-building>

³⁵ California Building Codes: <http://www.bsc.ca.gov/Codes.aspx>

recycle and reuse building and construction materials to the maximum extent feasible.

The Project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities, with Metro local bus services running on 6th Street (Line 18), Wilshire Boulevard (Line 20), LADOT DASH service on 6th Street (Pico Union/Echo Park), and the Metro Rail Westlake/MacArthur Park station 1,600 feet west of the Project where the Metro B Line (formerly Red Line) and D (formerly Purple Line) offer regional rail service. The Project's proximity to public transportation would reduce vehicle miles traveled for residents, workers, and visitors.

Analysis of Project Impacts

a. Would the Project conflict with or obstruct implementation of the applicable air quality plan?

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

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

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

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

The 2016–2040 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. Based on the average 2020 persons-per-household rate for the City of 2.42 persons per household,³⁶ the Project would add approximately 242 people to the Project Site based on the 100 dwelling units proposed. The Project's residential population would represent less than 0.01 percent of the forecast growth between 2020 and 2035 in the City, a de minimis increase consistent with the underlying General Plan and zoning for the

³⁶ Jack Tsao, Data Analyst II, Los Angeles Department of City Planning, July 31, 2019.

Project.³⁷ As such, the Project's population growth would incrementally add to the region's population base and would be consistent with growth forecasts that form the basis of the 2016 AQMP (described below).

In addition, the Project would add jobs associated with the 11,825 square feet of retail space; however, the removal of 15,490 square feet of existing retail would result in a 3,665 square-foot decrease in retail floor area. Because the Project would result in a net loss of jobs on-site, it would not contribute to excessive job growth that was not accommodated in the region's clean air standards.

As a result, the Project would be consistent with the population and jobs projections in the AQMP and would contribute to population growth (and negligible job impacts) that is accommodated in the region's air quality planning.

- Does the project implement feasible air quality mitigation measures?

As discussed below under Thresholds (b), (c), and (d), the Project would not result in any significant air quality impacts and therefore would not require mitigation. In addition, the Project would comply with all applicable regulatory standards as required by SCAQMD. Furthermore, with compliance with the regulatory requirements identified above, no significant air quality impacts would occur. As such, the Project meets this AQMP consistency criterion.

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

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

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

As demonstrated in the following analyses, the Project would not result in significant regional emissions. The 2016 AQMP adapts previously conducted regional air quality analyses to account for the recent unexpected drought conditions and presents a revised approach to demonstrated attainment of the 2006

³⁷ When compared to the population growth projected in the 2020 RTP/SCS, this Project would represent 0.03 percent of the 837,500 additional residents in the City from 2016 to 2045.

24-hour PM_{2.5} NAAQS for the Basin. The Project would be required to comply with all new and existing regulatory measures set forth by the SCAQMD. Implementation of the Project would not interfere with air pollution control measures listed in the 2016 AQMP.

The Project Site is classified as “Community Commercial” in the General Plan Framework and the Community Plan, a classification that allows residences and retail uses, such as those proposed by the Project. As such, the RTP/SCS’ assumptions about growth in the City accommodate population growth on the Project Site. As a result, the Project would be consistent with the growth assumptions in the City’s General Plan. Because the AQMP accommodates growth forecasts from local General Plans, the air quality impacts of development on the Project Site are accommodated in the region’s emissions inventory for the 2016 RTP/SCS and 2016 AQMP. Therefore, Project impacts with respect to AQMP consistency would be less than significant.

City of Los Angeles Policies

The Project Site would offer convenient access to public transit and opportunities for walking and biking (including the provision of bicycle parking), thereby facilitating a reduction in VMT. In addition, the Project would be consistent with the existing land use pattern in the vicinity that concentrates urban density along major arterials and near transit options based on the following:

- The Project Site is within the Downtown Los Angeles HQTAs³⁸, which reflects areas with rail transit service or bus service where lines have peak headways of less than 15 minutes.
- The Project Site is considered a Transit Oriented Communities (TOC) Tier 3 location based on the shortest distance between any point on the lot and a qualified Major Transit Stop.³⁹
- The Los Angeles County Metropolitan Transportation Authority (Metro) and Los Angeles Department of Transportation (LADOT) operate public transit in the area, including:
 - Metro B (Red)⁴⁰ and D (Purple) subway stops at the Westlake/MacArthur Park station, 1,500 feet west of the Project
 - Metro local bus service on 6th Street (i.e., Line 18) and Wilshire Boulevard one block to the south (Line 20)
 - LADOT DASH Pico Union/Echo Park service on 6th Street.
- This location is already considered a “Walker’s Paradise”, scoring 94 of 100 points for walkability and has “Excellent Transit” with 86 of 100 points on WalkScore.com.⁴¹
- The project will provide 24 short-term and 60 long-term bicycle parking spaces.

The City’s General Plan Air Quality Element identifies 30 policies with specific strategies for advancing the City’s clean air goals. As illustrated in Table 5, the Project is consistent with the applicable policies in the Air Quality Element, as the Project would implement sustainability features that would reduce

³⁸ SCAG Data Portal https://scag.ca.gov/sites/main/files/file-attachments/la_downtown_scaghqtaeligible.pdf?1605647612

³⁹ Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

⁴⁰ In January 2020, Metro renamed its rail lines and currently has a transitional naming system using both the letter and the color: <https://www.metro.net/projects/line-letters/>

⁴¹ WalkScore website <https://www.walkscore.com/score/1709-w-6th-st-los-angeles-ca-90017>

vehicular trips, reduce VMT, and encourage the use of alternative modes of transportation. Therefore, the Project would result in a less than significant impact related to consistency with the Air Quality Element.

**Table 5
Project Consistency with City of Los Angeles General Plan Air Quality Element**

Strategy	Project Consistency
Policy 1.3.1. Minimize particulate emissions from construction sites.	Consistent. The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules (e.g., Rule 403, Fugitive Dust).
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	Consistent. The Project would minimize particulate emissions from unpaved facilities through best practices and/or SCAQMD rules.
Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	Consistent. The proposed development would provide transportation options to residents as an option to driving to work. The Project Site is well-served by public transit, including Metro local bus line 20 on Wilshire Boulevard, line 18 on 6 th Street and Metro Rail B and D Line service at the Westlake/MacArthur Park station 1,500 feet west of the Project Site. The project will provide 24 short-term and 60 long-term bicycle parking spaces. This location is considered a “Walker’s Paradise” scoring 94 of 100 points for walkability.
Policy 2.1.2. Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	Consistent. Residents could use high-speed telecommunications services to telecommute as an alternative to reduce work-related commuting. A June 2020 study by the National Bureau of Economic Research found that 37 percent of jobs can be performed entirely from home (https://www.nber.org/papers/w26948). As such, the Proposed Project could help reduce commuting to the workplace through telecommuting.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	Consistent. The Proposed Project would discourage single-occupant vehicle use by providing transportation options to residents as an option to driving to work. The Project Site is well-served by public transit, including Metro local bus line 20 on Wilshire Boulevard, line 18 on 6 th Street and Metro Rail B and D Line service at the Westlake/MacArthur Park station 1,500 feet west of the Project Site. The project will provide 24 short-term and 60 long-term bicycle parking spaces. This location is considered a “Walker’s Paradise” scoring 94 of 100 points for walkability.
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	Consistent. The development would provide transportation options to residents as an option to driving to work. The Project Site is well-served by public transit, including Metro local bus line 20 on Wilshire Boulevard, line 18 on 6 th Street and Metro Rail B and D Line service at the Westlake/MacArthur Park station 1,500 feet west of the Project Site. The project will provide 24 short-term and 60 long-term bicycle parking

Table 5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
	spaces. This location is considered a “Walker’s Paradise” scoring 94 of 100 points for walkability.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	Not Applicable. The residential and retail project would not host special events. The Project would not impede the advancement of this Citywide policy.
Policy 3.2.1. Manage traffic congestion during peak hours.	Consistent. The development would help manage peak-hour congestion with the inclusion of residential uses, as residences generate a fraction of peak-hour vehicle traffic as retail and commercial office uses. It would also support use of alternatives to driving. The Project Site is well-served by public transit, including Metro local bus line 20 on Wilshire Boulevard, line 18 on 6 th Street and Metro Rail B and D Line service at the Westlake/MacArthur Park station 1,500 feet west of the Project Site. The project will provide 24 short-term and 60 long-term bicycle parking spaces. This location is considered a “Walker’s Paradise” scoring 94 of 100 points for walkability.
Policy 4.1.1. Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	Consistent. The Project is being entitled through the City of Los Angeles, which coordinates with SCAG, Metro, and other regional agencies on the coordination of land use, air quality, and transportation policies.
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level.	Consistent. The Project would be entitled and environmentally cleared at the local level.
Policy 4.2.1. Revise the City’s General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	Not Applicable. This policy calls for City updates to its General Plan.
Policy 4.2.2. Improve accessibility for the City’s residents to places of employment, shopping centers and other establishments.	Consistent. The Project would be infill development that would provide residents with proximate access to jobs, shopping, and other uses.

Table 5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	Consistent. The proposed project would support use of alternative transportation modes and penetration of electric vehicles. The Project Site would provide transportation options to residents as an option to driving to work. The Project Site is well-served by public transit, including Metro local bus line 20 on Wilshire Boulevard, line 18 on 6 th Street and Metro Rail B and D Line service at the Westlake/MacArthur Park station 1,500 feet west of the Project Site. The project will provide 24 short-term and 60 long-term bicycle parking spaces. This location is considered a “Walker’s Paradise” scoring 94 of 100 points for walkability. The Project would include five parking spaces with dedicated electric vehicle charging or conduits that allow for future infrastructure.
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	Consistent. The Project’s air quality impacts are analyzed in this document, and as discussed herein, all impacts with respect to air quality would be less than significant.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	Consistent. The proposed project would support use of alternative transportation modes and penetration of electric vehicles. The Project Site is well-served by public transit, including Metro local bus line 20 on Wilshire Boulevard, line 18 on 6 th Street and Metro Rail B and D Line service at the Westlake/MacArthur Park station 1,500 feet west of the Project Site. The project will provide 24 short-term and 60 long-term bicycle parking spaces. This location is considered a “Walker’s Paradise” scoring 94 of 100 points for walkability.
Policy 4.3.1. Revise the City’s General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.	Not Applicable. This policy calls for City updates to its General Plan.
Policy 4.3.2. Revise the City’s General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.	Not Applicable. This policy calls for City updates to its General Plan.
Policy 5.1.1. Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	Not Applicable. This policy calls for cleaner operations of the City’s water port and airport facilities.
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	Not Applicable. This policy calls for cleaner operations of the City’s buildings and operations.

**Table 5
Project Consistency with City of Los Angeles General Plan Air Quality Element**

Strategy	Project Consistency
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	Not Applicable. This policy calls for cleaner operations of the City's Water and Power energy plants.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	Consistent. The Project would be consistent with this policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste and energy consumption.
Policy 5.2.1. Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	Not Applicable. This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements. It should be noted that the Project would provide three electric vehicle charging stations.
Policy 5.3.1. Support the development and use of equipment powered by electric or low-emitting fuels.	Consistent. The Project would be designed to meet the applicable requirements of the States Green Building Standards Code and the City of Los Angeles' Green Building Code.
Policy 6.1.1. Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	Not Applicable. This policy calls for the City to promote clean air awareness through its public awareness programs.
Source: DKA Planning, 2021.	

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact.

Construction

A cumulatively considerable net increase would occur if the project's construction impacts substantially contribute to air quality violations when considering other projects that may undertake construction activities at the same time. Individual projects that generate emissions that do not exceed SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2016.3.2 model and a projected construction schedule of at least 18 months, with three months of overlap between the application of coatings and the finishing of construction of the development by as early as 2023. If construction begins in 2022 or after, air quality emissions would generally be lower than these

conservative estimates, as improved vehicle and equipment engines will generally lower emissions over time. Table 6 summarizes the estimated construction schedule that was modeled for air quality impacts.

**Table 6
Construction Schedule Assumptions**

Phase	Duration	Notes
Demolition	Months 1-2	Removal of 15,490 square feet of structures
Grading	Months 3-4	Export of 21,400 cubic yards of soil in 14 cubic yard haul trucks up to 40 miles one-way to landfill
Building Construction	Months 5-18	
Paving	Months 17-18	Paving of driveways
Architectural Coatings	Months 16-18	Overlaps three months with the completion of building construction
<i>Source: DKA Planning, 2021.</i>		

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

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

Regional Emissions

Construction activity has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. NO_x emissions would primarily result from the use of construction equipment and truck trips. During the building finishing phase, the application of architectural coatings (e.g., paints) would potentially release VOCs (regulated by SCAQMD Rule 1113). The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

As stated above, all construction projects must comply with SCAQMD Rule 403 for fugitive dust, though grading would be minimal for this project, as the Project Site is relatively flat and would not involve excavation of soil. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional PM_{2.5} and PM₁₀ emissions associated with construction activities by approximately 61 percent.

As shown in Table 7, construction of the Project would produce VOC, NO_x, CO, SO_x, PM₁₀ and PM_{2.5} emissions that do not exceed the SCAQMD's regional thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered less than significant.

**Table 7
Estimated Daily Construction Emissions - Unmitigated**

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2021	2	38	16	<1	3	1
2022	2	35	16	<1	3	1
2023	9	15	21	<1	2	1
Maximum Regional Total	9	38	21	<1	3	1
Regional Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Maximum Localized Total	9	14	16	<1	1	1
Localized Threshold	N/A	74	680	N/A	5	3
Exceed Threshold?	N/A	No	No	N/A	No	No
<p><i>The construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed, emissions would be lower because of the increased penetration of newer equipment with lower certified emission levels. Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions)</i></p> <p><i>Source: DKA Planning, 2021 based on CalEEMod 2016.3.2 model runs. LST analyses based on 1-acre site with 25-meter distances to receptors in Central LA source receptor area. Modeling documentation included in the Technical Appendix.</i></p>						

Localized Emissions

In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to

determine localized construction emissions thresholds for the Project.⁴² 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 are based on the most recent background ambient air quality monitoring data (2017-2019) for the Project area.

Maximum on-site daily construction emissions for NO_x, CO, PM₁₀, and PM_{2.5} were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the Central LA SRA based on construction site acreage that is less than or equal to one acre. As the Project Site is 0.65 acres in area, this acreage assumption is appropriate. Potential impacts were evaluated at the closest off-site sensitive receptor, which are the residences five feet from the Project Site on Union Avenue. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in Table 7 above, the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO₂ and CO during the construction phase. Similarly, construction activities would not produce PM₁₀ and PM_{2.5} emissions that exceed localized thresholds recommended by the SCAQMD.

These estimates assume the use of Best Available Control Measures (BACMs) that address fugitive dust emissions of PM₁₀ and PM_{2.5} through SCAQMD Rule 403. This would include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. Therefore, construction impacts on localized air quality are considered less than significant.

A cumulatively considerable net increase would occur if the Project's construction impacts substantially contribute to air quality violations when considering other projects that may undertake construction activities at the same time. Construction of the Project would not contribute significantly to cumulative emissions of any non-attainment regional pollutants. For regional ozone precursors, the Project would not exceed SCAQMD mass emission thresholds for ozone precursors during construction. Similarly, regional emissions of PM₁₀ and PM_{2.5} would not exceed mass thresholds established by the SCAQMD. Therefore, construction emissions impact on regional criteria pollutant emissions would be considered less than significant.

If any related projects were to undertake construction concurrently with the Project, localized CO, PM_{2.5}, PM₁₀, and NO₂ concentrations would be further increased. However, the application of LST thresholds to this Project would help ensure that it does not produce localized hotspots of CO, PM_{2.5}, PM₁₀, and NO₂. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM₁₀ and PM_{2.5} that generally double with every doubling of distance.

With respect to the Project's construction-related air quality emissions and cumulative Basin-wide conditions, the SCAQMD has developed strategies (e.g., SCAQMD Rule 403) to reduce criteria pollutant emissions outlined in the AQMP pursuant to Federal CAA mandates. As stated above, the Project would comply with applicable regulatory requirements, including the SCAQMD Rule 403 requirements. Per SCAQMD rules and mandates as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, all construction projects Basin-wide would comply with these same regulatory requirements and would implement all feasible mitigation measures when significant impacts are identified.

⁴² SCAQMD, LST Methodology Appendix C-Mass Rate LST Look-up Table, revised October 2009.

According to the SCAQMD, individual projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. As shown in Table 6, Project construction daily emissions would not exceed any of the SCAQMD's regional or localized thresholds. Therefore, the Project's contribution to cumulative construction-related regional or localized emissions would not be cumulatively considerable and, thus, would be less than significant.

Operation

Operational emissions of criteria pollutants would come from area, energy, and mobile sources. Area sources include natural gas for space heating and water heating, gasoline-powered landscaping and maintenance equipment, consumer products such as household cleaners, and architectural coatings for routine maintenance. The CalEEMod program generates estimates of emissions from energy use based on the land use type and size. The Project would also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project Site. The Project could generate 741 gross vehicle trips to the local roadway network on a peak weekday.⁴³ When the 476 vehicle trips to the existing commercial building are accounted for, the Project would result in a net increase of 265 daily vehicle trips.

As shown in Table 8, the Project's net emissions would not exceed the SCAQMD's regional or localized significance thresholds. Therefore, the operational impacts of the Project on regional and localized air quality are considered less than significant.

Table 8
Estimated Daily Operations Emissions - Unmitigated

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	2	<1	8	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	1	4	13	<1	4	1
Regional Total	3	5	22	<1	4	1
Existing Emissions	-1	-3	-8	<-1	-2	-1
Net Regional Total	2	2	14	<1	2	<1
Regional Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Net Localized Total	<1	<1	1	<1	<1	<1
Localized Significance Threshold	N/A	64	680	N/A	1	1
Exceed Threshold?	N/A	No	No	N/A	No	No
<i>LST analyses based on 1-acre site with 25-meter distances to receptors in Central LA SRA Source: DKA Planning, 2021 based on CalEEMod 2016.3.2 model runs (included in the Technical Appendix).</i>						

⁴³ LADOT Transportation Study Assessment, March 31, 2021.

As for cumulative operational impacts, the proposed land uses would not produce cumulatively considerable emissions of nonattainment pollutants at the regional or local level. The Project would not include major sources of combustion or fugitive dust. As a result, its localized emissions of PM₁₀ and PM_{2.5} would be minimal. Likewise, existing land uses in the area include land uses that do not produce substantial emissions of localized nonattainment pollutants. As shown in Table 8, operational emissions would not exceed any of the SCAQMD's regional or localized thresholds. As such, the Project's contribution to cumulative operation-related regional or localized emissions would not be cumulatively considerable and, thus, would be less than significant.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The Project Site is located in a commercial neighborhood with a number of sensitive receptors within 1,000 feet of the Project Site that include, but are not limited to, the following representative sampling:

- Residences, 525 South Union Avenue; five feet north of the Project Site.
- Residences, 526 South Union Avenue; 60 feet southeast of the Project Site.
- Dental offices, 1725 West 6th Street; five feet west of the Project Site.
- Angels Nursing Center, 415 South Union Avenue; 650 feet north of the Project Site.
- Bonnie Brae Convalescent Hospital; 420 Bonnie Brae Street; 740 feet north of the Project Site.
- Residences, 1614 Wilshire Boulevard; 750 feet south of the Project Site.
- Associated Technical College, 1670 Wilshire Boulevard; 750 feet south of the Project Site.
- Esperanza Elementary School, 680 Little Street; 850 feet south of the Project Site.
- John Liechty Middle School, 650 South Union Avenue, 850 feet south of the Project Site.

Construction

Construction of the Project could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project Site exceeded the applicable LST values presented in Table 4, or if construction activities generated significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of ten excess cancers per million or non-carcinogenic Hazard Index greater than 1.0, respectively. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants NO_x, CO, PM₁₀, and PM_{2.5} to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

As shown in Table 6, above, during construction of the Project, maximum daily localized unmitigated emissions of NO₂, CO, PM₁₀, and PM_{2.5} from sources on the Project Site would remain below each of the respective LST values. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are within 25 meters of the Project's construction activities, such as the adjacent residences on Union Avenue. Therefore, based on SCAQMD guidance, localized emissions of criteria pollutants would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern.

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust stacks of construction equipment. The construction emissions modeling conservatively assumed that all equipment present on the Project Site would be operating simultaneously throughout most

of the day, while in all likelihood this would rarely be the case. Average daily emissions of diesel PM would be less than one pound per day throughout the course of Project construction. Therefore, the magnitude of daily diesel PM emissions, would not be sufficient to result in substantial pollutant concentrations at off-site locations nearby.

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be at least 18 months, and the magnitude of daily diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, construction TAC emissions would result in a less than significant impact. Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.

Operation

The Project Site would involve construction multi-family residential uses on the Project Site, which are not typically associated with TAC emissions. Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides) for the types of proposed land uses would be below thresholds warranting further study under California Accidental Release Program.

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).⁴⁴

The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.⁴⁵ Together, the CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and to a lesser extent, facility operations (e.g., natural gas fired boilers). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has

⁴⁴ CARB, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

⁴⁵ SCAQMD, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

provided guidance for analyzing mobile source diesel emissions.⁴⁶ Based on this guidance, the Project would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, the CARB-mandated airborne toxic control measures (ATCM) limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time, which would further limit diesel particulate emissions.

As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO₂, PM_{2.5}, or PM₁₀ at nearby sensitive receptors. While long-term operations of the Project would generate traffic that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce the amount of emissions needed to trigger a potential CO hotspot, as it would generate a net increase of 265 daily vehicle trips over a typical 24-hour weekday, producing minimal additional vehicles at nearby intersections throughout the day.

The Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions.⁴⁷ However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs.

In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.⁴⁸ The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, the Project's operational impacts on local sensitive receptors would be less than significant.

⁴⁶ SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2002.

⁴⁷ California Office of Environmental Health Hazard Assessment. Health Effects of Diesel Exhaust. [www.http://oehha.ca.gov/public_info/facts/dieselfacts.html](http://oehha.ca.gov/public_info/facts/dieselfacts.html)

⁴⁸ SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. The Project would not result in activities that create objectionable odors. The Project is a residential and retail development that would not include any activities typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any occasional odors. As a result, any odor impacts from the Project would be considered less than significant.

Cumulative Impacts

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.⁴⁹ Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

If any related project were projected to exceed LST thresholds (after mitigation), it could perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM₁₀ and PM_{2.5} that generally double with every doubling of distance. However, given the limited scope of the potential development, it is unlikely that this related project could not mitigate its own construction impacts.

There is an existing regional cumulative impact associated with O₃, NO₂, PM₁₀, and PM_{2.5} because the Basin is designated as a State and/or federal nonattainment air basin for these pollutants. However, an individual Project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. As discussed above, construction and operational emissions would not exceed any applicable SCAQMD thresholds of significance.

With respect to the Project's construction-related air quality emissions and cumulative Basin-wide conditions, the SCAQMD has developed strategies (e.g., SCAQMD Rule 403) to reduce criteria pollutant emissions outlined in the AQMP pursuant to Federal CAA mandates. As stated above, the Project would comply with applicable regulatory requirements, including the SCAQMD Rule 403 requirements. Per SCAQMD rules and mandates as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, all construction projects Basin-wide would comply with these same regulatory requirements and would implement all feasible mitigation measures when significant impacts are identified.

AQMP Consistency

Cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of the 2016 AQMP. As discussed previously, growth considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the

⁴⁹ White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.

projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified in the 2016 RTP/SCS, implementation of the AQMP will not be obstructed by such growth. In addition, as discussed previously, the population growth resulting from the Project would be consistent with the growth projections of the AQMP. Any related project would implement feasible air quality mitigation measures to reduce the criteria air pollutants, if required due to any significant emissions impacts. In addition, each related project would be evaluated for its consistency with the land use policies set forth in the AQMP. Therefore, the Project's contribution to the cumulative impact would not be cumulatively considerable and, therefore, would be less than significant.

Construction

As discussed above, the Project's construction-related air quality emissions and cumulative impacts would be less than significant. Individual projects that generate emissions that do not exceed SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

The Project would comply with regulatory requirements, including the SCAQMD Rule 403 requirements listed above. Based on SCAQMD guidance, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As shown above, construction-related daily emissions at the Project Site would not exceed any of the SCAQMD's regional or localized significance thresholds. Therefore, the Project's contribution to cumulative air quality impacts would not be cumulatively considerable and, therefore, would be less than significant.

Similar to the Project, the greatest potential for TAC emissions at each related project would generally involve diesel particulate emissions associated with heavy equipment operations. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer, based on the use of standard risk-assessment methodology. Construction activities are temporary and short-term events, thus construction activities at each related project would not result in a long-term substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities, which occur over relatively short durations. As such, given the short-term nature of these activities, cumulative toxic emission impacts during construction would be less than significant.

Operation

As discussed above, the Project's operational air quality emissions and cumulative impacts would be less than significant. According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. As operational emissions would not exceed any of the SCAQMD's regional or localized significance thresholds, the emissions of non-attainment pollutants and precursors generated by Project operations would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor any likely related projects (which are largely residential, retail/commercial, and office in nature), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The Project and any related projects would be consistent with the recommended screening level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and related projects would not result in a cumulative impact requiring further evaluation. However, the related projects could generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to AB 1807, which directs the CARB to identify substances as TACs and adopt airborne toxic control measures to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. Therefore, the Project would not result in any substantial sources of TACs that have been identified by the CARB's Land Use Guidelines, and thus, would not contribute to a cumulative impact.

TECHNICAL APPENDIX



DOUGLASKIM+ASSOCIATES,LLC

EXISTING EMISSIONS

1709-1717 West 6th Street Existing - Los Angeles-South Coast County, Summer
1709-1717 West 6th Street Existing
 Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	15.49	1000sqft	0.65	15,490.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11	Operational Year	2021		
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -
 Land Use - Developer information
 Vehicle Trips - LADOT Transportation Study Assessment dated 3/31/21

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.36	0.65
tblVehicleTrips	ST_TR	42.04	30.73
tblVehicleTrips	WD_TR	44.32	30.73

2.0 Emissions Summary

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.7367	3.1835	7.8474	0.0253	1.9258	0.0213	1.9471	0.5154	0.0199	0.5353		2.578.4867	2.578.4867	0.1429		2.582.0595
Unmitigated	0.7367	3.1835	7.8474	0.0253	1.9258	0.0213	1.9471	0.5154	0.0199	0.5353		2.578.4867	2.578.4867	0.1429		2.582.0595
	lb/day															

4.2 Trip Summary Information

Land Use	Weekday	Saturday	Sunday	Unmitigated Annual VMT	Mitigated Annual VMT
Strip Mail	476.01	476.01	316.46	862,285	862,285
Total	476.01	476.01	316.46	862,285	862,285

4.3 Trip Type Information

Land Use	Miles	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	Diversed	Pass-by
Strip Mail	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
Strip Mail	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
NaturalGas	7.5000e-004	6.8200e-003	5.7300e-003	4.0000e-005	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004		8.1881	8.1881	1.6000e-004	1.5000e-004	8.2368
Mitigated NaturalGas	7.5000e-004	6.8200e-003	5.7300e-003	4.0000e-005	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004		8.1881	8.1881	1.6000e-004	1.5000e-004	8.2368
Unmitigated																

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day																
Strip Mall	69.5989	7.5000e-004	6.8200e-003	5.7300e-003	4.0000e-005	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004		8.1881	8.1881	1.6000e-004	1.5000e-004	8.2368
Total		7.5000e-004	6.8200e-003	5.7300e-003	4.0000e-005	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004		8.1881	8.1881	1.6000e-004	1.5000e-004	8.2368

Mitigated

Land Use	NaturalGas Use	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day																
Strip Mall	0.0695989	7.5000e-004	6.8200e-003	5.7300e-003	4.0000e-005	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004		8.1881	8.1881	1.6000e-004	1.5000e-004	8.2368
Total		7.5000e-004	6.8200e-003	5.7300e-003	4.0000e-005	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004		8.1881	8.1881	1.6000e-004	1.5000e-004	8.2368

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bi-o- CO2	NBi-o- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Mitigated	0.3462	1.0000e-005	1.5900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.3900e-003	3.3900e-003	0.0000e-005		3.6200e-003
Unmitigated	0.3462	1.0000e-005	1.5900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.3900e-003	3.3900e-003	1.0000e-005		3.6200e-003

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bi-o- CO2	NBi-o- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Architectural	0.0393					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Coating																
Consumer Products	0.3067					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3000e-004	1.0000e-005	1.5900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.3900e-003	3.3900e-003	1.0000e-005		3.6200e-003
Total	0.3462	1.0000e-005	1.5900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.3900e-003	3.3900e-003	1.0000e-005		3.6200e-003

Mitigated

	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bi-o- CO2	NBi-o- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
	0.3462	1.0000e-005	1.5900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.3900e-003	3.3900e-003	1.0000e-005		3.6200e-003

SubCategory	lb/day										lb/day				
Architectural	0.0393				0.0000	0.0000			0.0000	0.0000			0.0000		
Coating															
Consumer	0.3067				0.0000	0.0000			0.0000	0.0000			0.0000		0.0000
Products															
Landscaping	1.3000e-004	1.0000e-005	1.3900e-003	0.0000	1.0000e-005	1.0000e-005			1.0000e-005	1.0000e-005			1.0000e-005	1.0000e-005	3.6200e-003
Total	0.3462	1.0000e-005	1.5900e-003	0.0000	1.0000e-005	1.0000e-005			1.0000e-005	1.0000e-005			1.0000e-005	1.0000e-005	3.6200e-003

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

1709-1717 West 6th Street Existing - Los Angeles-South Coast County, Annual
1709-1717 West 6th Street Existing
 Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	15.49	1000sqft	0.65	15,490.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11	Operational Year			2021
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

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Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.36	0.65
tblVehicleTrips	ST_TR	42.04	30.73
tblVehicleTrips	WD_TR	44.32	30.73

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	0.0632	0.0000	2.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	3.8000e-004	3.8000e-004	0.0000	0.0000	4.1000e-004
Energy	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	0.0000	117.8246	117.8246	2.7800e-003	5.9000e-004	118.0711
Mobile	0.1202	0.5698	1.3353	4.2300e-003	0.3273	3.7000e-003	0.3310	0.0877	3.4600e-003	0.0912	0.0000	391.0547	391.0547	0.0225	0.0000	391.6164
Waste						0.0000	0.0000		0.0000	0.0000	3.3006	0.0000	3.3006	0.1951	0.0000	8.1772
Water						0.0000	0.0000		0.0000	0.0000	0.3640	12.6726	13.0366	0.0377	9.4000e-004	14.2603
Total	0.1835	0.5710	1.3365	4.2400e-003	0.3273	3.7900e-003	0.3311	0.0877	3.5500e-003	0.0913	3.6646	521.5523	525.2169	0.2580	1.5300e-003	532.1254

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	0.0632	0.0000	2.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	3.8000e-004	3.8000e-004	0.0000	0.0000	4.1000e-004
Energy	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	0.0000	117.8246	117.8246	2.7800e-003	5.9000e-004	118.0711
Mobile	0.1202	0.5698	1.3353	4.2300e-003	0.3273	3.7000e-003	0.3310	0.0877	3.4600e-003	0.0912	0.0000	391.0547	391.0547	0.0225	0.0000	391.6164
Waste						0.0000	0.0000		0.0000	0.0000	3.3006	0.0000	3.3006	0.1951	0.0000	8.1772
Water						0.0000	0.0000		0.0000	0.0000	0.3640	12.6726	13.0366	0.0377	9.4000e-004	14.2603

Total	0.1835	0.5710	1.3365	4.2400e-003	0.3273	3.7900e-003	0.3311	0.0877	3.5500e-003	0.0913	3.6646	521.5523	525.2169	0.2580	1.5300e-003	532.1254
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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.1202	0.5698	1.3353	4.2300e-003	0.3273	3.7000e-003	0.3310	0.0877	3.4600e-003	0.0912	0.0000	391.0547	391.0547	0.0225	0.0000	391.6164
Unmitigated	0.1202	0.5698	1.3353	4.2300e-003	0.3273	3.7000e-003	0.3310	0.0877	3.4600e-003	0.0912	0.0000	391.0547	391.0547	0.0225	0.0000	391.6164
	tons/yr															
	MT/yr															

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate	Unmitigated Annual VMT	Mitigated Annual VMT
Land Use	Weekday	Saturday	Sunday
Strip Mall	476.01	476.01	316.46
Total	476.01	476.01	316.46

4.3 Trip Type Information

Land Use	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
Strip Mall	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
	MT/yr															
Electricity					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	116.4690	116.4690	2.7500e-003	5.7000e-004	116.7074
Mitigated Electricity					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	116.4690	116.4690	2.7500e-003	5.7000e-004	116.7074
Unmitigated														0.03	0.04	
NaturalGas	1.4000e-004	1.2500e-003	1.0500e-005	1.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	0.0000	1.3556	1.3556	3.0000e-005	2.0000e-005	1.3637
Mitigated NaturalGas	0.04	0.03	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.0000	1.3556	1.3556	3.0000e-005	2.0000e-005	1.3637
NaturalGas	1.4000e-004	1.2500e-003	1.0500e-005	1.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	0.0000	1.3556	1.3556	3.0000e-005	2.0000e-005	1.3637
Unmitigated	0.04	0.03	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.0000	1.3556	1.3556	3.0000e-005	2.0000e-005	1.3637

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr																
	MT/yr																
Strip Mall	25403.6	1.4000e-004	1.2500e-003	1.0500e-005	1.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	0.0000	1.3556	1.3556	3.0000e-005	2.0000e-005	1.3637
Total		1.4000e-004	1.2500e-003	1.0500e-005	1.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	0.0000	1.3556	1.3556	3.0000e-005	2.0000e-005	1.3637

Mitigated

Land Use	Natural Gas Use KBTU/yr	tons/yr														MT/yr				
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e			
Strip Mail	25403.6	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	0.0000	1.3556	1.3556	3.0000e-005	2.0000e-005	1.3637			
Total		1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	0.0000	1.3556	1.3556	3.0000e-005	2.0000e-005	1.3637			

5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use KWh/yr	MT/yr				
		Total CO2	CH4	N2O	CO2e	
Strip Mail	209115	116.4690	2.7500e-003	5.7000e-004	116.7074	
Total		116.4690	2.7500e-003	5.7000e-004	116.7074	

Mitigated

Land Use	Electricity Use KWh/yr	MT/yr				
		Total CO2	CH4	N2O	CO2e	
Strip Mail	209115	116.4690	2.7500e-003	5.7000e-004	116.7074	
Total		116.4690	2.7500e-003	5.7000e-004	116.7074	

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Mitigated	0.0632	0.0000	2.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	3.8000e-004	3.8000e-004	0.0000	0.0000	4.1000e-004
Unmitigated	0.0632	0.0000	2.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	3.8000e-004	3.8000e-004	0.0000	0.0000	4.1000e-004
	MT/yr															

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Architectural Coating	7.1800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0560					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.8000e-004	3.8000e-004	0.0000	0.0000	4.1000e-004
Total	0.0632	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.8000e-004	3.8000e-004	0.0000	0.0000	4.1000e-004
	MT/yr															

Mitigated

SubCategory	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Architectural Coating	7.1800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
	MT/yr															

Ship Mail	1.14738 / 0.703235	13.0366	0.0377	9.4000e- 004	14.2603
Total		13.0366	0.0377	9.4000e- 004	14.2603

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MTYr			
Mitigated	3.3006	0.1951	0.0000	8.1772
Unmitigated	3.3006	0.1951	0.0000	8.1772

8.2 Waste by Land Use

Unmitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
		MTYr			
Ship Mail	16.26	3.3006	0.1951	0.0000	8.1772
Total		3.3006	0.1951	0.0000	8.1772

Mitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
Ship Mail	16.26	3.3006	0.1951	0.0000	8.1772
Total		3.3006	0.1951	0.0000	8.1772

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

1709-1717 West 6th Street Existing - Los Angeles-South Coast County, Winter

1709-1717 West 6th Street Existing

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	15.49	1000sqft	0.65	15,490.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11	Operational Year	2021		
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Vehicle Trips - LADOT Transportation Study Assessment dated 3/31/21

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.36	0.65
tblVehicleTrips	ST_TR	42.04	30.73
tblVehicleTrips	WD_TR	44.32	30.73

2.0 Emissions Summary

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.7152	3.2297	7.6479	0.0241	1.9258	0.0215	1.9473	0.5154	0.0201	0.5355	2,449.2154	2,449.2154	2,449.2154	0.1442		2,452.8208
Unmitigated	0.7152	3.2297	7.6479	0.0241	1.9258	0.0215	1.9473	0.5154	0.0201	0.5355	2,449.2154	2,449.2154	2,449.2154	0.1442		2,452.8208
	lb/day															

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Strip Mall	476.01	476.01	316.46	862,285	862,285
Total	476.01	476.01	316.46	862,285	862,285

4.3 Trip Type Information

Land Use	Miles						Trip %						Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by						
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
Strip Mall	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.023945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Natural Gas	7.5000e-004	6.8200e-003	5.7300e-003	4.0000e-005	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	8.1881	8.1881	1.6000e-004	1.5000e-004		8.2368
Mitigated Natural Gas	7.5000e-004	6.8200e-003	5.7300e-003	4.0000e-005	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	8.1881	8.1881	1.6000e-004	1.5000e-004		8.2368
Unmitigated																

5.2 Energy by Land Use - Natural Gas

Unmitigated

Land Use	Natural Gas Use	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																	
Strip Mall	69.5989	7.5000e-004	6.8200e-003	5.7300e-003	4.0000e-005	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	8.1881	8.1881	1.6000e-004	1.5000e-004		8.2368
Total		7.5000e-004	6.8200e-003	5.7300e-003	4.0000e-005	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	8.1881	8.1881	1.6000e-004	1.5000e-004		8.2368

Mitigated

Land Use	Natural Gas Use	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																	
Strip Mall	0.0695989	7.5000e-004	6.8200e-003	5.7300e-003	4.0000e-005	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	8.1881	8.1881	1.6000e-004	1.5000e-004		8.2368
Total		7.5000e-004	6.8200e-003	5.7300e-003	4.0000e-005	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	8.1881	8.1881	1.6000e-004	1.5000e-004		8.2368

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.3462	1.0000e-005	1.5900e-003	0.0000	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005		3.3900e-003	3.3900e-003	1.0000e-005		3.6200e-003
Unmitigated	0.3462	1.0000e-005	1.5900e-003	0.0000	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005		3.3900e-003	3.3900e-003	1.0000e-005		3.6200e-003

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural	0.0393				0.0000	0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Coating																
Consumer Products	0.3067				0.0000	0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.5000e-004	1.0000e-005	1.5900e-003	0.0000	1.0000e-005	1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.3900e-003	3.3900e-003	1.0000e-005		3.6200e-003
Total	0.3462	1.0000e-005	1.5900e-003	0.0000	1.0000e-005	1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.3900e-003	3.3900e-003	1.0000e-005		3.6200e-003

Mitigated

SubCategory	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Architectural Coating	0.0393				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3067				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Landscaping	1.5000e-004	1.0000e-005	1.5900e-003	0.0000	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005		3.3900e-003	3.3900e-003			3.6200e-003
Total	0.3462	1.0000e-005	1.5900e-003	0.0000	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005		3.3900e-003	3.3900e-003			3.6200e-003

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 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



DOUGLASKIM+ASSOCIATES,LLC

FUTURE EMISSIONS

1709-1717 West 6th Street Future - Los Angeles-South Coast County, Summer

1709-1717 West 6th Street Future
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	117.00	Space	0.00	46,800.00	0
Apartments Mid Rise	100.00	Dwelling Unit	0.50	79,895.00	242
Strip Mall	11.82	1000sqft	0.15	11,820.00	0

1.2 Other Project Characteristics

Urbanization Urban Wind Speed (m/s) 2.2 Precipitation Freq (Days) 33
 Climate Zone 11 Operational Year 2023

Utility Company Los Angeles Department of Water & Power

CO2 Intensity 1227.89 CH4 Intensity 0.029 N2O Intensity 0.006
 (lb/MW/hr) (lb/MW/hr) (lb/MW/hr)

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Consultant assumptions for phases based on overall construction schedule

Trips and VMT - Assumes 14CY capacity haul trucks, 40-mile one-way haul trip length

Demolition - Developer information

Grading - Developer information

Vehicle Trips - LADOT Transportation Study Assessment dated 3/31/21

Woodstoves - Developer Information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblConsDustMitigation	CleanPavedRoadPercentR.eduction	0	46
tblConstructionPhase	NumDays	10.00	43.00
tblConstructionPhase	NumDays	2.00	44.00
tblConstructionPhase	NumDays	5.00	84.00
tblConstructionPhase	NumDays	100.00	324.00
tblConstructionPhase	NumDays	5.00	43.00
tblFireplaces	NumberGas	85.00	0.00
tblFireplaces	NumberNoFireplace	10.00	100.00
tblFireplaces	NumberWood	5.00	0.00
tblGrading	AcresOfGrading	0.00	1.31
tblGrading	MaterialExported	0.00	21,400.00
tblLandUse	LandUseSquarefeet	100,000.00	79,895.00
tblLandUse	LotAcreage	1.05	0.00
tblLandUse	LotAcreage	2.63	0.30
tblLandUse	LotAcreage	0.27	0.15
tblLandUse	Population	286.00	242.00
tblTripsAndVMT	HaulingTriplength	20.00	40.00
tblTripsAndVMT	HaulingTriplength	20.00	40.00
tblTripsAndVMT	HaulingTripNumber	2,675.00	3,057.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	6.39	3.34
tblVehicleTrips	ST_TR	42.04	34.43
tblVehicleTrips	SU_TR	5.86	3.34
tblVehicleTrips	WD_TR	6.65	3.34
tblVehicleTrips	WD_TR	44.32	34.43

lbW/oodstoves	NumberCatalytic	5.00	0.00
lbW/oodstoves	NumberNoncatalytic	5.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
2021	1.8880	38.0813	15.9146	0.1142	5.0567	0.5202	5.5769	1.5324	0.4965	2.0289	0.0000	12,228.829	12,228.829	0.9073	0.0000	12,251.510
												2	2			3
2022	1.7486	34.7957	15.7191	0.1128	5.3915	0.4358	5.8273	1.6146	0.4165	2.0311	0.0000	12,092.587	12,092.587	0.8991	0.0000	12,115.064
												1	1			8
2023	9.3859	14.9452	20.8801	0.0446	1.6035	0.6682	2.2717	0.4282	0.6239	1.0521	0.0000	4,347.1558	4,347.1558	0.7397	0.0000	4,365.6485
Maximum	9.3859	38.0813	20.8801	0.1142	5.3915	0.6682	5.8273	1.6146	0.6239	2.0311	0.0000	12,228.829	12,228.829	0.9073	0.0000	12,251.510
												2	2			3

Mitigated Construction

Year	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
2021	1.8880	38.0813	15.9146	0.1142	2.8670	0.5202	3.3871	0.8567	0.4965	1.3532	0.0000	12,228.829	12,228.829	0.9073	0.0000	12,251.510
												2	2			3
2022	1.7486	34.7957	15.7191	0.1128	3.0478	0.4358	3.4836	0.9011	0.4165	1.3176	0.0000	12,092.587	12,092.587	0.8991	0.0000	12,115.064
												1	1			8
2023	9.3859	14.9452	20.8801	0.0446	0.9715	0.6682	1.6397	0.2730	0.6239	0.8969	0.0000	4,347.1558	4,347.1558	0.7397	0.0000	4,365.6485
Maximum	9.3859	38.0813	20.8801	0.1142	3.0478	0.6682	3.4836	0.9011	0.6239	1.3532	0.0000	12,228.829	12,228.829	0.9073	0.0000	12,251.510
												2	2			3

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	42.86	0.00	37.77	43.19	0.00	30.21	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Area	2.2529	0.0952	8.2651	4.4000e-004	0.0457	0.0457	0.0457	0.0457	0.0457	0.0457	0.0000	14.8834	14.8834	0.0144	0.0000	15.2424
Energy	0.0278	0.2379	0.1034	1.5200e-003	0.0192	0.0192	0.0192	0.0192	0.0192	0.0192		303.3292	303.3292	5.8100e-003	5.5600e-003	305.1317
Mobile	1.0877	4.3987	13.3306	0.0492	4.0719	0.0363	4.1083	1.0897	0.0338	1.1235		5.015.3203	5.015.3203	0.2441		5.021.4231
Total	3.3684	4.7318	21.6991	0.0512	4.0719	0.1013	4.1732	1.0897	0.0987	1.1884	0.0000	5.333.5329	5.333.5329	0.2643	5.5600e-003	5.341.7972

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Area	2.2529	0.0952	8.2651	4.4000e-004	0.0457	0.0457	0.0457	0.0457	0.0457	0.0457	0.0000	14.8834	14.8834	0.0144	0.0000	15.2424
Energy	0.0278	0.2379	0.1034	1.5200e-003	0.0192	0.0192	0.0192	0.0192	0.0192	0.0192		303.3292	303.3292	5.8100e-003	5.5600e-003	305.1317
Mobile	1.0877	4.3987	13.3306	0.0492	4.0719	0.0363	4.1083	1.0897	0.0338	1.1235		5.015.3203	5.015.3203	0.2441		5.021.4231
Total	3.3684	4.7318	21.6991	0.0512	4.0719	0.1013	4.1732	1.0897	0.0987	1.1884	0.0000	5.333.5329	5.333.5329	0.2643	5.5600e-003	5.341.7972

Percent Reduction	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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	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	10/1/2021	11/30/2021	5	43	
2	Grading	Grading	12/1/2021	1/31/2022	5	44	
3	Architectural Coating	Architectural Coating	1/3/2023	4/28/2023	5	84	
4	Building Construction	Building Construction	2/1/2022	4/28/2023	5	324	
5	Paving	Paving	3/1/2023	4/28/2023	5	43	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.31

Acres of Paving: 0

Residential Indoor: 161,787; Residential Outdoor: 53,929; Non-Residential Indoor: 17,730; Non-Residential Outdoor: 5,910; Striped Parking Area:

Offroad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
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	70.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	IHDT
Grading	4	10.00	0.00	3,057.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	IHDT
Building Construction	5	95.00	20.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	IHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	IHDT
Architectural Coating	1	19.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	IHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.3546	0.0000	0.3546	0.0537	0.0000	0.0537			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	0.7965	7.2530	7.5691	0.0120	0.3546	0.4073	0.7619	0.0537	0.3886	0.4423		1,147.4338	1,147.4338	0.2138		1,152.7797

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0246	0.7216	0.1861	2.3700e-003	0.0569	2.6200e-003	0.0595	0.0156	2.5100e-003	0.0181		256.9776	256.9776	0.0162		257.3818
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0429	0.0295	0.4028	1.1400e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		113.8770	113.8770	3.3600e-003		113.9609
Total	0.0674	0.7511	0.5889	3.5100e-003	0.1687	3.5200e-003	0.1722	0.0452	3.3400e-003	0.0486		370.8546	370.8546	0.0195		371.3426

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					0.1314	0.0000	0.1314	0.0199	0.0000	0.0199			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	0.7965	7.2530	7.5691	0.0120	0.1314	0.4073	0.5387	0.0199	0.3886	0.4085	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0246	0.7216	0.1861	2.3700e-003	0.0371	2.6200e-003	0.0397	0.0107	2.5100e-003	0.0132		256.9776	256.9776	0.0162		257.3818
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0429	0.0295	0.4028	1.1400e-003	0.0671	9.0000e-004	0.0680	0.0187	8.3000e-004	0.0195		113.8770	113.8770	3.3600e-003		113.9609
Total	0.0674	0.7511	0.5889	3.5100e-003	0.1042	3.5200e-003	0.1077	0.0294	3.3400e-003	0.0327		370.8546	370.8546	0.0195		371.3426

3.3 Grading - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.8393	0.0000	0.8393	0.4255	0.0000	0.4255			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	0.7965	7.2530	7.5691	0.0120	0.8393	0.4073	1.2467	0.4255	0.3886	0.8141		1,147.4338	1,147.4338	0.2138		1,152.7797

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	1.0486	30.7988	7.9427	0.1011	4.1056	0.1119	4.2175	1.0772	0.1071	1.1843		10,967.5184	10,967.5184	0.6901		10,984.7697
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Worker	0.0429	0.0295	0.4028	1.1400e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305	113.8770	113.8770	3.3600e-003	113.9609
Total	1.0915	30.8283	8.3455	0.1022	4.2174	0.1128	4.3302	1.1068	0.1079	1.2148	11.081.3954	11.081.3954	0.6934	11.098.7306

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.3110	0.0000	0.3110	0.1577	0.0000	0.1577			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	11.147.4338	1.147.4338	0.2138		11.152.7797
Total	0.7965	7.2530	7.5691	0.0120	0.3110	0.4073	0.7183	0.1577	0.3886	0.5463	0.0000	11.147.4338	1.147.4338	0.2138		11.152.7797

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	1.0486	30.7988	7.9427	0.1011	2.4889	0.1119	2.6008	0.6804	0.1071	0.7875	10.967.5184	10.967.5184	0.6901			10.984.7697
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0429	0.0295	0.4028	1.1400e-003	0.0671	9.0000e-004	0.0680	0.0187	8.3000e-004	0.0195	113.8770	113.8770	3.3600e-003			113.9609
Total	1.0915	30.8283	8.3455	0.1022	2.5560	0.1128	2.6688	0.6991	0.1079	0.8070	11.081.3954	11.081.3954	0.6934			11.098.7306

3.3 Grading - 2022

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	NZO	CO2e
	lb/day															
Fugitive Dust					0.8393	0.0000	0.8393	0.4255	0.0000	0.4255			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
Total	0.7094	6.4138	7.4693	0.0120	0.8393	0.3375	1.1769	0.4255	0.3225	0.7481		1,147.9025	1,147.9025	0.2119		1,153.2001

Unmitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	NZO	CO2e
	lb/day															
Hauling	0.9991	28.3553	7.8782	0.0997	4.4404	0.0974	4.5378	1.1594	0.0932	1.2526		10,834.8134	10,834.8134	0.6842		10,851.9177
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0402	0.0266	0.3716	1.1000e-003	0.1118	8.7000e-004	0.1127	0.0296	8.1000e-004	0.0305		109.8712	109.8712	3.0300e-003		109.9470
Total	1.0392	28.3819	8.2498	0.1008	4.5522	0.0982	4.6504	1.1890	0.0940	1.2830		10,944.6846	10,944.6846	0.6872		10,961.8647

Mitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	NZO	CO2e
	lb/day															
	lb/day															

Fugitive Dust						0.3110	0.0000	0.3110	0.1577	0.0000	0.1577			0.0000				0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375	0.3375	0.3225	0.0000	0.3225	0.0000	1,147.9025	1,147.9025	0.2119			1,153.2001
Total	0.7094	6.4138	7.4693	0.0120	0.3110	0.3375	0.6485	0.1577	0.3225	0.4802	0.0000	1,147.9025	1,147.9025	0.2119				1,153.2001

Mitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.9991	28.3553	7.8782	0.0997	2.6698	0.0974	2.7671	0.7248	0.0932	0.8179		10,834.8134	10,834.8134	0.6842		10,851.9177
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0402	0.0266	0.3716	1.1000e-003	0.0671	8.7000e-004	0.0680	0.0187	8.1000e-004	0.0195		109.8712	109.8712	3.0300e-003		109.9470
Total	1.0392	28.3819	8.2498	0.1008	2.7369	0.0982	2.8351	0.7435	0.0940	0.8374		10,944.6846	10,944.6846	0.6872		10,961.8647

3.4 Architectural Coating - 2023

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	7.4108					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	7.6025	1.3030	1.8111	2.9700e-003	0.0708	0.0708	0.0708	0.0708	0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

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	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0716	0.0458	0.6502	2.0200e-003	0.1274	1.6200e-003	0.1291	0.0355	1.4900e-003	0.0370	201.1116	201.1116	5.1900e-003	201.2415			
Total	0.0716	0.0458	0.6502	2.0200e-003	0.1274	1.6200e-003	0.1291	0.0355	1.4900e-003	0.0370	201.1116	201.1116	5.1900e-003	201.2415			

3.5 Building Construction - 2022

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	1,103.9393	1,103.9393	0.3570			1,112.8652
Total	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	1,103.9393	1,103.9393	0.3570			1,112.8652

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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	0.0571	1.8466	0.4803	5.0900e-003	0.1281	3.4700e-003	0.1315	0.0369	3.3200e-003	0.0402	544.9718	544.9718	0.0313			545.7536
Worker	0.3815	0.2528	3.5302	0.0105	1.0619	8.3100e-003	1.0702	0.2816	7.6600e-003	0.2893	1,043.7767	1,043.7767	0.0288			1,044.4969
Total	0.4386	2.1004	4.0105	0.0105	1.1891	8.3100e-003	1.2017	0.3185	7.6600e-003	0.3295	1,588.9415	1,588.9415	0.0611			1,590.2465

Total	0.4385	2.0994	4.0105	0.0156	1.1899	0.0118	1.2017	0.3185	0.0110	0.3295		1,588,7485	1,588,7485	0.0601		1,590,2505
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Mitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.9393	1,103.9393	0.3570		1,112.8652
Total	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.9393	1,103.9393	0.3570		1,112.8652

Mitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0571	1.8466	0.4803	5.0900e-003	0.0861	3.4700e-003	0.0896	0.0266	3.3200e-003	0.0299		544.9718	544.9718	0.0313		545.7536
Worker	0.3815	0.2528	3.5302	0.0105	0.6372	8.3100e-003	0.6455	0.1774	7.6600e-003	0.1850		1,043.7767	1,043.7767	0.0288		1,044.4969
Total	0.4385	2.0994	4.0105	0.0156	0.7233	0.0118	0.7351	0.2040	0.0110	0.2149		1,588.7485	1,588.7485	0.0601		1,590.2505

3.5 Building Construction - 2023

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104,608.9	1,104,608.9	0.3573		1,113,540.2
Total	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104,608.9	1,104,608.9	0.3573		1,113,540.2
lb/day																

Unmitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0423	1.4011	0.4338	4.9300e-003	0.1281	1.6200e-003	0.1297	0.0369	1.5500e-003	0.0384		527,814.9	527,814.9	0.0277		528,507.7
Worker	0.3562	0.2288	3.2510	0.0101	1.0619	8.0800e-003	1.0700	0.2816	7.4400e-003	0.2891		1,005,557.9	1,005,557.9	0.0260		1,006,207.3
Total	0.4005	1.6299	3.6848	0.0150	1.1899	9.7000e-003	1.1996	0.3185	8.9900e-003	0.3275		1,533,372.8	1,533,372.8	0.0537		1,534,715.0
lb/day																

Mitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																

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

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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	0.0423	1.4011	0.4338	4.9300e-003	0.0861	1.6200e-003	0.0877	0.0266	1.5500e-003	0.0281		527.8149	527.8149	0.0277		528.5077
Worker	0.3582	0.2288	3.2510	0.0101	0.6372	8.0800e-003	0.6453	0.1774	7.4400e-003	0.1848		1,005.5579	1,005.5579	0.0260		1,006.2073
Total	0.4005	1.6299	3.6848	0.0150	0.7233	9.7000e-003	0.7330	0.2040	8.9900e-003	0.2129		1,533.3728	1,533.3728	0.0537		1,534.7150

3.6 Paving - 2023

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.6112	5.5046	7.0209	0.0113	0.2643	0.2643	0.2643	0.2466	0.2466	0.2466	1,036.0878	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			0.0000			0.0000
Total	0.6112	5.5046	7.0209	0.0113	0.2643	0.2643	0.2643	0.2466	0.2466	0.2466	1,036.0878	1,036.0878	1,036.0878	0.3018		1,043.6331

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0679	0.0433	0.6160	1.9100e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		190.5268	190.5268	4.9200e-003		190.6498
Total	0.0679	0.0433	0.6160	1.9100e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		190.5268	190.5268	4.9200e-003		190.6498

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
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

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0679	0.0433	0.6160	1.9100e-003	0.1207	1.5300e-003	0.1223	0.0336	1.4100e-003	0.0350	190.5268	190.5268	4.9200e-003	190.6498		
Total	0.0679	0.0433	0.6160	1.9100e-003	0.1207	1.5300e-003	0.1223	0.0336	1.4100e-003	0.0350	190.5268	190.5268	4.9200e-003	190.6498		

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Mitigated	1.0877	4.3987	13.3306	0.0492	4.0719	0.0363	4.1083	1.0897	0.0338	1.1235	5,015.3203	5,015.3203	5,015.3203	0.2441		5,021.4231
Unmitigated	1.0877	4.3987	13.3306	0.0492	4.0719	0.0363	4.1083	1.0897	0.0338	1.1235	5,015.3203	5,015.3203	5,015.3203	0.2441		5,021.4231

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
Land Use							
Apartment Mid Rise	334.00	334.00	334.00	1,140,638	1,140,638		1,140,638
Enclosed Parking with Elevator	0.00	0.00	0.00				
Strip Mall	406.96	406.96	241.48	729,308	729,308		729,308
Total	740.96	740.96	575.48	1,869,946	1,869,946		1,869,946

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	40.00	19.00	41.00	86	11	3			
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0			
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	HHH	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
Enclosed Parking with Elevator	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
Strip Mall	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Natural Gas	0.0278	0.2379	0.1034	1.5200e-003		0.0192	0.0192		0.0192	0.0192		303.3292	303.3292	5.8100e-003	5.5600e-003	305.1317
Mitigated																
Natural Gas	0.0278	0.2379	0.1034	1.5200e-003		0.0192	0.0192		0.0192	0.0192		303.3292	303.3292	5.8100e-003	5.5600e-003	305.1317
Unmitigated																

5.2 Energy by Land Use - Natural Gas

Unmitigated

Land Use	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	kBTU/yr	lb/day															
Apartment Mid Rise	2525.19	0.0272	0.2327	0.0990	1.4900e-003		0.0188	0.0188		0.0188	0.0188		297.0811	297.0811	5.6900e-003	5.4500e-003	298.8465
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
Strip Mall	53.109	5.7000e-004	5.2100e-003	4.3700e-003	3.0000e-005		4.0000e-004	4.0000e-004		4.0000e-004	4.0000e-004		6.2481	6.2481	1.2000e-004	1.1000e-004	6.2853
Total		0.0278	0.2379	0.1034	1.5200e-003		0.0192	0.0192		0.0192	0.0192		303.3292	303.3292	5.8100e-003	5.5600e-003	305.1317

Mitigated

Land Use	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	kBTU/yr	lb/day															
Apartment Mid Rise	2.52519	0.0272	0.2327	0.0990	1.4900e-003		0.0188	0.0188		0.0188	0.0188		297.0811	297.0811	5.6900e-003	5.4500e-003	298.8465
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
Strip Mall	0.053109	5.7000e-004	5.2100e-003	4.3700e-003	3.0000e-005		4.0000e-004	4.0000e-004		4.0000e-004	4.0000e-004		6.2481	6.2481	1.2000e-004	1.1000e-004	6.2853
Total		0.0278	0.2379	0.1034	1.5200e-003		0.0192	0.0192		0.0192	0.0192		303.3292	303.3292	5.8100e-003	5.5600e-003	305.1317

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	2.2529	0.0952	8.2651	4.4000e-004	0.0457	0.0457	0.0457	0.0457	0.0457	0.0457	0.0000	14.8834	14.8834	0.0144	0.0000	15.2424
Unmitigated	2.2529	0.0952	8.2651	4.4000e-004	0.0457	0.0457	0.0457	0.0457	0.0457	0.0457	0.0000	14.8834	14.8834	0.0144	0.0000	15.2424
lb/day																

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.1706					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.8325					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	0.2498	0.0952	8.2651	4.4000e-004	0.0457	0.0457	0.0457	0.0457	0.0457	0.0457		14.8834	14.8834	0.0144		15.2424
Total	2.2529	0.0952	8.2651	4.4000e-004	0.0457	0.0457	0.0457	0.0457	0.0457	0.0457	0.0000	14.8834	14.8834	0.0144	0.0000	15.2424
lb/day																

Mitigated

SubCategory	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
	lb/day										lb/day						
Architectural Coating	0.1706					0.0000	0.0000			0.0000			0.0000			0.0000	
Consumer Products	1.8325					0.0000	0.0000			0.0000			0.0000			0.0000	
Heath	0.0000	0.0000	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	0.2498	0.0952	8.2651	4.4000e-004		0.0457	0.0457			0.0457	0.0457	14.8834	14.8834	0.0144		15.2424	
Total	2.2529	0.0952	8.2651	4.4000e-004		0.0457	0.0457			0.0457	0.0457	0.0000	14.8834	14.8834	0.0144	0.0000	15.2424

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 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

1709-1717 West 6th Street Future - Los Angeles-South Coast County, Annual

1709-1717 West 6th Street Future
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	117.00	Space	0.00	46,800.00	0
Apartments Mid Rise	100.00	Dwelling Unit	0.50	79,895.00	242
Strip Mall	11.82	1000sqft	0.15	11,820.00	0

1.2 Other Project Characteristics

Urbanization Urban Wind Speed (m/s) 2.2 Precipitation Freq (Days) 33

Climate Zone 11 Operational Year 2023

Utility Company Los Angeles Department of Water & Power

CO2 Intensity 1227.89 CH4 Intensity 0.029 N2O Intensity 0.006
 (lb/MW/hr) (lb/MW/hr) (lb/MW/hr)

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Consultant assumptions for phases based on overall construction schedule

Trips and VMT - Assumes 14CY capacity haul trucks, 40-mile one-way haul trip length

Demolition - Developer information

Grading - Developer information

Vehicle Trips - LADOT Transportation Study Assessment dated 3/31/21

Woodstoves - Developer Information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblConsIDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	10.00	43.00
tblConstructionPhase	NumDays	2.00	44.00
tblConstructionPhase	NumDays	5.00	84.00
tblConstructionPhase	NumDays	100.00	324.00
tblConstructionPhase	NumDays	5.00	43.00
tblFireplaces	NumberGas	85.00	0.00
tblFireplaces	NumberNoFireplace	10.00	100.00
tblFireplaces	NumberWood	5.00	0.00
tblGrading	AcresOfGrading	0.00	1.31
tblGrading	MaterialExported	0.00	21,400.00
tblLandUse	LandUseSquareFeet	100,000.00	79,895.00
tblLandUse	LotAcresage	1.05	0.00
tblLandUse	LotAcresage	2.63	0.50
tblLandUse	LotAcresage	0.27	0.15
tblLandUse	Population	286.00	242.00
tblTripsAndVMT	HaulingTriplength	20.00	40.00
tblTripsAndVMT	HaulingTriplength	20.00	40.00
tblTripsAndVMT	HaulingTripNumber	2,675.00	3,057.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	6.39	3.34
tblVehicleTrips	ST_TR	42.04	34.43
tblVehicleTrips	SU_TR	5.86	3.34
tblVehicleTrips	WD_TR	6.65	3.34
tblVehicleTrips	WD_TR	44.32	34.43

biWoodsstoves	NumberCatalytic	5.00	0.00
biWoodsstoves	NumberNoncatalytic	5.00	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
2021	0.0404	0.6257	0.3587	1.6400e-003	0.0693	0.0148	0.0841	0.0196	0.0141	0.0338	0.0000	156.5805	156.5805	0.0141	0.0000	156.9325
2022	0.1532	1.4757	1.4766	4.3400e-003	0.1961	0.0504	0.2466	0.0542	0.0466	0.1008	0.0000	401.1283	401.1283	0.0538	0.0000	402.4732
2023	0.3810	0.5204	0.7153	1.5900e-003	0.0626	0.0228	0.0854	0.0168	0.0213	0.0380	0.0000	141.6459	141.6459	0.0226	0.0000	142.2117
Maximum	0.3810	1.4757	1.4766	4.3400e-003	0.1961	0.0504	0.2466	0.0542	0.0466	0.1008	0.0000	401.1283	401.1283	0.0538	0.0000	402.4732

Mitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
2021	0.0404	0.6257	0.3587	1.6400e-003	0.0378	0.0148	0.0527	0.0108	0.0141	0.0250	0.0000	156.5805	156.5805	0.0141	0.0000	156.9324
2022	0.1532	1.4757	1.4766	4.3400e-003	0.1168	0.0504	0.1673	0.0334	0.0466	0.0800	0.0000	401.1282	401.1282	0.0538	0.0000	402.4730
2023	0.3810	0.5204	0.7153	1.5900e-003	0.0380	0.0228	0.0608	0.0107	0.0213	0.0320	0.0000	141.6458	141.6458	0.0226	0.0000	142.2117
Maximum	0.3810	1.4757	1.4766	4.3400e-003	0.1168	0.0504	0.1673	0.0334	0.0466	0.0800	0.0000	401.1282	401.1282	0.0538	0.0000	402.4730

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	41.26	0.00	32.53	39.37	0.00	20.68	0.00	0.00	0.00	0.00	0.00	0.00
Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOx (tons/quarter)							Maximum Mitigated ROG + NOx (tons/quarter)						
1	10-1-2021	12-31-2021	0.6443							0.6443						
2	1-1-2022	3-31-2022	0.6292							0.6292						
3	4-1-2022	6-30-2022	0.3331							0.3331						
4	7-1-2022	9-30-2022	0.3368							0.3368						
5	10-1-2022	12-31-2022	0.3390							0.3390						
6	1-1-2023	3-31-2023	0.6470							0.6470						
7	4-1-2023	6-30-2023	0.2433							0.2433						
			Highest							0.6470						

2.2 Overall Operational

Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Avea	0.3968	0.0119	1.0331	5.0000e-005	5.7200e-003	5.7200e-003	5.7200e-003	5.7200e-003	5.7200e-003	5.7200e-003	0.0000	1.6878	1.6878	1.6300e-003	0.0000	1.7285
Energy	5.0700e-003	0.0434	0.0189	2.8000e-004	3.5100e-003	3.5100e-003	3.5100e-003	3.5100e-003	3.5100e-003	3.5100e-003	0.0000	512.4007	512.4007	0.0119	3.1800e-003	513.6450
Mobile	0.1812	0.8074	2.2899	8.4400e-003	0.7097	6.4500e-003	0.7162	0.1902	6.0000e-003	0.1962	0.0000	780.1068	780.1068	0.0391	0.0000	781.0847
Waste					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	11.8567	0.0000	11.8567	0.7007	0.0000	29.3745
Water					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	2.3448	82.3379	84.6827	0.2428	0.0000	92.5666
Total	0.5831	0.8627	3.3419	8.7700e-003	0.7097	0.0157	0.7254	0.1902	0.0152	0.2055	14.2015	1,376.5332	1,390.7347	0.9961	9.2700e-003	1,418.3993
MT/yr																

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Area	0.3968	0.0119	1.0331	5.0000e-005	5.7200e-003	5.7200e-003	5.7200e-003	5.7200e-003	5.7200e-003	5.7200e-003	0.0000	1.6878	1.6878	1.6300e-003	0.0000	1.7285
Energy	5.0700e-003	0.0434	0.0189	2.8000e-004	3.5100e-003	3.5100e-003	3.5100e-003	3.5100e-003	3.5100e-003	3.5100e-003	0.0000	512.4007	512.4007	0.0119	3.1800e-003	513.6450
Mobile	0.1812	0.8074	2.2899	8.4400e-003	0.7097	6.4500e-003	0.7162	0.1902	6.0000e-003	0.1962	0.0000	780.1068	780.1068	0.0391	0.0000	781.0847
Waste					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	11.8567	0.0000	11.8567	0.7007	0.0000	29.3745
Water					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	2.3448	82.3379	84.6827	0.2428	6.0900e-003	92.5666
Total	0.5831	0.8627	3.3419	8.7700e-003	0.7097	0.0157	0.7254	0.1902	0.0152	0.2055	14.2015	1,376.5332	1,390.7347	0.9961	9.2700e-003	1,418.3993
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
MT/yr																

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	10/1/2021	11/30/2021	5	43	
2	Grading	Grading	12/1/2021	1/31/2022	5	44	
3	Architectural Coating	Architectural Coating	1/3/2023	4/28/2023	5	84	
4	Building Construction	Building Construction	2/1/2022	4/28/2023	5	324	
5	Paving	Paving	3/1/2023	4/28/2023	5	43	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.31

Acres of Paving: 0

Residential Indoor: 161,787; Residential Outdoor: 53,929; Non-Residential Indoor: 17,730; Non-Residential Outdoor: 5,910; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	
Demolition	Concrete/Industrial Saws		1	8.00	81	0.73
Demolition	Rubber Tired Dozers		1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes		2	6.00	97	0.37
Grading	Concrete/Industrial Saws		1	8.00	81	0.73
Grading	Rubber Tired Dozers		1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes		2	6.00	97	0.37
Building Construction	Cranes		1	4.00	231	0.29
Building Construction	Forklifts		2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes		2	8.00	97	0.37
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	70.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	3,057.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Building Construction	3	95.00	20.00	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	19.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area
Clean Paved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					7.6200e-003	0.0000	7.6200e-003	1.1500e-003	0.0000	1.1500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1559	0.1627	2.6000e-004		8.7600e-003	8.7600e-003		8.3500e-003	8.3500e-003	0.0000	22.3801	22.3801	4.1700e-003	0.0000	22.4844
Total	0.0171	0.1559	0.1627	2.6000e-004	7.6200e-003	8.7600e-003	0.0164	1.1500e-003	8.3500e-003	9.5000e-003	0.0000	22.3801	22.3801	4.1700e-003	0.0000	22.4844
MT/yr																

Unmitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	5.3000e-004	0.0162	4.0500e-003	5.0000e-005	1.2000e-003	6.0000e-005	1.2600e-003	3.3000e-004	5.0000e-005	3.8000e-004	0.0000	4.9927	4.9927	3.2000e-004	0.0000	5.0006
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.3000e-004	7.2000e-004	8.1300e-003	2.0000e-005	2.3600e-003	2.0000e-005	2.3800e-003	6.3000e-004	2.0000e-005	6.4000e-004	0.0000	2.1262	2.1262	6.0000e-005	0.0000	2.1277
Total	1.4600e-003	0.0169	0.0122	7.0000e-005	3.5600e-003	8.0000e-005	3.6400e-003	9.6000e-004	7.0000e-005	1.0200e-003	0.0000	7.1188	7.1188	3.8000e-004	0.0000	7.1284
MT/yr																

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
	MT/yr															
Fugitive Dust					2.8200e-003	0.0000	2.8200e-003	4.3000e-004	0.0000	4.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1559	0.1627	2.6000e-004		8.7600e-003	8.7600e-003		8.3500e-003	8.3500e-003	0.0000	22.3801	22.3801	4.1700e-003	0.0000	22.4843
Total	0.0171	0.1559	0.1627	2.6000e-004	2.8200e-003	8.7600e-003	0.0116	4.3000e-004	8.3500e-003	8.7800e-003	0.0000	22.3801	22.3801	4.1700e-003	0.0000	22.4843

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
	MT/yr															
Hauling	5.3000e-004	0.0162	4.0500e-003	5.0000e-005	7.9000e-004	6.0000e-005	8.4000e-004	2.3000e-004	5.0000e-005	2.8000e-004	0.0000	4.9927	4.9927	3.2000e-004	0.0000	5.0006
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.3000e-004	7.2000e-004	8.1300e-003	2.0000e-005	1.4200e-003	2.0000e-005	1.4400e-003	4.0000e-004	2.0000e-005	4.1000e-004	0.0000	2.1262	2.1262	6.0000e-005	0.0000	2.1277
Total	1.4600e-003	0.0169	0.0122	7.0000e-005	2.2100e-003	8.0000e-005	2.2800e-003	6.3000e-004	7.0000e-005	6.9000e-004	0.0000	7.1188	7.1188	3.8000e-004	0.0000	7.1284

3.3 Grading - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
	MT/yr															

Fugitive Dust					0.0106	0.0000	0.0106	5.0200e-003	0.0000	0.0000	5.0200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.1600e-003	0.0834	0.0870	1.4000e-004	4.6800e-003	4.6800e-003	4.6800e-003	4.4700e-003	4.4700e-003	0.0000	11.9708	11.9708	2.2300e-003	0.0000	0.0000	12.0265		
Total	9.1600e-003	0.0834	0.0870	1.4000e-004	0.0106	4.6800e-003	0.0152	5.0200e-003	4.4700e-003	9.4900e-003	0.0000	11.9708	11.9708	2.2300e-003	0.0000	12.0265		

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0121	0.3691	0.0924	1.1600e-003	0.0463	1.2900e-003	0.0476	0.0122	1.2400e-003	0.0134	0.0000	113.9736	113.9736	7.2600e-003	0.0000	114.1552
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.9000e-004	3.9000e-004	4.3500e-003	1.0000e-005	1.2600e-003	1.0000e-005	1.2700e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.1373	1.1373	3.0000e-005	0.0000	1.1381
Total	0.0126	0.3695	0.0968	1.1700e-003	0.0476	1.3000e-003	0.0489	0.0125	1.2500e-003	0.0137	0.0000	115.1109	115.1109	7.2900e-003	0.0000	115.2932
MT/yr																

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					3.9100e-003	0.0000	3.9100e-003	1.8600e-003	0.0000	1.8600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.1600e-003	0.0834	0.0870	1.4000e-004	4.6800e-003	4.6800e-003	4.6800e-003	4.4700e-003	4.4700e-003	0.0000	11.9707	11.9707	2.2300e-003	0.0000	0.0000	12.0265
Total	9.1600e-003	0.0834	0.0870	1.4000e-004	3.9100e-003	4.6800e-003	8.5900e-003	1.8600e-003	4.4700e-003	6.3300e-003	0.0000	11.9707	11.9707	2.2300e-003	0.0000	12.0265
MT/yr																

Category	tons/yr											MT/yr				
Hauling	0.0106	0.3100	0.0837	1.0400e-003	0.0457	1.0300e-003	0.0467	0.0120	9.8000e-004	0.0129	0.0000	102.8000	102.8000	6.5700e-003	0.0000	102.9643
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.2000e-004	3.2000e-004	3.6600e-003	1.0000e-005	1.1500e-003	1.0000e-005	1.1600e-003	3.1000e-004	1.0000e-005	3.1000e-004	0.0000	1.0019	1.0019	3.0000e-005	0.0000	1.0026
Total	0.0110	0.3104	0.0873	1.0500e-003	0.0459	1.0400e-003	0.0479	0.0123	9.9000e-004	0.0132	0.0000	103.8019	103.8019	6.6000e-003	0.0000	103.9669

Mitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					3.6300e-003	0.0000	3.6300e-003	1.7100e-003	0.0000	1.7100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.4500e-003	0.0674	0.0784	1.3000e-004		3.5400e-003	3.5400e-003		3.3900e-003	3.3900e-003	0.0000	10.9343	10.9343	2.0200e-003	0.0000	10.9847
Total	7.4500e-003	0.0674	0.0784	1.3000e-004	3.6300e-003	3.5400e-003	7.1700e-003	1.7100e-003	3.3900e-003	5.1000e-003	0.0000	10.9343	10.9343	2.0200e-003	0.0000	10.9847

Mitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0106	0.3100	0.0837	1.0400e-003	0.0275	1.0300e-003	0.0286	7.4900e-003	9.8000e-004	8.4700e-003	0.0000	102.8000	102.8000	6.5700e-003	0.0000	102.9643
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.2000e-004	3.2000e-004	3.6600e-003	1.0000e-005	6.9000e-004	1.0000e-005	7.0000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	1.0019	1.0019	3.0000e-005	0.0000	1.0026
Total	0.0110	0.3104	0.0873	1.0500e-003	0.0459	1.0400e-003	0.0479	0.0123	9.9000e-004	0.0132	0.0000	103.8019	103.8019	6.6000e-003	0.0000	103.9669

Total	0.0110	0.3104	0.0873	1.0500e-003	0.0282	1.0400e-003	0.0293	7.6800e-003	9.9000e-004	8.6700e-003	0.0000	103.8019	103.8019	6.6000e-003	0.0000	103.9669
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3.4 Architectural Coating - 2023

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Archit. Coating	0.3113					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0500e-003	0.0547	0.0761	1.2000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	10.7237	10.7237	6.4000e-004	0.0000	10.7397
Total	0.3193	0.0547	0.0761	1.2000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	10.7237	10.7237	6.4000e-004	0.0000	10.7397
	MT/yr															

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0300e-003	2.1800e-003	0.0256	8.0000e-005	8.7400e-003	7.0000e-005	8.8100e-003	2.3200e-003	6.0000e-005	2.3900e-003	0.0000	7.3355	7.3355	1.9000e-004	0.0000	7.3403
Total	3.0300e-003	2.1800e-003	0.0256	8.0000e-005	8.7400e-003	7.0000e-005	8.8100e-003	2.3200e-003	6.0000e-005	2.3900e-003	0.0000	7.3355	7.3355	1.9000e-004	0.0000	7.3403
	MT/yr															

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
	MT/yr															
Archit. Coating	0.3113					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0500e-003	0.0547	0.0761	1.2000e-004	2.9700e-003	2.9700e-003	2.9700e-003	2.9700e-003	2.9700e-003	2.9700e-003	0.0000	10.7237	10.7237	6.4000e-004	0.0000	10.7397
Total	0.3193	0.0547	0.0761	1.2000e-004	2.9700e-003	2.9700e-003	2.9700e-003	2.9700e-003	2.9700e-003	2.9700e-003	0.0000	10.7237	10.7237	6.4000e-004	0.0000	10.7397

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
	MT/yr															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0300e-003	2.1800e-003	0.0236	8.0000e-005	5.2600e-003	7.0000e-005	5.3300e-003	1.4700e-003	6.0000e-005	1.5300e-003	0.0000	7.3355	7.3355	1.9000e-004	0.0000	7.3403
Total	3.0300e-003	2.1800e-003	0.0236	8.0000e-005	5.2600e-003	7.0000e-005	5.3300e-003	1.4700e-003	6.0000e-005	1.5300e-003	0.0000	7.3355	7.3355	1.9000e-004	0.0000	7.3403

3.5 Building Construction - 2022

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
	MT/yr															

Off-Road	0.0820	0.8396	0.8547	1.3600e-003		0.0444	0.0444		0.0409	0.0409	0.0000	119.6765	119.6765	0.0387	0.0000	120.6441
Total	0.0820	0.8396	0.8547	1.3600e-003		0.0444	0.0444		0.0409	0.0409	0.0000	119.6765	119.6765	0.0387	0.0000	120.6441

Unmitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.9700e-003	0.2241	0.0605	6.0000e-004	0.0151	4.2000e-004	0.0155	4.3500e-003	4.0000e-004	4.7500e-003	0.0000	58.3952	58.3952	3.4900e-003	0.0000	58.4824
Worker	0.0458	0.0344	0.3956	1.2000e-003	0.1244	9.9000e-004	0.1254	0.0330	9.1000e-004	0.0340	0.0000	108.3204	108.3204	2.9800e-003	0.0000	108.3950
Total	0.0528	0.2584	0.4561	1.8000e-003	0.1395	1.4100e-003	0.1409	0.0374	1.3100e-003	0.0387	0.0000	166.7157	166.7157	6.4700e-003	0.0000	166.8774

Mitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.0820	0.8396	0.8547	1.3600e-003		0.0444	0.0444		0.0409	0.0409	0.0000	119.6764	119.6764	0.0387	0.0000	120.6440
Total	0.0820	0.8396	0.8547	1.3600e-003		0.0444	0.0444		0.0409	0.0409	0.0000	119.6764	119.6764	0.0387	0.0000	120.6440

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
	MT/yr															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.9700e-003	0.2241	0.0605	6.0000e-004	0.0102	4.2000e-004	0.0106	3.1400e-003	4.0000e-004	3.5400e-003	0.0000	58.3952	58.3952	3.4900e-003	0.0000	58.4824
Worker	0.0458	0.0344	0.3956	1.2000e-003	0.0748	9.9000e-004	0.0758	0.0209	9.1000e-004	0.0218	0.0000	108.3204	108.3204	2.9800e-003	0.0000	108.3950
Total	0.0528	0.2584	0.4561	1.8000e-003	0.0850	1.4100e-003	0.0864	0.0240	1.3100e-003	0.0253	0.0000	166.7157	166.7157	6.4700e-003	0.0000	166.8774

3.5 Building Construction - 2023

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
	MT/yr															
Off-Road	0.0269	0.2728	0.3016	4.8000e-004		0.0136	0.0136		0.0125	0.0125	0.0000	42.5886	42.5886	0.0138	0.0000	42.9329
Total	0.0269	0.2728	0.3016	4.8000e-004		0.0136	0.0136		0.0125	0.0125	0.0000	42.5886	42.5886	0.0138	0.0000	42.9329

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
	MT/yr															
	0.0269	0.2728	0.3016	4.8000e-004		0.0136	0.0136		0.0125	0.0125	0.0000	42.5886	42.5886	0.0138	0.0000	42.9329

Total	0.0172	0.0713	0.1487	6.2000e-004	0.0302	4.1000e-004	0.0306	8.5400e-003	3.9000e-004	8.9200e-003	0.0000	57.2323	57.2323	2.0600e-003	0.0000	57.2836
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3.6 Paving - 2023

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Off-Road	0.0131	0.1184	0.1510	2.4000e-004		5.6800e-003	5.6800e-003		5.3000e-003	5.3000e-003	0.0000	20.2083	20.2083	5.8900e-003	0.0000	20.3555
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0131	0.1184	0.1510	2.4000e-004		5.6800e-003	5.6800e-003		5.3000e-003	5.3000e-003	0.0000	20.2083	20.2083	5.8900e-003	0.0000	20.3555
	MT/yr															

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4700e-003	1.0600e-003	0.0124	4.0000e-005	4.2400e-003	3.0000e-005	4.2700e-003	1.1300e-003	3.0000e-005	1.1600e-003	0.0000	3.5575	3.5575	9.0000e-005	0.0000	3.5598
Total	1.4700e-003	1.0600e-003	0.0124	4.0000e-005	4.2400e-003	3.0000e-005	4.2700e-003	1.1300e-003	3.0000e-005	1.1600e-003	0.0000	3.5575	3.5575	9.0000e-005	0.0000	3.5598
	MT/yr															

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Off-Road	0.0131	0.1184	0.1510	2.4000e-004		5.6800e-003	5.6800e-003		5.3000e-003	5.3000e-003	0.0000	20.2083	20.2083	5.8900e-003	0.0000	20.3555
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0131	0.1184	0.1510	2.4000e-004		5.6800e-003	5.6800e-003		5.3000e-003	5.3000e-003	0.0000	20.2083	20.2083	5.8900e-003	0.0000	20.3555
	MT/yr															

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4700e-003	1.0600e-003	0.0124	4.0000e-005	2.5500e-003	3.0000e-005	2.5800e-003	7.1000e-004	3.0000e-005	7.4000e-004	0.0000	3.5575	3.5575	9.0000e-005	0.0000	3.5598
Total	1.4700e-003	1.0600e-003	0.0124	4.0000e-005	2.5500e-003	3.0000e-005	2.5800e-003	7.1000e-004	3.0000e-005	7.4000e-004	0.0000	3.5575	3.5575	9.0000e-005	0.0000	3.5598
	MT/yr															

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
	MT/yr															
Mitigated	0.1812	0.8074	2.2899	8.4400e-003	0.7097	6.4500e-003	0.7162	0.1902	6.0000e-003	0.1962	0.0000	780.1068	780.1068	0.0391	0.0000	781.0847
Unmitigated	0.1812	0.8074	2.2899	8.4400e-003	0.7097	6.4500e-003	0.7162	0.1902	6.0000e-003	0.1962	0.0000	780.1068	780.1068	0.0391	0.0000	781.0847

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Apartments Mid Rise	334.00	334.00	334.00	1,140,638	1,140,638
Enclosed Parking with Elevator	0.00	0.00	0.00	729,308	729,308
Strip Mall	406.96	406.96	241.48	1,869,946	1,869,946
Total	740.96	740.96	575.48		

4.3 Trip Type Information

Land Use	Miles						Trip %						Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by						
Apartments Mid Rise	14.70	5.90	8.70	40.00	19.00	41.00	86	11	3						
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0						
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	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
Enclosed Parking with Elevator	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
Strip Mall	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
																	tons/yr
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000		462.1812	462.1812	0.0109	2.2600e-003	463.1271
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000		462.1812	462.1812	0.0109	2.2600e-003	463.1271
NaturalGas Mitigated	5.0700e-003	0.0434	0.0189	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003	0.0000		50.2196	50.2196	9.6000e-004	9.2000e-004	50.5180
NaturalGas Unmitigated	5.0700e-003	0.0434	0.0189	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003	0.0000		50.2196	50.2196	9.6000e-004	9.2000e-004	50.5180
MT/yr																	

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	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	
Apartment Mid Rise	921694	4.9700e-003	0.0425	0.0181	2.7000e-004		3.4300e-003	3.4300e-003		3.4300e-003	3.4300e-003	0.0000		49.1851	49.1851	9.4000e-004	9.0000e-004	49.4774
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	19384.8	1.0000e-004	9.5000e-004	8.0000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000		1.0345	1.0345	2.0000e-005	2.0000e-005	1.0406
Total		5.0700e-003	0.0434	0.0189	2.8000e-004		3.5000e-003	3.5000e-003		3.5000e-003	3.5000e-003	0.0000		50.2196	50.2196	9.6000e-004	9.2000e-004	50.5180
MT/yr																		

Mitigated

Land Use	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e		
		tons/yr																	
Land Use	KBTU/yr	MT/yr																	
Apartment's Mid Rise	921694	4.9700e-003	0.0425	0.0181	2.7000e-004	3.4300e-003	3.4300e-003	3.4300e-003	3.4300e-003	3.4300e-003	3.4300e-003	0.0000	49.1851	49.1851	9.4000e-004	9.0000e-004	49.4774		
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		
Strip Mall	19384.8	1.0000e-004	9.5000e-004	8.0000e-004	1.0000e-005	7.0000e-005	7.0000e-005	7.0000e-005	7.0000e-005	7.0000e-005	7.0000e-005	0.0000	1.0345	1.0345	2.0000e-005	2.0000e-005	1.0406		
Total		5.0700e-003	0.0434	0.0189	2.8000e-004	3.5000e-003	3.5000e-003	3.5000e-003	3.5000e-003	3.5000e-003	3.5000e-003	0.0000	50.2196	50.2196	9.6000e-004	9.2000e-004	50.5180		

5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	KWh/yr	MT/yr			
Apartment's Mid Rise	396008	220.5612	5.2100e-003	1.0800e-003	221.0126
Enclosed Parking with Elevator	274248	152.7456	3.6100e-003	7.5000e-004	153.0582
Strip Mall	159570	88.8744	2.1000e-003	4.3000e-004	89.0562
Total		462.1812	0.0109	2.2600e-003	463.1271

Mitigated

Land Use	Electricity Use KWh/yr	Total CO2 MT/yr	CH4 MT/yr	N2O MT/yr	CO2e MT/yr
Apartment's Mid Rise	396008	220.5612	5.2100e-003	1.0800e-003	221.0126
Enclosed Parking with Elevator	274248	152.7456	3.6100e-003	7.5000e-004	153.0582
Strip Mall	159570	88.8744	2.1000e-003	4.3000e-004	89.0562
Total		462.1812	0.0109	2.2600e-003	463.1271

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NDX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.3968	0.0119	1.0331	5.0000e-005	5.7200e-003	5.7200e-003	5.7200e-003	5.7200e-003	5.7200e-003	5.7200e-003	0.0000	1.6878	1.6878	1.6300e-003	0.0000	1.7285
Unmitigated	0.3968	0.0119	1.0331	5.0000e-005	5.7200e-003	5.7200e-003	5.7200e-003	5.7200e-003	5.7200e-003	5.7200e-003	0.0000	1.6878	1.6878	1.6300e-003	0.0000	1.7285
Total																

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NDX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Unmitigated	0.3968	0.0119	1.0331	5.0000e-005	5.7200e-003	5.7200e-003	5.7200e-003	5.7200e-003	5.7200e-003	5.7200e-003	0.0000	1.6878	1.6878	1.6300e-003	0.0000	1.7285

SubCategory	tons/yr										MT/yr					
Architectural	0.0311					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Coating																
Consumer	0.3344					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Products																
Heath	0.0000	0.0000	0.0000	0.0000	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	0.0312	0.0119	1.0331	5.0000e-005		5.7200e-003	5.7200e-003		5.7200e-003	5.7200e-003	0.0000	1.6878	1.6878	1.6300e-003	0.0000	1.7285
Total	0.3968	0.0119	1.0331	5.0000e-005		5.7200e-003	5.7200e-003		5.7200e-003	5.7200e-003	0.0000	1.6878	1.6878	1.6300e-003	0.0000	1.7285

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Architectural	0.0311					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Coating																
Consumer	0.3344					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Products																
Heath	0.0000	0.0000	0.0000	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	0.0312	0.0119	1.0331	5.0000e-005		5.7200e-003	5.7200e-003		5.7200e-003	5.7200e-003	0.0000	1.6878	1.6878	1.6300e-003	0.0000	1.7285
Total	0.3968	0.0119	1.0331	5.0000e-005		5.7200e-003	5.7200e-003		5.7200e-003	5.7200e-003	0.0000	1.6878	1.6878	1.6300e-003	0.0000	1.7285

7.0 Water Detail

7.1 Mitigation Measures Water

Category	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	84.6827	0.2428	6.0900e-003	92.5666
Unmitigated	84.6827	0.2428	6.0900e-003	92.5666

7.2 Water by Land Use

Unmitigated

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
		MT/yr			
Apartment's Mid Rise	6.5154 / 4.10754	74.7348	0.2140	5.3700e-003	81.6850
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.875537 / 0.53662	9.9479	0.0288	7.2000e-004	10.8816
Total		84.6827	0.2428	6.0900e-003	92.5666

Mitigated

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
		MT/yr			
Apartment's Mid Rise	6.5154 / 4.10754	74.7348	0.2140	5.3700e-003	81.6850
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000

Strip Mall	0.875537 / 0.53662	9.9479	0.0288	7.2000e- 004	10.8816
Total	84.6827	0.2428	6.0900e- 003	92.5666	

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
Mitigated	11.8567	0.7007	0.0000	29.3745
Unmitigated	11.8567	0.7007	0.0000	29.3745

8.2 Waste by Land Use

Unmitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
Apartment's Mid Rise	46	9.3376	0.5518	0.0000	23.1335
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	12.41	2.5191	0.1489	0.0000	6.2410

Total	11.8567	0.7007	0.0000	29.3745
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Mitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
Apartment's Mid Rise	46	9.3376	0.5518	0.0000	23.1335
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	12.41	2.5191	0.1489	0.0000	6.2410
Total		11.8567	0.7007	0.0000	29.3745

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

Boilers

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

Equipment Type	Number
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11.0 Vegetation

1709-1717 West 6th Street Future - Los Angeles-South Coast County, Winter

1709-1717 West 6th Street Future
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	117.00	Space	0.00	46,800.00	0
Apartments Mid Rise	100.00	Dwelling Unit	0.50	79,895.00	242
Strip Mall	11.82	1000sqft	0.15	11,820.00	0

1.2 Other Project Characteristics

Urbanization Urban Wind Speed (m/s) 2.2 Precipitation Freq (Days) 33
 Climate Zone 11 Operational Year 2023

Utility Company Los Angeles Department of Water & Power

CO2 Intensity 1227.89 CH4 Intensity 0.029 N2O Intensity 0.006
 (lb/MW/hr) (lb/MW/hr) (lb/MW/hr)

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Consultant assumptions for phases based on overall construction schedule

Trips and VMT - Assumes 14CY capacity haul trucks, 40-mile one-way haul trip length

Demolition - Developer information

Grading - Developer information

Vehicle Trips - LADOT Transportation Study Assessment dated 3/31/21

Woodstoves - Developer Information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblConsDustMitigation	CleanPavedRoadPercentR.eduction	0	46
tblConstructionPhase	NumDays	10.00	43.00
tblConstructionPhase	NumDays	2.00	44.00
tblConstructionPhase	NumDays	5.00	84.00
tblConstructionPhase	NumDays	100.00	324.00
tblConstructionPhase	NumDays	5.00	43.00
tblFireplaces	NumberGas	85.00	0.00
tblFireplaces	NumberNoFireplace	10.00	100.00
tblFireplaces	NumberWood	5.00	0.00
tblGrading	AcresOfGrading	0.00	1.31
tblGrading	MaterialExported	0.00	21,400.00
tblLandUse	LandUseSquarefeet	100,000.00	79,895.00
tblLandUse	LotAcreage	1.05	0.00
tblLandUse	LotAcreage	2.63	0.30
tblLandUse	LotAcreage	0.27	0.15
tblLandUse	Population	286.00	242.00
tblTripsAndVMT	HaulingTriplength	20.00	40.00
tblTripsAndVMT	HaulingTriplength	20.00	40.00
tblTripsAndVMT	HaulingTripNumber	2,675.00	3,057.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	6.39	3.34
tblVehicleTrips	ST_TR	42.04	34.43
tblVehicleTrips	SU_TR	5.86	3.34
tblVehicleTrips	WD_TR	6.65	3.34
tblVehicleTrips	WD_TR	44.32	34.43

lbW/oodstoves	Number Catalytic	5.00	0.00
lbW/oodstoves	Number Noncatalytic	5.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
	lb/day																
2021	1.9066	38.7885	16.1185	0.1132	5.0567	0.5210	5.5777	1.5324	0.4973	2.0297	0.0000	12,120.301	6	12,120.301	0.9210	0.0000	12,143.325
2022	1.7664	35.4287	15.9134	0.1118	5.3915	0.4365	5.8281	1.6146	0.4172	2.0318	0.0000	11,984.609	4	11,984.609	0.9122	0.0000	12,007.414
2023	9.4473	14.9726	20.5168	0.0436	1.6035	0.6683	2.2718	0.4282	0.6240	1.0521	0.0000	4,251.2985	4	4,251.2985	0.7391	0.0000	4,269.7755
Maximum	9.4473	38.7885	20.5168	0.1132	5.3915	0.6683	5.8281	1.6146	0.6240	2.0318	0.0000	12,120.301	6	12,120.301	0.9210	0.0000	12,143.325

Mitigated Construction

Year	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
	lb/day																
2021	1.9066	38.7885	16.1185	0.1132	2.8670	0.5210	3.3880	0.8567	0.4973	1.3540	0.0000	12,120.301	6	12,120.301	0.9210	0.0000	12,143.325
2022	1.7664	35.4287	15.9134	0.1118	3.0478	0.4365	3.4844	0.9011	0.4172	1.3184	0.0000	11,984.609	4	11,984.609	0.9122	0.0000	12,007.414
2023	9.4473	14.9726	20.5168	0.0436	0.9715	0.6683	1.6398	0.2730	0.6240	0.8970	0.0000	4,251.2985	4	4,251.2985	0.7391	0.0000	4,269.7755
Maximum	9.4473	38.7885	20.5168	0.1132	3.0478	0.6683	3.4844	0.9011	0.6240	1.3540	0.0000	12,120.301	6	12,120.301	0.9210	0.0000	12,143.325

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	42.86	0.00	37.77	43.19	0.00	30.20	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Area	2.2529	0.0952	8.2651	4.4000e-04		0.0457	0.0457		0.0457	0.0457	0.0000	14.8834	14.8834	0.0144	0.0000	15.2424
Energy	0.0278	0.2379	0.1034	1.5200e-03		0.0192	0.0192		0.0192	0.0192		303.3292	303.3292	5.8100e-03	5.5600e-03	305.1317
Mobile	1.0526	4.4878	12.7450	0.0468	4.0719	0.0365	4.1085	1.0897	0.0340	1.1236		4.771.4241	4.771.4241	0.2443		4.777.5303
Total	3.3333	4.8210	21.1136	0.0488	4.0719	0.1014	4.1734	1.0897	0.0989	1.1886	0.0000	5,089.6367	5,089.6367	0.2644	5.5600e-03	5,097.9044

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Area	2.2529	0.0952	8.2651	4.4000e-04		0.0457	0.0457		0.0457	0.0457	0.0000	14.8834	14.8834	0.0144	0.0000	15.2424
Energy	0.0278	0.2379	0.1034	1.5200e-03		0.0192	0.0192		0.0192	0.0192		303.3292	303.3292	5.8100e-03	5.5600e-03	305.1317
Mobile	1.0526	4.4878	12.7450	0.0468	4.0719	0.0365	4.1085	1.0897	0.0340	1.1236		4.771.4241	4.771.4241	0.2443		4.777.5303
Total	3.3333	4.8210	21.1136	0.0488	4.0719	0.1014	4.1734	1.0897	0.0989	1.1886	0.0000	5,089.6367	5,089.6367	0.2644	5.5600e-03	5,097.9044

Percent Reduction	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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	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	10/1/2021	11/30/2021	5	43	
2	Grading	Grading	12/1/2021	1/31/2022	5	44	
3	Architectural Coating	Architectural Coating	1/3/2023	4/28/2023	5	84	
4	Building Construction	Building Construction	2/1/2022	4/28/2023	5	324	
5	Paving	Paving	3/1/2023	4/28/2023	5	43	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.31

Acres of Paving: 0

Residential Indoor: 161,787; Residential Outdoor: 53,929; Non-Residential Indoor: 17,730; Non-Residential Outdoor: 5,910; Striped Parking Area:

Offroad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
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	70.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	IHDT
Grading	4	10.00	0.00	3,057.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	IHDT
Building Construction	5	95.00	20.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	IHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	IHDT
Architectural Coating	1	19.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	IHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.3546	0.0000	0.3546	0.0537	0.0000	0.0537			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	0.7965	7.2530	7.5691	0.0120	0.3546	0.4073	0.7619	0.0537	0.3886	0.4423		1,147.4338	1,147.4338	0.2138		1,152.7797

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0249	0.7381	0.1917	2.3500e-003	0.0569	2.6400e-003	0.0595	0.0156	2.5300e-003	0.0181		254.5905	254.5905	0.0165		255.0029
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0477	0.0326	0.3683	1.0800e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		107.2251	107.2251	3.1600e-003		107.3040
Total	0.0726	0.7708	0.5600	3.4300e-003	0.1687	3.5400e-003	0.1722	0.0452	3.3600e-003	0.0486		361.8156	361.8156	0.0197		362.3069

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					0.1314	0.0000	0.1314	0.0199	0.0000	0.0199			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	0.7965	7.2530	7.5691	0.0120	0.1314	0.4073	0.5387	0.0199	0.3886	0.4085	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0249	0.7381	0.1917	2.3500e-003	0.0371	2.6400e-003	0.0397	0.0107	2.5300e-003	0.0133		254.5905	254.5905	0.0165		255.0029
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0477	0.0326	0.3683	1.0800e-003	0.0671	9.0000e-004	0.0680	0.0187	8.3000e-004	0.0195		107.2251	107.2251	3.1600e-003		107.3040
Total	0.0726	0.7708	0.5600	3.4300e-003	0.1042	3.5400e-003	0.1077	0.0294	3.3600e-003	0.0328		361.8156	361.8156	0.0197		362.3069

3.3 Grading - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.8393	0.0000	0.8393	0.4255	0.0000	0.4255			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	0.7965	7.2530	7.5691	0.0120	0.8393	0.4073	1.2467	0.4255	0.3886	0.8141		1,147.4338	1,147.4338	0.2138		1,152.7797

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	1.0624	31.5028	8.1812	0.1001	4.1056	0.1128	4.2184	1.0772	0.1079	1.1851		10,865.6427	10,865.6427	0.7040		10,883.2427
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Worker	0.0477	0.0326	0.3683	1.0800e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		107.2251	107.2251	3.1600e-003		107.3040
Total	1.1100	31.5354	8.5494	0.1012	4.2174	0.1137	4.3311	1.1068	0.1087	1.2156		10,972.8678	10,972.8678	0.7071		10,990.5461

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					0.3110	0.0000	0.3110	0.1577	0.0000	0.1577			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	0.7965	7.2530	7.5691	0.0120	0.3110	0.4073	0.7183	0.1577	0.3886	0.5463	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	1.0624	31.5028	8.1812	0.1001	2.4889	0.1128	2.6017	0.6804	0.1079	0.7883		10,865.6427	10,865.6427	0.7040		10,883.2421
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0477	0.0326	0.3683	1.0800e-003	0.0671	9.0000e-004	0.0680	0.0187	8.3000e-004	0.0195		107.2251	107.2251	3.1600e-003		107.3040
Total	1.1100	31.5354	8.5494	0.1012	2.5560	0.1137	2.6697	0.6991	0.1087	0.8078		10,972.8678	10,972.8678	0.7071		10,990.5461

3.3 Grading - 2022

Unmitigated Construction On-Site

Fugitive Dust						0.3110	0.0000	0.3110	0.1577	0.0000	0.1577			0.0000					0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375	0.3375	0.3225	0.0000	0.3225	0.0000	1,147.9025	1,147.9025	0.2119				1,153.2001
Total	0.7094	6.4138	7.4693	0.0120	0.3110	0.3375	0.6485	0.1577	0.3225	0.4802	0.0000	1,147.9025	1,147.9025	0.2119					1,153.2001

Mitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	1.0122	28.9854	8.1048	0.0988	2.6698	0.0982	2.7679	0.7248	0.0939	0.8187		10,733.2503	10,733.2503	0.6974		10,750.6861
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0448	0.0295	0.3392	1.0400e-003	0.0671	8.7000e-004	0.0680	0.0187	8.1000e-004	0.0195		103.4570	103.4570	2.8500e-003		103.5282
Total	1.0570	29.0149	8.4440	0.0998	2.7369	0.0990	2.8359	0.7435	0.0947	0.8382		10,836.7069	10,836.7069	0.7003		10,854.2143

3.4 Architectural Coating - 2023

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Archit. Coating	7.4108					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	7.6025	1.3030	1.8111	2.9700e-003	0.0708	0.0708	0.0708	0.0708	0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

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	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0802	0.0506	0.5924	1.9000e-003	0.1274	1.6200e-003	0.1291	0.0355	1.4900e-003	0.0370	0.0370	189.3769	189.3769	4.8700e-003	189.4988	189.4988	189.4988	189.4988
Total	0.0802	0.0506	0.5924	1.9000e-003	0.1274	1.6200e-003	0.1291	0.0355	1.4900e-003	0.0370	0.0370	189.3769	189.3769	4.8700e-003	189.4988	189.4988	189.4988	189.4988

3.5 Building Construction - 2022

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.9393	1,103.9393	0.3570		1,112.8652
Total	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.9393	1,103.9393	0.3570		1,112.8652

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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	0.0599	1.8416	0.5315	4.9600e-003	0.1281	3.5800e-003	0.1316	0.0369	3.4300e-003	0.0403	529.9406	529.9406	0.0333			530.7732
Worker	0.4255	0.2798	3.2222	9.8600e-003	1.0619	8.3100e-003	1.0702	0.2816	7.6600e-003	0.2893	982.8410	982.8410	0.0271			983.5175
Total	0.5454	2.1214	3.7537	1.4560e-002	1.2900	1.1610e-002	1.3034	0.3545	1.1690e-002	0.3300	1,512.7816	1,512.7816	0.0636			1,513.6783

Total	0.4854	2.1214	3.7537	0.0148	1.1899	0.0119	1.2018	0.3185	0.0111	0.3296		1,512.7815	1,512.7815	0.0604		1,514.2907
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Mitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.9393	1,103.9393	0.3570		1,112.8652
Total	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.9393	1,103.9393	0.3570		1,112.8652

Mitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0599	1.8416	0.5315	4.9600e-003	0.0861	3.5800e-003	0.0897	0.0266	3.4300e-003	0.0300	529.9406	529.9406	529.9406	0.0333		530.7732
Worker	0.4255	0.2798	3.2222	9.8600e-003	0.6372	8.3100e-003	0.6455	0.1774	7.6600e-003	0.1850	982.8410	982.8410	982.8410	0.0271		983.5175
Total	0.4854	2.1214	3.7537	0.0148	0.7233	0.0119	0.7352	0.2040	0.0111	0.2150		1,512.7815	1,512.7815	0.0604		1,514.2907

3.5 Building Construction - 2023

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	NZO	CO2e
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
lb/day																

Unmitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	NZO	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0445	1.3948	0.4723	4.7900e-003	0.1281	1.7000e-003	0.1298	0.0369	1.6300e-003	0.0385		513,4826	513,4826	0.0293		514,2156
Worker	0.4008	0.2531	2.9618	9.5000e-003	1.0619	8.0800e-003	1.0700	0.2816	7.4400e-003	0.2891		946,8845	946,8845	0.0244		947,4937
Total	0.4453	1.6479	3.4341	0.0143	1.1899	9.7800e-003	1.1997	0.3185	9.0700e-003	0.3275		1,460,3672	1,460,3672	0.0537		1,461,7094
lb/day																

Mitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	NZO	CO2e
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

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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	0.0445	1.3948	0.4723	4.7900e-003	0.0861	1.7000e-003	0.0878	0.0266	1.6300e-003	0.0282		513.4826	513.4826	0.0293		514.2156
Worker	0.4008	0.2531	2.9618	9.5000e-003	0.6372	8.0800e-003	0.6453	0.1774	7.4400e-003	0.1848		946.8845	946.8845	0.0244		947.4937
Total	0.4453	1.6479	3.4341	0.0143	0.7233	9.7800e-003	0.7331	0.2040	9.0700e-003	0.2130		1,460.3672	1,460.3672	0.0537		1,461.7094

3.6 Paving - 2023

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.6112	5.5046	7.0209	0.0113	0.2643	0.2643	0.2643	0.2466	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			0.0000			0.0000
Total	0.6112	5.5046	7.0209	0.0113	0.2643	0.2643	0.2643	0.2466	0.2466	0.2466		1,036.0878	1,036.0878	0.3018		1,043.6331

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0759	0.0480	0.5612	1.8000e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		179.4097	179.4097	4.6200e-003		179.5251
Total	0.0759	0.0480	0.5612	1.8000e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		179.4097	179.4097	4.6200e-003		179.5251

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
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

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						

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	0.0759	0.0480	0.5612	1.8000e-003	0.1207	1.5300e-003	0.1223	0.0336	1.4100e-003	0.0350	0.0350	179.4097	179.4097	4.6200e-003	179.5251
Total	0.0759	0.0480	0.5612	1.8000e-003	0.1207	1.5300e-003	0.1223	0.0336	1.4100e-003	0.0350		179.4097	179.4097	4.6200e-003	179.5251

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Mitigated	1.0526	4.4878	12.7450	0.0468	4.0719	0.0365	4.1085	1.0897	0.0340	1.1236	4,771.4241	4,771.4241	4,771.4241	0.2443		4,777.5303
Unmitigated	1.0526	4.4878	12.7450	0.0468	4.0719	0.0365	4.1085	1.0897	0.0340	1.1236	4,771.4241	4,771.4241	4,771.4241	0.2443		4,777.5303

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
Land Use							
Apartment Mid Rise	334.00	334.00	334.00	1,140,638	1,140,638		1,140,638
Enclosed Parking with Elevator	0.00	0.00	0.00				
Strip Mall	406.96	406.96	241.48	729,308	729,308		729,308
Total	740.96	740.96	575.48	1,869,946	1,869,946		1,869,946

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	40.00	19.00	41.00	86	11	3			
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0			
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	HHH	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
Enclosed Parking with Elevator	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
Strip Mall	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Natural Gas	0.0278	0.2379	0.1034	1.5200e-003		0.0192	0.0192		0.0192	0.0192		303.3292	303.3292	5.8100e-003	5.5600e-003	305.1317
Mitigated																
Natural Gas	0.0278	0.2379	0.1034	1.5200e-003		0.0192	0.0192		0.0192	0.0192		303.3292	303.3292	5.8100e-003	5.5600e-003	305.1317
Unmitigated																

5.2 Energy by Land Use - Natural Gas

Unmitigated

Land Use	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	kBTU/yr	lb/day															
Apartment Mid Rise	2525.19	0.0272	0.2327	0.0990	1.4900e-003		0.0188	0.0188		0.0188	0.0188		297.0811	297.0811	5.6900e-003	5.4500e-003	298.8465
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
Strip Mall	53.109	5.7000e-004	5.2100e-003	4.3700e-003	3.0000e-005		4.0000e-004	4.0000e-004		4.0000e-004	4.0000e-004		6.2481	6.2481	1.2000e-004	1.1000e-004	6.2853
Total		0.0278	0.2379	0.1034	1.5200e-003		0.0192	0.0192		0.0192	0.0192		303.3292	303.3292	5.8100e-003	5.5600e-003	305.1317

Mitigated

Land Use	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	kBTU/yr	lb/day															
Apartment Mid Rise	2.52519	0.0272	0.2327	0.0990	1.4900e-003		0.0188	0.0188		0.0188	0.0188		297.0811	297.0811	5.6900e-003	5.4500e-003	298.8465
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
Strip Mall	0.053109	5.7000e-004	5.2100e-003	4.3700e-003	3.0000e-005		4.0000e-004	4.0000e-004		4.0000e-004	4.0000e-004		6.2481	6.2481	1.2000e-004	1.1000e-004	6.2853
Total		0.0278	0.2379	0.1034	1.5200e-003		0.0192	0.0192		0.0192	0.0192		303.3292	303.3292	5.8100e-003	5.5600e-003	305.1317

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	2.2529	0.0952	8.2651	4.4000e-004	0.0457	0.0457	0.0457	0.0457	0.0457	0.0457	0.0000	14.8834	14.8834	0.0144	0.0000	15.2424
Unmitigated	2.2529	0.0952	8.2651	4.4000e-004	0.0457	0.0457	0.0457	0.0457	0.0457	0.0457	0.0000	14.8834	14.8834	0.0144	0.0000	15.2424

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.1706					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.8325					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	0.2498	0.0952	8.2651	4.4000e-004	0.0457	0.0457	0.0457	0.0457	0.0457	0.0457		14.8834	14.8834	0.0144		15.2424
Total	2.2529	0.0952	8.2651	4.4000e-004	0.0457	0.0457	0.0457	0.0457	0.0457	0.0457	0.0000	14.8834	14.8834	0.0144	0.0000	15.2424

Mitigated

SubCategory	ROG	NOK	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
	lb/day										lb/day						
Architectural Coating	0.1706					0.0000	0.0000			0.0000			0.0000			0.0000	
Consumer Products	1.8325					0.0000	0.0000			0.0000			0.0000			0.0000	
Heath	0.0000	0.0000	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	0.2498	0.0952	8.2651	4.4000e-004		0.0457	0.0457			0.0457	0.0457	14.8834	14.8834	0.0144		15.2424	
Total	2.2529	0.0952	8.2651	4.4000e-004		0.0457	0.0457			0.0457	0.0457	0.0000	14.8834	14.8834	0.0144	0.0000	15.2424

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 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



DOUGLASKIM+ASSOCIATES,LLC

MATES IV TOXIC EMISSIONS OVERVIEW

Find address or place

Legend

MatesIV

Estimated Risk

- >1200
- 1001 - 1200
- 801 - 1000
- 501 - 800
- 401 - 500
- 301 - 400
- 201 - 300
- 100 - 200
- <100

MATES IV

Estimated Risk 1,610.23

[Zoom to](#)

4mi
-118.353 34.258 Degrees

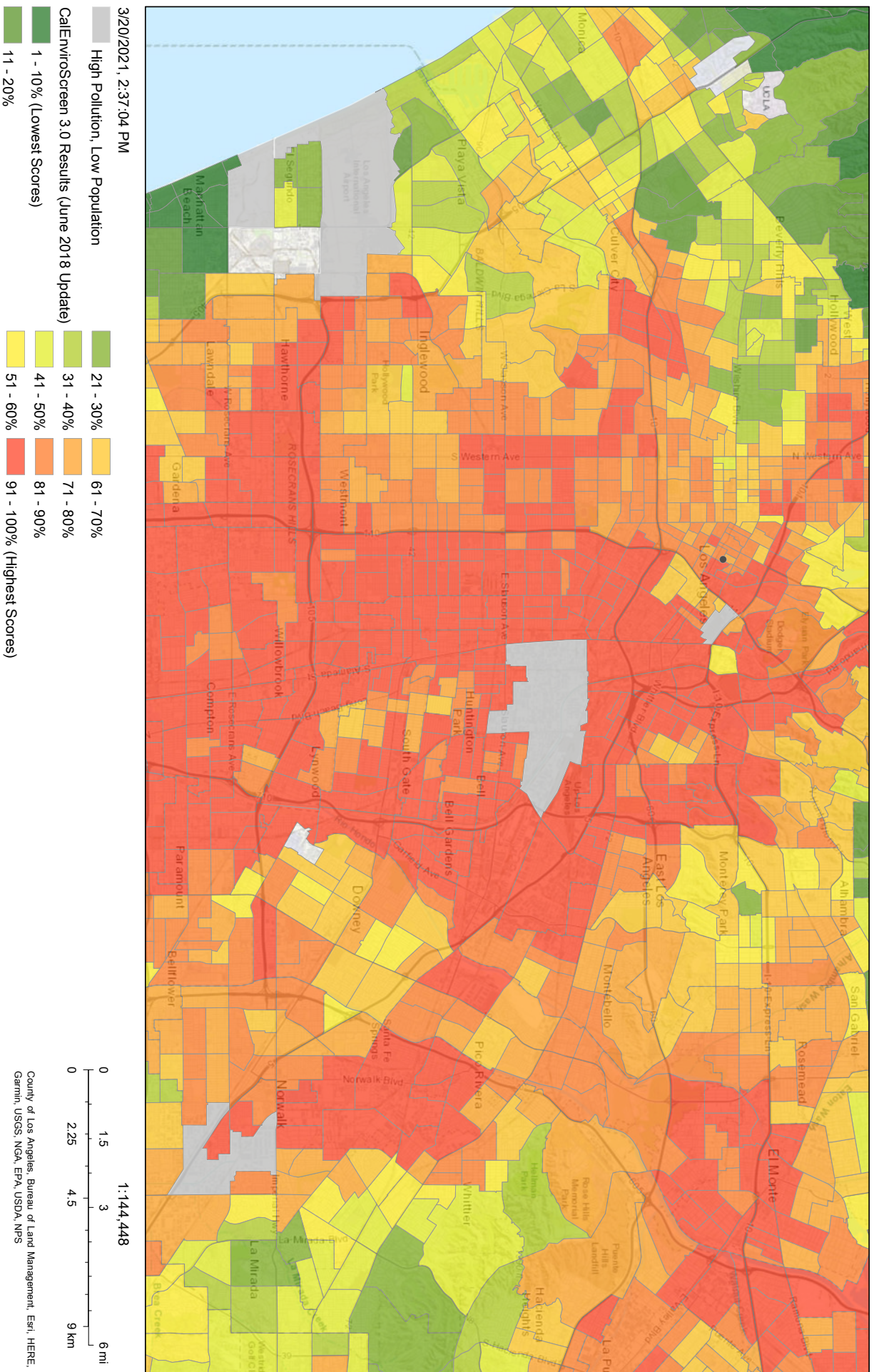
County of Los Angeles, Bureau of Land Man

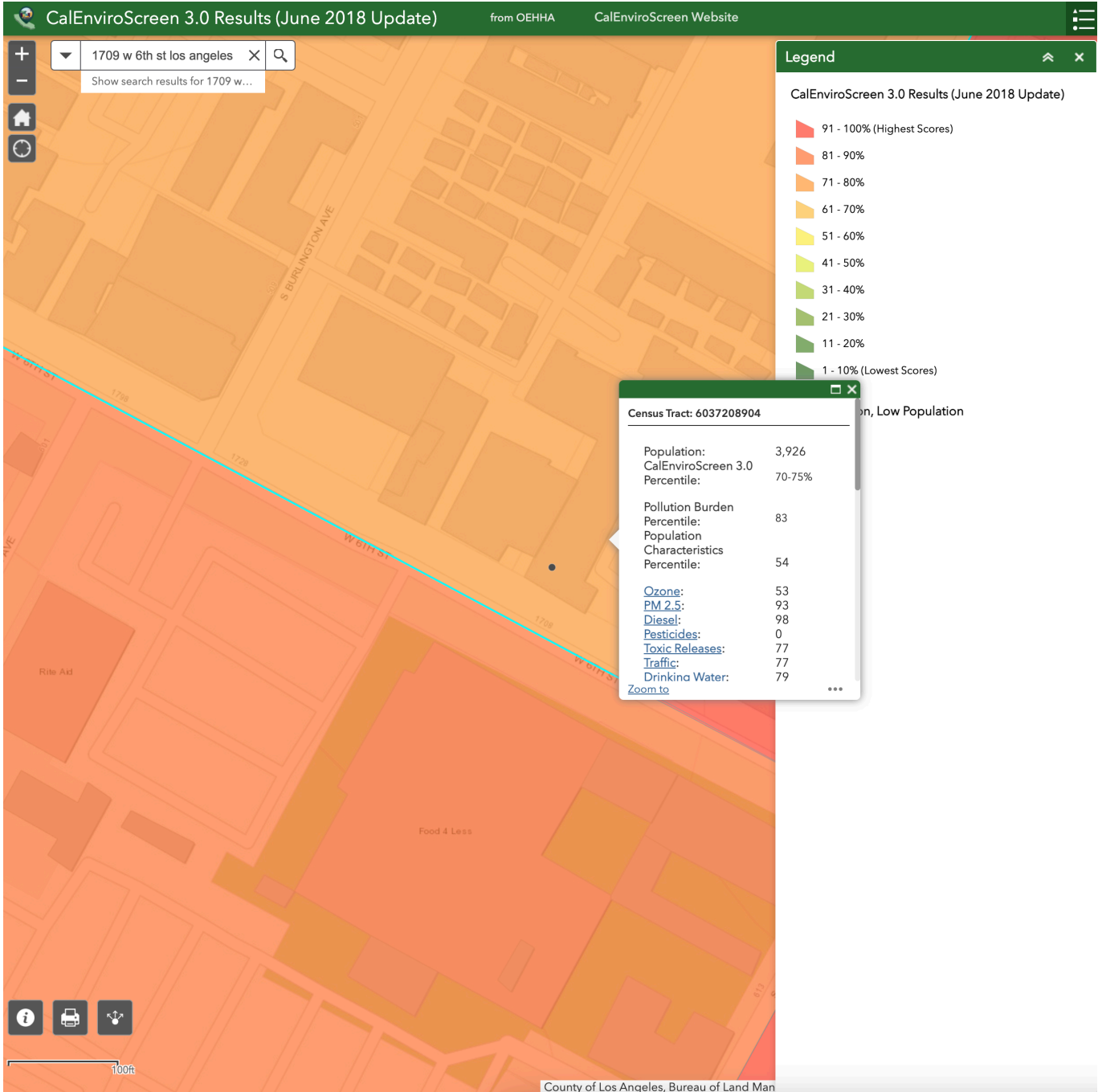


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CALENVIROSCREEN 3.0 OUTPUT

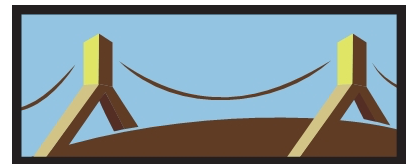
CalEnviroScreen 3.0 Results (June 2018 Update)





1709-1717 WEST 6th STREET PROJECT

Noise Technical Report



Prepared by DKA Planning
20445 Prospect Road, Suite C
San Jose, CA 95129
April 2021

NOISE TECHNICAL REPORT

Introduction

This analysis evaluates noise impacts that would be generated by construction and operation of the Proposed Project at 1709-1717 West 6th Street in the City of Los Angeles. The analysis compares these impacts to applicable regulations and thresholds of significance. Noise measurements, calculation worksheets, and a map of noise receptors and measurement locations are included in the Technical Appendix to this analysis.

Fundamentals of Noise

Characteristics of Sound

Sound can be described in terms of its loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (i.e., dB). Because the human ear is not equally sensitive to sound at all frequencies, the A-weighted scale (dBA) is used to reflect the normal hearing sensitivity range. On this scale, the range of human hearing extends from 3 to 140 dBA. Table 1 provides examples of A-weighted noise levels from common sources.

**Table 1
A-Weighted Decibel Scale**

Typical A-Weighted Sound Levels	Sound Level (dBA L_{eq})
Near Jet Engine	130
Rock and Roll Band	110
Jet flyover at 1,000 feet	100
Power Motor	90
Food Blender	80
Living Room Music	70
Human Voice at 3 feet	60
Residential Air Conditioner at 50 feet	50
Bird Calls	40
Quiet Living Room	30
Average Whisper	20
Rustling Leaves	10
Source: Cowan, James P., Handbook of Environmental Acoustics, 1993. These noise levels are approximations intended for general reference and informational use.	

Noise Definitions. This noise analysis discusses sound levels in terms of equivalent noise level (L_{eq}), maximum noise level (L_{max}) and the Community Noise Equivalent Level (CNEL).

- **Equivalent Noise Level (L_{eq}):** L_{eq} represents the average noise level on an energy basis for a specific time period. Average noise level is based on the energy content (acoustic energy) of sound. For example, the L_{eq} for one hour is the energy average noise level

during that hour. L_{eq} can be thought of as a continuous noise level of a certain period equivalent in energy content to a fluctuating noise level of that same period.

- Maximum Noise Level (L_{max}): L_{max} represents the maximum instantaneous noise level measured during a given time period.
- Community Noise Equivalent Level (CNEL): CNEL is an adjusted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 P.M. and 10:00 P.M. is as if it were actually 5 dBA higher than had it occurred between 7:00 A.M. and 7:00 P.M. From 10:00 P.M. to 7:00 A.M., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL figures are obtained by adding an additional 5 dBA to evening noise levels between 7:00 P.M. and 10:00 P.M. and 10 dBA to nighttime noise levels between 10:00 P.M. and 7:00 A.M. As such, 24-hour CNEL figures are always higher than their corresponding actual 24-hour averages.

Effects of Noise. The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Most human response to noise is subjective. Factors that influence individual responses include the intensity, frequency, and pattern of noise; the amount of background noise present; and the nature of work or human activity exposed to intruding noise.

According to the National Institute of Health (NIH), extended or repeated exposure to sounds above 85 dB can cause hearing loss. Sounds less than 75 dBA, even after continuous exposure, are unlikely to cause hearing loss.¹ The World Health Organization (WHO) reports that adults should not be exposed to sudden “impulse” noise events of 140 dB or greater. For children, this limit is 120 dB.²

Exposure to elevated nighttime noise levels can disrupt sleep, leading to increased levels of fatigue and decreased work or school performance. For the preservation of healthy sleeping environments, the WHO recommends that continuous interior noise levels not exceed 30 dBA, L_{eq} and that individual noise events of 45 dBA or higher be limited.³ Assuming a conservative exterior to interior sound reduction of 15 dBA, continuous exterior noise levels should therefore not exceed 45 dBA L_{eq} . Individual exterior events of 60 dBA or higher should also be limited. Some epidemiological studies have shown a weak association between long-term exposure to noise levels of 65 to 70 dBA, L_{eq} and cardiovascular effects, including ischaemic heart disease and hypertension. However, at this time, the relationship is largely inconclusive.

People with normal hearing sensitivity can recognize small perceptible changes in sound levels of approximately 3 dBA while changes of 5 dBA can be readily noticeable. Sound level increases

¹ National Institute of Health, National Institute on Deafness and Other Communication, www.nidcd.nih.gov/health/noise-induced-hearing-loss.

² World Health Organization, Guidelines for Community Noise, 1999.

³ Ibid.

of 10 dBA or greater are perceived as a doubling in loudness and can provoke a community response.⁴ However, few people are highly annoyed by noise levels below 55 dBA L_{eq} .⁵

Noise Attenuation. Noise levels decrease as the distance from noise sources to receivers increases. For each doubling of distance, noise from stationary sources can decrease by about 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt and grass). For example, if a point source produces a noise level of 89 dBA at a reference distance of 50 feet and over an asphalt surface, its noise level would be approximately 83 dBA at a distance of 100 feet, 77 dBA at 200 feet, etc. Noises generated by mobile sources such as roadways decrease by about 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of distance. It should be noted that because decibels are logarithmic units, they cannot be added or subtracted. For example, two cars each producing 60 dBA of noise would not produce a combined 120 dBA.

Noise is most audible when traveling by direct line of sight, an unobstructed visual path between noise source and receptor. Barriers that break line of sight between sources and receivers, such as walls and buildings, can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. As a result, sound barriers can generally reduce noise levels by up to 15 dBA.⁶ The effectiveness of barriers can be greatly reduced when they are not high or long enough to completely break line of sight from sources to receivers.

Regulatory Framework

Noise

Federal. Currently, no federal noise standards regulate environmental noise associated with short-term construction activities or long-term operations of development projects. As such, temporary and long-term noise impacts produced by the Project would be largely regulated or evaluated by State and City of Los Angeles standards designed to protect public well-being and health.

State. The State's 2017 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities. Table 2 illustrates State compatibility considerations between various land uses and exterior noise levels.

California Government Code Section 65302 also requires each county and city to prepare and adopt a comprehensive long-range general plan for its physical development. Section 65302(f) requires a noise element to be included in the general plan. This noise element must identify and

⁴ Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2018.

⁵ World Health Organization, Guidelines for Community Noise, 1999.

⁶ California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

appraise noise problems in the community, recognize Office of Noise Control guidelines, and analyze and quantify current and projected noise levels.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that are subject to relatively high levels of noise from transportation. The noise insulation standards, collectively referred to as the California Noise Insulation Standards (Title 24, California Code of Regulations) set forth an interior standard of 45 dBA CNEL for habitable rooms. The standards require an acoustical analysis which indicates that dwelling units meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Local jurisdictions typically enforce the California Noise Insulation Standards through the building permit application process.

City of Los Angeles General Plan Noise Element. The City of Los Angeles General Plan includes a Noise Element that includes policies and standards in order to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. There are also references to programs applicable to construction projects that call for protection of noise sensitive uses and use of best practices to minimize short-term noise impacts. However, the Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise impacts. Instead, it adopts the State's guidance on noise and land use compatibility, shown in Table 2, "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels."

City of Los Angeles Municipal Code. The City of Los Angeles Municipal Code (LAMC) contains regulations that would regulate noise from the Project's temporary construction activities.





Section 41.40(a) would prohibit specific Project construction activities from occurring between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c) would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday, or at any time on any Sunday. These restrictions serve to limit specific Project construction activities to Monday through Friday 7:00 A.M. to 9:00 P.M., and 8:00 A.M. to 6:00 P.M. on Saturdays or national holidays.

SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED.

(a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling, hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.

**Table 2
State of California Noise/Land Use Compatibility Matrix**

Land Use Category	Community Noise Exposure (dB, L _{dn} or CNEL)					
	55	60	65	70	75	80
Residential - Low Density Single-Family, Duplex, Mobile Homes	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Normally Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Residential - Multi-Family	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Transient Lodging - Motels Hotels	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheaters	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Sports Arena, Outdoor Spectator Sports	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Playgrounds, Neighborhood Parks	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Office Buildings, Business Commercial and Professional	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable

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

Source: California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines (Appendix D, Figure 2), 2017.

(c) No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific...

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated in a residential zone or within 500 feet of any residential zone. Of particular importance to construction activities is subdivision (a), which institutes a maximum noise limit of 75 dBA as measured at a distance of 50 feet from the activity for the types of construction vehicles and equipment that would likely be used in the construction of the Project. However, the LAMC notes that these limitations would not necessarily apply if it can be proven that the Project's compliance would be technically infeasible despite the use of noise-reducing means or methods.

SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS

Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

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

(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;

(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

In addition, the LAMC regulates long-term operations of land uses, including but not limited to the following regulations.

Section 111.02 discusses the measurement procedure and criteria regarding the sound level of “offending” noise sources. A noise source causing a 5 dBA increase over the existing average ambient noise levels of an adjacent property is considered to create a noise violation. However, Section 111.02(b) provides a 5 dBA allowance for noise sources lasting more than five but less than 15 minutes in any 1-hour period, and a 10 dBA allowance for noise sources causing noise lasting 5 minutes or less in any 1-hour period. In accordance with these regulations, a noise level increase from certain city-regulated noise sources of five dBA over the existing or presumed ambient noise level at an adjacent property is considered a violation.

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Any amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the Project’s property line, as the Project is located within 500 feet of residential zones.

SEC.112.01. RADIOS, TELEVISION SETS, AND SIMILAR DEVICES

(a) *It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.*

(b) *Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.*

(c) *Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.*

Section 112.02 would prevent Project heating, ventilation, and air conditioning (HVAC) systems and other mechanical equipment from elevating ambient noise levels by more than 5 dBA.

SEC.112.02. AIR CONDITIONING, REFRIGERATION, HEATING, PLUMBING, FILTERING EQUIPMENT

(a) *It shall be unlawful for any person, within any zone of the city, to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property ... to exceed the ambient noise level by more than five decibels.*

The LAMC regulates vehicle-related noise. Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City in a manner that would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than 5 dBA. Section 114.03 prohibits loading and unloading causing any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10 P.M. and 7 A.M. Section 114.06 requires vehicle theft alarm systems to be silenced within five minutes.

Existing Conditions

Noise Sensitive Receptors

The Project Site is located in a commercial neighborhood with a number of sensitive receptors within 1,000 feet of the Project Site that include, but are not limited to, the following representative sampling:

- Residences, 525 South Union Avenue; five feet north of the Project Site.
- Residences, 526 South Union Avenue; 60 feet southeast of the Project Site.
- Dental offices, 1725 West 6th Street; five feet west of the Project Site.
- Angels Nursing Center, 415 South Union Avenue; 650 feet north of the Project Site.
- Bonnie Brae Convalescent Hospital; 420 Bonnie Brae Street; 740 feet north of the Project Site.
- Residences, 1614 Wilshire Boulevard; 750 feet south of the Project Site.
- Associated Technical College, 1670 Wilshire Boulevard; 750 feet south of the Project Site.
- Esperanza Elementary School, 680 Little Street; 850 feet south of the Project Site.
- John Liechty Middle School, 650 South Union Avenue, 850 feet south of the Project Site.

Existing Ambient Noise Levels

The Project Site is improved with 15,490 square feet of retail uses and surface parking lot.⁷ Most noise from on-site activities are associated with mobile sources from the 476 daily vehicle trips traveling to and from the Project Site.⁸

The primary source of noise near the Project Site is vehicle traffic, as transportation noise is the main source of noise in urban environments, largely from the operation of internal combustion engines and frictional contact between the vehicle and the ground and air.⁹ The Project Site fronts 6th Street, which carries about 1,845 east- and westbound vehicle trips during a peak morning hour in front of the Project Site at Union Avenue.¹⁰

⁷ City of Los Angeles, ZIMAS database, accessed March 18, 2021,

⁸ LADOT, Transportation Study Assessment, March 31, 2021.

⁹ World Health Organization, <https://www.who.int/docstore/peh/noise/Comnoise-2.pdf> accessed March 18, 2021.

¹⁰ City of Los Angeles, Manual Traffic Count Summary, https://navigatela.lacity.org/dot/traffic_data/automatic_counts/6TH.UNION.151001-AUTO.pdf, 2015 counts adjusted 1% to reflect 2021 volumes.

As COVID-19 restrictions have lowered traffic levels in 2021, in-field noise measurements were deemed to not represent normal noise conditions. As a result, local ambient noise levels were modeled near the Project Site to represent the existing noise environment at representative sensitive receptors (Figure 1).

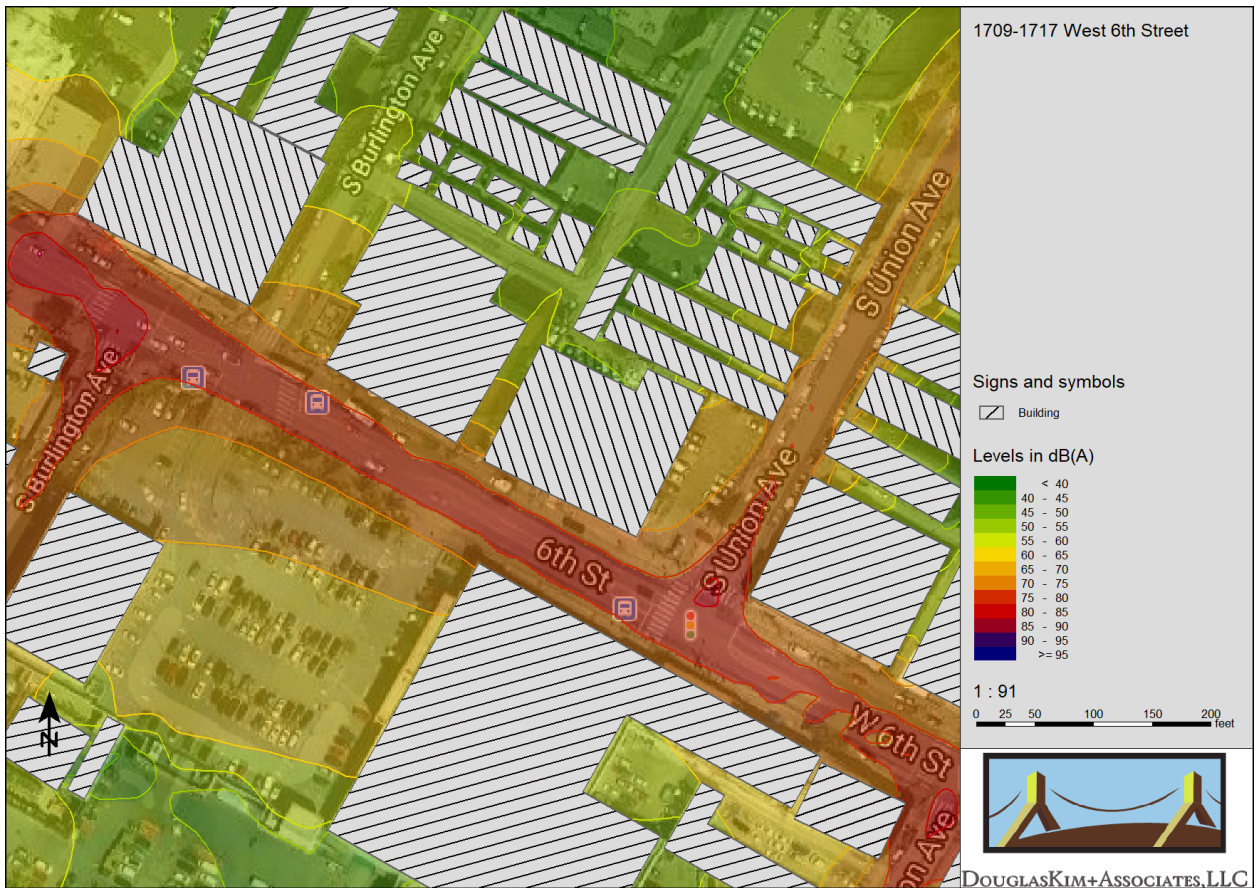


Using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) version 2.5 and traffic volumes from the Los Angeles Department of Transportation database, average daytime ambient noise levels when construction would occur were modeled. Table 3 illustrates the predicted ambient noise levels adjacent to the potential construction worksite, while Figure 2 illustrates how noise from traffic propagates over the local neighborhood.

**Table 3
Existing Noise Levels**

Sensitive Receptor Locations	Sound Levels (dBA, L _{eq})
1. Residence – 510 S. Burlington Avenue	56.2
2. Residences – 518 S. Union Avenue	67.6
3. Residences – 525 S. Union Avenue	67.1
4. Residences – 526 S. Union Avenue	68.3
5. Residences – 611 S. Burlington Avenue	68.8
6. Dental Facilities	70.1

Source: DKA Planning, 2021



**Figure 2
Traffic Noise Contours**

Project Impacts

Methodology

On-Site Construction Activities. Construction noise levels at nearby sensitive receptors were modeled employing the ISO 9613-2 sound attenuation methodologies using the SoundPLAN Essential model (version 5.1). This software package considers reference equipment noise levels, noise management techniques, distance to receptors, and any attenuating features to predict noise levels from sources like construction equipment. The distance from construction equipment noise sources (e.g., engines and tailpipes) assume that vehicles would not be capable of operating directly where the Project's property line abuts adjacent structures. These vehicles would retain some setback to preserve maneuverability, in addition to operating at reduced power and intensity to maintain precision at these locations.

Off-Site Construction Noise Activities. The Project's off-site construction noise impact from haul trucks was analyzed by considering the Project's estimated haul truck usage with existing traffic and roadway noise levels along the Project's anticipated haul route. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA,¹¹ the analysis focused on whether truck traffic would double traffic volumes on key roadways to be used for hauling soils to and/or from the Project Site during construction activities. Because haul trucks generate more noise than traditional passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a reference level conversion to an equivalent number of passenger vehicles.¹² It should be noted that because an official haul route has not been approved as of the preparation of this analysis, it is assumed that 6th Street would be a logical access point for a haul route that would minimize haul truck traffic on local streets in favor of major arterials that can access regional-serving freeways like the Harbor Freeway to the east.

Similarly, off-site noise impacts from vendors and workers that access the construction site were also analyzed. The analysis focused on whether truck traffic would double traffic volumes on key roadways to be used for hauling soils during construction activities.

On-Site Operational Noise Activities. The Project's potential to result in significant noise impacts from on-site operational noise sources was evaluated by identifying sources of on-site noise sources and considering the impact that they could produce given the nature of the source (i.e., loudness and whether noise would be produced during daytime or more-sensitive nighttime hours), distances to nearby sensitive receptors, surrounding ambient noise levels, the presence of similar noise sources in the vicinity, and maximum allowable noise levels permitted by the LAMC.

Off-Site Operational Noise Activities. The Project's off-site noise impact from Project-related traffic was evaluated based its potential to increase traffic volumes on local roadways that serve the Project site. Because it takes a doubling of traffic volumes on a roadway to generate the increased

¹¹ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

¹² Caltrans, Technical Noise Supplement Table 3-3, 2013.

sound energy it takes to elevate ambient noise levels by 3 dBA, the analysis focused on whether auto trips generated by the Proposed Project would double traffic volumes on key roadways to be used to access the Project site.

Thresholds of Significance

Construction Noise Thresholds. Based on guidelines from the City of Los Angeles City Department of Planning, the on-site construction noise impact would be considered significant if:

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

Operational Noise Thresholds. In addition to applicable City standards and guidelines that would regulate or otherwise moderate the Project's operational noise impacts, the following criteria are adopted to assess the impact of the Project's operational noise sources:

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, as defined by the State's 2017 General Plan Guidelines.
- Project operations would cause any 5 dBA CNEL or greater noise increase.¹³

Analysis of Project Impacts

- a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Less Than Significant Impact.

¹³ As a 3 dBA increase represents a slightly noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use's "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. When noise level increases would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a readily noticeable 5 dBA increase is still considered to be significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be considered less than significant.

Construction

On-Site Construction Activities

Construction would generate noise over at least 18 months of demolition, grading, building construction, paving, and application of architectural coatings, as shown on Table 4. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with LAMC Section 41.40(a). On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M.

Table 4
Construction Schedule Assumptions

Phase	Duration	Notes
Demolition	Months 1-2	Removal of 15,490 square feet of structures
Grading	Months 3-4	Export of 21,400 cubic yards of soil in 14 cubic yard haul trucks up to 40 miles one-way to landfill
Building Construction	Months 5-18	
Paving	Months 17-18	Paving of driveways
Architectural Coatings	Months 16-18	Overlaps three months with the completion of building construction

Source: DKA Planning, 2021.

Noise levels would generally peak during demolition and grading phases, when diesel-fueled heavy-duty equipment like excavators and dozers are needed to move large amounts of debris or dirt. This equipment is mobile in nature and does not always operate at in a steady-state mode full load, but rather powers up and down depending on the duty cycle needed to conduct work. As such, equipment is occasionally idle during which time no noise is generated by that equipment. Equipment will often operate away from off-site receptors, as mobile equipment generally does not operate continuously in one place.

During other phases of construction (e.g., paving, building construction, architectural coatings), noise impacts are generally lesser than during demolition and grading because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, and various powered hand tools and pneumatic equipment would generally be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks.

Because the Project's construction phase would occur for more than three months, the applicable City threshold of significance for the Project's construction noise impacts is an increase of 5 dBA over existing ambient noise levels. As shown in Table 5, when considering ambient noise levels, the use of multiple pieces of powered equipment simultaneously would increase ambient noise negligibly. This assumes the use of best practices techniques required by the City's Building and Safety regulations. These construction noise levels would not exceed the City's significance threshold of 5 dBA (see Figure 3 to see how construction noise would propagate from the Project Site). Therefore, the Project's on-site construction noise impact would be less than significant.

Table 5
Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L _{eq})	Existing Ambient Noise Level (dBA L _{eq})	New Ambient Noise Level (dBA L _{eq})	Increase (dBA L _{eq})	Potentially Significant?
1. Residence – 510 S. Burlington Ave.	50.4	56.2	57.2	1.0	No
2. Residences – 518 S. Union Avenue	56.9	67.6	68.0	0.4	No
3. Residences – 525 S. Union Avenue	64.8	67.1	69.1	2.0	No
4. Residences – 526 S. Union Avenue	64.9	68.3	69.9	1.6	No
5. Residences – 611 S. Burlington Ave.	47.7	68.8	68.8	0.0	No
6. Dental Facilities	53.9	70.1	70.2	0.1	No

Source: DKA Planning, 2021.



Figure 3
Construction Noise Contours

Off-Site Construction Activities

The Project would also generate noise at off-site locations from vendor and contractor trips and worker commute trips. These activities would generate up to an estimated 200 peak hourly PCE

vehicle trips (Table 6). This includes converting noise from heavy-duty truck trips to an equivalent number of passenger vehicle trips.

Table 6
Estimated Hourly Construction Vehicle Trips

Construction Phase	Worker Trips ^a	Vendor Trips	Haul Trips	Total
Demolition	10	0	4 ^b	14
Grading	10	0	190 ^c	200
Building Construction	95	55 ^d	0	150
Paving	18	0	0	18
Architectural Coating	19	0	0	19

^a Assumes all worker trips occur in the peak hour of construction activity.
^b The project would generate 70 haul trips over a 43-day period, which equates to an average of 4.4 haul trips per hour, assuming a seven-hour work day. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent.
^c This phase would generate about 3,057 one-way haul trips over a 44-day period, which equates to 189.6 trips per hour over a seven-hour work day. Assumes a 19.1 PCE.
^d This phase would generate about 20 vendor truck trips daily over a seven-hour work day. Assumes a 19.1 PCE
Source: DKA Planning, 2021

The greatest number of construction-related trips would occur during the grading phase, which would generate up to 200 peak hourly PCE vehicle trips, assuming all workers travel to the worksite at the same time. This would represent about 10.8 percent of traffic volumes on 6th Street, the likely route for haul trucks initially accessing the Harbor Freeway 3,600 feet to the east. Because the Project's construction-related trips would not cause a doubling in traffic volumes on this major arterial, the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more. Therefore, the Project's noise impacts from construction-related traffic would be less than significant.

Operation

On-Site Operational Noise

During long-term operations, the Project would produce noise from both on- and off-site sources. As discussed below, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Project would also not increase surrounding noise levels by more than 5 dBA CNEL, the minimum threshold of significance adopted by this analysis. As a result, the Project's on-site operational noise impacts would be considered less than significant.

Mechanical Equipment

The residences would operate mechanical equipment, including HVAC equipment located on the roof, approximately 74'7" above grade. This equipment could generate noise levels that average 50 to 65 dBA L_{eq} at 50 feet (81.9 dBA at one foot).¹⁴ However, nearby receptors such as residences north of the Project Site as equipment would be shielded from any line-of-sight for two reasons. First, receptors immediately north of the Project Site are one-story in height, over 60 feet lower than the height of these roof-top units. Second, the presence of a roof edge and 3'0" to 4'0" high parapet would also further ensure an effective noise barrier that reduces noise levels from rooftop HVAC units by 8 dBA or more at lower receptors. This is helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and weekends. Other mechanical equipment (e.g., transformer pad, mechanical room) would be located in the garage ground level or P3 level, located within the development itself and shielded from outside receptors.

Auto-Related Activities

The majority of vehicle-related noise impacts at the Project Site would come from cars entering and exiting the Proposed Project's garage off Union Avenue. The Project could generate about 741 average gross daily vehicle trips that include up to 55 A.M. and 75 P.M. peak hour vehicle trips.¹⁵

While there are sensitive residential receptors on the east side of Union Avenue that would have a direct line of sight to the parking garage, they would be approximately 65 feet away from the garage entrance across the street. As shown in Table 7, vehicles entering the parking garage would increase ambient noise levels by less than 0.1 dBA L_{eq} , below the 3 dBA threshold that the most sensitive humans can detect changes in noise levels.

**Table 7
Parking Garage-Related Impacts at Off-Site Sensitive Receptors**

Receptor	Maximum Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Significant?
Residences, east side of Union Avenue	40.1	68.3	68.3	<0.1	No
<i>Source: DKA Planning, 2021, using FTA Noise Impact Assessment Spreadsheet. Assumes average of five vehicles during average daytime hour (i.e., 7 A.M. to 7 P.M.) based on ITE Trip Generation Manual (10th Edition) Time of Day Distribution assumptions for Multi-Family Housing (Mid-Rise) land use</i>					

24-hour CNEL noise levels would similarly be negligible, given the low trip generation rates associated with off-peak hours overnight. Parking garage-related noise impacts for other receptors would also be negligible given their more remote locations and/or the lack of a line of

¹⁴ City of Moreno Valley, Moreno Valley WalMart Noise Impact Analysis, Table 901; February 10, 2015 and City of Pomona, Pomona Ranch Plaza WalMart Expansion Project, Table 4.4-5; August 2014.

¹⁵ Average daily trip estimates from LADOT Transportation Study Analysis March 31, 2021 and hourly distribution estimates from Institute of Traffic Engineers, Trip Generation Manual (10th Edition) Time of Day Distribution data for Land Use class 221 (Multi-family housing—Mid Rise).

sight from the garage. As such, the Project's parking lot activities would have no noticeable effect on the surrounding noise environment.

Outdoor Uses

While most operations would be conducted inside the development, outdoor activities could generate noise that could impact local sensitive receptors. This would include human conversation, trash collection, and landscape maintenance. These are discussed below:

- Human conversation. Noise associated with everyday human activities would largely be contained internally within the Project. Noise could include passive activities such as human conversation and socializing in outdoor spaces, including these locations:
 - Private balconies. These outdoor balconies would be for the private use of residents along each elevation.
 - Outdoor deck on the podium level. An outdoor deck on the podium level facing Burlington Avenue would be available for building residents.
 - Open space on the podium level. Outdoor space on the podium (third level) are proposed along the northern portion of the Project Site. No amplified speakers are proposed in this outdoor space.

For any of these outdoor spaces, there would be intermittent activities that would produce negligible impacts from human speech, based on the Lombard effect. This phenomenon recognizes that voice noise levels in face-to-face conversations generally increase proportionally to background ambient noise levels, but only up to approximately 67 dBA at a reference distance of one meter. Specifically, vocal intensity increases about 0.38 dB for every 1.0 dB increase in noise levels above 55 dB, meaning people talk slightly above ambient noise levels in order to communicate.¹⁶

While the noise levels from human conversation in outdoor spaces would be marginal, the attenuation from the built environment would virtually eliminate any exposure to elevated noise levels at the nearest sensitive receptors. However, nearby receptors such as residences south of the Project Site as equipment would be shielded from any line-of-sight for two reasons. A six-floor concrete masonry wall along the northern property line would attenuate any noise from the outdoor open space. Second, a 43-foot wide multi-purpose building along the northern portion of the Project Site would shield residences to the north from most of any noise from the open space. As a result, the increase in ambient noise levels at nearby receptors would be marginal for sensitive receptors.

- Trash collection. On-site trash and recyclable materials would be managed by residents inside the ground-level garage. Trash and recycling trucks would access these facilities from Union Avenue. Solid waste activities would include use of trash

¹⁶ Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.

compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.¹⁷ Intermittent solid waste management activities would operate weekly during the day and would represent a negligible impact that would not increase CNEL noise levels at off-site locations.

- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generate substantial bursts of noise during regular maintenance. For example, gas-powered leaf blowers and other equipment with two-stroke engines can generate 100 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.¹⁸ This would generally represent no change in noise from landscaping maintenance. Any intermittent landscape equipment would operate during the day and would represent a negligible impact that would not increase CNEL noise levels at off-site locations.

Based on an assessment of these on-site sources, the impact of on-site operational noise sources would be considered less than significant.

Off-Site Operational Noise

The majority of the Project's operational noise impacts would be generated by the 265 net average daily vehicle trips to and from the Project Site, including up to 20 A.M. and 27 P.M. peak hour vehicle trips.¹⁹ This additional traffic would represent up to a 1.5 percent increase in traffic on 6th Street, which carries about 1,845 west- and eastbound vehicles during the peak morning traffic hour at the Project Site.²⁰ Because it takes a doubling of traffic volumes to increase ambient noise levels by 3 dBA L_{eq} , the Project's traffic would neither increase ambient noise levels 3 dBA or more into "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, nor increase ambient noise levels 5 dBA or more. Twenty-four hour CNEL impacts would similarly be minimal, far below the City's criterion for significant operational noise impacts, which begin at 3 dBA. As such, this impact would be considered less than significant.

- b. For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact.

¹⁷ RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.

¹⁸ Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017

¹⁹ Average daily trip estimates from CalEEMod 2016.3.2 model runs and hourly distribution estimates from Institute of Traffic Engineers, Trip Generation Manual (10th Edition) Time of Day Distribution data for Land Use class 221 (Multi-family housing—Mid Rise).

²⁰ City of Los Angeles, Manual Traffic Count Summary. https://navigatela.lacity.org/dot/traffic_data/automatic_counts/6TH.UNION.151001-AUTO.pdf, 2015 counts adjusted 1% to reflect 2021 volumes.

The Project Site is located about 10.6 miles southeast of the Hollywood Burbank Airport. As such, the Proposed Project is not within an airport land use plan or within two miles of a public airport and would not expose residents to excessive noise levels. This would be considered no impact.

Cumulative Impacts

Construction

On-Site Construction Noise

During the construction of the proposed Project, there could be other construction activity in the area that could contribute to cumulative noise impacts. Noise from construction of development projects is typically localized and has the potential to affect noise-sensitive uses within 500 feet from the construction site, based on the City's screening criteria. As such, noise from construction activities for two projects within 1,000 feet of each other can contribute to a cumulative noise impact for receptors located between the two construction sites.

Any cumulative impact would require a sensitive receptor to have a line-of-sight to two or more construction sites. Further, the impacts would have to be substantial to result in a 5 dBA or more increase in noise levels, given the density and scale of buildings and structures between any two or more locations. As such, the potential for any significant cumulative noise increases of 5 dBA L_{eq} or more at any sensitive receptor is not considered significant.

Construction-related noise levels from any other related projects would be intermittent and temporary, and it is anticipated that, as with the Project, any related projects would comply with the LAMC's restrictions, including construction hours and noise from powered equipment. Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual related project and compliance with locally adopted and enforced noise ordinances. Based on this, there would not be cumulative noise impacts at any nearby sensitive uses located near the Project Site and related projects in the event of concurrent construction activities.

As such, there would not be a significant cumulative noise impact at any nearby sensitive receptors located near the Project Site and related projects in the event of concurrent construction activities.

Off-Site Construction Noise

Haul trucks would have a potential to result in cumulative impacts to off-site noise levels if the haul trucks, vendor trucks, or worker trips for any related project(s) near the Project Site were to utilize the same routes. Distributing trips to any potential construction sites substantially reduces the potential that cumulative development could more than double traffic volumes on existing streets, which would be necessary to increase ambient noise levels by 3 dBA. The Proposed Project would contribute up to 200 hourly PCE vehicle trips during building construction activities and any related projects would have to generate 1,645 more vehicle trips during a peak morning hour to achieve a doubling of volumes on 6th Street. Therefore, cumulative noise due to

construction truck traffic from the Project and related projects do not have the potential to exceed the ambient noise levels along the haul route by 5 dBA. As such, cumulative noise impacts from off-site construction would be less than significant.

Operation

The Project Site and surrounding Westlake community have been developed with retail and residential uses that have previously generated, and will continue to generate, noise from a number of operational noise sources, including mechanical equipment (e.g., HVAC systems), outdoor activity areas, and vehicle travel. Similar to the Project, any related projects in the vicinity of the Project Site would also generate stationary-source and mobile-source noise due to ongoing day-to-day operations. Given the commercial zoning along 6th Street, any related projects would not be typically associated with excessive noise generation that could result in increases of 5 dBA or more in ambient noise levels at sensitive receptors when combined with operational noise from the Proposed Project. The presence of intervening multi-story buildings along 6th Street will generally shield noise impacts from one or more projects that may generate operational noise. However, each project would produce traffic volumes that are capable of generating roadway noise impacts. The potential cumulative noise impacts associated with on-site and off-site noise sources are addressed below.

On-Site Stationary Noise Sources

Noise from on-site mechanical equipment (e.g., HVAC units) and any other human activities from related projects would not be typically associated with excessive noise generation that could result in increases of 5 dBA or more in ambient noise levels at sensitive receptors when combined with operational noise from the Proposed Project. The presence of intervening multi-story buildings along 6th Street will generally shield noise impacts from one or more projects that may generate operational noise. Therefore, cumulative stationary source noise impacts associated with operation of the Project and related projects would be less than significant.

Off-Site Mobile Noise Sources

The Project and any related projects within 1,000 feet of the Project Site would produce traffic volumes (off-site mobile sources) that would generate roadway noise. The Project would add up to 27 net peak hour vehicle trips to 6th Street, which represents about 1.5 percent of peak A.M. traffic volumes on 6th Street in front of the Project Site. Because it takes a doubling of traffic volumes to increase ambient noise levels by 3 dBA L_{eq} , the Project's traffic impact would not increase ambient noise levels on 6th Street, which carries 1,845 vehicles during a peak traffic hour in front of the Project Site. Therefore, cumulative noise impacts due to off-site traffic noise would be less than significant.

Therefore, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA to or within their respective "Normally Unacceptable" or "Clearly Unacceptable" noise categories, or by 5 dBA or greater overall. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

TECHNICAL APPENDIX



DOUGLASKIM+ASSOCIATES,LLC

AMBIENT NOISE MODELING

- Project Site
- Noise Modeling Locations**
- 1** Residences - 510 S Burlington Ave
- 2** Residences - 518 S Union Ave
- 3** Residence - 525 S Union Ave
- 4** Residences - 526 S Union Ave
- 5** Residences - 611 S Burlington Ave
- 6** Dental Facilities



DOUGLASKIM+ASSOCIATES, LLC

Figure 1
Noise Modeling Locations

Contribution levels of the receivers

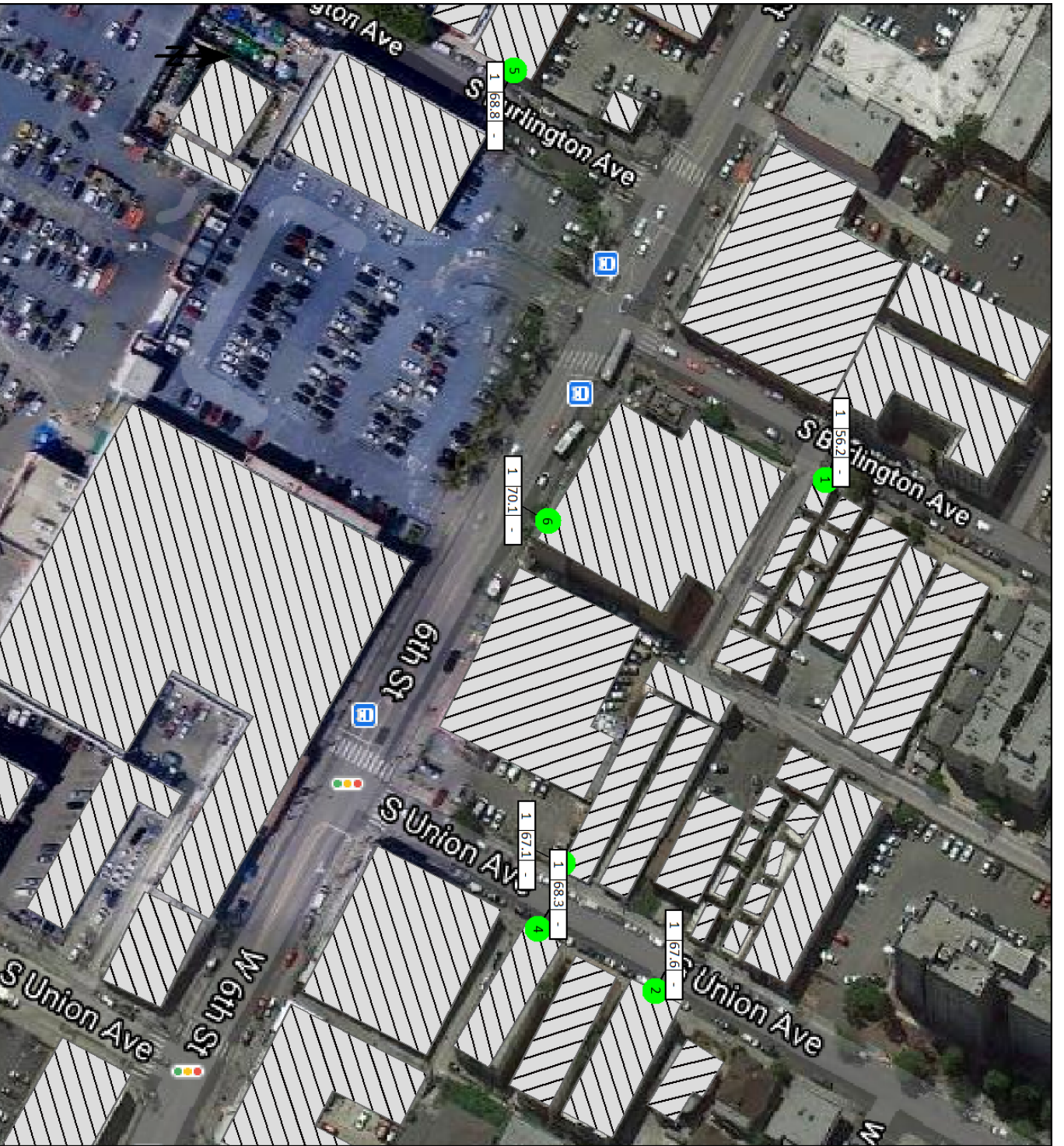
Source name	Traffic lane	Level	
		Day dB(A)	Night
510 South Burlington Avenue	GF	56.2	0.0
6th Street EB	-	52.0	-
6th Street WB	-	53.3	-
Barrington Avenue	-	45.0	-
Union Avenue	-	40.3	-
Union Avenue (west jog)	-	35.3	-
518 South Union Avenue	GF	67.6	0.0
6th Street EB	-	49.0	-
6th Street WB	-	50.0	-
Barrington Avenue	-	39.3	-
Union Avenue	-	67.5	-
Union Avenue (west jog)	-	35.1	-
525 South Union Avenue	GF	67.1	0.0
6th Street EB	-	55.0	-
6th Street WB	-	56.4	-
Barrington Avenue	-	38.2	-
Union Avenue	-	66.4	-
Union Avenue (west jog)	-	40.9	-
526 South Union Avenue	GF	68.3	0.0
6th Street EB	-	52.5	-
6th Street WB	-	54.0	-
Barrington Avenue	-	39.8	-
Union Avenue	-	68.0	-
Union Avenue (west jog)	-	36.9	-
611 South Burlington Avenue	GF	68.8	0.0
6th Street EB	-	55.1	-
6th Street WB	-	55.6	-
Barrington Avenue	-	68.4	-
Union Avenue	-	37.1	-
Union Avenue (west jog)	-	32.8	-
Dental Facilities	GF	70.1	0.0
6th Street EB	-	65.4	-
6th Street WB	-	68.1	-
Barrington Avenue	-	53.2	-
Union Avenue	-	51.1	-
Union Avenue (west jog)	-	47.6	-

Noise emissions of road traffic

Station km	ADT Veh/24h	Vehicles type	Traffic values				Control device	Cons Speed km/h	Affect veh. %	Road surface	Gradie Min / M %
			Vehicle name	day Veh/h	night Veh/h	Speed km/h					
Union Avenue Traffic direction: In entry direction											
0+000	3328	Total	-	208	-	-	Traffic lig	-	100.0	Average (of DGAC ar	0.5
		Automobiles	-	196	-	40					
		Medium trucks	-	9	-	40					
		Heavy trucks	-	-	-	40					
		Buses	-	-	-	40					
		Motorcycles	-	1	-	40					
		Auxiliary vehicle	-	1	-	40					
Union Avenue (west jog) Traffic direction: In entry direction											
0+000	5200	Total	-	325	-	-	Traffic lig	-	100.0	Average (of DGAC ar	-1.3
		Automobiles	-	307	-	40					
		Medium trucks	-	14	-	40					
		Heavy trucks	-	-	-	40					
		Buses	-	-	-	40					
		Motorcycles	-	2	-	40					
		Auxiliary vehicle	-	2	-	40					
0+007	5456	Total	-	341	-	-	Traffic lig	-	100.0	Average (of DGAC ar	-6.1
		Automobiles	-	322	-	40					
		Medium trucks	-	14	-	40					
		Heavy trucks	-	-	-	40					
		Buses	-	-	-	40					
		Motorcycles	-	2	-	40					
		Auxiliary vehicle	-	2	-	40					
Barrington Avenue Traffic direction: In entry direction											
0+000	5200	Total	-	325	-	-	Traffic lig	-	100.0	Average (of DGAC ar	-4.5
		Automobiles	-	307	-	40					
		Medium trucks	-	14	-	40					
		Heavy trucks	-	-	-	40					
		Buses	-	-	-	40					
		Motorcycles	-	2	-	40					
		Auxiliary vehicle	-	2	-	40					
6th Street WB Traffic direction: In entry direction											
0+000	16352	Total	-	1022	-	-	Traffic lig	-	30.0	Average (of DGAC ar	2.1
		Automobiles	-	965	-	53					
		Medium trucks	-	43	-	53					
		Heavy trucks	-	-	-	53					
		Buses	-	-	-	53					
		Motorcycles	-	7	-	53					
		Auxiliary vehicle	-	7	-	53					
6th Street EB Traffic direction: In entry direction											
0+000	13168	Total	-	823	-	-	Traffic lig	-	30.0	Average (of DGAC ar	2.0
		Automobiles	-	777	-	53					
		Medium trucks	-	35	-	53					
		Heavy trucks	-	-	-	53					
		Buses	-	-	-	53					
		Motorcycles	-	6	-	53					
		Auxiliary vehicle	-	6	-	53					




Receiver list

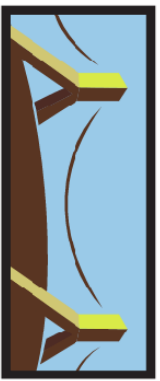
No.	Receiver name	Coordinates		Building side	Floor	Height abv.grd. m	Limit		Level		Conflict	
		X	Y				Day	Night	Day	Night	Day	Night
		in meter				dB(A)		dB(A)		dB		
1	510 South Burlington Avenue	11382728.4	3769357.36	West	GF	104.32	-	-	56.2	0.0	-	-
2	518 South Union Avenue	11382855.1	3769315.21	North we	GF	106.71	-	-	67.6	0.0	-	-
3	525 South Union Avenue	11382823.5	3769292.15	South we	GF	105.00	-	-	67.1	0.0	-	-
4	526 South Union Avenue	11382839.8	3769286.01	North we	GF	106.69	-	-	68.3	0.0	-	-
5	611 South Burlington Avenue	11382626.8	3769280.10	South ea	GF	98.37	-	-	68.8	0.0	-	-
6	Dental Facilities	11382738.6	3769288.38	South we	GF	103.79	-	-	70.1	0.0	-	-



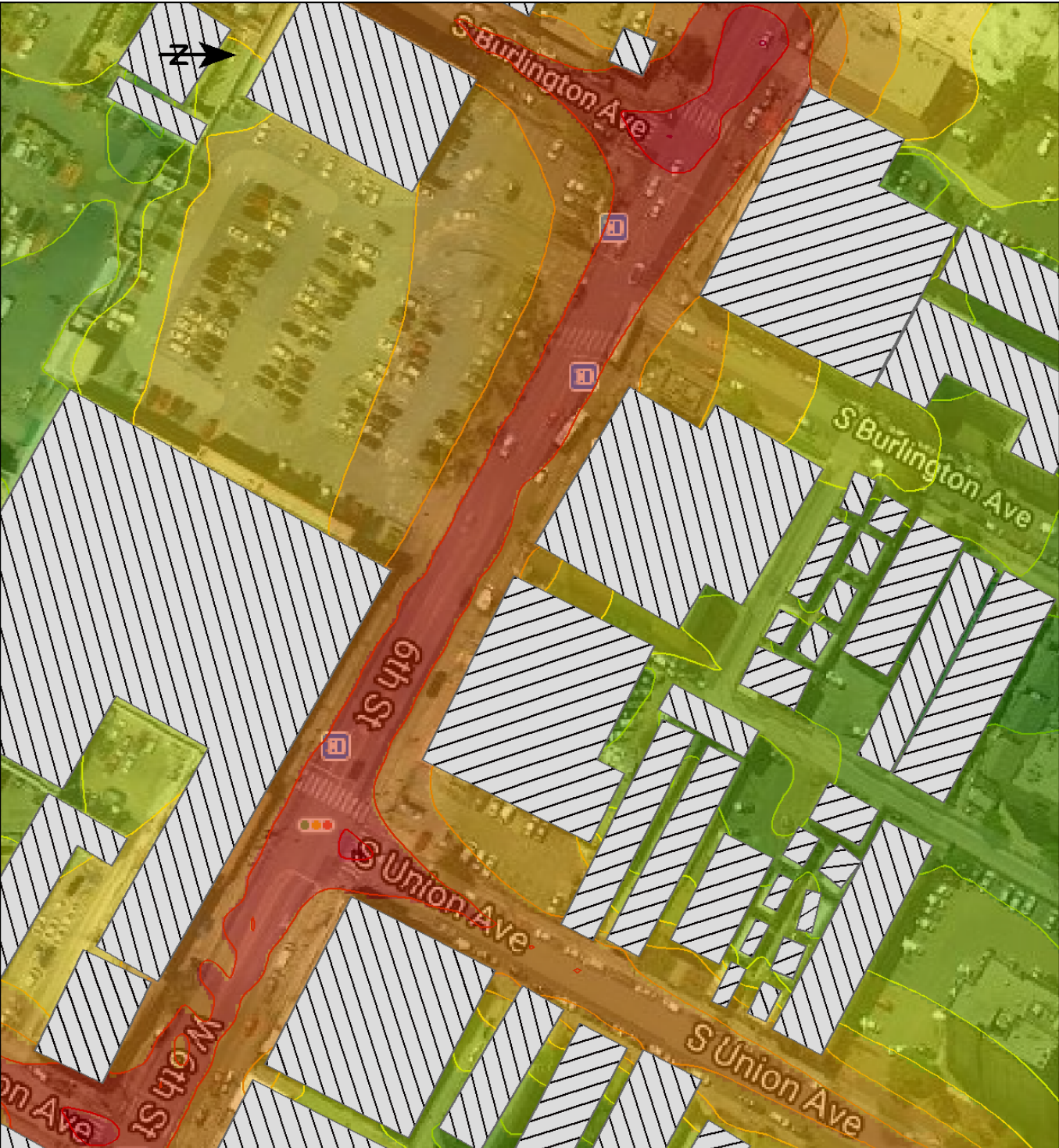
1709-1717 West 6th Street

Signs and symbols

-  Building
-  Analyzed Sensitive Receptor
-  Surface

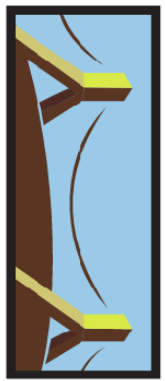
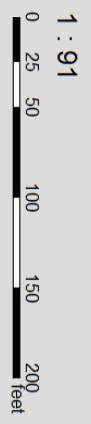
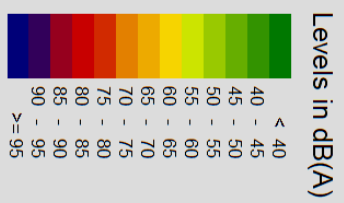


DOUGLASSKIM+ASSOCIATES, LLC



1709-1717 West 6th Street

Signs and symbols
 Building



DOUGLASSKIM+ASSOCIATES, LLC

OFF-SITE CONSTRUCTION-RELATED TRAVEL VOLUMES



Department of Transportation

Construction Phase	Worker Trips	Vendor Trips	Haul Trips	Total	% of Traffic Volumes
Demolition	10	0	4.4	14	0.8%
Grading	10	0	189.6	200	10.8%
Building Construction	95	54.6		150	8.1%
Paving	18	0		18	1.0%
Architectural Coatings	19	0		19	1.0%
<i>Vendor and Haul trips represent heavy-duty truck trips with a 19.1 Passenger Car Equivalent applied</i>					



DOUGLASKIM+ASSOCIATES,LLC

CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

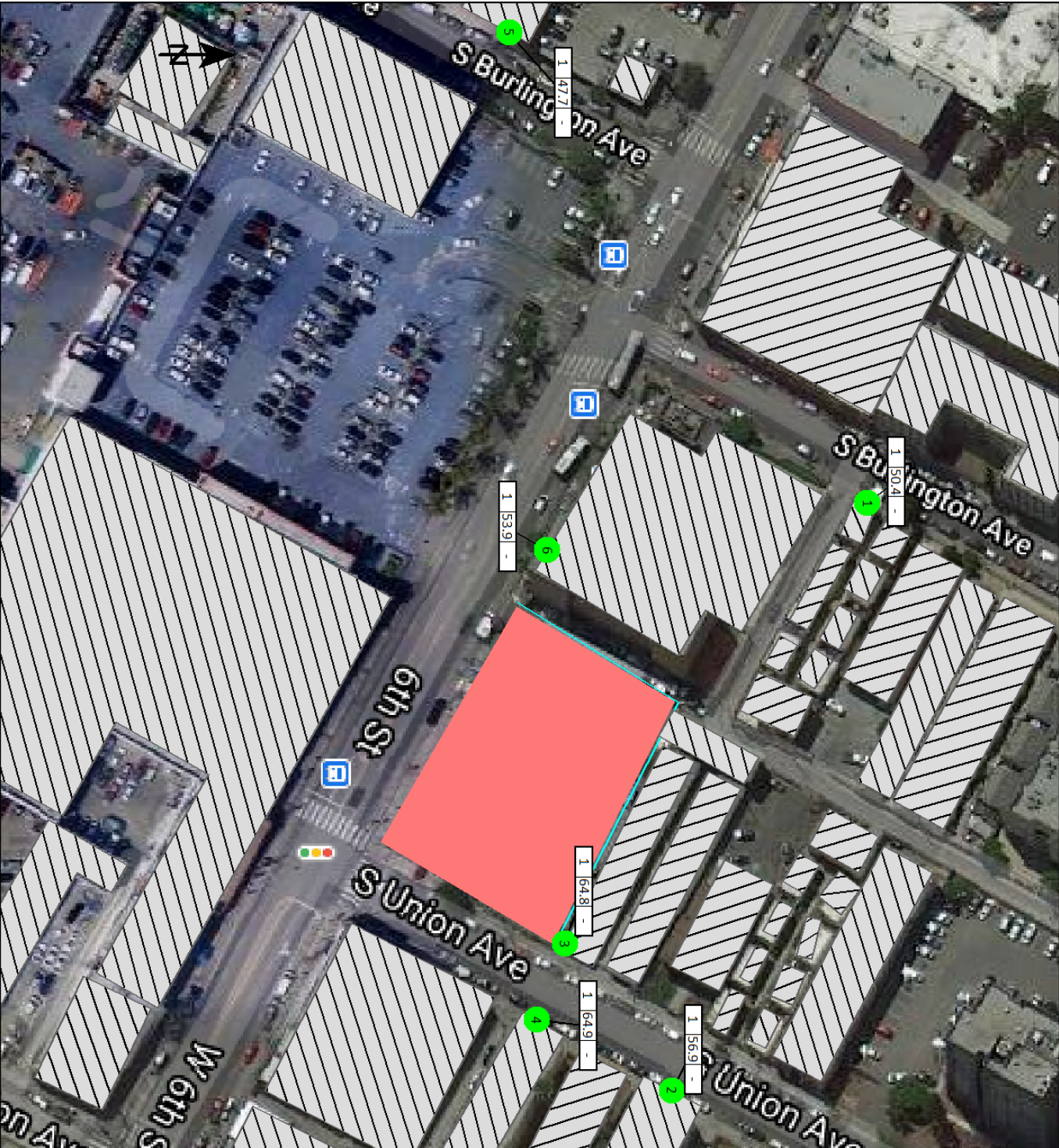
Source name	Size m/m ²	Reference	Level		Corrections		
			Day dB(A)	Night dB(A)	Cwall dB	CI dB	CT dB
Construction Site	2433 m ²	Lw/	75.0	-	-	-	-

Contribution levels of the receivers

Source name		Level	
		Day	Night
		dB(A)	
510 South Burlington Avenue	GF	50.4	0.0
Construction Site		50.4	-
518 South Union Avenue	GF	56.9	0.0
Construction Site		56.9	-
525 South Union Avenue	GF	64.8	0.0
Construction Site		64.8	-
526 South Union Avenue	GF	64.9	0.0
Construction Site		64.9	-
611 South Burlington Avenue	GF	47.7	0.0
Construction Site		47.7	-
Dental Facilities	GF	53.9	0.0
Construction Site		53.9	-




Receiver list

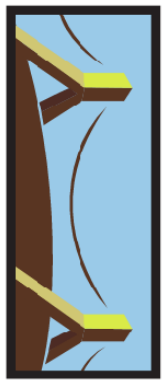
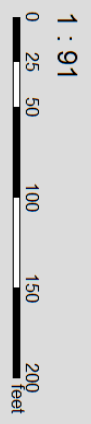
No.	Receiver name	Coordinates		Building side	Floor	Height abv.grd. m	Limit		Level		Conflict	
		X	Y				Day	Night	Day	Night	Day	Night
1	510 South Burlington Avenue	11382728.4	3769357.36	West	GF	104.32	-	-	50.4	0.0	-	-
2	518 South Union Avenue	11382855.1	3769315.21	North we	GF	106.71	-	-	56.9	0.0	-	-
3	525 South Union Avenue	11382823.5	3769292.15	South we	GF	105.00	-	-	64.8	0.0	-	-
4	526 South Union Avenue	11382839.8	3769286.01	North we	GF	106.69	-	-	64.9	0.0	-	-
5	611 South Burlington Avenue	11382626.8	3769280.10	South ea	GF	98.37	-	-	47.7	0.0	-	-
6	Dental Facilities	11382738.6	3769288.38	South we	GF	103.79	-	-	53.9	0.0	-	-



1709-1717 West 6th Street

Signs and symbols

-  Wall
-  Analyzed Sensitive Receptor
-  Construction Site



DOUGLASSKIM+ASSOCIATES, LLC

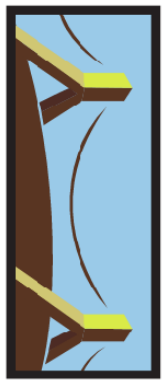
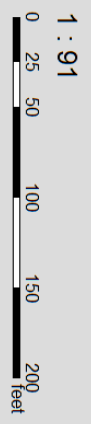
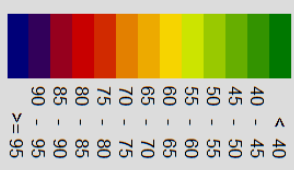


1709-1717 West 6th Street

Signs and symbols

-  Wall
-  Building
-  Construction Site

Levels in dB(A)



DOUGLASSKIM+ASSOCIATES, LLC

Construction Noise Impacts (without Mitigation)



DOUGLASKIM+ASSOCIATES

Reference	15.24	meter
Sound Pressure Level	75.0	dBA

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residence - 510 S. Burlington Ave.	56.2	50.4	57.2	1.0	No
Residence - 518 S. Union Ave.	67.6	56.9	68.0	0.4	No
Residence - 525 S. Union Ave.	67.1	64.8	69.1	2.0	No
Residence - 526 S. Union Ave.	68.3	64.9	69.9	1.6	No



DOUGLASKIM+ASSOCIATES,LLC

OPERATIONS NOISE CALCULATIONS

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE Trip Generation Manual , 10th Edition

Land Use Code Setting	221 Multifamily Housing (Mid-Rise)					
	General Urban/Suburban		Dense Multi-Use Urban		Center City Core	
Time Period	Weekday		Weekday		Weekday	
Trip Type	Vehicle		Vehicle		Vehicle	
# Data Sites	8		4		3	
	% of 24-Hour Traffic		% of 24-Hour Traffic		% of 24-Hour Traffic	
Time	Entering	Exiting	Entering	Exiting	Entering	Exiting
12-1 AM	0.7	0.3	0.8	0.2	2.6	0
1-2 AM	0.3	0.2	1.3	0.1	0.4	0
2-3 AM	0.2	0.2	0.8	0.3	0.9	0.9
3-4 AM	0.4	0.3	0.6	0.3	0.4	0
4-5 AM	0.3	0.8	0.6	0.0	0.4	1.8
5-6 AM	0.6	2.7	2.3	1.6	0.4	3.1
6-7 AM	1.5	6.5	4.1	4.1	1.8	8.0
7-8 AM	2.8	12.1	4.2	17.7	5.3	12.0
8-9 AM	3.5	8.8	5.1	9.2	4.8	10.2
9-10 AM	2.9	5.7	2.5	5.6	5.7	4.9
10-11 AM	2.7	4.7	4.4	3.8	2.2	4.9
11-12 PM	4.5	4.5	3.1	5.7	3.9	2.7
12-1 PM	4.8	4.6	4.7	5.2	4.4	2.7
1-2 PM	4.1	4.8	5.3	3.7	3.9	6.7
2-3 PM	5.8	5.0	5.9	3.3	3.9	4.9
3-4 PM	6.7	4.9	6.2	4.4	6.1	4.0
4-5 PM	10.6	6.2	10.0	4.7	4.8	5.8
5-6 PM	12.6	7.7	8.7	4.1	8.3	7.6
6-7 PM	9.3	6.6	6.7	8.6	8.8	4.0
7-8 PM	7.8	4.8	6.7	4.4	7.9	4.4
8-9 PM	7.0	3.3	5.1	4.3	7.0	2.2
9-10 PM	5.5	2.2	4.6	3.1	5.3	4.9
10-11 PM	3.6	1.9	4.4	2.8	7.0	3.1
11-12 AM	2.0	1.1	1.9	2.8	3.5	1.3

	Hourly Trips			Average Daytime	Average Nighttime
12-1 AM	1.0	0.5	4		4
1-2 AM	0.5	0.25	2		2
2-3 AM	0.4	0.2	1		1
3-4 AM	0.7	0.35	3		3
4-5 AM	1.1	0.55	4		4
5-6 AM	3.3	1.65	12		12
6-7 AM	8.0	4	30		30
7-8 AM	14.9	7.45	55	55	
8-9 AM	12.3	6.15	46	46	
9-10 AM	8.6	4.3	32	32	
10-11 AM	7.4	3.7	27	27	
11-12 PM	9.0	4.5	33	33	
12-1 PM	9.4	4.7	35	35	
1-2 PM	8.9	4.45	33	33	
2-3 PM	10.8	5.4	40	40	
3-4 PM	11.6	5.8	43	43	
4-5 PM	16.8	8.4	62	62	
5-6 PM	20.3	10.15	75	75	
6-7 PM	15.9	7.95	59	59	
7-8 PM	12.6	6.3	47		47
8-9 PM	10.3	5.15	38		38
9-10 PM	7.7	3.85	29		29
10-11 PM	5.5	2.75	20		20
11-12 AM	3.1	1.55	11		11
ADT			741	45	17

Project: 1709 West 6th Street

Receiver Parameters	
Receiver:	Residences East Side of Union Avenue
Land Use Category:	2 - Residential
Existing Noise (Measured or Generic Value):	68 dBA

Noise Source Parameters	
Number of Noise Sources: 1	

Noise Source Parameters	
Source 1	
Source Type:	Stationary Source
Specific Source:	Parking Garage
Daytime hrs	Avg. Number of Autos/hr: 45
Nighttime hrs	Avg. Number of Autos/hr: 17
Distance	Distance from Source to Receiver (ft): 65
Adjustments	Number of Intervening Rows of Buildings: 0
	Noise Barrier?: No
	Joint Track/Crossover?: No
	Embedded Track?: No
	Aerial Structure?: No

Noise Source Parameters	
Source 1	
Source Type:	Stationary Source
Specific Source:	Parking Garage
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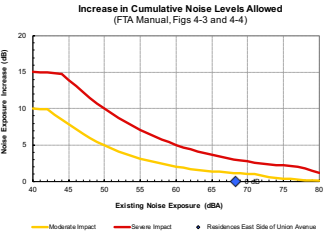
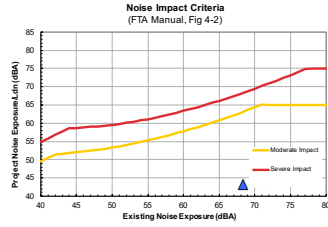
Noise Source Parameters	
Source 1	
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Noise Source Parameters	
Source 1	
Source Type:	Stationary Source
Specific Source:	Parking Garage
Daytime hrs	Avg. Number of Autos/hr: 45
Nighttime hrs	Avg. Number of Autos/hr: 17
Distance	Distance from Source to Receiver (ft): 65
Adjustments	Number of Intervening Rows of Buildings: 0
	Noise Barrier?: No
	Joint Track/Crossover?: No
	Embedded Track?: No
	Aerial Structure?: No

Project Results Summary	
Existing Ldn:	68 dBA
Total Project Ldn:	43 dBA
Total Noise Exposure:	68 dBA
Increase:	0 dB
Impact:	None

Distance to Impact Contours	
Dist to Mod. Impact Contour:	(Source 1): 11 ft
Dist to Sev. Impact Contour:	(Source 1): 7 ft

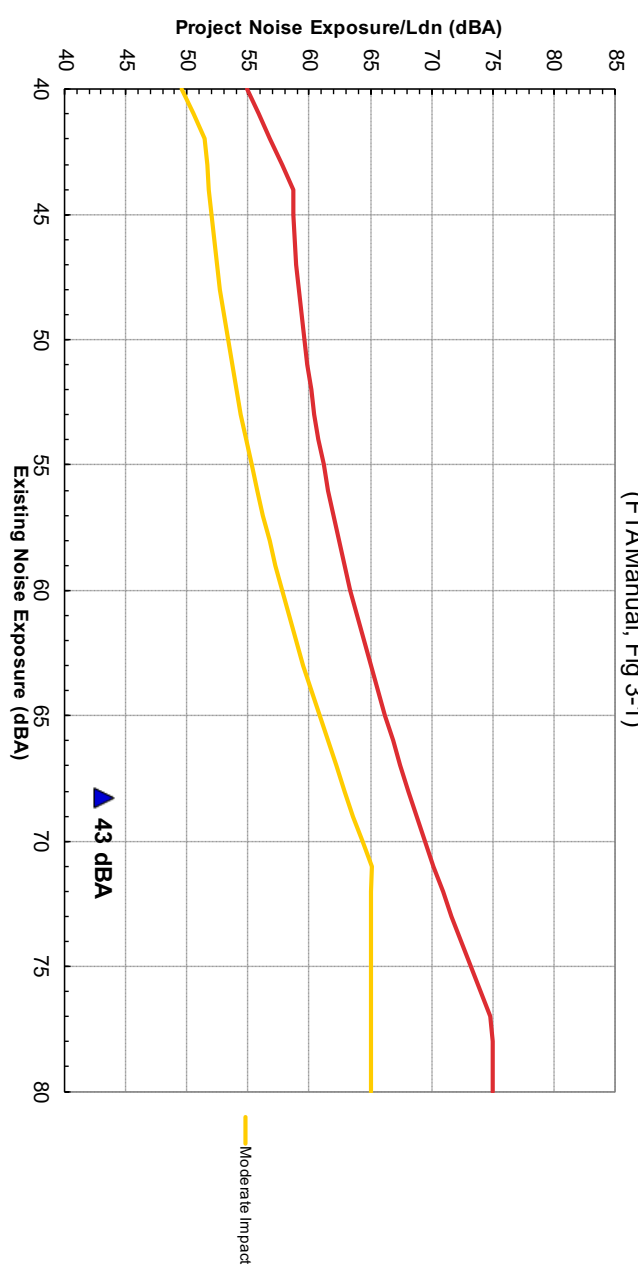
Source 1 Results	
Ldn(day):	40.1 dBA
Ldn(night):	35.9 dBA
Ldn:	43.2 dBA



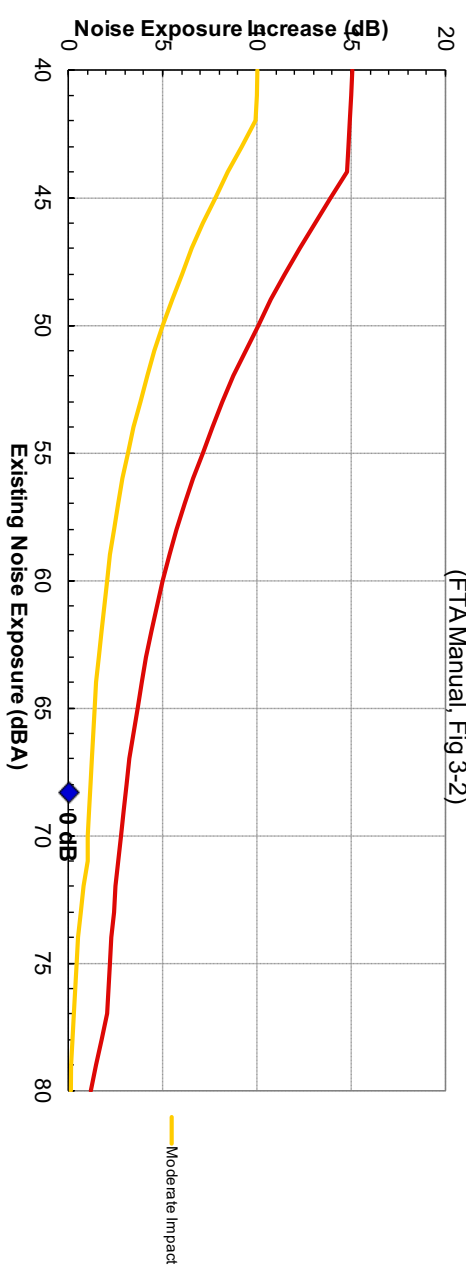
Project: 1709 West 6th Street
Receiver: Residences East Side of Union Avenue

Source	Distance	Project Ldn	Existing Ldn	Noise Criteria			Impact?
				Mod. Impact	Sev. Impact		
1 Parking Garage	65 ft	43.2 dBA	68 dBA	63 dBA	68 dBA	68 dBA	None
2 --	50 ft		68 dBA	63 dBA	68 dBA	68 dBA	
3 --	50 ft		68 dBA	63 dBA	68 dBA	68 dBA	
4 --	70 ft		68 dBA	63 dBA	68 dBA	68 dBA	
5 --	ft		68 dBA	63 dBA	68 dBA	68 dBA	
6 --	ft		68 dBA	63 dBA	68 dBA	68 dBA	
Combined Sources		43 dBA	68 dBA	63 dBA	68 dBA	68 dBA	None

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)





DOUGLASKIM+ASSOCIATES,LLC

TRAFFIC NOISE CALCULATIONS



24 Hours Traffic Volume

City of Los Angeles
Department of Transportation

Counter HUGO/LAVEDIA
Date 11/18/10
Start Time 12 AM

Location **UNION AV N/O 6TH ST WEST JOG**
Direction N/S STREET
Serial Number RD97559 D

Day of Week THURSDAY
DOT District CENTRAL
Weather CLEAR
Prepared By 11/19/10
AMS

Time	NORTHBOUND or WESTBOUND					SOUTHBOUND or EASTBOUND					TOTAL
	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	
12 AM	3	0	5	3	11	4	4	5	2	15	26
1 AM	1	2	5	5	13	2	3	2	2	9	22
2 AM	3	3	2	3	11	0	4	4	2	10	21
3 AM	3	2	3	2	10	5	1	2	0	8	18
4 AM	1	3	6	3	13	3	5	4	6	18	31
5 AM	2	1	5	2	10	9	3	7	10	29	39
6 AM	6	12	24	21	63	8	19	19	46	92	155
7 AM	25	28	31	45	129	39	36	45	57	177	306
8 AM	29	30	39	19	117	38	59	64	53	214	331
9 AM	24	26	27	26	103	48	53	47	31	179	282
10 AM	26	24	25	30	105	31	35	36	32	134	239
11 AM	13	34	26	38	111	31	36	49	35	151	262
12 NN	34	36	29	27	126	38	45	38	48	169	295
1 PM	19	8	18	14	59	40	50	59	56	205	264
2 PM	30	24	31	28	113	31	46	48	38	163	276
3 PM	42	32	40	44	158	34	58	50	60	202	360
4 PM	53	41	42	48	184	40	52	47	39	178	362
5 PM	41	39	51	51	182	35	61	32	44	172	354
6 PM	54	43	48	45	190	43	50	32	29	154	344
7 PM	39	49	47	28	163	48	51	39	32	170	333
8 PM	35	30	14	31	110	20	22	14	16	72	182
9 PM	30	16	15	27	88	18	23	16	9	66	154
10 PM	11	16	13	5	45	10	14	12	11	47	92
11 PM	18	7	7	1	33	4	4	9	5	22	55

FIRST 12-HOURS PEAK QUARTER COUNT

45 7 AM 4TH

64 8 AM 3RD

LAST 12-HOURS PEAK QUARTER COUNT

54 6 PM 1ST

61 5 PM 2ND

24 HOUR VEHICLES TOTAL

2,147

2,656

4,803

TOTAL VEHICLES STANDARD DEVIATION (STD)

[+,-] 60.09

[+,-] 73.65 127.82

PEAK HOURS VOLUME

	NORTH or WEST BOUND		SOUTH or EAST BOUND		BOTH DIRECTIONS	
	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME
First 12H Peak	7 AM	129	8 AM	214	8 AM	331
Last 12H Peak	6 PM	190	1 PM	205	4 PM	362
First 12H Peak STD		[+,-] 48.88		[+,-] 76.69		[+,-] 124.81
Last 12H Peak STD		[+,-] 53.42		[+,-] 61.49		[+,-] 104.28

TRAFFIC VOLUME ADJUSTMENTS

North/South Union Avenue (west jog)
 East/West 6th Street
 Year 2010
 Hour 7-8 AM
 Source https://navigatela.lacity.org/dot/traffic_data/automatic_counts/UNI6TH101118.pdf



	NB Approach	SB Approach	EB Approach	WB Approach
LT				
TH				
RT				
Total	129	177	0	0

2010	129	177	-	-
2011	130	179	-	-
2012	132	181	-	-
2013	133	182	-	-
2014	134	184	-	-
2015	136	186	-	-
2016	137	188	-	-
2017	138	190	-	-
2018	140	192	-	-
2019	141	194	-	-
2020	142	196	-	-
2021	144	197	-	-

	NB Approach	SB Approach	EB Approach	WB Approach			
Auto	119	162	-	-	6,048,810	82.5%	
MDT	18	25	-	-	940,092	12.8%	
HDT	0	1	-	-	25,348	0.3%	
Buses	0	0	-	-	9,386	0.1%	
MCY	3	4	-	-	167,287	2.3%	
Aux	3	4	-	-	142,856	1.9%	
Total	144	197	-	-	7,333,779	100.0%	341



24 Hours Traffic Volume

City of Los Angeles
Department of Transportation

Counter HUGO/LAVEDIA
Date 11/17/10
Start Time 12 AM

Location **UNION DR N/O 6TH ST**
Direction N/S STREET
Serial Number RD97562D

Day of Week **WEDNESDAY** Prepared 11/18/10
DOT District **CENTRAL** By AMS
Weather **CLEAR**

Time	NORTHBOUND or WESTBOUND					SOUTHBOUND or EASTBOUND					TOTAL
	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	
12 AM	2	0	3	0	5	0	1	2	0	3	8
1 AM	0	0	0	3	3	0	0	4	2	6	9
2 AM	2	2	1	1	6	0	3	1	0	4	10
3 AM	1	0	0	1	2	1	0	2	1	4	6
4 AM	1	1	1	0	3	2	1	3	3	9	12
5 AM	3	1	4	2	10	5	5	1	7	18	28
6 AM	10	7	17	18	52	13	15	30	20	78	130
7 AM	13	17	16	16	62	31	25	37	32	125	187
8 AM	30	11	13	7	61	15	17	17	16	65	126
9 AM	16	13	9	19	57	9	15	16	12	52	109
10 AM	19	10	13	7	49	12	15	15	9	51	100
11 AM	12	14	8	19	53	4	8	7	19	38	91
12 NN	18	26	16	18	78	9	15	9	10	43	121
1 PM	14	8	11	20	53	14	8	6	8	36	89
2 PM	18	6	12	13	49	5	12	9	14	40	89
3 PM	23	25	33	19	100	16	4	16	7	43	143
4 PM	26	27	26	25	104	26	12	11	23	72	176
5 PM	30	27	36	25	118	24	15	15	14	68	186
6 PM	46	40	48	30	164	18	12	22	18	70	234
7 PM	32	35	24	13	104	15	14	17	15	61	165
8 PM	16	12	9	14	51	15	9	7	15	46	97
9 PM	22	9	12	10	53	7	13	8	6	34	87
10 PM	6	6	6	4	22	6	4	0	4	14	36
11 PM	7	6	3	0	16	3	4	2	2	11	27

FIRST 12-HOURS PEAK QUARTER COUNT
LAST 12-HOURS PEAK QUARTER COUNT
24 HOUR VEHICLES TOTAL
TOTAL VEHICLES STANDARD DEVIATION (STD)

30	8 AM	1ST
48	6 PM	3RD
	1,275	
[+,-]	41.37	

37	7 AM	3RD
26	4 PM	1ST
	991	2,266
[+,-]	29.48	65.40

PEAK HOURS VOLUME

	NORTH or WEST BOUND		SOUTH or EAST BOUND		BOTH DIRECTIONS	
	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME
First 12H Peak	7 AM	62	7 AM	125	7 AM	187
Last 12H Peak	6 PM	164	4 PM	72	6 PM	234
First 12H Peak STD		[+,-] 25.71		[+,-] 36.59		[+,-] 60.30
Last 12H Peak STD		[+,-] 41.42		[+,-] 19.35		[+,-] 59.36

TRAFFIC VOLUME ADJUSTMENTS

North/South **Union Avenue**
East/West **6th Street**
 Year 2010
 Hour 7-8 AM
 Source https://navigatela.lacity.org/dot/traffic_data/automatic_counts/UNI6TH101117N.pdf



DOUGLASKIM+ASSOCIATES,LLC

	NB Approach	SB Approach	EB Approach	WB Approach
LT				
TH				
RT				
Total	62	125	0	0

2010	62	125	-	-
2011	63	126	-	-
2012	63	128	-	-
2013	64	129	-	-
2014	65	130	-	-
2015	65	131	-	-
2016	66	133	-	-
2017	66	134	-	-
2018	67	135	-	-
2019	68	137	-	-
2020	68	138	-	-
2021	69	139	-	-

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	57	115	-	-	6,048,810	82.5%
MDT	9	18	-	-	940,092	12.8%
HDT	0	0	-	-	25,348	0.3%
Buses	0	0	-	-	9,386	0.1%
MCY	2	3	-	-	167,287	2.3%
Aux	1	3	-	-	142,856	1.9%
Total	69	139	-	-	7,333,779	100.0%



24 Hours Traffic Volume

City of Los Angeles
Department of Transportation

Counter ARMANDO
Date 10/01/15
Start Time 12 AM

Location **6th ST AT UNION AV (WEST INT)**
Direction E/W STREET
Serial Number RD23082 D

Day of Week THURSDAY
DOT District CENTRAL
Weather CLEAR
Prepared By AMS
10/02/15

Time	NORTHBOUND or WESTBOUND					SOUTHBOUND or EASTBOUND					TOTAL
	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	
12 AM	36	34	19	16	105	38	38	32	31	139	244
1 AM	19	23	14	15	71	18	25	15	19	77	148
2 AM	20	18	22	11	71	23	18	14	18	73	144
3 AM	12	10	7	9	38	14	13	17	10	54	92
4 AM	9	14	14	15	52	13	21	17	30	81	133
5 AM	20	16	27	32	95	34	31	37	72	174	269
6 AM	61	87	95	143	386	77	91	118	150	436	822
7 AM	175	182	216	202	775	165	217	270	311	963	1738
8 AM	209	191	160	138	698	264	254	302	238	1058	1756
9 AM	141	139	166	135	581	241	221	158	186	806	1387
10 AM	135	145	123	141	544	186	191	158	205	740	1284
11 AM	136	126	128	170	560	187	190	189	166	732	1292
12 NN	126	167	162	122	577	183	202	179	199	763	1340
1 PM	141	159	158	141	599	170	172	196	174	712	1311
2 PM	150	135	131	159	575	142	184	189	206	721	1296
3 PM	146	171	154	178	649	195	193	187	190	765	1414
4 PM	164	173	151	203	691	204	181	206	202	793	1484
5 PM	210	243	228	236	917	199	203	183	193	778	1695
6 PM	271	259	245	232	1007	204	249	204	219	876	1883
7 PM	196	171	147	153	667	202	210	191	154	757	1424
8 PM	124	119	112	106	461	157	170	128	143	598	1059
9 PM	101	91	101	86	379	143	109	122	110	484	863
10 PM	77	85	70	64	296	110	82	79	60	331	627
11 PM	55	43	54	47	199	54	55	52	54	215	414

FIRST 12-HOURS PEAK QUARTER COUNT	216	7 AM	3RD	311	7 AM	4TH
LAST 12-HOURS PEAK QUARTER COUNT	271	6 PM	1ST	249	6 PM	2ND
24 HOUR VEHICLES TOTAL	10,993		13,126		24,119	
TOTAL VEHICLES STANDARD DEVIATION (STD)	[+,-]	280.42	[+,-]	314.76	[+,-]	586.53

PEAK HOURS VOLUME

	NORTH or WEST BOUND		SOUTH or EAST BOUND		BOTH DIRECTIONS	
	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME
First 12H Peak	7 AM	775	8 AM	1,058	8 AM	1,756
Last 12H Peak	6 PM	1,007	6 PM	876	6 PM	1,883
First 12H Peak STD		[+,-] 273.99		[+,-] 373.07		[+,-] 645.55
Last 12H Peak STD		[+,-] 223.80		[+,-] 194.82		[+,-] 407.72

TRAFFIC VOLUME ADJUSTMENTS

North/South Union Avenue
 East/West **6th Street**
 Year 2015
 Hour 7-8 AM
 Source https://navigatela.lacity.org/dot/traffic_data/automatic_counts/6TH.UNION.151001-AUTO.pdf



	NB Approach	SB Approach	EB Approach	WB Approach
LT				
TH				
RT				
Total	775	963	775	963
2015	775	963	775	963
2016	783	973	783	973
2017	791	982	791	982
2018	798	992	798	992
2019	806	1,002	806	1,002
2020	815	1,012	815	1,012
2021	823	1,022	823	1,022

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto			679	843	6,048,810	82.5%
MDT			105	131	940,092	12.8%
HDT			3	4	25,348	0.3%
Buses			1	1	9,386	0.1%
MCY			19	23	167,287	2.3%
Aux			16	20	142,856	1.9%
Total			823	1,022	7,333,779	100.0%



Osvaldo Garcia <osvaldo.garcia@lacity.org>

1709 W 6th St - DIR-2021-7344-TOC-SPR-HCA Historic Significance

Planning Ohr <planning.ohr@lacity.org>

Tue, Nov 23, 2021 at 4:06 PM

To: Osvaldo Garcia <osvaldo.garcia@lacity.org>

Hi Osvaldo,

Thanks for getting in touch. Historic resource survey findings for the Westlake Recovery Redevelopment Project Area are not available in ZIMAS or HistoricPlacesLA; they can be found on the "Historic Resources Surveys" webpage of the Planning website: <https://planning.lacity.org/preservation-design/historic-resources-survey>.

The property at [1709 W. 6th Street](#) was not identified as a potential historic resource through the most recent survey of the Westlake Recovery RPA, and it does not appear to have been otherwise identified as a historical resource for the purposes of CEQA. No Phase 1 HRA is required.

Best,
Mickie

[Quoted text hidden]

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LOS ANGELES
CITY PLANNING

Office of Historic Resources
Los Angeles City Planning

221 N. Figueroa St., Suite 1350

Los Angeles, CA 90012

T: (213) 847-3676 | Planning4LA.org



CITY OF LOS ANGELES

CALIFORNIA



BOARD OF
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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

June 20, 2019

LOG # 108047-01
SOILS/GEOLOGY FILE - 2

Benbaroukh, LLC
319 Robertson Blvd.
Beverly Hills, CA 90211

TRACT: J. W. ELLIS' SUBDIVISION OF LOT 6 BLOCK 38 HANCOCK'S
SURVEY (M R 10-24) & OSCAR B. SMITH'S CROWN HILL TRACT
(M P 8-169)
LOT(S): 2, 20, 21 & 22
LOCATION: 550 S. Union Ave. & 1701, 1709, 1715 & 1717 W. 6th Street

<u>CURRENT REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>No.</u>	<u>DATE OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Soils Report	29-5147-02	05/22/2019	AGI Geotechnical, Inc.

<u>PREVIOUS REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>No.</u>	<u>DATE OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Dept. Review Letter	108047	04/23/2019	LADBS
Soils Report	29-5147-00	03/05/2019	AGI Geotechnical, Inc.
Addendum Report	29-5147-01	04/12/2019	AGI Geotechnical, Inc.

The Grading Division of the Department of Building and Safety has reviewed the referenced reports that provide recommendations for the proposed 100-unit 7-story mixed-use building over 2 level of subterranean parking. The earth materials at the subsurface exploration locations consist of native soils. The consultants recommend to support the proposed structure(s) on mat-type foundations bearing on native undisturbed soils.

Groundwater was encountered in the exploratory boring at the depth of 25 feet below the existing ground surface, and historically highest groundwater level is approximately 20 feet from the ground surface, according to the consultants.

The referenced reports are 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. In the event tie-back anchors are proposed for shoring purposes, provide a notarized letter from all adjoining property owners allowing tie-back anchors on their property (7006.6).
2. The soils engineer shall review and approve the detailed plans prior to issuance of any permit. This approval shall be by signature on the plans that clearly indicates the soils engineer has reviewed the plans prepared by the design engineer; and, that the plans included the recommendations contained in their reports (7006.1).
3. 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.
4. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.
5. A grading permit shall be obtained for all structural fill and retaining wall backfill (106.1.2).
6. Prior to the issuance of any permit, an accurate volume determination shall be made and included in the final plans, with regard to the amount of earth material to be exported from the site. For grading involving import or export of more than 1000 cubic yards of earth materials within the grading hillside area, approval is required by the Board of Building and Safety. Application for approval of the haul route must be filed with the Board of Building and Safety Commission Office. Processing time for application is approximately 8 weeks to hearing plus 10-day appeal period.
7. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.
8. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).
9. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).
10. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cubic yards (7007.1).

201 N. Figueroa Street 3rd Floor, LA (213) 482-7045

11. All loose foundation excavation material shall be removed prior to commencement of framing (7005.3).
12. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).

13. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring or constructed using ABC slot cuts, as recommended. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)
14. 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)
15. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).
16. The soils engineer shall review and approve the shoring plans prior to issuance of the permit (3307.3.2).
17. Prior to the issuance of the permits, the soils engineer and the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.
18. Unsurcharged temporary excavations over 5 feet exposing soil shall be trimmed back at a gradient not exceeding 1:1, as recommended.
19. Shoring shall be designed for the lateral earth pressures specified in the section titled "Construction Cuts" starting on page 9 of the 03/05/2019 report; all surcharge loads shall be included into the design.
20. 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.
21. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.
22. Surcharged ABC slot-cut method may be used for temporary excavations with each slot-cut not exceeding 12 feet in height and not exceeding 8 feet in width, as recommended. The surcharge load shall not exceed the value given in the report. The soils engineer shall determine the clearance between the excavation and the existing foundation. The soils engineer shall verify in the field if the existing earth materials are stable in the slot-cut

excavation. Each slot shall be inspected by the soils engineer and approved in writing prior to any worker access.

23. All foundations shall derive entire support from native undisturbed soils, as recommended and approved by the soils engineer by inspection.
24. The proposed structure and subterranean walls shall be supported on a mat foundation and designed to resist uplift and hydrostatic pressures that would develop due to the historic high groundwater level conditions or the current groundwater level, whichever is higher, as recommended on page 2 of the 05/22/2019 report.
25. Concrete floor slabs placed on expansive soil shall be placed on a 4-inch fill of coarse aggregate or on a moisture barrier membrane. The slabs shall be at least 4 inches thick as recommended and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.
26. 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.
27. Retaining walls shall be designed for the lateral earth pressures specified in the section titled "Lateral Loads" starting on page 8 of the 03/05/2019 report. Note: All surcharge loads shall be included into the design.
28. Basement walls and other walls in which horizontal movement is restricted at the top shall be designed for at-rest pressures as specified on page 2 of the 05/22/2019 report (1610.1). All surcharge loads shall be included into the design.
29. Retaining walls/basement walls higher than 6 feet shall be designed for lateral earth pressure due to earthquake motions as specified on page 8 of the 03/05/2019 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.

30. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted in a non-erosive device to the street in an acceptable manner (7013.11).
31. With the exception of retaining walls designed for the full hydrostatic pressure from the proposed finish grade, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).
32. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).
33. Basement walls and floors shall be waterproofed/damp-proofed with an LA City approved "Below-grade" waterproofing/damp-proofing material with a research report number (104.2.6).

34. Prefabricated drainage composites (Miradrain, Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.
35. Where the ground water table is lowered and maintained at an elevation not less than 6 inches below the bottom of the lowest floor, or where hydrostatic pressures will not occur, the floor and basement walls shall be damp-proofed. Where a hydrostatic pressure condition exists, and the design does not include a ground-water control system, basement walls and floors shall be waterproofed. (1803.5.4, 1805.1.3, 1805.2, 1805.3)
36. The structure shall be connected to the public sewer system per P/BC 2014-027.
37. All roof, pad and deck drainage shall be conducted to the street in an acceptable manner in non-erosive devices or other approved location in a manner that is acceptable to the LADBS and the Department of Public Works (7013.10).
38. An on-site storm water infiltration system at the subject site shall not be implemented, as recommended.
39. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).
40. 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).
41. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)
42. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; shoring; ABC slot cuts; protection fences; and, dust and traffic control will be scheduled (108.9.1).
43. Installation of shoring and slot cutting shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.8).
44. The installation and testing of tie-back anchors shall comply with the recommendations included in the report or the standard sheets titled "Requirement for Tie-back Earth Anchors", whichever is more restrictive. Research Report #23835
45. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter

shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).

46. No footing/slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.

LEILA ETAAT
Structural Engineering Associate II

LE/le
Log No. 108047-01
213-482-0480

cc: Applicant
AGI Geotechnical, Inc., Project Consultant
LA District Office

DIR-2021-7344-SPR-TOC-HCA-1A
550 S. Union Avenue; 1701, 1709, 1715, 1717, and 1717 ½ W. 6th Street

EXHIBITS

**D – APPEAL NO. 1 (COALITION FOR AN EQUITABLE WESTLAKE MACARTHUR
PARK)**



APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

- Area Planning Commission City Planning Commission City Council Director of Planning
- Zoning Administrator

Regarding Case Number: _____

Project Address: _____

Final Date to Appeal: _____

2. APPELLANT

Appellant Identity:
(check all that apply)

- Representative Property Owner
- Applicant Operator of the Use/Site

Person, other than the Applicant, Owner or Operator claiming to be aggrieved

Person affected by the determination made by the **Department of Building and Safety**

- Representative Owner Aggrieved Party
- Applicant Operator

3. APPELLANT INFORMATION

Appellant's Name: _____

Company/Organization: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ E-mail: _____

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?

Self Other: _____

b. Is the appeal being filed to support the original applicant's position? Yes No

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): _____

Company: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ E-mail: _____

5. JUSTIFICATION/REASON FOR APPEAL

a. Is the entire decision, or only parts of it being appealed? Entire Part

b. Are specific conditions of approval being appealed? Yes No

If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

6. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: Enrique Velasquez Date: 1/4/23

GENERAL APPEAL FILING REQUIREMENTS

B. ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES

1. Appeal Documents

a. **Three (3) sets** - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

- Appeal Application (form CP-7769)
- Justification/Reason for Appeal
- Copies of Original Determination Letter

b. Electronic Copy

Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

c. Appeal Fee

- Original Applicant - A fee equal to 85% of the original application fee, provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
- Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

d. Notice Requirement

- Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC
- Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.

SPECIFIC CASE TYPES - APPEAL FILING INFORMATION

C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)

1. Density Bonus/TOC

Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:

- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.
- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.

- Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

D. WAIVER OF DEDICATION AND OR IMPROVEMENT

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:

- Waivers for By-Right Projects, can only be appealed by the owner.
- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

E. TENTATIVE TRACT/VESTING

1. Tentative Tract/Vesting - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

- Provide a copy of the written determination letter from Commission.

F. BUILDING AND SAFETY DETERMINATION

- 1.** Appeal of the *Department of Building and Safety* determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

a. Appeal Fee

- Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

b. Notice Requirement

- Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

- 2.** Appeal of the *Director of City Planning* determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.

a. Appeal Fee

- Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

b. Notice Requirement

- Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
- Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

G. NUISANCE ABATEMENT

1. Nuisance Abatement - Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:

- Nuisance Abatement is only appealable to the City Council.

a. Appeal Fee

Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

2. Plan Approval/Compliance Review

Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

a. Appeal Fee

Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.

Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

Please note that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.

This Section for City Planning Staff Use Only		
Base Fee:	Reviewed & Accepted by (DSC Planner):	Date:
Receipt No:	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

January 4, 2023

Los Angeles City Council
200 N. Spring Street
Los Angeles, CA, 90012

Re: Case Nos. DIR-2021-7344-SPR-TOC-HCA; ENV-2020-5078-CE
Project Location: 550 S. Union Ave., 1701-1717 ½ W. 6th St. (the Project”)

Dear Los Angeles City Council:

On behalf of Coalition for an Equitable Westlake/MacArthur Park (“Coalition”), an unincorporated association of MacArthur Park and Koreatown tenants, we are writing to object to the City’s determination upon which the Site Plan Review is based upon. The Project is not in substantial conformance with the purpose, intent and provisions of the general plan and Wilshire Center/Koreatown Recovery Redevelopment Project as stated below.

Framework Element

The primary objective of the policies in the Framework Element are to support the viability of the city’s residential neighborhoods and commercial districts.

Goal 3A articulates the goal of conserving existing residential neighborhoods. Goal 3C states that goal of enhancing the quality of life for the city’s existing and future residents.

Project nonconformance with Plan: The city fails to evaluate the indirect displacement of low-income residents caused by the influx of market rate units.

Wilshire Community Plan

Goal 1: Provide a safe, secure, and high-quality residential environment for all economic, age, and ethnic segments of the Wilshire/Korea Town community.

Objective 1-1: Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010.

Objective 1-4: Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped and senior citizens.

Policy 1-4.2: Ensure that new housing opportunities minimize displacement of residents.

Project nonconformance with Plan: The city fails to evaluate the indirect displacement of low-income residents caused by the influx of market rate units. The city fails to provide an analysis of the gentrification taking place in this densely populated neighborhood and the socio-economic consequences among low-income residents that will indirectly be displaced due to the cumulative effects of projects in the area

Class 32 Categorical Exemption

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets certain criteria. However, before a project can be determined to qualify for a categorical CEQA exemption, exceptions to the exemption, such as cumulative impacts, must be considered. If an exception to a categorical exemption applies, CEQA review in the form of an MND or EIR

must be conducted. CEQA Guidelines section 15355 states: “Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.”

The Project does not qualify for an exemption due to the cumulative effects of surrounding past, current and future projects. Because the cumulative effect of the succession of known projects of the same type and in the same place as the subject property, the Project fails to qualify for the Class 32 exemption. As such the environmental findings upon which the Site Plan Review approval is based on are flawed.

Additionally, any environmental impacts based on pre-Covid levels of public transit ridership that do not take into account declining public ridership, which is expected to further decline after Covid. [https://caltransit.org/news-publications/publications/transit-california/transitcalifornia-archives/2019-editions/may/ridership-study-revisited;](https://caltransit.org/news-publications/publications/transit-california/transitcalifornia-archives/2019-editions/may/ridership-study-revisited)
<https://www.latimes.com/opinion/story/2021-04-07/los-angeles-public-transit-crisis>

Los Angeles Municipal Code Section 16.05(A) states that the purpose of a site plan review is promote orderly development, evaluate and mitigate significant environmental impacts, and promote public safety and the general welfare by ensuring that development projects are properly related to their sites, surrounding properties, traffic circulation, sewers, other infrastructure and environmental setting; and to control or mitigate the development of projects which are likely to have a significant adverse effect on the environment as identified in the City’s environmental review process, or on surrounding properties by reason of inadequate site planning or improvements.

Below the Coalition submits a list of past projects, current projects and future projects spanning back to January 1, 2017, that contribute towards the cumulative impacts of the Project that must be considered.

550 S. Union Ave. (100 units)

	<i>Address of proposed projects</i>	<i>Dist.</i>	<i>Existing</i>	<i>Proposed</i>	<i>Increase</i>	<i>Case No.</i>
1	451 S BONNIE BRAE ST	.2 Mile	4 units	26 Units	22 Units	DIR-2016-4972-DB
2	452 S BONNIE BRAE ST	.2 Mile	8 Units	30 Units	22 Units	DIR-2019-3222-TOC
3	425 S. UNION AVE.	.2 Mile	5 Units	38 Units	33 Units	DIR-2022-310-TOC-VHCA
4	500-510 S. UNION AVE	.1 Mile	16 Units	85 Units	69 Units	DIR-2020-1867-TOC-SPR-HCA
5	521 S. UNION AVE.	453 ft.	22 Units	32 Units	10 Units	DEMOLITION PERMIT GRANTED
6	525 S. UNION AVE.	407 ft.	17 Units	44 Units	27 Units	DEMOLITION PERMIT GRANTED
7	1247 W 7TH ST 559	.5 Mile	None	304 Units	304 Units	ENV-2006-8586-MND-REC2
8	2005 W JAMES M. WOOD BLVD	.6 Mile	9 Units	100 Units	91 Units	CPC-2017-712-GPA-VZC-HD-VCU-SPR
9	1600 W WILSHIRE BLVD	.2 Mile	12 Units	85 Units	73 Units	DIR-2019-2614-SPR
10	1925 W OLYMPIC BLVD	.6 Mile	None	238 Units	238 Units	DIR-2022-5371-TOC-SPR-HCA
11	831 S WESTLAKE AVE	.6 Mile	17 Units	79 Units	62 Units	DIR-2019-2893-TOC
12	437 S WESTLAKE AVE	.3 Mile	None	63 Units	63 Units	ENV-2021-1315-EAF
13	1517 W 8TH ST	.5 Mile	None	60 Units	60 Units	DIR-2019-7742-TOC
14	905 S. BEACON	.6 Mile	None	145 Units	145 Units	DIR-2020-7604-SPR-TOC-HCA
15	1540 W 6TH ST 808	.1 Mile	1 unit	38 Units	37 Units	DIR-2022-5869-TOC-SPP-VHCA
	totals	.6 miles	Existing 111 units	Proposed 1,367 units	Increase 1,256 units	Note: If we add the 100 units under the proposed project in question, then we get a net increase of 1,356 new units concentrated within .6 miles in this constantly gentrifying neighborhood. These new

						market rate units are not for people who already live here. Longtime residents from this neighborhood cannot afford these units; new people with more money will move into then accelerating the gentrifying process going on in this neighborhood.

DIR-2021-7344-SPR-TOC-HCA-1A
550 S. Union Avenue; 1701, 1709, 1715, 1717, and 1717 ½ W. 6th Street

EXHIBITS

E – APPEAL NO. 2 (CARLOS RENE MARROQUIN CABRERA)



APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

- Area Planning Commission, City Planning Commission, City Council, Director of Planning, Zoning Administrator

Regarding Case Number: DIR-2021-7344-SPR-TOC-1KCK
Project Address: 1717 W. 6th St. Los Angeles, CA 90017
Final Date to Appeal: January 9, 2023

2. APPELLANT

Appellant Identity: (check all that apply)

- Representative, Applicant, Property Owner, Operator of the Use/Site

Person, other than the Applicant, Owner or Operator claiming to be aggrieved

Person affected by the determination made by the Department of Building and Safety

- Representative, Applicant, Owner, Operator, Aggrieved Party

3. APPELLANT INFORMATION

Appellant's Name: Carlos Rene Marroquin Cabrera,
Company/Organization: Manager of Tropical Plaza Mall
Mailing Address: 1717 W. 6th St Los Angeles, CA 90017
City: Los Angeles State: CA Zip: 90017
Telephone: (323) 251-6056 E-mail:

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?

- Self, Other: Tenants

b. Is the appeal being filed to support the original applicant's position? Yes No

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): _____

Company: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ E-mail: _____

5. JUSTIFICATION/REASON FOR APPEAL

a. Is the entire decision, or only parts of it being appealed? Entire Part

b. Are specific conditions of approval being appealed? Yes No

If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

6. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: _____

Date: 01/9/2023

GENERAL APPEAL FILING REQUIREMENTS

B. ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES

1. Appeal Documents

a. **Three (3) sets** - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

- Appeal Application (form CP-7769)
- Justification/Reason for Appeal
- Copies of Original Determination Letter

b. Electronic Copy

Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

c. Appeal Fee

- Original Applicant - A fee equal to 85% of the original application fee, provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
- Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

d. Notice Requirement

- Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC
- Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.

SPECIFIC CASE TYPES - APPEAL FILING INFORMATION

C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITIES (TOC)

1. Density Bonus/TOC

Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:

- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.
- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.
- Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

D. WAIVER OF DEDICATION AND OR IMPROVEMENT

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:

- Waivers for By-Right Projects, can only be appealed by the owner.
- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

E. TENTATIVE TRACT/VESTING

1. Tentative Tract/Vesting - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

- Provide a copy of the written determination letter from Commission.

F. BUILDING AND SAFETY DETERMINATION

1. Appeal of the *Department of Building and Safety* determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant and must provide noticing and pay mailing fees.**

a. Appeal Fee

- Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

b. Notice Requirement

- Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

2. Appeal of the *Director of City Planning* determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.

a. Appeal Fee

- Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

b. Notice Requirement

- Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
- Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

G. NUISANCE ABATEMENT

1. Nuisance Abatement - Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:

- Nuisance Abatement is only appealable to the City Council.

a. Appeal Fee

Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

2. Plan Approval/Compliance Review

Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

a. Appeal Fee

Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.

Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

Please note that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.

This Section for City Planning Staff Use Only		
Base fee: <i>\$158</i>	Reviewed & Accepted by (DSC Planner): <i>[Signature]</i>	Date: <i>1/16/23</i>
Receipt No: <i>2023009003-52</i>	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

I am requesting to appeal alongside the members of my community from Tropical plaza mall because of how sudden this news has come to my attention. Furthermore, the city has left us in these conditions for a very long time not days, months, but years. Although living and working in such poor and dangerous environments we have adjusted. Therefore, it is unfair and inhumane to just tear everything all down. A lot of us have worked extremely hard in these poor conditions to excel, succeed, and to provide for our families. I know a lot of my coworkers, business owners, and community members are afraid of what could potentially happen. To me this just feels strongly as a way to gentrify the whole neighborhood. How do we know for sure this will not hurt us in the long run? We need to make sure we are protected, safe, and have some sort of reassurance that this won't end in hardship for myself and the community.

DIR-2021-7344-SPR-TOC-HCA-1A
550 S. Union Avenue; 1701, 1709, 1715, 1717, and 1717 ½ W. 6th Street

EXHIBITS

F – APPEAL NO. 3 (LAURA GUIDO)



APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

- Area Planning Commission, City Planning Commission, City Council, Director of Planning, Zoning Administrator

Regarding Case Number: DIR-2021-7344-IOC-SPR-UKK
Project Address: 1717 W 6th Street Los Angeles 90017
Final Date to Appeal: January 9, 2023

2. APPELLANT

- Appellant Identity: Representative, Applicant, Property Owner, Operator of the Use/Site

Person, other than the Applicant, Owner or Operator claiming to be aggrieved

Person affected by the determination made by the Department of Building and Safety

- Representative, Applicant, Owner, Operator, Aggrieved Party

3. APPELLANT INFORMATION

Appellant's Name: Laura E. Guido
Company/Organization:
Mailing Address: 141238 Paramount Blvd. #5
City: Paramount State: CA Zip: 90723
Telephone: 562 846 86 87 E-mail:

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?

Self, Other:

b. Is the appeal being filed to support the original applicant's position? Yes, No

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): _____

Company: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ E-mail: _____

5. JUSTIFICATION/REASON FOR APPEAL

a. Is the entire decision, or only parts of it being appealed? Entire Part

b. Are specific conditions of approval being appealed? Yes No

If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

6. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: _____ 

Date: January 9, 2023

GENERAL APPEAL FILING REQUIREMENTS

B. ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES

1. Appeal Documents

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Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

c. Appeal Fee

- Original Applicant - A fee equal to 85% of the original application fee, provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
- Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

d. Notice Requirement

- Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC
- Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.

SPECIFIC CASE TYPES - APPEAL FILING INFORMATION

C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)

1. Density Bonus/TOC

Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:

- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.
- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.
- Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

D. WAIVER OF DEDICATION AND OR IMPROVEMENT

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:

- Waivers for By-Right Projects, can only be appealed by the owner.
- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

E. TENTATIVE TRACT/VESTING

1. Tentative Tract/Vesting - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

- Provide a copy of the written determination letter from Commission.

F. BUILDING AND SAFETY DETERMINATION

- 1.** Appeal of the Department of Building and Safety determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

a. Appeal Fee

- Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

b. Notice Requirement

- Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

- 2.** Appeal of the Director of City Planning determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.

a. Appeal Fee

- Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

b. Notice Requirement

- Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
- Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

G. NUISANCE ABATEMENT

1. Nuisance Abatement - Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:

- Nuisance Abatement is only appealable to the City Council.

a. Appeal Fee

Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

2. Plan Approval/Compliance Review

Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

a. Appeal Fee

Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.

Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

***Please note** that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.*

This Section for City Planning Staff Use Only		
Base Fee: \$ 158	Reviewed & Accepted by (DSC Planner): S. Curran	Date: 1/2/23
Receipt No: 2023009003 - 37	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

To whom it may concern,

DIR-2021-7344-TDC-SPR-UCR-1A

Reason's why not to demolish the
Building: 1717 W. 6th St. Los Angeles, CA. 90017

1. I am not agreeing with the site plan
2. We depend economically on this place;
24 families
3. Rent is really high, we can only
do so much to make ends meet. OR
we would become homeless
4. If the demolition is imminent,
Then please give us and compensate
to begin and start again in another place.

ATT. Tenants of P:

1717 W. 6th St. Los Angeles, CA.
90017

DIR-2021-7344-SPR-TOC-HCA-1A
550 S. Union Avenue; 1701, 1709, 1715, 1717, and 1717 ½ W. 6th Street

EXHIBITS

**G. APPEAL NO. 4 (VILMA YANETH CABRERA LOPEZ AND SANTOS OXLAJ
HERNANDEZ)**



APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

- Area Planning Commission, City Planning Commission, City Council, Director of Planning, Zoning Administrator

Regarding Case Number: DIR-2021-7344-SPR-TOC-HCA
Project Address: 550 S. Union Avenue, 1701-1717 1/2 W 6th St
Final Date to Appeal: 01/09/2023

2. APPELLANT

Appellant Identity: (check all that apply)

- Representative, Applicant, Property Owner, Operator of the Use/Site

Person, other than the Applicant, Owner or Operator claiming to be aggrieved

Person affected by the determination made by the Department of Building and Safety

- Representative, Applicant, Owner, Operator, Aggrieved Party

3. APPELLANT INFORMATION

Appellant's Name: Vilma Yaneth Cabrera Lopez; Santos Oxlaj Hernandez
Company/Organization:
Mailing Address: 541 S. Union Avenue
City: Los Angeles State: CA Zip: 90017
Telephone: (213) 292-1196 E-mail:

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?

- Self, Other:

b. Is the appeal being filed to support the original applicant's position? Yes No

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): _____

Company: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ E-mail: _____

5. JUSTIFICATION/REASON FOR APPEAL

a. Is the entire decision, or only parts of it being appealed? Entire Part

b. Are specific conditions of approval being appealed? Yes No

If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

6. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature:  _____

Date: 01/9/2023

GENERAL APPEAL FILING REQUIREMENTS

B. ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES

1. Appeal Documents

a. **Three (3) sets** - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

- Appeal Application (form CP-7769)
- Justification/Reason for Appeal
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b. Electronic Copy

Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

c. Appeal Fee

- Original Applicant - A fee equal to 85% of the original application fee, provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
- Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

d. Notice Requirement

- Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC
- Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.

SPECIFIC CASE TYPES - APPEAL FILING INFORMATION

C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)

1. Density Bonus/TOC

Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:

- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.
- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.
- Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

D. WAIVER OF DEDICATION AND OR IMPROVEMENT

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:

- Waivers for By-Right Projects, can only be appealed by the owner.
- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

E. TENTATIVE TRACT/VESTING

1. Tentative Tract/Vesting - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

- Provide a copy of the written determination letter from Commission.

F. BUILDING AND SAFETY DETERMINATION

1. Appeal of the *Department of Building and Safety* determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant and must provide noticing and pay mailing fees.**

a. Appeal Fee

- Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

b. Notice Requirement

- Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

2. Appeal of the *Director of City Planning* determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.

a. Appeal Fee

- Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

b. Notice Requirement

- Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
- Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

G. NUISANCE ABATEMENT

1. Nuisance Abatement - Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:

- Nuisance Abatement is only appealable to the City Council.

a. Appeal Fee

Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

2. Plan Approval/Compliance Review

Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

a. Appeal Fee

Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.

Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

Please note that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.

This Section for City Planning Staff Use Only		
Base Fee: \$158	Reviewed & Accepted by (DSC Planner): J. Curran	Date: 1/2/23
Receipt No: 2023 021 003 151	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

I do not agree because it would contaminate the entire environment. And we have children around. We know that there will be too much noise, and if it is possible that they accommodate us in a safe place

Since we are affected families in our neighborhoods. Please take our complaints into account.

DIR-2021-7344-SPR-TOC-HCA-1A
550 S. Union Avenue; 1701, 1709, 1715, 1717, and 1717 ½ W. 6th Street

EXHIBITS

**H. APPEAL NO. 5 (SUPPORTERS ALLIANCE FOR ENVIRONMENTAL
RESPONSIBILITY)**



APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

- Area Planning Commission City Planning Commission City Council Director of Planning
- Zoning Administrator

Regarding Case Number: DIR-2021-7344-SPR-TOC-HCA

Project Address: 550 S. Union Avenue, 1701 – 1717 ½ W. 6th Street

Final Date to Appeal: 01/09/2023

2. APPELLANT

Appellant Identity:
(check all that apply)

- Representative Property Owner
- Applicant Operator of the Use/Site

Person, other than the Applicant, Owner or Operator claiming to be aggrieved
Supporters Alliance for Environmental Responsibility

Person affected by the determination made by the **Department of Building and Safety**

- Representative Owner Aggrieved Party
- Applicant Operator

3. APPELLANT INFORMATION

Appellant's Name: Supporters Alliance for Environmental Responsibility

Company/Organization: _____

Mailing Address: 4399 Santa Anita Ave, Suite 2005

City: El Monte State: CA Zip: 91731

Telephone: (510) 836-4200 E-mail: richard@lozeaudrury.com

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?
 Self Other: _____

b. Is the appeal being filed to support the original applicant's position? Yes No

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): Richard Drury

Company: Lozeau Drury LLP

Mailing Address: 1939 Harrison Street, Suite 150

City: Oakland State: CA Zip: 94612

Telephone: (510) 836-4200 E-mail: richard@lozeaudrury.com

5. JUSTIFICATION/REASON FOR APPEAL

a. Is the entire decision, or only parts of it being appealed? Entire Part

b. Are specific conditions of approval being appealed? Yes No

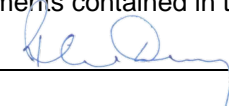
If Yes, list the condition number(s) here: All conditions except Density Bonus

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

6. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature:  Date: 1/9/2023

GENERAL APPEAL FILING REQUIREMENTS

B. ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES

1. Appeal Documents

a. **Three (3) sets** - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

- Appeal Application (form CP-7769)
- Justification/Reason for Appeal
- Copies of Original Determination Letter

b. Electronic Copy

Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

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SPECIFIC CASE TYPES - APPEAL FILING INFORMATION

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This Section for City Planning Staff Use Only		
Base Fee:	Reviewed & Accepted by (DSC Planner):	Date:
Receipt No:	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

Justification/Reason for Appeal

The Legacy @ Sixth-Union Project

DIR-2021-7344-SPR-TOC-HCA

I. REASON FOR THE APPEAL

Supporters Alliance for Environmental Responsibility (“SAFER”) appeals the City Planning Director’s approval of a Site Plan Review for the project known as The Legacy @ Sixth-Union (DIR-2021-7344-SPR-TOC-HCA) (“Project”). The Site Plan Review approval was in error because the Categorical Exemption (“CE”) prepared for the Project (ENV-2020-5078-CE) fails to comply with the California Environmental Quality Act (“CEQA”). The City of Los Angeles (“City”) must fully comply with CEQA prior to *any approvals* in furtherance of the Project. Therefore, the City must set aside the Site Plan Review entitlements and prepare an initial study to determine the appropriate level of environmental review to undertake pursuant to CEQA.

II. SPECIFICALLY THE POINTS AT ISSUE

Specifically, the Project does not qualify for a categorical exemption pursuant to Section 15332 of the CEQA Guidelines (“Infill Exemption”) because the Project does not meet the terms of the exemption. Because proper CEQA review must be complete *before* the City approves the Project’s entitlements (*Orinda Ass’n. v. Bd. of Supervisors* (1986) 182 Cal.App.3d 1145, 1171 [“No agency may approve a project subject to CEQA until the entire CEQA process is completed and the overall project is lawfully approved.”].), the approval of the Project’s Site Plan Review entitlements was in error. Additionally, by failing to properly conduct environmental review under CEQA, the City lacks substantial evidence to support its findings for the Site Plan Review entitlements.

III. HOW YOU ARE AGGRIEVED BY THE DECISION

Members of appellant SAFER live and/or work in the vicinity of the proposed Project. They breathe the air, suffer traffic congestion, and will suffer other environmental impacts of the Project unless it is properly mitigated.

IV. WHY YOU BELIEVE THE DECISION-MAKER ERRED OR ABUSED THEIR DISCRETION

The Director of City Planning approved the Site Plan Review and approved a Categorical Exemption for the project pursuant to Section 15332 of the CEQA Guidelines, despite a lack of substantial evidence in the record that the Project met the requirements for the Infill Exemption. Rather than exempt the Project from CEQA, the City should have prepared an initial study followed by an EIR or negative declaration in accordance with CEQA prior to consideration of approvals for the Project. The City is not permitted to approve the Project’s entitlements until proper CEQA review has been completed.

DIR-2021-7344-SPR-TOC-HCA-1A
550 S. Union Avenue; 1701, 1709, 1715, 1717, and 1717 ½ W. 6th Street

EXHIBITS

I – REVISED CONDITIONS FOR DIR-2021-7344-SPR-TOC-HCA

CONDITIONS OF APPROVAL

The project continues to be subject to all the original Conditions of Approval as required by DIR-2021-7344-SPR-TOC-HCA-1A, except as modified below (Underlined text has been added and ~~strikeout~~ text is to be removed):

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped Exhibit "A," and attached to the subject case file. No change to the plans shall be made without prior review by the Department of City Planning, Central Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions.
2. **Covenant.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center for attachment to the subject case file.

Transit Oriented Communities Conditions

3. **Residential Density.** The project shall be limited to a maximum density of 100 residential dwelling units.
4. **On-Site Restricted Affordable Units.** A minimum of 10 units, that is 10-percent of the 100 total units, shall be restricted to Extremely Low Income Households, as determined by the Los Angeles Housing Department (LAHD).
5. **Changes in On-Site Restricted Units.** Deviations that increase the number of On-Site Restricted Units or that change the composition of units or parking numbers shall be consistent with LAMC Section 12.22 A.31 and TOC Guidelines.
6. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute and record a covenant and agreement running with the land to the satisfaction of LAHD. The covenant shall bind the owner to reserve 10 units available to Extremely 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 set-aside affordable units may be adjusted, consistent with LAMC Section 12.22 A.31 and TOC Guidelines, to the satisfaction of LAHD, and in consideration of the project's SB 330 Determination. 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 TOC Guidelines and any monitoring requirements established by the LAHD. Refer to the TOC Affordable Housing Incentive Program and Housing Replacement (SB 330 Determination) Background sections of this determination.

7. **Floor Area Ratio (FAR).** The project shall be permitted a maximum FAR of 3.63:1 or 105,620 square feet.
8. **Residential Northerly Side Yard Setback.** The project shall provide a minimum side yard setback of ~~one foot three inches~~ five feet for the residential portion of the project.
9. **Residential Southerly Side Yard Setback.** The project shall provide a minimum southerly side yard setback of ~~one foot three inches~~ five feet for the residential portion of the project.
- ~~10. **Residential Easterly Front Yard Setback.** The project shall provide a minimum yard setback of one foot three inches for the residential portion of the project.~~
11. **Residential Westerly Rear Yard Setback.** The project shall provide a minimum rear yard setback of ~~five foot three inches~~ five feet for the residential portion of the project.
- ~~12. **Residential Automobile Parking.** Residential automobile parking shall be provided consistent with LAMC Section 12.22 A.31, which requires a minimum of 0.5 spaces per unit for all residential units in an Eligible Housing Development Project located in Tier 3 TOC Affordable Housing Incentive Area.~~
- ~~13. **Non-residential Automobile Parking.** Commercial automobile parking shall be provided consistent with LAMC Section 12.21 A.4(x)(3)(6), which requires 2 parking spaces for every 1,000 square feet of commercial and retail uses in an Enterprise Zone and LAMC Section 12.22 A.31, which allows up to a 30 percent reduction in the nonresidential parking requirement in a mixed-use project located in a Tier 3 TOC Affordable Housing Incentive Area.~~
14. **Open Space.** The project shall provide a minimum of 16,478 square feet of usable open space.

Site Plan Review Conditions

- ~~15. **Commercial Use Restrictions.** The project shall be limited to 13,046 square feet of commercial retail space.~~
16. **Building Height.** The project shall be limited to a maximum building height of approximately 92 feet as measured from Grade to the highest point of the parapet pursuant to LAMC Section 12.03.
- ~~17. **Commercial Yards.** The commercial portion of the project shall provide setbacks of zero (0) feet pursuant to LAMC Section 12.14 C.~~
- ~~18. **Yard/Setback Requirements.** The project is utilizing the yard setback requirements of the RAS3 Zone for a project in a commercial zone.~~
19. **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, to the satisfaction of the Department of Building and Safety.

- ~~20.~~ **19. Non-required Parking.** Any parking spaces which are provided in excess of the Code required parking requirement shall be capable of supporting EVSE and installed with EV chargers to immediately accommodate electric vehicles within the parking areas. The parking spaces shall be designed and labeled for EV chargers consistent with the requirement for Required Parking.
- ~~24.~~ **20. Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21 A 16.
- ~~22.~~ **21. 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 Section 12.21 G.3 (Chapter 1, Open Space Requirement for Six or More Residential Units). Per Exhibit "A" and 12.21 G.3, 5 new Street trees shall be provided.
- ~~23.~~ **22. Required Trees per 12.21 G.2.** As conditioned herein, a final submitted landscape plan shall be reviewed to be in substantial conformance with Exhibit "A." There shall be a minimum of twenty-five (25) 24-inch box, or larger, trees on site pursuant to LAMC Section 12.21 G.2. Any required trees pursuant to LAMC Section 12.21 G.2 shown in the public right-of-way in Exhibit "A" shall be preliminarily reviewed and approved by the Urban Forestry Division prior to building permit issuance. In-lieu fees pursuant to LAMC Section 62.177 shall be paid if placement of required trees in the public right-of-way is proven to be infeasible due to City determined physical constraints.
- ~~24.~~ **23. Landscaping.** The landscape plan shall indicate landscape points for the project equivalent to 10 percent more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines "O". All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.
- ~~25.~~ **24. Landscape Maintenance.** All landscaped areas, trees, shrubs and ground cover shall be maintained as healthy and vigorous at all times; irrigation systems shall be continuously maintained pursuant to LAMC Section 12.41 B.5.
- ~~26.~~ **25. Trash Storage.** Trash storage and collection shall be enclosed in the parking garage and no visible from the public right-of-way. Trash collection shall occur within the enclosed parking garage and shall not interfere with traffic on any public street.
- ~~27.~~ **26. Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. All surface or ground mounted mechanical equipment shall be screened from public view and treated to match the materials and colors of the building which they serve.
- ~~28.~~ **27. Maintenance.** The project site (including all trash storage areas, associated parking facilities, sidewalks, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
- ~~29.~~ **28. Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way, nor from above.

- ~~30.~~ **29. Utilities.** All new utility lines shall be installed underground.
- ~~34.~~ **30. Solar Ready.** The project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
- ~~32.~~ **31. Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.
- ~~33.~~ **32. Hours.** Parking lot cleaning and sweeping, and trash collections and deliveries shall occur no earlier than 7 a.m., nor later than 8 p.m., Monday through Friday, and no earlier than 10 a.m., nor later than 4 p.m. on Saturdays and Sundays.
- ~~34.~~ **33. Signage.** Any signage shall comply with the Municipal Code or other applicable laws. No sign rights are granted with this case.
- ~~35.~~ **34. Parking Screening.** Screening shall be required for ground level and upper story parking levels, and shall be no less than 60% opaque for any individual tier of parking. Openings in screening shall be 4 inches or less in at least one dimension (vertical or horizontal). For ground level parking a frontage screen is required between ground level (vertical parking and all frontage lot lines). The parking levels shall each include a 3-foot high crash wall, which will screen headlights from being visible from the street, to the satisfaction of the Department of City Planning. The Applicant shall submit a Revised Exhibit A to demonstrate compliance to the satisfaction of Central Division Project Planning.

Administrative Conditions

- ~~36.~~ **35. Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & 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 & 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.
- ~~37.~~ **36. Notations on Plans.** Plans submitted to the Department of Building & 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.
- ~~38.~~ **37. Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
- ~~39.~~ **38. Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
- ~~40.~~ **39. Department of Building & 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 & 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 & 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.

41. ~~40.~~ **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
42. ~~41.~~ **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
43. ~~42.~~ **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
44. ~~43.~~ **Recording Covenant.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center at the time of Condition Clearance for attachment to the subject case file.
45. ~~44.~~ **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

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

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

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

DIR-2021-7344-SPR-TOC-HCA-1A
550 S. Union Avenue; 1701, 1709, 1715, 1717, and 1717 ½ W. 6th Street

EXHIBITS

J – REVISED FINDINGS FOR DIR-2021-7344-SPR-TOC-HCA

FINDINGS

The original findings for Case No. DIR-2021-7344-SPR-TOC-HCA-1A continue to apply, except as modified below (Underlined text has been added and ~~strikeout~~ text is to be removed):

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM / AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS

Pursuant to Section 12.22 A.31(e) of the LAMC, the Director shall review a Transit Oriented Communities (TOC) Affordable Housing Incentive Program project application in accordance with the procedures outlined in LAMC Section 12.22 A.25(g).

1. Pursuant to Section 12.22 A.25(g) of the LAMC, the Director shall approve a density bonus and requested incentives unless the Director finds that:

a. The incentives are not required to provide for affordable housing costs for rents for the affordable units.

The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25-percent gross income based on area median income thresholds dependent on affordability levels.

The list of incentives in the TOC Guidelines were pre-evaluated at the time the TOC Affordable Housing Incentive Program Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

The following incentives allow the developer to reduce the northerly and southerly side residential yard setbacks, and the front and rear residential yard setbacks; so that affordable housing units reserved for 10 Extremely Low Income units can be constructed and the overall space dedicated to residential uses is increased. These incentives are expressed in the TOC Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. These incentives also support the applicant's decision to reserve 10 units of the total 100 units for Extremely Low Income Households.

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

There is no evidence in the record that the proposed incentive will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was

deemed complete” (LAMC Section 12.22 A.25(b)). The finding that there is no evidence in the record that the proposed incentives will have a specific adverse impact is further supported by the CEQA findings. The findings to deny an incentive under Density Bonus Law are not equivalent to the findings for determining the existence of a significant unavoidable impact under CEQA. However, under a number of CEQA impact thresholds, the City is required to analyze whether any environmental changes caused by the project have the possibility to result in health and safety impacts. For example, CEQA Guidelines Section 15065(a)(4), provides that the City is required to find a project will have a significant impact on the environment and require an EIR if the environmental effects of a project will cause a substantial adverse effect on human beings.

The proposed project and potential impacts were analyzed in accordance with the CEQA Guidelines. The project was evaluated against the exceptions to the use of Categorical Exemptions pursuant to Section 15300.2 of the CEQA Guidelines. The Director of Planning determined that none of the exceptions apply to the proposed project and the project is Categorically Exempt from CEQA pursuant to Class 32 of the CEQA Guidelines.

Therefore, there is no substantial evidence that the proposed project will have a specific adverse impact upon public health and safety or the environment, or on any real property that is listed in the California Register of Historical Resources.

SITE PLAN REVIEW FINDINGS

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

The Applicant proposes to construct a seven-story mixed-use development containing 100 residential units, of which 10 units will be Restricted Affordable units to Extremely Low-Income Households. The Project is consistent with many of the goals and policies of the General Plan. The following will discuss the Project’s consistency with various elements of the General Plan, including the General Plan Framework, Housing Element, Health and Wellness Element, Transportation Element (known as the “Mobility Plan 2035”), and the Westlake Community Plan. It also references some provisions of the Westlake Redevelopment Plan. There are no Specific Plans that are applicable to the Project Site.

The Project will be consistent with the character of development in the immediate area and will be in harmony with the applicable elements of the General Plan. The Applicant is committed to creating a dynamic and visually appealing development that improves the conditions of the site, improves the character of the surrounding area and provides critically needed housing.

General Plan Framework Element

The project is in conformance with the following Framework goals and objectives:

Land Use (from *General Plan Framework, Chapter 3, Land Use Goals, Objectives, and Policies – Distribution of Land Use*)

GOAL 3A: *A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of*

economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.

Objective 3.1: *Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*

Objective 3.2: *Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.*

Objective 3.4: *Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.*

The proposed mixed-use development will revitalize a property that is currently a surface parking lot, a one-story mart and one-story plaza mall, with a new seven-story building, including 90 market rate apartment units, 10 Extremely Low Income restricted affordable apartment units and approximately 13,046 square feet of commercial space. The proposed mix of uses is consistent with the goals outlined in the General Plan Framework Element to provide a balance of uses as well as opportunities for housing near transit.

The mixed-use and mixed-income nature of the Project will also contribute to the City's long-term goal of economic vitality as well as the revitalization of Westlake. The proposed residential project also conserves the existing residential neighborhood that adjoins the commercial properties located along 6th Street. The proposed commercial space, as well as the ongoing operation of the building itself, will provide additional job opportunities.

The proposed mixed-use project supports the needs of the City's existing and future residents by providing 100 new dwelling units, of which 10 dwelling units will be set aside for Extremely Low-Income residents in a mix of five studios, 75 one-bedrooms, and 20 two-bedroom units to accommodate a diversity of population and families. The new residents will be located at a site in close proximity to numerous transit options including subway lines and bus lines that offer easy access to nearby employment centers including downtown Los Angeles and Wilshire Center as well as to other areas of the City. The Project's location is also within a dense neighborhood of Los Angeles that is in proximity to several neighborhood-serving commercial businesses along 6th Street and within the Westlake community.

The residents of the new development will have multiple transit options that will facilitate the reduction of vehicular trips, vehicle miles traveled, and air pollution. The project is approximately 2,025 feet (0.5 miles) from the MacArthur Park rail station serving Metro's B (Red) and D (Purple) Lines. In addition to the rail lines, the adjoining and nearby streets along 6th Street are served by several bus lines that offer residents convenient access to employment centers, shopping, dining, and entertainment opportunities in the neighborhoods of Westlake, Pico Union, Koreatown, University Park, and Downtown Los Angeles. Quality of life is improved as residents may forego the use of personal automobiles in favor of the

numerous transit options that offer easy access to job-enriched environments such as Wilshire Center and Downtown Los Angeles.

Housing (from General Plan Framework, Chapter 4, Housing Goals, Objectives, and Policies)

GOAL 4A: *An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.*

Objective 4.1: *Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.*

Objective 4.2: *Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.*

The Framework Element encourages new construction of a range of different housing types that address the needs of the City's households. Consistent with Framework Goal 4 above and the related objectives, the proposed mixed-use project provides market rate housing and affordable housing for Extremely Low Income households, thus offering a range of housing opportunities by type and cost which will be accessible to City residents of various income levels. In addition, to provide a range of housing opportunities by type and cost, the Project will include 5 studio apartments, 75 one-bedroom apartments, and 20 two-bedroom apartments.

The Project will help meet the 2021-2029 Regional Housing Needs Assessment's (RHNA) goal of 456,643 units by contributing a total of 100 new residential units, of which 10 units will be reserved for Extremely Low-Income households, into the City's housing stock. As a result, the Project will also expand affordable rental housing for the income groups that need assistance.

Housing Element

The 2021-2029 Housing Element (The Plan to House LA) was adopted by City Council on November 2021. The Housing Element is one of the eight State mandated elements of the General Plan and identifies the City's housing conditions and needs, establishes the goals, objectives, policies, and programs that are the foundation of the City's housing strategy.

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

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

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

Objective 1.3: *Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.*

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

For the current 2021-2029 Housing Element, the regional Southern California Association of Governments (SCAG) issued a target of 456,643 housing units for the entire City of Los Angeles, of which 184,721 units (40 percent) are designated for very low- and low-income households. The proposed project contributes to the RHNA target units by adding 100 housing units and also contributes to the affordable target units by setting aside 10 units for Extremely Low Income households.

Mobility Plan 2035

Approval of the Project will facilitate a mixed-use project in proximity to mass transit options will be consistent with the purposes of the Mobility Plan 2035. Various modes of travel are encouraged by the Mobility Plan 2035, including walking, biking and using public transit. The following policies of the Mobility Plan apply to the proposed project:

Policy 2.3: *Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

The Project will enhance the pedestrian experience in this area by transforming a surface parking lot, a one-story mart and one-story plaza mall into a well-designed mixed-use development. The main pedestrian entrances to the residential lobby and commercial space will be located at the corner of 6th Street and Union Avenue. The entrance to the residential lobby will be accessed from Union Avenue whereas the entrance to the commercial space will be accessed along 6th Street.

The 6th Street frontage will be enhanced by a combination of textures and finishes aimed at enhancing the pedestrian experience. The renderings indicate that there will transparent floor-to-ceiling windows along the commercial frontage, a wire mesh screen hanging above the ground floor, and pillars separating long blank lines. The way the building mass is broken up along the 6th Street frontage creates visual interest which further promotes a safe and comfortable walking environment. Vertical articulation is achieved through a fenestration of recessed and projecting windows and balconies. In addition, the patio balconies above the ground floor protected by metal guardrails allows for more interaction between residents and outdoor leisure while facing an active street. Further, the residential pedestrian entrance at the southwest corner of the project includes transparent lobby areas overlooking 6th Street.

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.*

The Mobility Plan 2035 recognizes that neighborhoods with frequent, reliable transit service are the ideal place to cluster uses and services so that area residents can complete a number of errands within a single walk or bike trip. Likewise, the Mobility Plan observes that it makes sense for land uses situated near major transit stops to be of the intensity and type that they attract a high number of transit riders. The project, situated in close proximity to Metro Rapid Bus stops and within easy walking distance of the Metro Purple and Red Rail Lines, is ideally located to satisfy the Mobility Plan's objective to reduce vehicular trips.

The Project will be located within approximately 0.5 miles of the Westlake/MacArthur Park transit station, with access to Metro's B (Red) and D (Purple) Lines. Residents will have greater proximity and access to jobs and other neighborhood services in Downtown Los Angeles and Wilshire Center as well as to other areas of the City. The Project's location is also in proximity to neighborhood-serving commercial businesses along 6th Street. This, the Project will promote an equitable land use decision that will result in fewer vehicle trips.

Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The Project will provide bicycle parking for its' future residents and commercial patrons by adhering to the Code requirements of the Bicycle Parking Ordinance. As such, the Project will provide convenient, secure and well-maintained bicycle parking facilities. Visitors of the Project will know that they have a place to safely and conveniently secure their bicycles for the duration of a visit.

Policy 4.13: Balance on-street and off-street parking supply with other transportation and land use objectives.

The Mobility Plan 2035 recognizes that an oversupply of parking can undermine broader regional goals of creating vibrant public spaces and a robust multi-modal mobility system and that parking consumes a vast amount of space in the urban environment, which otherwise could be put to valuable alternative uses. Additionally, the Mobility Plan observes that large parking lots create significant environmental impacts, detract from neighborhoods' visual quality, and discourage walking by increasing the distances between services and facilities. The Project will eliminate a surface parking lot that exacerbates urban run-off and heat island effects and replace it with a mixed-use project that will improve the visual quality of the neighborhood and activate the streets with more pedestrian activity. The residential structure is oriented to the street to encourage more walking and bicycling.

Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.

The Mobility Plan 2035 promotes a combination of sustainable approaches to reduce vehicle miles. Land use policies should be aimed at shortening the distance between housing, jobs, and services, thereby reducing the need to travel long distances on a daily basis. More attractive non-vehicle alternatives, including transit, walking and bicycling, need to be offered. The Project will promote these sustainable approaches by locating housing in proximity to jobs, transit and services. The Project would facilitate a reduction of vehicular trips and vehicle miles traveled for residents as the Westlake/MacArthur Park Metro Rail transit station, located approximately 0.5 miles from the Project Site, provides easy access to Metro's B (Red) and D (Purple) Lines that allow connections to downtown Los Angeles and the network of other Metro Rail lines, including Union Station, the Blue Line and Expo Line. The immediate neighborhood is served by a variety of Metro Rapid and Metro Local Bus lines, thereby

providing even more transit options that would incentivize the residents to reduce vehicular trips.

The Project is in a prime location to take advantage of Metro's extensive network of bus service, including major bus routes on 6th Street, Union Avenue, and along Wilshire Boulevard which is one block away, and several other local lines, connecting to downtown Los Angeles and other destinations throughout the region. The Project Site's proximity to these transit options provides for optimal multi-family development potential.

The DASH Pico Union/Echo Park Route is located a block from the Project Site with a stop at 6th Street and Union Avenue. The DASH route accesses stops throughout the Pico Union and Echo Park communities. The DASH bus has stops near Good Samaritan Hospital, Riley High School and MacArthur Park.

Quality of life is improved as residents may forego the use of personal automobiles in favor of the numerous transit options that offer easy access to the jobs-rich environment of Downtown Los Angeles, and as a result, the land use policy is fulfilled to shorten the distance between housing, jobs, and services that reduce the need to travel long distances on a daily basis. The Project's 100 new residential units will increase of the availability of housing options in proximity to transit stations and major bus stops. The Project offers the nonvehicle alternatives of transit, walking, and bicycling. The Project is located near recreational activities at MacArthur Park and the neighborhood-serving commercial uses attract residents who walk and ride bicycles. The Project provides the Code required bicycle parking within a garage with easy access to the street.

For these reasons outlined above the Project demonstrates consistency with the Mobility Plan 2035.

Health and Wellness Element – Plan for a Healthy Los Angeles

The Health Element, A Plan for a Healthy Los Angeles, was adopted by City Council on March 31, 2015 with a technical amendment on November 24, 2021 to highlight compliance with SB 1000.

Policy 2.2: Healthy building design and construction – Promote a healthy built environment by encouraging the design and rehabilitation of building and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.

The Plan for a Healthy Los Angeles also includes goals/objectives/policies/programs that relate to the health of the city. The Conservation Element primarily addresses the conservation aspects of the open spaces.

Policy 5.6 Resilience: In collaboration with public, private, and nonprofit partners, increase the city's resilience to risks (increasing temperatures and heat related effects, wildfires, reduced water supply, poor air quality, and sea level rise) resulting from climate change, and target resilience in the most vulnerable communities.

Conservation Element

It is important to conserve natural open space lands and enhance urban open spaces. "Open space" is a broad term that can include virtually anything from a sidewalk or lawn to the mountains and ocean. It is defined by the California general plan law (Government Code Section 65560) as "any parcel or area of land or water that essentially is unimproved and devoted to an open-space use," whether for preservation and protection of natural resources or for human activity.

The Project proposes to provide 100 dwelling units in a mixed-use development that will offer healthy design features, such as an indoor gym and community hall and outdoor roof deck that allows for physical activity and positive social experiences. The Project's location and orientation to the street will enhance pedestrian-oriented circulation for both residents and visitors. The Project proposes five (5) new 24-inch box trees in public right-of-way parkways along Union Avenue and 6th Street that will help prevent the heat island effect and provide passive cooling opportunities for the enjoyment of the public. As such, the project conforms to the purpose of the Plan for a Healthy Los Angeles and Conservation Elements of the General Plan.

Westlake Community Plan

The Westlake Community Plan was adopted by the City Council on September 16, 1997. The project is consistent with the following residential land use objectives of the Westlake Community Plan:

Objective 1: *To designate a supply of residential land adequate to provide housing of the types, sizes, and densities required to satisfy the varying needs and desires of all segments of the community's population.*

Objective 2: *To conserve and improve existing viable housing for persons desiring to live in Westlake, especially low and moderate income families.*

Objective 3: *To sequence housing development so as to provide a workable, efficient, and adequate balance between land use, circulation, and service system facilities at all times.*

In Chapter III, Land Use Plan Policies and Programs, the Community Plan notes that "housing objectives and policies are based on an analysis of existing zoning, housing characteristics, and the socio-economic makeup of the community. Westlake like many of the older communities of Los Angeles could benefit greatly from housing rehabilitation." The Plan notes further that the "physical decay of housing is a complex problem not unique to Westlake," and that the "community has a variety of housing styles although multi-family housing is most dominant. The overall density in Westlake is high compared to the rest of the city, built on small parcels with insufficient parking." The Project proposes to replace an underutilized surface parking lot with a new housing development that rehabilitates the Project Site with improved housing conditions and amenities for the benefit of the residents in a Project that adds 100 new residential units to the housing stock.

Unlike the situation identified in the Community Plan noting that many multi-family developments are built on small parcels with insufficient parking, the Project Site area is 28,488 square-feet per the Lot Survey not including the partial alley, or .65 acres, which is suitable to supply the residential land adequate to provide housing of the size, type and

density proposed in this application. As discussed above, the Community Plan has identified the need for more affordable housing as a significant issue for land use planning. The Project will provide 10 units as restricted affordable to Extremely Low Income Households to promote the supply of affordable housing in Westlake. The Project would be consistent with the Community Plan's Objective 2 by improving viable housing for low-income families and persons desiring to live in Westlake.

The Project would utilize its location to satisfy land use goals of locating housing where there is a balance between the use of the land and circulation in area with many transit options and the use of vehicles is practically reduced. The Project would be consistent with the Community Plan's Objective 3 to sequence housing development so as to provide a workable, efficient, and adequate balance between land use, circulation, and service system facilities at all times.

The Project is consistent with the following commercial land use objectives of the Westlake Community Plan:

Objective 1: *To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services*

Objective 2: *To provide a range of commercial facilities at various locations to accommodate the shopping needs of residents and to provide increased employment opportunities within the community.*

Objective 3: *To improve the compatibility between commercial and residential uses.*

The Project will provide additional opportunities for new commercial development by including approximately 13,046 square feet of neighborhood-serving retail space primarily along the 6th Street frontage. As such, the Project will accommodate the shopping needs of residents and provide increased employment opportunities within the community.

The modest size of the proposed neighborhood serving retail space is appropriate along 6th Street, as the street is considered a neighborhood-level commercial corridor. Surrounding uses include a mix of low-rise commercial buildings and low to mid-rise multi-family residential buildings. Surrounding properties are developed with commercial and multi-family residential buildings, and a grocery store. Properties to the north are zoned R4-1 and are developed with a one-story cottage bungalow complex, and a two-story residential building. Properties to the east, across Union Avenue, are zoned C2-1 and developed a series of small commercial retail businesses, including a bakery and market and a three-story residential abutting an alley. The property to the south, across 6th Street is zoned C2-2 and is developed with a one-story supermarket with a surface parking lot. Finally, the property to the west facing 6th Street is zoned C2-1 and is developed with a five-story commercial building with dental offices on the ground floor.

As the surrounding area is comprised with a mix of commercial and residential uses, the Project will improve the compatibility by adding 100 new residential units and 13,046 square feet of neighborhood serving retail space on a site that fronts along 6th Street.

For these reasons outlined above, the Project demonstrates consistency with the Westlake Community Plan.

Westlake Recovery Redevelopment Plan

The Project Site is located in the Westlake Recovery Project Study Area of the Westlake Community Plan. The Westlake Recovery Redevelopment (WRR) Project Area was adopted by the City Council on May 12, 1999 and will expire May 12, 2030. In addition, the Redevelopment Plan Unit with the City of Los Angeles reviewed the project and confirmed it is in compliance with the WRR Plan and signed off on the Administrative Review Form on January 6, 2021.

The following project is consistent with the following Westlake Recovery Redevelopment Plan land use objectives:

Commercial No.1: *To promote the economic well being of Westlake through the encouragement of the revitalization of viable commercial areas.*

The Project will promote the economic well being of Westlake by adding 13,046 square feet of neighborhood-serving retail space along 6th Street in an area surrounded by a mix of single-story commercial buildings and low to mid-scale residential buildings.

Safety No. 4: *To enhance the safety of residents, business owners, employees and visitors, and their property.*

The Project will promote a livable neighborhood by redeveloping an underutilized surface parking lot into a new high-quality and well-designed mixed-use building that is oriented towards the public right of way with commercial storefronts along 6th Street and residential units on Union Avenue. The introduction of more residents in a safe, livable and well-designed mixed-use development will enhance the Westlake community as a place to live, work and shop.

Safety No. 6: *To establish neighborhood and business watch groups throughout the community.*

The Project would add more residents to an area that has a mix of commercial and residential uses, thereby promoting a 24-hour community where increased pedestrian activity would enhance the safety of the community as the result of more people actively involved in creating a safe, livable and sustainable neighborhood. The presence of more residents would act as a greater number of eyes on the street as a deterrent to criminal activity, thereby reducing crime, graffiti and vandalism for the benefit of neighborhood residents and businesses.

Housing No. 8: *To make provisions for housing as is required to satisfy the needs and desires of the various age, income, and disabled groups of the community, maximizing the opportunity for individual choice.*

The proposed residential Project will provide 100 new residential units, of which 10 units will be set aside for Extremely Low-Income residents, in a mix of studios, one-bedrooms, and two-bedrooms to accommodate a diversity of population and families. The new residents will be located at a site in close proximity to numerous transit options including subway lines and bus lines that offer easy access to nearby employment centers including downtown Los Angeles and Wilshire Center as well as to other areas of the City. Therefore, the Project will satisfy the needs and desires of various age and income groups thereby maximizing the opportunity for individual choice in the selection of residential units.

Housing No. 9: To encourage the preservation and enhancement of the varied and distinctive residential character of the community.

The Project would replace an underutilized surface parking lot by enhancing the distinctive residential character of the community with a well-designed project that is visually appealing for its architectural features. The design concept of the Project was inspired by the site's central location and proximity to both modern Downtown Los Angeles and old MacArthur Park. The surrounding up-and-coming neighborhood has a varying and vibrant culture, and the Project has "front-porch" views of the Los Angeles skyline to the East, as well as the Hollywood Hills beyond MacArthur Park to the North-West.

The building massing is formed with large transparent windows, a wire mesh screen wrapped around the façade facing 6th Street and Union Avenue, metal guard rails facing 6th Street, and additional patio balconies overlooking 6th Street, varying stone and CMU textures, multiple color schemes, and a roof deck. Further, the project includes a gym on the second floor, a community hall and central courtyard on the third floor, and a large roof deck.

These spaces give residents outdoor rooms to be used as gathering places near the intimacy of their homes where they are given respite from the bustling activity of the surrounding urban fabric and as points of interest. This connection from the Project outward is designed to be a catalyst of rejuvenation for the surrounding area in the near future.

The design takes inspiration from the traditional neighborhood buildings with their materials, ordered windows, and base / middle / top massing. In response, the design proposes a split face CMU concrete, 20/50 and smooth stucco finishes at the ground level along the street frontages, with storefront windows allowing views into and out of the building. The base / middle / top reading helps to break up the height of the street wall, and the stacked windows and recessed balconies provide elements that give the building a residential character.

The project will be a new aesthetic to the existing community commercial storefronts, where a contemporary element of transparent storefront glass, wire mesh screening, and varied stucco, stone, concrete, and stucco finishes, creating a vivid "Old meets New" focal point by introducing an aesthetic more similar to what one would find in the urban core of Downtown LA.

A 6,255 square-foot and 964 square-foot roof deck are located on the top residential level with many intimate, enclosed areas for more intimate outdoor convenings. As shown in Exhibit A, the area will be adequately landscaped with ample seating and will provide panoramic views overlooking the neighborhood with views of Downtown, the Hollywood Hills, and MacArthur Park, creating an iconic element and visual point of interest.

Housing No. 10: To provide housing choices and to increase the supply and improve the quality of housing for all income and age groups, especially affordable housing including housing for very low-, low- and moderate-income large families and individuals. To eliminate overcrowding in individual units, and to provide home ownership opportunities, and other housing choices which meet the needs of the community.

The proposed Project will provide 100 new residential units, of which 10 units will be set aside for Extremely Low-Income residents, in a mix of studios, one-bedrooms, and two-bedrooms

to accommodate a diversity of population and families. Overcrowding in the individual units would be eliminated by the range of bedroom type including well-sized studios, one- and two-bedroom units. Of the proposed 100 residential units, 5 units are studio units, 75 are one-bedroom units and 20 are two-bedroom units. Unit sizes averages range between approximately 399 square feet for studio units, 599 square feet for one-bedrooms, and 755 square feet for two-bedroom units.

Public No. 17: *To encourage active and passive recreational opportunities in MacArthur Park.*

The Project would be located about 0.4 miles of MacArthur Park, resulting in the ability of the residents to have easy access to the enjoyment of recreational opportunities at the park.

Services No. 21: *To reduce crime, the fear of crime, graffiti and vandalism in the community to enhance livability for residents and businesses and to encourage visitors.*

The Project would increase safety in the area by providing more natural surveillance and eyes on the street consistent with the goal of providing a safe, livable and sustainable neighborhood. The well-designed development would enhance the livability for the residents and prove attractive to enhance business opportunities in the neighborhood. The presence of more residents would act as a greater number of eyes on the street as a deterrent to criminal activity, thereby reducing crime, graffiti and vandalism for the benefit of neighborhood residents and businesses.

General No. 26: *To enhance and promote the Westlake community as a place to live, shop and work, and to create a safe 24-hour community.*

The Project would enhance the Westlake community as a place to live, work and shop. The promotion of a 24-hour community would also enhance the public safety. The close proximity of the Westlake/MacArthur Park Metro Rail transit station would also enhance the Westlake community as new residents would be encouraged to use public transit and to patronize the retail businesses located in proximity to the Metro Rail station and along nearby commercial corridors along 6th Street and Wilshire Boulevard, which is one block south of the site.

For these reasons outlined above the project demonstrates consistency with the Westlake Recovery Redevelopment Plan.

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

The project site is improved with a surface parking lot, mart, and plaza mall located at 1701 - 1717 ½ West 6th Street, and 550 South Union Avenue. The project site consists of four (4) contiguous lots with a total lot size of approximately 28,488 square feet of gross lot area per the Lot Survey. The project site also includes a partial, approximately 570 square-foot alley that will be incorporated as part of the project. Because the project site is proposed on a reversed corner lot, a Yard Determination letter was issued November 1, 2021 to determine lot frontage. According to this letter issued by the Zoning Engineer, the easterly property line

fronting Union Avenue was identified to be the front lot line, while the westerly property line was identified as the rear yard, and the remaining northerly and southerly lines were identified as the side yards, with the southerly line facing 6th Street. The project site fronts approximately 140.33 feet along Union Avenue and approximately 207 feet along the northern portion of 6th Street. The project site is zoned C2-1 and is designated for Community Commercial land use by the Westlake Community Plan. The site is also located within the Westlake Recovery Redevelopment Project Area, a Los Angeles State Enterprise Zone, Transit Priority Area, and is within 1 km (0.62 miles) of the Puente Hills Blind Thrust.

Surrounding properties are developed with commercial and multi-family residential buildings, and a grocery store. Properties to the north are zoned R4-1 and are developed with a one-story cottage bungalow complex, and a two-story residential building. Properties to the east, across Union Avenue, are zoned C2-4 and developed a series of small commercial retail businesses, including a bakery and market and a three-story residential abutting an alley. The property to the south, across 6th Street is zoned C2-2 and is developed with a one-story supermarket with a surface parking lot. Finally, the property to the west facing 6th Street is zoned C2-1 and is developed with a five-story commercial building with dental offices on the ground floor.

The proposed project includes the demolition of the existing surface parking lot, mart, and plaza mall, and the new construction, use and maintenance of a seven-story mixed-use building comprised of approximately 105,622 square feet of floor area, for a proposed floor area ratio (FAR) of 3.63:1. The project proposes 100 dwelling units, of which 10 units or 10 percent of the total units will be restricted to Extremely Low Income Households. Additionally, the project proposes 13,046 square feet of ground floor commercial use. The building will have a maximum height of 92 feet, as measured from grade to the top of the roof structure. The project will provide 50 residential parking spaces and 22 commercial parking spaces across one (1) subterranean level and one (1) above-grade at the second level. The project will also provide 157 bicycle parking spaces, including 24 short-term and 10 long-term commercial spaces, and eight (8) short-term and 115 long-term residential bicycle spaces. The project includes a total of 16,478 square feet of usable open space, consisting of a 2,066 square foot gymnasium, 4,466 square foot courtyard and 977 square foot community hall, a 7,219 square-foot roof deck, and 1,750 square feet of private open space through balconies.

Height

The site is within Height District No. 1, which allows for unlimited height and stories for developments within the C2 zone. The proposed building reaches a maximum height of 92 feet measured from the lowest grade point. Therefore, the project is within the allowable maximum height for the subject zones.

Bulk/Massing

The bulk and massing of the building is broken up by both vertical and horizontal elements, in addition to the topography of the site. The building has frontages along both 6th Street and Union Avenue. Along 6th Street, or the southern elevation, the ground-floor commercial spaces, metal mesh screen cover, residential lobby and transparent above-ground lobby areas, patio balconies, roof decks, color variations, trees for the ground floor work together to break up the building plane and mass. Along Union Avenue, the slope of the site cuts the bulk of the building. Additionally, several elements along this southern elevation break up the bulk and massing, including color and material variations, balconies, windows, ground-floor

commercial, and ground-floor landscaping. Overall, the project incorporates several architectural and design elements to create distinct breaks in the building plane, in a manner that will be complementary to the neighborhood.

Setbacks

On November 1, 2021, the Zoning Engineer issued a Yard Determination letter that determined that the subject project is considered a Reversed Corner Lot, and further identified the easterly property line fronting Union Avenue to be the front lot line. For the remaining lot lines, westerly property line was identified as the rear yard, and the northerly and southerly property lines were identified as the side yards.

Pursuant to TOC Guidelines, in any Commercial zone, Eligible Housing Developments may utilize any or all of the yard requirements for the RAS3 zone per LAMC 12.10.5. The subject property is in a Commercial Zone and the project complies with the Yard/Setback required and is compatible with surrounding properties. The applicant is requesting one (1) Additional Incentive for the reduction in the Yard/Setback as follows:

Residential Northerly Side Yard Setback. The project shall provide a minimum side yard setback of ~~one foot three inches~~ five feet.

Residential Southerly Side Yard Setback. The project shall provide a minimum southerly side yard setback of ~~one foot three inches~~ five feet.

~~**Residential Easterly Front Yard Setback.** The project shall provide a minimum yard setback of one foot three inches.~~

Residential Westerly Rear Yard Setback. The project shall provide a minimum rear yard setback of ~~five foot three inches~~ five feet.

Parking/Loading

The parking garage will be accessible via an ingress and egress driveways located along 6th Street and Union Avenue. These driveways provide access to the subterranean parking level and second floor parking. Additionally, the above-grade parking garage will be screened to reduce the visibility of parking spaces and automobile lights from the public right-of-way.

Per LAMC Section 12.21 A.4, the project would be required to provide 158 residential parking spaces and 27 commercial parking spaces. However, the project is utilizing a TOC base incentive to reduce the amount of parking to a minimum of 50 residential parking spaces and 19 commercial parking spaces required. The project is proposing 50 residential parking spaces and 22 commercial parking spaces, which meets the minimum required.

In accordance with LAMC Sections 12.21-A, the project is required to provide a minimum of six (6) short-term and six (6) long-term bicycle parking spaces for commercial uses and eight (8) short-term and 75 long-term bicycle parking spaces for commercial uses. The project is providing 24 short-term spaces and 10 long-term spaces for commercial stalls, and eight (8) short-term and 115 long term residential stalls which meets the minimum required.

Lighting

The project is conditioned so that all pedestrian walkways and vehicle access points will be well-lit with lighting fixtures that are harmonious with the building design. As conditioned, all outdoor lighting provided on-site will be shielded to prevent excessive illumination and spillage onto adjacent public rights-of-way, adjacent properties, and the night sky.

Landscaping

The project will provide landscaping on the ground floor, second floor, third floor, and rooftop, including 26, 24-inch box trees, and a variety of shrubs and ground cover.

The project is conditioned to landscape all open areas not used for buildings, driveways, parking areas, recreational facilities or pedestrian pathways shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or architect and submitted for approval to the Department of City Planning, Development Services Center.

Trash Collection

Trash storage and collection are proposed to be enclosed within the interior rear of the building on the ground floor and are therefore not visible from the drive aisle or public view. Trash collection can only be accessed from the garage and shall not interfere with traffic on any public street, as conditioned.

Building Materials

The building facades consist of different colored plaster, vinyl windows, aluminum elements, metal railings, glass railing, and brick, shown on the stamped "Exhibit A".

Solar Panels

The project is conditioned to comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety. Additionally, the project is conditioned to power generators used during the construction process through electric or solar. Solar generator and electric generator equipment must be located as far away from sensitive uses as feasible.

Electric Vehicle Charging Stations

The project is conditioned to provide electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) per the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC, to the satisfaction of the Department of Building and Safety.

4. Any residential project provides recreation and service amenities to improve habitability for its residents and minimize the impacts of neighborhood properties.

The project is required to provide a minimum of 10,500 square feet of open space and is providing 16,478 square feet, 5,978 more than required. Indoor common open space amenities

include a consisting of a 2,066 square foot gymnasium, 4,466 square foot courtyard and 977 square foot community hall, and a 7,219 square-foot roof deck. Additionally, the project provides 1,750 square feet of private balconies. As shown in Exhibit A, the applicant submitted a landscape plan showing that the common open space areas will be attractively landscaped with trees, shrubs, and groundcover. As such, the project will provide recreation and service amenities to improve habitability for its residents and minimize the impacts on neighboring properties.