

#### DEPARTMENT OF CITY PLANNING

#### **RECOMMENDATION REPORT**

#### **City Planning Commission**

Date: Augu Time: After	ust 10, 2023 r 8:30 a.m.	Case No.:	CPC-2022-8256-CU-DB- PHP-HCA
Place: Los	Angeles City Hall	CEQA No.:	ENV-2022-8257-CE
200	N. Spring Street, Room 340	Incidental Case:	N/A
Los	Angeles, CA 90012	Council No.:	11 – Park
And	via Teleconference. Information will be	Plan Area:	Palms – Mar Vista – Del Rev
prov mee	vided no later than 72 hours before the eting on the meeting agenda published at	Specific Plan:	Los Angeles Coastal Transportation Corridor
https oard cpc@	s://planning.lacity.org/about/commissionsb ds-hearings and/or by contacting @lacity.org	Certified NC: General Plan Land Use	Mar Vista
Public Hearin	ng: March 14, 2023 s: Density Bonus Off-menu waiver is	Designation: Zone:	Medium Residential R3-1
	not further appealable. Density Bonus On-menu incentives and Conditional Use are appealable to City Council	Applicant: Representative:	Robert Green, DMTV, LLC Matthew Hayden, Hayden Planning
Expiration Da	ate: August 10, 2023		

Multiple Approval: Yes

#### PROJECT

#### LOCATION: 12124 West Pacific Avenue (12118 – 12134 West Pacific Avenue)

**PROPOSED** The project involves the construction, use, and maintenance of a new six-story, 67-foot in height, approximately 94,579 square-foot apartment building containing 74 units, including 11 units set aside for Very Low Income (VLI) households. The project proposes to provide 122 on-site vehicular parking spaces and 64 bicycle parking spaces within one at-grade and one subterranean level.

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

- Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24-U,26, a Conditional Use Permit to allow a Density Bonus for a housing development project in which the density increase is greater than the maximum permitted by LAMC Section 12.22-A,25; and
- 3. Pursuant to LAMC Section 12.22-A,25, a Density Bonus for a Housing Development with a total of 74 dwelling units, of which 11 units, or 25 percent of the base density, will be set aside for Very Low Income households, requesting the following On-Menu Incentives and Waivers of Development Standards:
  - a. An On-Menu Incentive to permit a 20 percent reduced front yard setback of 12 feet in lieu of the 15 feet otherwise required;

- b. An On-Menu Incentive to permit a 20 percent reduced (east) side yard setback of 7-feet, 3-inches in lieu of the 9 feet otherwise required;
- c. An On-Menu Incentive to permit a 35 percent increase in Floor Area Ratio (FAR) up to 4.05:1 in lieu of the 3:1 FAR otherwise required; and
- d. A Waiver of Development Standards to permit an increase in building height up to 67 feet in lieu of the 45 feet otherwise required and to allow increased height for portions of a building in a Housing Development project that are within 50 feet of an R1 zoned lot.

#### **RECOMMENDED ACTIONS:**

- 1. **Determine** that based on the whole of the administrative record, the project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
- 2. **Approve** a Conditional Use Permit to allow a Density Bonus for a housing development project in which the density increase is greater than otherwise permitted by LAMC Section 12.22-A,25;
- 3. **Approve** a Density Bonus for a housing development project consisting of 74 dwelling units, of which 11 units will be set aside for Very Low Income households and with the following Incentives and Waivers of Development Standards:
  - a. An On-Menu Incentive to permit a 20 percent reduced front yard setback of 12 feet in lieu of the 15 feet otherwise required;
  - b. An On-Menu Incentive to permit a 20 percent reduced (east) side yard setback of 7-feet, 3-inches in lieu of the 9 feet otherwise required;
  - c. An On-Menu Incentive to permit a 35 percent increase of Floor Area Ratio (FAR) up to 4.05:1 in lieu of the 3:1 FAR otherwise required; and
  - d. A Waiver of Development Standards to permit an increase in building height up to 67 feet in lieu of the 45 feet otherwise required and to allow increased height for portions of a building in a Housing Development project that are within 50 feet of an R1 zoned lot.
- 4. **Adopt** the attached Conditions of Approval; and
- 5. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP Director of Planning

Heather Bleemers Senior City Planner

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Esther Ahn City Planner

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

#### TABLE OF CONTENTS

Project Analysis	A-1
Project Summary Project Background Requested Actions Public Hearing Professional Volunteer Program Issues and Considerations Project Sustainability Features Conclusion	
Conditions of Approval	C-1
Findings	F-1
Entitlement Findings Additional Findings	
Public Hearing and Communications	P-1
Exhibits:	
Exhibit A – Plans	
Exhibit B – Maps	
Vicinity Map Radius Map Zoning Map	
Exhibit C – Environmental Documents	
ENV-2022-8257-CE, Justification Letter, and Technical Studies	
Exhibit D – Public Correspondence	

#### **PROJECT ANALYSIS**

#### PROJECT SUMMARY

The project involves the construction, use, and maintenance of a new six-story, 67-foot in height, approximately 94,579 square-foot apartment building containing 74 units, including 11 units set aside for Very Low Income (VLI) households. The project proposes to provide 122 on-site vehicular parking spaces and 64 bicycle parking spaces within one at-grade and one subterranean level.

The proposed development, as depicted in Figure 1 below, has been configured with a total of 74 dwelling units consisting of 46 one-bedroom units, 16 two-bedroom units, 7 loft units, and 3 threebedroom units. Based upon this arrangement, 100 parking spaces would be required, but the project proposes to provide 122 residential parking spaces which include 93 standard, 3 ADA, and 26 compact parking spaces. The parking spaces would be distributed between the ground floor (48 parking spaces) and the first basement level (74 parking spaces). Vehicular ingress and egress would occur off a single driveway located on the western portion of the Pacific Avenue frontage. The first floor would also contain the residential lobby and various amenities such as an office and gym which are situated along the primary street frontage (Pacific Avenue). The residential units would be allocated across the second through sixth floors.



Figure 1. Rendering of proposed development seen from Pacific Avenue.

The subject property has a designated front yard facing Pacific Avenue and a rear yard fronting a 20-foot alley. The proposed project would observe a 12-foot front yard setback and a 15-foot rear yard setback (measured from the center of the alley). The project would observe a nine-foot setback for the southeastern side yard and a seven-foot, three-inch setback for the northeastern side yard. Two courtyards are proposed on the second floor which would be open to the sky as common open space. Furthermore, the proposed project would provide a 15-foot step back in the front and a variable step back of six to 15 feet along the southeastern side on the sixth floor to further reduce massing.

Pursuant to LAMC Section 12.21-G, the project, as proposed, is required to provide 8,200 square feet of open space. The project provides approximately 8,210 square feet of open space, including 1,450 square feet of private balconies, 2,050 square feet of recreation rooms, 2,079 square feet

of second-floor courtyards, 429 square feet of a sixth-floor deck, and 2,202 square feet of a roof deck. Furthermore, 1,179 square feet of the open space on the second-floor courtyards and roof decks would be planted. Four existing street trees would remain, and 19 new trees would be provided.

#### PROJECT BACKGROUND

#### **Project Site**

The project site consists of two (2) interior lots, which are contiguous and rectangular shaped, encompassing a total lot area of 30,001 square feet or 0.689 acres. The subject property abuts an Alley to the east and to the south and has approximately 200 feet of street frontage along the southern side of Pacific Avenue, as shown in Figure 2 below. The site is currently developed with a one- and two-story building comprising 12,134 square feet of lot area and used as a church. These structures, along with an existing surface parking lot, are proposed to be demolished as part of the project.



Figure 2. Project site and surrounding area.

#### **General Plan Land Use Designation and Zoning**

The project site is located in the Palms – Mar Vista – Del Rey Community Plan area which is one of the 35 Community Plans which together form the Land Use Element of the General Plan. The Palms – Mar Vista – Del Rey Community Plan designates the subject property for Medium Residential land uses with corresponding zones of R3 and R3(PV). The project site is zoned R3-1 and is thus consistent with the existing land use designation. The site is located within the Los Angeles Coastal Transportation Corridor Specific Plan (ZI-1874) which assigns conditions based on the number of trips created by a project and a Transportation Impact Assessment fee to fund various regional transportation improvements, as determined by the Los Angeles Department of Transportation. The subject property is not located within any other Specific Plan areas and is not subject to any community design overlays or interim control ordinances.

#### **Surrounding Properties**

The project site is located in a substantially urbanized and developed area by a variety of uses and zoning designations, as shown below in Figure 3. Properties to the south, across the abutting Alley, are zoned M1-1 and are developed with a lumber yard use. Properties to the east, also across the abutting Alley, are developed with single-family residences zoned R1V2. Properties to the north, across Pacific Avenue, are zoned C2-1, P-1, and R3-1 and are developed with a Post Office and multi-family residential uses. Properties immediately adjacent to the west are zoned R3-1 and C2-1 and are developed with surface parking and commercial uses including a childcare center and an animal clinic. The Mar Vista Farmers' Market occurs to the northwest along the intersection of Grand View Boulevard and Venice Boulevard. The Mar Vista Public Library is located to the northeast along the intersection of Inglewood Boulevard and Venice Boulevard.



Figure 3. Zoning and land uses of project site and surrounding area.

#### **Streets and Circulation**

<u>Pacific Avenue</u>, adjoining the subject property to the north, is a designated Local Street, dedicated to a right-of-way width of 60 feet and improved with concrete curb, gutter, and sidewalk.

<u>A north-south Alley</u>, adjoining the subject property to the east, has a right-of-way width of 20 feet and is improved with asphalt roadway and gutter.

<u>An east-west Alley</u>, adjoining the subject property to the south, has a right-of-way width of 20 feet and is improved with asphalt roadway and gutter.

#### **Relevant Cases**

Subject Property

<u>Building Permit No. 1966WLA63368</u> – A Certificate of Occupancy was issued by the Department of Building and Safety on April 17, 1968, for the use of the property as a church auditorium and classroom building.

#### Surrounding Properties

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

<u>Case No. DIR-2019-3815-DB</u> – On June 25, 2020, the designee of the Director of Planning approved a five-story residential building including 38 dwelling units, five (5) of which were set aside for Very Low Income household occupancy in exchange for incentives related to increased Floor Area Ratio (FAR), side yard setback reduction, and averaging of FAR, density, parking, or open space. The project site is zoned C2-1 and R3-1, located at 11961 Venice Boulevard. On December 3, 2020, the City Planning Commission voted to deny the appeal filed by surrounding neighbors and sustain the Planning Director's determination.

#### **REQUESTED ACTIONS**

The applicant is requesting a Density Bonus with incentives and waivers of certain development standards to facilitate the development of the proposed project. The applicant's request includes a Conditional Use to allow for a density increase of up to 70 percent in exchange for additional dwelling units being set aside for Very Low Income household occupancy (25 percent of the base density). The requested Density Bonus includes three On-Menu incentives for reduced front yard setbacks, reduced side yard setbacks, and increased Floor Area Ratio (FAR), along with one Waiver of Development Standard for increased building height and relief from transitional height requirements. As such, Staff has subsequently recommended that the project be approved with the requested Conditional Use and the incentives and waivers as follows:

- a. An on-menu incentive to allow a 20 percent reduced front yard setback of 12 feet in lieu of the 15 feet otherwise required;
- b. An on-menu incentive to allow a 20 percent reduced (east) side yard setback of 7-feet, 3inches in lieu of the 9 feet otherwise required;
- c. An on-menu incentive to allow a 35 percent increase in Floor Area Ratio (FAR) up to 4.05:1 in lieu of the 3:1 otherwise required; and
- d. An off-menu waiver of development standards to permit an increase in building height up to 67 feet in lieu of the 45 feet otherwise required and to allow increased height for portions of a building in a Housing Development project that are within 50 feet of an R1 zoned lot.

As detailed in the Findings, the incentives and waiver are required to provide for affordable housing costs. Code requirements for the height, floor area ratio, and setbacks would have the effect of physically precluding construction of the proposed project. The incentives will accommodate the construction of affordable units in the 74-unit residential development.

#### Density Bonus / Affordable Housing Incentive Program

In accordance with California Government Code Section 65915 and LAMC Section 12.22 A,25, in exchange for setting aside a minimum percentage of the project's units for affordable housing, the project is eligible for a density bonus, reduction in parking, and incentives and waivers allowing

for relief from development standards. The applicant has requested to utilize the provisions of City and State Density Bonus laws as follows:

#### <u>Density</u>

The subject property is zoned R3-1, which limits density to one dwelling unit per 800 square feet of lot area. The subject property has a gross lot area of 33,601 square feet and, as such, the permitted base density on the subject property is 43 units.<sup>1</sup> In exchange for setting aside at least 11 percent of the base units for Very Low Income household occupancy, the applicant is entitled to a maximum 35 percent by-right density bonus to allow for 59 dwelling units. The Applicant is seeking an additional 35 percent density bonus (or a total of 70 percent density bonus) through a Conditional Use to allow for the proposed 74 dwelling units to be built on the site. The proposed project would include 11 dwelling units, or 25 percent of the base units, being set aside for Very Low Income households.

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

Very Low Income Units (Percentage of Base Density)	Maximum Density Bonus Permitted (Based on Base Density)
5 %*	20 %*
6 %*	22.2 %*
7 %*	25 %*
8 %*	27.5 %*
9 %*	30 %*
10 %*	32.5 %*
11 %*	35 %*
12 %	37.5 %
13 %	40 %

#### Table 1: Density Bonus Percentages

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

14 %	42.5 %
15 %	45 %
16 %	47.5 %
17 %	50 %
18 %	52.5 %
19 %	55 %
20 %	57.5 %
21%	60%
22%	62.5%
23%	65%
24%	67.5%
25%	70%
*Existing set-aside chart as listed in Section 12.22-A.25	of the LAMC

For the subject property, a 35 percent by-right density bonus would allow for 59 units (equal to an increase of 16 units beyond the 43-unit base density) to be constructed on the project site. As illustrated in Table 1 above, in order to qualify for the 35 percent by-right density bonus, the project would be required to set aside 11 percent of the base density, or five (5) units, for Very Low Income Households. The applicant is seeking an additional 35 percent density bonus (for a total of a 70 percent density bonus from the base density) through a Conditional Use to allow for a total of 74 dwelling units, representing an increase of 15 units beyond what would otherwise be permitted through the by-right 35 percent density bonus. In order to obtain the additional requested 70 percent density bonus, as shown in Table 1, the project must set aside at least 25 percent of the base density, equal to 11 units, for Very Low Income households in exchange for the requested Density Bonus. As such, the Density Bonus request results in five (5) affordable units and the Conditional Use request results in an additional six (6) units for a total of 11 affordable units.

#### **Incentives**

Pursuant to the LAMC and California Government Code Section 65915, the applicant is entitled to three incentives in exchange for reserving a minimum of 15 percent of the base density for Very Low Income households. The proposed project will set aside 11 units, which is equal to approximately 25 percent of the base number of units, for Very Low Income households. Accordingly, Staff has recommended that the project be granted three incentives as follows:

- a. Increased Floor Area Ratio The subject property is zoned R3-1. The property's underlying zoning and designation of Height District No. 1 permit a maximum FAR or 3 to 1, equal to a maximum of 74,100 square feet of total building area. Staff recommends that an On-Menu incentive be granted to allow a maximum FAR of 4.05 to 1, pursuant to Los Angeles Municipal Code (LAMC) Section 12.22-A,25(g), to allow for the project which proposes a total of 94,579 square feet of floor area.
- b. Reduced Front Yard The R3 Zone requires a minimum 15-foot front yard for the proposed development pursuant to LAMC Section 12.10-C,3. Pursuant to LAMC Section 12.22-A,25(g), the Applicant requests an On-Menu incentive to permit a 20 percent reduction of the front yard setback to provide a minimum 12-foot front yard in lieu of the 15 feet otherwise required.

c. Reduced Side Yard – The R3 Zone requires a minimum 9-foot east side yard for the proposed development pursuant to LAMC Section 12.10-C,3. Pursuant to LAMC Section 12.22-A,25(g), the Applicant requests an On-Menu incentive to permit a 20 percent reduction of the east side yard setback to provide a minimum 7-foot, 3-inches front yard in lieu of the 9 feet otherwise required.

#### Waiver of Development Standards

In addition to the three recommended incentives, staff has recommended that the project be granted one Waiver of Development Standards, as follows:

a. Increased Height – The subject property's R3-1 Zone permits a maximum height of 45 feet for a residential development. The project site is also adjacent to a swath of R1-zoned properties. The proposed development rises to a maximum height of 67 feet. Although the proposed project incorporates upper story step-backs in accordance with the requirements of Transit Oriented Development Guidelines, the project requires relief from overall building height in order to facilitate its development. As such, Staff recommends that a waiver be granted to permit an increase in building height up to 67 feet in lieu of the 45 feet otherwise required and to allow increased height for portions of a building in a Housing Development project that are within 50 feet of an R1 zoned lot.

#### Housing Replacement

Pursuant to Government Code Section 65915(c)(3) and State Assembly Bills 2222 and 2556, applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application for a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all preexisting units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form or rent or price control; or occupied by Low or Very Low Income households. Pursuant to the Determination made by the Los Angeles Housing Department (LAHD) dated September 9, 2022, these requirements do not apply to the subject property, which is currently and previously has been entirely developed with commercial uses and no housing uses. The project will comply with all other applicable requirements to the satisfaction of LAHD.

#### PUBLIC HEARING

A public hearing on this matter was held by the Hearing Officer virtually on March 14, 2023, at 1:00 p.m. A summary of the public hearing and any additional communications is detailed on Page P-1, Public Hearing and Communications.

#### PROFESSIONAL VOLUNTEER PROGRAM

The proposed project was reviewed by the Urban Design Studio's Professional Volunteer Program (PVP) on February 21, 2023. The resulting comments and suggestions, detailed in the following section, Issues and Considerations, focus primarily on pedestrian activation and compatibility with the surrounding neighborhood.

#### **ISSUES AND CONSIDERATIONS**

The following includes a discussion of issues and considerations related to the project. These discussion points were either identified during the design review process with PVP, at the public hearing held on March 14, 2023, or in discussions with the applicant.

Many concerns brought up during the public hearing involved the buildings overall height and traffic concerns. Based upon the surrounding uses and heavily trafficked alley, the consensus among the applicant and the Department of Transportation was to keep the proposed driveway on Pacific Avenue as is. The applicant also decided to maintain the proposed parking (provided per Parking Option 1 reduction) in order to address community parking concerns. Although the applicant could not reduce the building height due to the number of units being proposed, several suggestions were made by PVP to soften the buildings frontages, particularly at the ground level, and make quality-of-life improvements throughout the interior of the project.

In response to PVP's comments, the applicant made several revisions along the Pacific Avenue frontage. The ground floor landscaping was revised, and the 42-inch-high planters were lowered to open up the pedestrian right-of-way and soften transition into the property. The tree planter locations were kept as is, however, to allow for proper growing space. The proposed lobby entrance area was opened up by moving the sitting area back to ensure space for entry, bike parking, and pedestrian activity. The entry could not be brought any further towards the street due to the project's observed front yard setback. Green screens were added to parking areas (along the north-south alley, east-west alley, northerly and westerly frontages) to improve the building's visual quality while providing buffers between the parking areas and pedestrian realm. Additionally, landscaped area was added to the westerly side of the ground floor to further screen and buffer the project from the adjacent church/school uses. One of the suggestions from PVP was to create walk-up units which provide direct access to certain units from the street; however, the applicant stated that they could not accommodate this change as it would penetrate the 3hour fire separation between the concrete enclosing the garage and the residential area above. The applicant agreed to maintain the existing street trees and ensure they would be kept in good health even during construction activity.

Several other changes to the buildings interior and facades were made following the public hearing. The recreation room was moved to the front, along Pacific Avenue, to create a common patio area which is more inviting and active. The storage area on the westerly side of the ground floor was removed to create more space at the garage entry. The entry gate was moved back towards the garage entrance and parking was added for guests/deliveries/loading. The east-west alley could not be relied upon for these activities because it is being used by industrially zoned land uses which could cause conflicts or traffic accidents. The trash and recycling area was enlarged, and the adjacent parking area was moved to create more room for access. The gym was moved to the easterly side of the ground floor along the alley for a more active use and "eyes on the street" along the north-south alley. Windows were added to the courtyard facades and along the easterly side of the ground floor along the north-south alley (where a meeting room, mail room, and gym are proposed) to enhance the easterly façade design across from residential uses. The easterly ground floor door access was removed to provide for more security. Lastly, corrections and revisions were provided across the project plans to show the stairway and elevator shaft roof projections, detail solar panel areas, and provide the correct labeling and project information.

#### PROJECT SUSTAINABILITY FEATURES

As shown in the attached plans (Exhibit A), the project will provide the required number of Electric Vehicle (EV) parking per the Building Code based upon the total number of parking spaces which equates to 37 Electric Vehicle parking spaces including 13 Electric Vehicle charging stations. The project will also provide 2,600 square feet, or equal to approximately 15 percent of the total roof

area, of solar panels on the rooftop. Additionally, only drought-tolerant tree species are proposed for landscaping throughout the project.

#### CONCLUSION

Based on the public hearing and information submitted to the record, staff recommends that the City Planning Commission find, based on its independent judgment, after consideration of the whole of the administrative record, that the project is categorically exempt from CEQA. Staff also recommends that the City Planning Commission approve the Density Bonus, with the requested On-Menu Incentives and Waiver of Development Standards, and the requested Conditional Use Permit.

#### **CONDITIONS OF APPROVAL**

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

#### **Development Conditions**

- 1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the architectural plans, landscape plan, renderings, and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file.
- 2. **Residential Density.** The project shall be limited to a maximum density of 74 dwelling units, inclusive of restricted affordable units.

#### 3. Affordable Units.

- a. A minimum of 11 dwelling units, equal to a minimum of 25 percent of the base density, shall be designated as Restricted Affordable Units and reserved for Very Low Income households, as defined by the State Density Bonus Law per Government Code Section 65915(c)(2), to meet the requirements of the requests herein.
- b. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25.
- 4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make 25 percent of the site's base density units (11 units) available to Very Low Income households, for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22-A,25, to the satisfaction of LAHD, and in consideration of the project's SB 8 Determination, dated September 9, 2022. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD.

#### 5. Incentives.

- a. **Floor Area Ratio (FAR).** A maximum Floor Area Ratio (FAR) of 4.05 to 1 may be permitted in lieu of the 3 to 1 otherwise permitted by the R3-1 Zone.
- b. **Front Yard.** The project may be permitted a 20 percent reduction in the required front yard setback to provide a minimum 12-foot front yard setback in lieu of the 15 otherwise required by the R3-1 Zone.
- c. **Side Yard (East).** The project may be permitted a 20 percent reduction in the required eastern side yard setback to provide a minimum side yard setback of 7-feet, 3-inches in lieu of the nine (9) feet otherwise required by the R3-1 Zone.

#### 6. Waivers of Development Standards.

a. **Height.** The project may have a maximum height of 67 feet in lieu of the 45 feet otherwise permitted by the R3-1 Zone, including portions of the building that are within 50 feet of an R1 zoned lot. The measured height of the building may exclude roof structures and equipment, pursuant to LAMC Section 12.21.1, and to the satisfaction of the Los Angeles Department of Building and Safety.

#### 7. Parking.

- a. **Residential Parking.** Minimum residential automobile parking shall be consistent with LAMC Section 12.22 A.25(d) and California Government Code Section 65915.
- b. **Bicycle Parking**. Residential bicycle parking shall be provided consistent with LAMC Section 12.21 A.16.
- c. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted units which shall include any required parking in the base rent or sales price, as verified by LAHD.
- 8. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article9, Chapter IX of the LAMC.
- 9. **Construction Generators.** The project construction contractor shall use on-site electrical sources and solar generators to power equipment rather than diesel generators, where feasible.
- 10. **Circulation.** The applicant shall submit a parking area and driveway plan to the Los Angeles Department of Transportation (LADOT) for approval.
- 11. **Landscaping.** All open areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the Department of City Planning.
- 12. **Solar Energy Infrastructure.** 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.
- 13. **Trash.** Trash receptacles shall be stored within a fully enclosed portion of the building at all times. Trash/recycling containers shall be locked when not in use and shall not be placed in or block access to required parking.
- 14. **Lighting**. Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above night skies.
- 15. **Mechanical Equipment**. All mechanical equipment on the roof shall be screened from view by any abutting properties. The transformer, if located in the front yard, shall be screened with landscaping and/or materials consistent with the building façade on all exposed sides.

#### Administrative Conditions

- 16. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
- 17. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
- 18. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
- 19. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
- 20. **Approvals, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
- 21. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.
- 22. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
- 23. **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.

- 24. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
- 25. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
- 26. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
- 27. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

#### 28. Indemnification and Reimbursement of Litigation Costs.

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit

does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

#### FINDINGS

#### Density Bonus / Affordable Housing Incentives Compliance Findings

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

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

Based on the set-aside of 25 percent of the base density for Very Low Income households, the applicant is entitled to three incentives under both Government Code Section 65915 and the LAMC. Accordingly, the three (3) requests for increased floor area, a reduced front yard setback, and a reduced side yard qualify as the proposed development incentives. The three requested incentives provide cost reductions that provide for affordable housing costs because the incentives by their nature increase the scale of the project, which facilitates the creation of more affordable housing units.

#### Floor Area Ratio

The subject property is zoned R3-1. The property's residential zoning and designation of Height District No. 1 permit a maximum FAR or 3 to 1, equal to a maximum of 74,100 square feet of total building area. The applicant is requesting an on-menu incentive to allow a 35 percent increase in FAR, resulting in a maximum FAR of 4.05 to 1, to accommodate the project which proposes a total of 94,579 square feet of floor area.

The requested increase in FAR will allow for the construction of affordable units in addition to larger-sized dwelling units. Granting of the incentive would result in a building design and construction efficiencies that provide for affordable housing costs. Furthermore, the incentive would enable the developer to expand the building envelope so that additional affordable units can be constructed, and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. This incentive supports the applicant's decision to set aside 11 dwelling units for Very Low Income households for 55 years.

#### Front Yard

The R3 Zone requires a minimum 15-foot front yard for the proposed development pursuant to LAMC Section 12.10-C,3. The applicant requests an on-menu incentive to

allow a 20 percent reduction in the minimum required front yard, resulting in a 12-foot front yard setback, to accommodate the proposed project.

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

#### Side Yard

The R3 Zone requires a minimum 9-foot eastern side yard for the proposed development pursuant to LAMC Section 12.10-C,3. The applicant requests an on-menu incentive to allow a 20 percent reduction in the minimum required side yard, resulting in a 7-foot, 3-inch eastern side yard setback, to accommodate the proposed project.

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

# b. The waiver[s] or reduction[s] of development standards will not have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law] Government Code Section 65915(e)(1).

A project that qualifies for a density bonus or an incentive may request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)).

#### <u>Height</u>

The subject property's R3-1 Zone under Height District No. 1 permits a maximum height of 45 feet for a residential development. The subject property is also within 50 feet of an R1 zoned lot. The applicant is requesting a waiver of development standards to allow for a 22-foot increase in height for a maximum building height of 67 feet, including for portions of the building that are within 50 feet of the R1 zoned lot.

As proposed, the granting of this waiver will allow for the construction of the affordable residential units given the quantity of units allowed under the density bonus and the building size granted under the three (3) requested on-menu incentives for increased FAR, a reduced front yard setback, and a reduced side yard setback.

c. The incentives or waivers will have a Specific Adverse Impact upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to 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 substantial evidence in the record that the proposed density bonus will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)).

The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The property is not located on a substandard street in a Hillside area and is not located in a Methane Zone, a Special Grading Area, a Very High Fire Hazard Severity Zone, or any other special hazard area. There is no evidence in the record which identifies a written objective health and safety standard that has been exceeded or violated. Based on the above, there is no basis to deny the requested incentives. Therefore, there is no substantial evidence that the project's proposed incentives will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources.

#### c. The incentives/waivers are contrary to state or federal law.

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

#### **Conditional Use Findings**

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

The proposed project consists of the construction of a new six-story, 67-foot in height, approximately 94,579 square-foot apartment building containing 74 units, including 11 units set aside for Very Low Income (VLI) households. The project proposes to provide 122 on-site vehicular parking spaces and 64 bicycle parking spaces within one at-grade and one subterranean level. The project is currently developed with an existing church which includes a classroom building and a surface parking lot which will be demolished for the development of the proposed project. The project will improve the existing aging site by redeveloping the site and replacing the older buildings with a modern residential building featuring extensive glazing and varied architectural materials. In particular, the proposed project will feature a ground floor facade with high transparency, extensive landscaping, and public right-of-way improvements, as well as a prominent residential lobby, located along the main street frontage. The project will also incorporate new, varied, and attractive building materials along the facades and plant new trees and planters along the street frontages, which will significantly enhance the street frontages and enhance the pedestrian experience. Therefore, the project will both help alleviate the city's housing shortage while utilizing best practice design principles to enhance the physical environment.

In addition, as a Density Bonus development, the project will both provide much needed housing in general to the area, as well as restricted affordable housing units which will serve the neediest segments of the population from across the region. The requested increase in residential density directly enables and supports the provision of additional restricted affordable housing units. Therefore, the project will provide an essential and beneficial service to the community, City, and entire region.

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

The proposed project consists of the construction of a new six-story, 67-foot in height, approximately 94,579 square-foot apartment building containing 74 units, including 11 units set aside for Very Low Income (VLI) households. The project proposes to provide 122 on-site vehicular parking spaces and 64 bicycle parking spaces within one at-grade and one subterranean level. The project is currently developed with an existing church which includes a classroom building and a surface parking lot which will be demolished for the development of the proposed project.

The project site is located in a substantially urbanized and developed area by a variety of uses and zoning designations. Properties to the south, across the abutting Alley, are zoned M1-1 and are developed with a lumber yard use. Properties to the east, also across the abutting Alley, are developed with single-family residences zoned R1V2. Properties to the north, across Pacific Avenue, are zoned C2-1, P-1, and R3-1 and are developed with a Post Office and multi-family residential uses. Properties immediately adjacent to the west are zoned R3-1 and C2-1 and are developed with surface parking and commercial uses including a childcare center and an animal clinic. The Mar Vista Farmers' Market occurs to the northwest along the intersection of Grand View Boulevard and Venice Boulevard. The Mar Vista Public Library is located to the northeast along the intersection of Inglewood Boulevard and Venice Boulevard. Given the diverse mix of uses and planned land uses in the surrounding area, construction of the housing development will serve to benefit the neighborhood rather than degrade it. The façades are well-articulated and feature a prominent ground design that distinguishes it from the upper levels. The residential lobby and offices at the ground level engage pedestrians along Pacific Avenue and the adjacent alleys. Well-designed landscaping will create a pleasing transition from the pedestrian realm of the sidewalk to the facade of the building. Therefore, the project is compatible with the surrounding neighborhood and will not adversely affect nor degrade adjacent properties, surrounding neighborhood, or the public health, safety, or welfare.

Except for the requests herein, the proposed project is otherwise entirely consistent with the requirements of the underlying zone. The project's significant features, including the proposed building's use, density, height, and FAR, are permitted by the underlying zone and the provisions of Density Bonus law. The proposed building's activated and transparent façade along Pacific Avenue will complement the surrounding commercial uses and arterial corridor, while landscaped buffer areas provide additional setbacks and minimize potential impacts on adjacent properties. Therefore, the project's location, size, height, operations, and other significant features will be compatible with and will not adversely affect adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

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

The project site is located within the Palms – Mar Vista – Del Rey Community Plan, which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the subject property for Medium Residential land uses with corresponding zones of R3 and R3(PV). The project site is zoned R3-1 and is thus consistent with the existing land use designation. The project is also located within the Los Angeles

Coastal Transportation Corridor Specific Plan, which prescribes transportation improvements and related fees and is thus subject to any such additional requirements. The subject property is not located within the boundaries of and is not subject to any other specific plan or community design overlay.

With the exception of the requests herein, which enable the provision of affordable housing units, the proposed project is otherwise consistent with the requirements of the underlying zone. The project proposes a residential development on a site designated for such uses. The requested Incentives are permissible by the provisions of Density Bonus law, and the project will comply with all other applicable provisions of the zoning code.

The project is also consistent with the following goal and objectives of the Community Plan:

<u>GOAL 1</u>: "A safe, secure and high quality residential environment for all community residents."

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

Policy 1-1.1: Provide for adequate multi-family residential development.

<u>Objective 1-2</u>: "To reduce vehicular trips and congestion by developing new housing in proximity to services and facilities."

<u>Objective 1-4</u>: "To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population."

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

<u>Policy 1-4.2</u>: Ensure that new housing opportunities minimize displacement of residents.

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

<u>GOAL 4A</u>: "AN EQUITABLE DISTRUBTION OF HOUSING OPPORTUNITIES BY TYPE AND COST ACCESSIBLE TO ALL RESIDENTS OF THE CITY."

<u>Objective 4.1</u>: "Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City sub-region to meet the projected housing needs by income level of the future population..."

The Housing Element of the General Plan (2021-2029) will be implemented by the recommended action herein. The Housing Element is the City's blueprint for meeting housing

and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element includes the following objectives and policies relevant to the instant request:

<u>Goal 1:</u> 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.

<u>Objective 1.1:</u> Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.

<u>Policy 1.1.2:</u> Plan for appropriate land use designations and density to accommodate an ample supply of housing units by type, cost, and size within the City to meet housing needs, according to Citywide Housing Priorities and the City's General Plan.

<u>Policy 1.1.6:</u> Allocate citywide housing targets across Community Plan areas in a way that seeks to address patterns of racial and economic segregation, promote jobs/ housing balance, provide ample housing opportunities, and affirmatively further fair housing.

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

<u>Policy 1.2.2</u>: Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households.

<u>Objective 1.3:</u> 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.

<u>Policy 1.3:1</u>: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

<u>Goal 2:</u> A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.

Objective 2.3: Preserve, conserve and improve the quality of housing.

<u>Goal 3:</u> A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.

<u>Objective 3.1:</u> Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.

<u>Policy 3.1.5</u>: Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.

<u>Policy 3.1.6</u>: Establish plans and development standards that promote positive health outcomes for the most vulnerable communities and populations.

<u>Policy 3.1.7</u>: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.

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

<u>Policy 3.2.1</u>: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.

<u>Policy 3.2.2</u>: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing

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

<u>Policy 3.3</u>: "Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services."

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

<u>Policy 5.4</u>: "Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure."

The project proposes a new multi-family development, consisting of 74 dwelling units with 11 units set aside for Very Low Income Households, that will provide much-needed housing, including affordable housing. Accordingly, the project fulfills the Community Plan, Framework Element, and Housing Element goals and objectives of providing quality housing for all persons in the community, including those at all income levels. The project utilizes development incentives to provide a higher number of residential units than would otherwise be permitted, thereby facilitating the creation of a higher number of affordable units and addressing the need for affordable housing in the City. Additionally, the project is a Density Bonus development located in proximity to Venice Boulevard and Grand View Boulevard, a major arterial intersection in the region that is well-served by diverse commercial and institutional uses as well as public transportation. Thus, by locating higher-density development along major transit corridors and by providing residential units located close to commercial services and jobs, the project will contribute towards the creation of sustainable neighborhoods and a reduction in vehicle trips and VMT.

In addition, the project has been conditioned to include automobile parking spaces both ready for immediate use by electric vehicles (e.g. with electric vehicle chargers installed) and capable of supporting electric vehicles in the future. The project has also been conditioned to provide solar infrastructure. Together, these conditions further support applicable policies in the Health and Wellness Element, Air Quality Element, and Mobility Element of the General Plan by reducing the level of pollution/greenhouse gas emissions, ensuring new development is compatible with alternative fuel vehicles, and encouraging the adoption of low emission fuel sources and supporting infrastructure. These conditions also support good planning practice by promoting overall sustainability and providing additional benefits and conveniences for residents, workers, and visitors.

The project contributes to and furthers the relevant goals, objectives, and policies of the plans that govern land use and development in the City. In addition, the project does not substantially conflict with any applicable plan or other regulation. Therefore, the project substantially conforms with the purpose, intent, and provisions of the General Plan, the applicable Community Plan, and the applicable specific plan.

## In addition to the above findings set forth in Section 12.24 E of the LAMC, the City Planning Commission shall find, in accordance with Section 12.24.U.26, that:

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

In November 2021, the Los Angeles City Council adopted the 2021-2029 Housing Element. City Planning subsequently released proposed targeted amendments to the Housing Element for public comment. In June 2022, the full City Council adopted the targeted amendments. The Housing Element will guide the creation and implementation of the City's housing policy from 2021 to 2029. Further, the California Department of Housing and Community Development (HCD) informed the City of Los Angeles that its 2021-2029 Housing Element was in full compliance with State law. The Housing Element identifies the City's housing conditions and needs, evaluates the City's ability to meet its Regional Housing Needs Assessment (RHNA), establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides an array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element aims to provide affordable housing and amenity-rich, sustainable neighborhoods for its residents, answering the variety of housing needs of its growing population. Specifically, the Housing Element encourages affordable units to accommodate all income groups that need assistance.

There are no objective zoning or design review standards relevant to this finding other than those objective standards, as defined by Government Code Section 65913.4(a), that the project has already been determined to be consistent with. The project is consistent with and implements the affordable housing provisions of the Housing Element with the addition of 11 units set as side for Very Low Income Households with the approval of the proposed project. The proposed project will replace an existing church and surface parking lot with a multi-family residential development consisting of 74 residential dwelling units, which reserves 25-percent of the 43-base density, resulting in 11 units, for Very Low Income Households. As such, the proposed project substantially conforms to the purpose of the Housing Element of the General Plan.

## 6. The project contains the requisite number of Restricted Affordable Units, based on the number of units permitted by the maximum allowable density on the date of application.

The subject property is zoned R3-1, which limits density to one dwelling unit per 800 square feet of lot area. The subject property has a gross lot area of 33,601 square feet and, as such, the permitted base density on the subject property is 43 units.<sup>2</sup> In exchange for setting aside at least 11 percent of the base units for Very Low Income household occupancy, the applicant is entitled to a maximum 35 percent by-right density bonus to allow for 59 dwelling units. The Applicant is seeking an additional 35 percent density bonus (or a total of 70 percent density bonus) through a Conditional Use to allow for the proposed 74 dwelling units to be built on the

<sup>&</sup>lt;sup>2</sup> Assembly Bill 2501 clarifies that density calculations that result in a fractional number are to be rounded up to the next whole number. This applies to base density, number of bonus units, and number of affordable units required to be eligible for the density bonus.

site. The proposed project would include 11 dwelling units, or 25 percent of the base units, being set aside for Very Low Income households.

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

Very Low Income Units (Percentage of Base Density)	Maximum Density Bonus Permitted (Based on Base Density)
5 %*	20 %*
6 %*	22.2 %*
7 %*	25 %*
8 %*	27.5 %*
9 %*	30 %*
10 %*	32.5 %*
11 %*	35 %*
12 %	37.5 %
13 %	40 %
14 %	42.5 %
15 %	45 %
16 %	47.5 %
17 %	50 %
18 %	52.5 %
19 %	55 %
20 %	57.5 %
21%	60%
22%	62.5%

Table 1: Density Bonus Percentages

23%	65%	
24%	67.5%	
25%	70%	
*Existing set-aside chart as listed in Section 12.22-A.25 of the LAMC		

For the subject property, a 35 percent by-right density bonus would allow for 59 units (equal to an increase of 16 units beyond the 43-unit base density) to be constructed on the project site. As illustrated in Table 1 above, in order to qualify for the 35 percent by-right density bonus, the project would be required to set aside 11 percent of the base density, or five (5) units, for Very Low Income Households. The applicant is seeking an additional 35 percent density bonus (for a total of a 70 percent density bonus from the base density) through a Conditional Use to allow for a total of 74 dwelling units, representing an increase of 15 units beyond what would otherwise be permitted through the by-right 35 percent density bonus. In order to obtain the additional requested 70 percent density bonus, as shown in Table 1, the project must set aside at least 25 percent of the base density, equal to 11 units, for Very Low Income households in exchange for the requested Density Bonus. As such, the Density Bonus request results in five (5) affordable units and the Conditional Use request results in an additional six (6) units for a total of 11 affordable units.

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

The project proposes the demolition of an existing church and associated surface parking areas. As the project site was previously entirely developed only with non-residential uses, there are no applicable replacement dwelling unit requirements. Nonetheless, the project will meet any applicable dwelling unit replacement requirements of the California Government Code Section 65915(c)(3).

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

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

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

The City Planning Commission approved the Affordable Housing Incentives Guidelines (under Case No. CPC-2005-1101-CA) on June 9, 2005. The Guidelines were subsequently approved by the City Council on February 20, 2008, as a component of the City of Los Angeles Density Bonus Ordinance. The Guidelines describe the density bonus provisions and qualifying criteria, incentives available, design standards, and the procedures through which projects may apply for a density bonus and incentives. LAHD utilizes these Guidelines prescribe that the design and location of affordable Housing Projects. The Guidelines prescribe that the design and location of affordable units be comparable to the market rate units, the equal distribution of amenities, LAHD monitoring requirements, affordability levels, and procedures for obtaining LAHD signoffs for building permits.

The project will result in 74 new dwelling units, with 11 units set aside as affordable units for Very Low Income households. All residents of the proposed project will have access to all common and open space amenities within the building. The restricted units will comply with affordability requirements in the Guidelines set for the by LAHD in conformance with US Department of Housing and Urban Development (HUD). Additionally, as part of the building permit process, the applicant will execute a covenant to the satisfaction of LAHD who will ensure compliance with the Guidelines. Therefore, the project will address the policies and standards contained in the Guidelines.

#### **Environmental Findings**

- 10. The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "In-fill Projects". The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting five established conditions and if it is not subject to an Exception that would disqualify it. The Categorical Exception document attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.
- 11. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone X, areas of minimal flood hazard.

#### PUBLIC HEARING AND COMMUNICATIONS

A public hearing for Case No. CPC-2022-8256-CU-DB-PHP-HCA was held virtually by the Hearing Officer virtually on March 14, 2023, at 1:00 p.m. The purpose of the hearing was to receive public testimony on behalf of the City Planning Commission as the decisionmaker of the case.

There were approximately 11 people in attendance, including the applicant's representatives and a representative from the Mar Vista Community Council. Additionally, there were 13 written correspondences received outside of the public hearing. The testimonies and comments are summarized below.

- The project Representative, Matthew Hayden, made a presentation reviewing the requested entitlements and Density Bonus incentives. They stated that the site's redevelopment does not involve the removal of any existing dwelling units as the site was previously a church and daycare use. Four existing street trees would be retained which would accommodate a driveway in between. The driveway was intentionally placed away from the busy adjacent alleys and single-family residences. There is a second-floor open courtyard, and the sixth floor of the building is set back 15 feet in front and 6-15 feet in the east to further reduce the building's massing.
- Andrew Ruesch, on behalf of the Mar Vista Community Council, stated that a detailed letter was submitted, but to summarize: a second public meeting was held recently with the Council District Office and the project Representative in attendance; neighbors have organized a website and petition in opposition to the project; they are holding regular meetings with the community and with the Council District Office; and that there are various concerns which include traffic, environmental impacts, shade, parking, air filters, and solar panels.
- Liam Carolan, a neighbor living next to a nearby laundromat, stated that they are excited and enthusiastic about the project as it is a great place to live and there is a need for more dense housing including affordable units.
- Maria Brasero stated that there are 1,267 units available for rent in Mar Vista according to a Google search so additional rental units are not needed in the area. They stated that the project should consider a reduction in height to four stories, and any parking reduction will negatively impact traffic. There is a school in proximity to the site which will be impacted by construction noise and blocking of the sun.
- Jason Grant is a nearby owner who stated that the project has a great design and that it is incredible that the proposed building includes this many units in West LA without displacing any existing units. They stated that it was good to see a good parking ratio considering all the reductions that are available.
- Elise Derby, a single-family homeowner on Keeshen Drive, stated that the proposed project would result in delayed response times for emergencies. They stated that: the proposed driveway is in conflict with the Post Office which operates 24 hours a day; there is no sidewalk space for the lumber yard; there is a farmers' market on Sundays; the project site is located on a small street; and that nearby solar panels may be negatively affected.

- Tera Gabriel, a nearby homeowner, stated that the school where her students attend, and her own backyard will not get sunlight as a result of the project. They expressed concerns over air quality and traffic impacts given the nearby uses and requested a reduced height.
- Tariq stated that they are opposed to the project as the area is zoned for four stories so the proposed building should be four stories without any extra density.
- Ann Ouwehand, who lives south of Keeshen Drive on Mitchell, stated that the traffic is already gridlocked and that the previous church use had some open space and low height. They preferred a four-story height and stated that the project doesn't have meaningful open space nor fire access and is not livable.
- Robert Brown, a homeowner on Keeshen across from the site, stated opposition to the six-story height. They stated that they are pro-development, but there needs to be a sunlight study for the proposed height and reduced setbacks. They stated that the first level of parking could go underground and that the nearby LAFD and Post Office Distribution Center uses lead to traffic impacts. Pacific Avenue has no traffic lights, only stop signs.
- Nina Metch, associated with the DIG Childhood Center, stated that the looming building will cause privacy issues and has concerns for the childhood center which has already suffered greatly. They stated that there is a commitment to outside learning and outside play with the new site. There is great competition for daycares in West LA and this establishment employs many single mothers and female employees.
- In response to public testimony, Matthew Hayden responded that they have been working with the Neighborhood Council and City staff to work on some of the issues raised. A "preferential parking zone" would require coordination with the Council District Office and the Applicant is supportive, but new residents may not want it. Regarding circulation, the driveway is located to the west, away from single-family residences and adjacent uses on the alley, so as to not conflict with those uses. The driveway would not block the farmers' market as it is a block away. The driveway is staggered away from the Post Office and located near its employee driveway rather than the main trucking access. Potential shade and solar impacts would be analyzed. A 12-foot front yard would be provided along with various upper story step-backs to provide buffers. The project requires 19 trees which would be provided along with 8,200 square feet of open space. The project would comply with Green Building requirements and would provide at least one parking space per unit, including Electric Vehicle parking spaces. Unbundled parking could be possible, and there is a Rapid Transit Bus available on Venice. The ground floor level has an inviting lobby space including common open space amenities opened into Pacific Avenue and native and drought-tolerant species planted along the front yard landscaping.
- Outside of the public hearing, staff received a total of 13 written correspondences expressing both support and opposition for the proposed project. Copies of all written correspondences are included in Exhibit D of this recommendation report.

## **EXHIBIT A**

### Plans

Site Plan, Floor Plans, Elevations, Landscape Plan, and Renderings







# PACIFIC APARTMENT DEVELOPMENT

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	Project Information	on	
	PROJECT SITE: LEGAL DESCRIPTION:	I 2 I 24 W. PACIFIC AVENUE LOS ANGELES, CA 900GG LOTS 65 AND 66 OF THE EAST OCEAN PARK TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6, PAGE 82 AND 83 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF COUNTY OF SAID COUNTY	
	ASSESSORS PARCEL NO.: PIN NUMBER:	4235-025-032 111B157 33 ¢ 111B157 51	
	TRACT: MAP REFERENCE:	EAST OCEAN PARK TRACT M B 6-82/83	
	BLOCK: LOT: MAP SHEET:	NONE FR 65 ¢ 66 111B157	
	FIRE DISTRICT: SPECIFIC PLAN AREA: DESIGN REVIEW:	62 LOS ANGELES COASTAL TRANSPORTATION CORRIDOR NONE	
	Applicable Codes		
	<ul> <li>BUILDING CODE</li> <li>STUCTURAL CODE</li> <li>MECHANICAL CODE</li> <li>PLUMBING CODE</li> <li>ELECTRICAL CODE</li> <li>ENERGY CODE</li> </ul>	2022 LABC (TITLE 24, PART 2.5) BASED ON 2018 IBC (INCL. ACCESSIBILITY 2022 LABC (TITLE 24, PART 2, VOL 2) BASED ON 2018 IBC 2022 CA MECHANICAL CODE (TITLE 24, PART 4) BASED ON 2018 UMC 2022 CA PLUMBING CODE (TITLE 24, PART 5) BASED ON 2018 UPC 2022 CA ELECTRICAL CODE (TITLE 24, PART 3) BASED ON 2017 NAT. ELEC. 2022 CA ENERGY CODE (TITLE 24, PART 6) & 2020 CITY OF LA GREEN BLDG.	) CODE . CODE
	Zoning Code Ana     PROJECT DESCRIPTION	lysis	_
	NEW 6-STORY APARTMENT BUILDING. ROOMS, OVER I LEVEL OF TYPE I-A F LEVEL OF SUBTERRANEAN PARKING TY INCOME UNITS (I I UNITS OUT OF 74	5 LEVELS OF TYPE III-A, 74 WOOD FRAMED APARTMENTS AND RECREATION IRST FLOOR RESIDENTIAL PARKING AND RESIDENTIAL LOBBY AND GYM AND C PE I-A. THE BUILDING WILL BE A DENSITY BONUS PROJECT WITH 25% VERY TOTAL).	)NE LOW
	$e^{R3-1}$ $e^{LOT AREA}$ $LOT AREA = 30,001 SF$		
92'	• <u>DENSITY</u> LOT AREA = 30,001 SF + $\frac{1}{2}$ SOUT LOT AREA = 33,601 SF / 800 = 1	THEAST ALLEY 2,000 SF + $\frac{1}{2}$ NORTHEAST ALLEY 1,600 SF= 33,601 SF 42.00125 = 43 UNITS BEFORE DENSITY BONUS.	
	<ul> <li>FAR BUILDABLE AREA ; SITE AREA (200 BONUS.</li> </ul>	D' -5' -5') x (150' -15' - 5') = 24,700 SF x 3 FAR = 74,100 SF BEFORE DEN	NSITY
	<ul> <li>DENSITY BONUS PER LA</li> <li>PER 12.22A25 (c) DENSITY CA LAMC SEC. 12.24 U 26 ALLOW RETURN FOR AN ADDITIONAL 1 43 UNITS BY RIGHT x 70 % DE</li> </ul>	MC SEC. 12.22 A25 N BE INCREASED BY 35% WITH 11% VERY LOW INCOME UNITS. VS ADDITIONAL 35% DENSITY INCREASE FOR A TOTAL OF 70% DENSITY BON 4% VLI SETASIDE FOR A TOTAL OF 25% VLI SETASIDE. NSITY BONUS (EXTRA 35%) = 73.1 UNITS (ROUND UP) = 74 UNITS TOTAL.	IUS IN
	2) RESIDENTIAL AUTOMOBILE PAR RESIDENTIAL PARKING PER OPT PROPOSED UNITS (SEE BELOW	<u>KING</u> TON # I FOR UNIT MIX)	
	48 ONE BEDRM UNITS I G TWO BEDRM UNITS 7 LOFT UNITS (I BEDRM ∉	$ \begin{array}{rrrr} x &   & PARKING & = 48 \\ x & 2 & PARKING & = 32 \\ \hline x & 2 & PARKING & = 14 \end{array} $	
	3 THREE BEDRM UNITS 74 UNITS TOTAL 1 00 RESIDENTIAL PARKING SPA	x 2 PARKING = 6 = 100 PARKING SPACES ARE REQUIRED. ACES REQUIRED < 123 RESIDENTIAL PARKING SPACES PROVIDED,	_
	(SEE CHART BELOW). 94 STANDARD, 3 ADA AND 26 NO GUEST PARKING REQUIRED	COMPACT. AND PROVIDED	
9'	RESIDENTIAL E.V. ; 30% OF THE TOTAL PROVIDED BE E.V. CHARGING STATIONS. TOTAL NUMBER OF E.V. REQUI TOTAL RESIDENTIAL PARKING P 30% OF 123 = 36.9 = 37 E. <sup>v</sup>	RESIDENTIAL PARKING SHALL BE E.V. AND 10 % OF PROVIDED PARKING SHA THE NUMBER OF E.V. CHARGING STATIONS CAN BE COUNTED TOWARDS THE RED SPACES. ROVIDED = 122 /. CHARGING SPACES REQUIRED.	∖LL Ξ
	10% OF 123 = 12.3 = 13 E.V. 37 E.V. SPACES INCLUDING 13 PARKING SUMMARY	/.CHARGING STATION (E.V.C.S.) REQUIRED. 3 E.V.PARKING STATIONS ARE REQUIRED AND PROVIDED.	
	LEVEL RES. STD.	RES. ACC. RES.COMP. TOTAL	
	FLI 42	0     21     73       3     5     50	
	3) AFFORDABLE HOUSING	3 26 123	
	70% DENSITY BONUS (35% EX FOR THE EXTRA 35% FOR A TO TOTAL NUMBERS OF UNITS TO	TRA) REQUIRES 11% OF THE BASE UNITS TO BE VERY LOW INCOME (VLI). + TAL OF 25% VERY LOW INCOME (VLI) UNITS. BE VERY LOW INCOME (VLI) =25% OF 43 BASE UNITS = 10.75 (ROUND UP)	4%  ) =    VLI.
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.04'	REQUIRED 9 FEET. 3. $35\%$ INCREASE IN FAR TO 4.05 x 24,700 SF = 1 C	O ALLOW 4.05: I IN LIEU OF THE OTHERWISE REQUIRED 3: I 10,035 SF	
06'	5) A WAIVER OF DEVELOPMENT ST ALLOWED. IN ADDITION, TO ALLOW A HEIG' RT LOT.	ANDARDS FOR HEIGHT INCREASE UP TO 67 FEET IN INSTEAD OF THE 56-0" HT INCREASE FOR THE PORTION OF THE BUILDING WITHIN 50 FEET FROM AN	
3.00'	6) CONDITIONAL USE PER LAMC SI TO INCREASE THE DENSITY BEY	EC. 12.24 U 26 OND MAXIMUM IN 12.22 A 25 UP TO 70%.	
	<ul> <li>PROPOSED UNITS</li> <li>48 ONE BEDRM UNITS</li> <li>16 TWO BEDRM UNITS</li> </ul>		
	7LOFT UNITS3THREE BEDRM UNITS74UNITS TOTAL PROPOSED =	74 ALLOWED	
	<u>RESIDENTIAL DATA</u> FLOOR AREA CALCS:	OCCUPANCY BUILDING ZONING	
	FIRST FLOOR RES. (LOBBY, OFFIC) SECOND FLOOR THIRD FLOOR FOURTH FLOOR	E & GYM) R2 4,454 SF 4,454 SF R2 19,336 SF 19,336 SF R2 19,080 SF 19,080 SF R2 19,080 SF 19,080 SF	
	FIFTH FLOOR SIXTH FLOOR TOTAL BUILDING AREA	R2       I 8,795 SF       I 8,795 SF         R2       I 3,834 SF       I 3,834 SF         94,579 SF       94,579 SF	
TRUE PROJECT	PARKING AREA - PI PARKING LEVE PARKING AREA - FLI PARKING LEV TOTAL PARKING AREA	EL S2 21,965 SF 519 SF EL S2 16,693 SF 38,658 SF 519 SF	
	<ul> <li>YARDS</li> <li>FRONT YARD (PACIFIC AVE.)</li> <li>SIDE YARD (SOUTHEAST)</li> </ul>	I 2'-0" SETBACK (SEE INCENTIVE) 9'-0" SETBACK	
	SIDE YARD (NORTHEAST) REAR YARD	7'-3" SETBACK (SEE INCENTIVE) I 5'-0" SETBACK FROM CENTER OF ALLEY	
	6 STORIES 5 STORIES PER BUILDING CODE (A	BOVE PODIUM DECK)	
	ZONING CODE HEIGHT	LOWEST POINT 5'-0" FROM BUILDING = $67.66'$ PARAPET = 134.66', THEREFORE ZONING CODE HEIGHT = $67.00'$ = PER INCENTIVE.	67'-0"
	BUILDING CODE HEIGHT	GRADE PLANE = $68.34$ '. TOP OF ROOF = $131.82$ ' THEREFORE THE BUILDING CODE HEIGHT = $63.48$ ' (= $63$ '- $6$ ")	
	DEFERRED SU     DEMOLITION	BMITTALS	
	<ul> <li>GRADING</li> <li>SHORING</li> <li>GLASS RAIL</li> <li>FIDE GEDINICIERC</li> </ul>		
	<ul> <li>FIRE SPRINKLERS</li> <li>FIRE ALARM</li> <li>EMERGENCY RESPONSE RADIO</li> <li>MEP</li> </ul>	SYSTEM	

UNIT	SUMMARY -	RESIDENTAIL

	PER UNIT *	HABITABLE ROOMS PER UNIT	UNIT AREA	NUMBER OF UNITS	TOTAL
201, 301, 401, 501	2	3	979 SF	4	3,916 SF
202, 302, 402, 502	2	3	1,012 SF	4	4,048 SF
203, 303, 403	1	2	530 SF	3	1,590 SF
204, 304, 404		2	516 SF	3	1,548 SF
205, 505, 405, 505	2	3	804 SF	3	2 4 1 2 SF
211		3	794 SF		794 SF
213		3	768 SF		768 SF
2 4, 3 4, 4 4, 5 4	2	3	1,043 SF	4	4,172 SF
215, 315, 415, PH#4		2	728 SF	4	2,912 SF
216, 316, 416, 516	2	3	853 SF	4	3,412 SF
217, 317, 417	2	3	95   SF	3	2,853 SF
218	2	3	982 SF	1	982 SF
219, 319, 419		3	921 SF	3	2,763 SF
220, 320, 420, 520		3	911 SF	4	3,644 SF
221		2	656 SF		656 SF
309		3	771 55	1	771 5F
318 /18 518 PH#C	2	2	1/3 JI		1 3 2 1 SF
321 421 521		2	753 SF	4	2 259 SF
408		3	819 SF		819 SF
410		3	791 SF		791 SF
4   2		3	783 SF		783 SF
507	2	3	1,283 SF	1	1,283 SF
508	2	3	1,198 SF		1,198 SF
509	2	3	1,177 SF	1	1,177 SF
510	2	3	1,267 SF	1	1,267 SF
511	2	3	1,186 SF	1	1,186 SF
512	2	3	1,166 SF		1,166 SF
513	2	3	1,250 SF	1	1,250 SF
519	2	3	875 SF		875 SF
PH #1	2	3	1 077 SF		1 077 SF
PH #2	3	4	1.623 SF		1.623 SF
PH #3	2	3	1,085 SF		1,085 SF
PH #5	3	4	1,287 SF	1	1,287 SF
PH #7		3	828 SF		828 SF
PH #8		3	1,112 SF	I	1,112 SF
TOTAL:				74	68,208 SF
			A DE EVOLUDED A		
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BEDROOM COUNT IS FOR OPI OPEN SPACE REQUIRED	IN SPACE PURP	USES. (NIICHENS	ARE EXCLUDED.)		
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BEDROOM COUNT IS FOR OPP OPEN SPACE REQUIRED 3 I BEDROOMS 2 BEDROOMS LOFT UNITS (I BEDRM # 3 3 BEDROOMS 4 TOTAL 5% OF REQUIRED OPEN SPACE OPEN SPACE PROVIDED VATE OPEN SPACE BALCONIES / DECKS × 50 SF MMON OPEN SPACE C. RM. #1 @ IST FLOOR C. RM. #1 @ IST FLOOR C. RM. #2 @ 2ND FLOOR C. RM. #3 @ 2ND FLOOR C. RM. #3 @ 2ND FLOOR C. RM. #3 @ 2ND FLOOR C. RM AREA COUNTED = 590 DURTYARD "A" @ 2ND FLOOR CC, RM AREA COUNTED = 590 DURTYARD "B" @ 2ND FLOOR CK @ GTH FLOOR OF DECKS (INCL. PLANTERS) TAL TAL OPEN SPACE PROVIDED =	x 100 x 125 5TUDY) x 125 x 175 E CAN BE RECRE + 732 + 728	SF = 4,800 SF = 2,000 SF = 875 SF SF = 525 SF = 8,200 EATIONAL ROOM = = 2,050 SF)	ARE EXCLUDED.) SF SF = 0.25 x 8,200 = 732 SF CE REQUIRED = 8	590 SF 732 SF 728 SF (COUNTED) 795 SF 855 SF 429 SF 2,53 I SF	1,550 SF 6,660 SF 8,210 SF
BEDROOM COUNT IS FOR OPP OPEN SPACE REQUIRED 3 I BEDROOMS 2 BEDROOMS LOFT UNITS (I BEDRM # 3 3 BEDROOMS 4 TOTAL 5% OF REQUIRED OPEN SPACE OPEN SPACE PROVIDED VATE OPEN SPACE BALCONIES / DECKS x 50 SF MMON OPEN SPACE C. RM. #1 @ IST FLOOR C. RM. #2 @ 2ND FLOOR C. RM. #3 @ 2ND FLOOR C. RM. #3 @ 2ND FLOOR C. RM. #3 @ 2ND FLOOR C. RM AREA COUNTED = 590 VURTYARD "B" @ 2ND FLOOR CK @ GTH FLOOR OF DECKS (INCL. PLANTERS) TAL TAL TAL OPEN SPACE PROVIDED =	x 100 x 125 5TUDY) x 125 x 175 E CAN BE RECRE + 732 + 728	SF = 4,800 SF = 2,000 SF = 875 SF SF = 525 SF = 8,200 EATIONAL ROOM = = 2,050 SF)	ARE EXCLUDED.) SF SF = SF = 0.25 x 8,200 = 732 SF CE REQUIRED = 8	590 SF 732 SF 728 SF (COUNTED) 795 SF 855 SF 429 SF 2,53 I SF 2,53 I SF	1,550 SF 6,660 SF 8,210 SF
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BEDROOM COUNT IS FOR OPI OPEN SPACE REQUIRED 3 I BEDROOMS 2 BEDROOMS LOFT UNITS (I BEDRM # 3 3 BEDROOMS 4 TOTAL 5% OF REQUIRED OPEN SPACE OPEN SPACE PROVIDED VATE OPEN SPACE BALCONIES / DECKS × 50 SF MMON OPEN SPACE C. RM. #1 @ IST FLOOR C. RM. #2 @ 2ND FLOOR C. RM. #3 @ 2ND FLOOR C. RM. FLOOR OF DECKS (INCL. PLANTERS) TAL TAL TAL OPEN SPACE PROVIDED = 200 SF REQUIRED OPEN SPACE 200 SF REQUIRED OPEN SPACE	x 100 x 125 5TUDY) x 125 x 175 E CAN BE RECRE + 732 + 728 = 8,210 SF > 1 E LESS 1,500 COMMON OPT	SF = 4,800 SF = 2,000 SF = 875 SF SF = 525 SF = 8,200 ATIONAL ROOM = = 2,050 SF) TOTAL OPEN SPACE	ARE EXCLUDED.) SF SF = 0.25 x 8,200 = 732 SF CE REQUIRED = 8 PEN SPACE AND LI	590 SF 732 SF 728 SF (COUNTED) 795 SF 855 SF 429 SF 2,53 I SF 2,050 SF OF IND	1,550 SF 6,660 SF 8,210 SF
BEDROOM COUNT IS FOR OPP OPEN SPACE REQUIRED 3 I BEDROOMS 2 BEDROOMS LOFT UNITS (I BEDRM # 3 3 BEDROOMS 4 TOTAL 5% OF REQUIRED OPEN SPACE OPEN SPACE PROVIDED VATE OPEN SPACE BALCONIES / DECKS × 50 SF MMON OPEN SPACE C. RM. #1 @ IST FLOOR C. RM. #1 @ IST FLOOR C. RM. #2 @ 2ND FLOOR C. RM. #3 @ 2ND FLOOR C. RM. FLOOR OF DECKS (INCL. PLANTERS) TAL TAL OPEN SPACE PROVIDED = 200 SF REQUIRED OPEN SPACE 200 SF REQUIRED OPEN SPACE % OF 4,650 SF TO BE PLANTING % OF 4,650 S	x 100 x 125 5TUDY) x 125 x 175 E CAN BE RECRE = 8,210 SF > E LESS 1,500 COMMON OPE ED = 1,163 SF	SF = 4,800 SF = 2,000 SF = 875 SF SF = 525 SF = 8,200 EATIONAL ROOM = = 2,050 SF) TOTAL OPEN SPACE SF OF PRIVATE OF EN SPACE. < 1,179 SF PRC	ARE EXCLUDED.) SF SF = 0.25 x 8,200 = 732 SF CE REQUIRED = 8 PEN SPACE AND LI WIDED AT 2ND FL	590 SF 732 SF 728 SF (COUNTED) 795 SF 855 SF 429 SF 2,53 I SF 2,53 I SF 2200 SF 55 2,050 SF OF IND OOR COURT YARDS A	1,550 SF 6,660 SF 8,210 SF 00R REC. RC ND AT ROOF
BEDROOM COUNT IS FOR OPP OPEN SPACE REQUIRED 3 I BEDROOMS 2 BEDROOMS LOFT UNITS (I BEDRM # 3 3 BEDROOMS 4 TOTAL 5% OF REQUIRED OPEN SPACE OPEN SPACE PROVIDED VATE OPEN SPACE BALCONIES / DECKS x 50 SF MMON OPEN SPACE C. RM. #1 @ IST FLOOR C. RM. #2 @ 2ND FLOOR C. RM. #3 @ 2ND FLOOR C. RM AREA COUNTED = 590 URTYARD "A" @ 2ND FLOOR C. RM AREA COUNTED = 590 URTYARD "B" @ 2ND FLOOR CK @ GTH FLOOR OF DECKS (INCL. PLANTERS) TAL TAL TAL OPEN SPACE PROVIDED = 200 SF REQUIRED OPEN SPACE % OF 4,650 SF TO BE PLANTING % OF 4,650 SF TO BE PLANTING	x 100 x 125 5TUDY) x 125 x 175 E CAN BE RECRE = 8,210 SF > 1 E LESS 1,500 COMMON OP ED = 1,163 SF	SF = 4,800 SF = 2,000 SF = 875 SF SF = 525 SF = 8,200 EATIONAL ROOM = = 2,050 SF) TOTAL OPEN SPACE SF OF PRIVATE OF EN SPACE. < 1,179 SF PRC	SF SF SF = 0.25 x 8,200 = 732 SF <u>CE REQUIRED = 8</u> PEN SPACE AND LI	590 SF 732 SF 728 SF (COUNTED) 795 SF 855 SF 429 SF 2,53 I SF 2,050 SF OF IND COR COURT YARDS A	1,550 SF 6,660 SF 8,210 SF 00R REC. RC ND AT ROOF
BEDROOM COUNT IS FOR OPP OPEN SPACE REQUIRED 3 I BEDROOMS LOFT UNITS (I BEDRM # 3 3 BEDROOMS LOFT UNITS (I BEDRM # 3 3 BEDROOMS 4 TOTAL 5% OF REQUIRED OPEN SPACE OPEN SPACE PROVIDED VATE OPEN SPACE BALCONIES / DECKS x 50 SF MMON OPEN SPACE C. RM. #1 @ IST FLOOR C. RM. #2 @ 2ND FLOOR C. RM. #3 @ 2ND FLOOR C. RM. FLOOR OF DECKS (INCL. PLANTERS) TAL TAL TAL OPEN SPACE PROVIDED = 200 SF REQUIRED OPEN SPACE % OF 4,650 SF TO BE PLANTIN TREES	x 100 x 125 5TUDY) x 125 x 175 E CAN BE RECRE = 8,210 SF > 1 E LESS 1,500 COMMON OPE ED = 1,163 SF	SF = 4,800 SF = 2,000 SF = 875 SF SF = 525 SF = 8,200 ATIONAL ROOM = = 2,050 SF) TOTAL OPEN SPACE SF OF PRIVATE OI SF OF PRIVATE OI SF OF PRIVATE OI	ARE EXCLUDED.) SF SF = 0.25 x 8,200 = 732 SF CE REQUIRED = 8 PEN SPACE AND LI EVIDED AT 2ND FL	590 SF 732 SF 728 SF (COUNTED) 795 SF 855 SF 429 SF 2,53 I SF 200 SF 200 SF 200 SF 200 SF 200 SF OF IND 00R COURT YARDS A	1,550 SF 6,660 SF 8,210 SF OOR REC. RO ND AT ROOF
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(FRACTIONS UP TO AND INCLUDING ONE-HALF	<sup>=</sup> MAY B	BE DISREGARD	ED PER 12.21.A.16 (b) "FRACTIONS")	
RESIDENTIAL BICYCLE PARKING				
LONG TERM. I - 25 UNITS I PER UNIT 26 - 74 UNITS I PER I .5 UNITS TOTAL LONG TERM	= = =	25 32.67 57.67	= 58	
SHORT TERM . I - 25 UNITS I PER I O UNIT 26 - 74 UNITS I PER I 5 UNITS TOTAL SHORT TERM	= = =	2.50 3.27 5.57	= 6	
TOTAL REQUIRED ¢ PROVIDED = 58 LONG TERM AND 6 SHORT TERM				



VICINITY MAP SCALE: N.T.S.



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A-2.0





A-2.1


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![](_page_36_Picture_4.jpeg)

![](_page_36_Picture_5.jpeg)

A-2.2

![](_page_37_Figure_0.jpeg)

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![](_page_37_Picture_3.jpeg)

Contice design group, inc. WRITTEN DESIGNS, ARRANGEMENTS AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB, AND THE OFFICE MUST BE NOTIFIED, IN WRITING, OF ANY VARIATIONS FROM THE DIMENSIONS FROM THE DIMENSIONS ARRANGEMENTS, OR PLANS SHALL BE USED BY OR DISCLOSED TO PERSONS, FIRMS OR CORPORATIONS FOR ANY PURPOSE whatsoever, without the written dimensions and conditions shown by these drawings. Contractor shall be used by or disclosed to persons, firms or corporations for any purpose whatsoever, without the written dimensions and conditions shown by these drawings. Contractor shall be used by or disclosed to persons, firms or corporations for any purpose whatsoever, without the written dimensions and conditions shown by these drawings.

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A-2.3

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Contice design group, inc. WRITTEN DESIGNS, ARRANGEMENTS AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB, AND THE OFFICE MUST BE NOTIFIED, IN WRITING, OF ANY VARIATIONS FROM THE DIMENSIONS FROM THE DIMENSIONS ARRANGEMENTS, OR PLANS SHALL BE USED BY OR DISCLOSED TO PERSONS, FIRMS OR CORPORATIONS FOR ANY PURPOSE whatsoever, without the written dimensions and conditions shown by these drawings. Contractor shall be used by or disclosed to persons, firms or corporations for any purpose whatsoever, without the written dimensions and conditions shown by these drawings. Contractor shall be used by or disclosed to persons, firms or corporations for any purpose whatsoever, without the written dimensions and conditions shown by these drawings.

![](_page_38_Picture_4.jpeg)

![](_page_39_Figure_0.jpeg)

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![](_page_39_Picture_3.jpeg)

![](_page_39_Picture_4.jpeg)

A-2.5

all ideas, designs, arrangements and plans indicated or represented by this drawings are owned by and property of mika design group, inc. written dimensions and conditions on the specified project. None if such ideas, designs, arrangements, or plans shall be used by or disclosed to persons, firms or corporations from the dimensions and conditions shown by these drawings.

![](_page_40_Figure_0.jpeg)

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![](_page_40_Picture_4.jpeg)

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Contice design group, inc. WRITTEN DESIGNS, ARRANGEMENTS AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB, AND THE OFFICE MUST BE NOTIFIED, IN WRITING, OF ANY VARIATIONS FROM THE DIMENSIONS FROM THE DIMENSIONS SHALL BE USED BY OR DISCLOSED TO PERSONS, FIRMS OR CORPORATIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS SHALL DIMENSIONS AND CONDITIONS ON THE JOB, AND THE OFFICE MUST BE NOTIFIED, IN WRITING, OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHALL BE USED BY OR DISCLOSED TO PERSONS, FIRMS OR CORPORATIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS SHALL BE USED BY OR DISCLOSED TO PERSONS, FIRMS OR CONDITIONS ON THE JOB, AND THE OFFICE MUST BE NOTIFIED, IN WRITING, OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHALL BE USED BY OR DISCLOSED TO PERSONS, FIRMS OR CORPORATIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS AND CONDITIONS ON THE JOB, AND THE OFFICE MUST BE NOTIFIED, IN WRITING, OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHALL BE USED BY OR DISCLOSED TO PERSONS, FIRMS OR CONDITIONS ON THE JOB, AND THE SPECIFIED PROJECT. NONE IF SUCH DESIGNS, ARRANGEMENTS, OR PLANS SHALL BE USED BY OR DISCLOSED TO PERSONS, FIRMS OR CONDITIONS ON THE JOB, AND THE OFFICE MUST BE NOTIFIED, IN WRITING, OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS ON THE JOB, AND THE SPECIFIED PROJECT. NONE IF SUCH DESCRIPTIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF MICE AND DESCRIPTIONS AND CONDITIONS ON THE JOB, AND THE SPECIFIED PROJECT. NONE IF SUCH DESCRIPTIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS AND CONDITIONS ON THE JOB, AND THE SPECIFIED PROJECT. NONE IF SUCH DESCRIPTIONS FOR ANY PURPOSE WHATSOEVER WHATSOEV

SCALE: 3/16" = 1'-0

![](_page_41_Picture_6.jpeg)

 $\Box$ esig LEGEND: 8" 2-HOUR SHAFT (13) 14 A7.0 A7.0 SIMI ROOF TIE-BACK ANCHORS (1)
 A7.4 EXIT LOW LEVEL EXIT SIGN, SELF LUMINOUS. BOTTOM OF SIGN G' A.F.F. PROVIDE APPROVED LOW-LEVEL EXIT SIGNS IN ALL INTERIOR EXIT CORRIDORS. (TTL.24. PART 2, CHAPTER 10) **`** \_\_\_\_ PH PANIC HARDWARE 1/2" MAX. CHANGE IN LEVEL AT THREASHOLD --- PATH OF TRAVEL. P.T. O.S. OVERFLOW SCUPPER R.D. ROOF DRAIN EL ELEVATION E.P. EQUIPMENT PAD  $\begin{pmatrix} 2 \\ 47.4 \end{pmatrix}$ CRKT CRICKET R.D. ROOF DRAIN 10.273.0220 www.mikadesigngroup.c S.P. STANDPIPE D.S. DOWN SPOUT ROOF DECK WITH VERSADJUST FR ADJUSTABLE PEDESTAL SYSTEM, LARR #26041, SEE SHT. A-7.2 ROOF AND DECK COVERING: BUILT-UP MODIFIED APPLIED ROOFING "ENERGYCAP™ MOP PLUS GRANULE FR, WHITE." BY GAF, OR SIMILAR. ICC ESR#1274, SRI 89, CLASS "A" OR "B" FIRE RETARDANT. ROOF COVERING SHALL CONFORM WITH TABLE 15A (L.A.M.C. 91.1501) SEE T4.1 FOR ROOF COVERING SPECS. PACI 12124 V LOS A A4.1 SIXTF ISSUED FOR REV. 05.08.23 PLANNING SET A SIGN SHALL BE POSTED ON EACH DOOR BETWEEN THE STAIRWAY AND THE ROOF, INDICATING; MAX. DESIGN LOAD WHETHER THE ROOFTOP GARDEN CAN BE OCCUPIED OR NOT OCCUPIED • IF AN OCCUPIED ROOFTOP GARDEN, THE MAX. OCCUPANT LOAD ROOF DECK & WALKWAY TO BE SUP RESISTANT, 2% MAXIMUM SLOPE & BE ENCLOSED BY 42" HIGH GUARDRAIL. NOTE: ALL ROOF RUNOFF, DOWNSPOUTS AND ROOF DRAINS TO BMP DEVICES PER LID PLANS OPEN SPACE: ROOF DECKS INCL. PLANTERS ROOF DECK #1 929 SF ROOF DECK #2 929 SF 673 SF =2,531 SF ROOF DECK #3 TOTAL DECK TOTAL OPEN SPACE = 2,53 | SF PLANTERS <u>2| SF + 43 SF + 86 SF + 10| SF + 132 SF + 38 SF</u> TOTAL PLANTERS = 421 SF \_\_\_\_\_ SOLAR READY AREA: SOLAR LOCATIONS TO BE APPROVED UNDER SEPARATE PERMIT TOTAL ROOF AREA = 17,264 SF PROJECT: SOLAR ZONE RQUIRED = 15% OF 17,264 SF = 2,590 SF PACIFIC TOTAL SOLAR ZONE AREA PROVIDED = 2,600 SF > 2,590 SF SOLAR ZONE #1 = 940 SF SOLAR ZONE #2 = 940 SF SOLAR ZONE #2 = 720 SF A-2.7 NOTE: SOLAR ZONE SHALL BE FREE OF OBSTRUCTION AND BE SETBACK AT LEAST TWO TIMES THE HEIGHT OF ANY OBSTRUCTION, INCLUDING BUT NOT LIMITED TO, VENTS, CHIMNEYS, AND EQUIPMENT.

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![](_page_42_Figure_0.jpeg)

![](_page_43_Picture_0.jpeg)

E ALL IDEAS, DESIGNS, ARRANGEMENTS AND PROPERTY OF MIKA design group, inc. WRITTEN DIMENSIONS AND CONDITIONS ON THE OFFICE MUST BE NOTIFIED, IN WRITING, OF ANY VARIATIONS FROM THE DIMENSIONS ARRANGEMENTS, OR PLANS SHALL BE USED BY OR DISCLOSED TO PERSONS, FIRMS OR CORPORATIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS AND CONDITIONS AND CONDITIONS AND CONDITIONS AND CONDITIONS AND CONDITIONS ON THE DIMENSIONS ARRANGEMENTS, OR PLANS SHALL BE USED BY OR DISCLOSED TO PERSONS, FIRMS OR CORPORATIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS AND CONDITIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS AND CONDITIONS AND CONDITIONS AND CONDITIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS AND CONDITIONS AND CO

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A li design group. Inc. WRITTEN DESIGNS, ARRANGEMENTS AND DEVELOPED FOR ALL DIMENSIONS AND CONDITIONS FOR ALL DIMENSIONS ARRANGEMENTS, OR PLANS SHALL BE USED BY ON THE DIMENSIONS ARRANGEMENTS, OR PLANS SHALL BE USED BY OR DISCLOSED TO PERSONS, FIRMS OR CONDITIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS ARRANGEMENTS, OR PLANS SHALL BE USED BY OR DISCLOSED TO PERSONS, FIRMS OR CONDITIONS ON THE JOB, AND THE DIMENSIONS AND CONDITIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS ARRANGEMENTS, OR PLANS SHALL BE USED BY OR DISCLOSED TO PERSONS, FIRMS OR CONDITIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS AND CONDITIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE USED BY OR DISCLOSED TO PERSONS, FIRMS OR CONDITIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS AND CONDITIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS AND CONDITIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS AND CONDITIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE USED BY OR DISCLOSED TO PERSONS, FIRMS OR CONDITIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS AND CONDITIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS AND CONDITIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS AND CONDITIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS AND CONDITIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS AND CONDITIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS AND CONDITIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS AND CONDITIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS AND CONDITIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS AND CONDITIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS AND CONDITIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN DIMENSIONS AND CONDITIONS AND CONDITIONS AND CONDITIONS AND CONDITIONS AND CONDIT

	dood group.
- 134.66 T.O. PARAPET 131.82 T.O. DECK 130.66 T.O. R.J. €	PACIFIC APARTMENTS 12124 W. PACIFIC AVENUE LOS ANGELES, CA 90066
10.66' NURTH FLOOR	ELEVATION
ucco ed Metal Round, Aluminum Alloy, 50% Open by McNichols. pport. Painted Dark Grey to Match Sheet Mtl. ails	ISSUED FOR REV. 05.08.23 PLANNING SET

![](_page_46_Figure_0.jpeg)

SECTION

SCALE: 3/16" = 1'-0"

![](_page_46_Figure_3.jpeg)

PROJECT: PACIFIC

A-4.0

![](_page_46_Picture_6.jpeg)

67.66' LOWEST POINT 5'-0" FROM BLDG.

VARIES (61.00') P1

![](_page_47_Figure_0.jpeg)

![](_page_47_Figure_2.jpeg)

![](_page_48_Figure_0.jpeg)

SECTION

SCALE: 3/16" = 1'-0"

![](_page_48_Figure_3.jpeg)

ACI 24 )S / ISSUED FOR REV. 05.08.23 PLANNING SET

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PROJECT: PACIFIC

A-4.2

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![](_page_49_Figure_0.jpeg)

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ISSUED FOR REV. 05.08.23 PLANNING SET PROJECT: PACIFIC

A-4.3

![](_page_50_Figure_0.jpeg)

SECTION

SCALE: 3/|6| = |-0|

![](_page_50_Figure_3.jpeg)

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PROJECT: PACIFIC

A-4.4

![](_page_51_Figure_0.jpeg)

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	PRC	JECT:	

![](_page_51_Figure_7.jpeg)

A-4.5

![](_page_52_Figure_0.jpeg)

SECTION

SCALE: 3/16" = 1'-0"

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PROJECT:

PACIFIC

A-4.6

![](_page_53_Picture_0.jpeg)

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PERSPECTIVE FROM PACIFIC AVENUE

PACI 12124 V LOS A

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design group

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PERSPECTIVE

![](_page_53_Picture_5.jpeg)

![](_page_53_Picture_6.jpeg)

![](_page_54_Picture_0.jpeg)

E ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED BY ONE IN UNITEN DIMENSIONS AND CONDITIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE SPECIFIED PROJECT. NONE IF SUCH IDEAS, DESIGNS, ARRANGEMENTS, OR PLANS SHALL BE USED BY OR DISCLOSED TO PERSONS, FIRMS OR CORPORATIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF MIKA design group, inc. WRITTEN DIMENSIONS AND CONDITIONS ON THE JOB, AND THE OFFICE MUST BE NOTIFIED, IN WRITING, OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHALL BE USED BY OR DISCLOSED TO PERSONS, FIRMS OR CORPORATIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF MIKA design group, inc. WRITTEN DIMENSIONS AND CONDITIONS ON THE JOB, AND THE OFFICE MUST BE NOTIFIED, IN WRITING, OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHALL BE USED BY OR DISCLOSED TO PERSONS, FIRMS OR CONDITIONS ON THE JOB, AND THE OFFICE MUST BE NOTIFIED, IN WRITING, OF ANY VARIATIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF MIKA design group, inc. WRITTEN DIMENSIONS AND CONDITIONS AND CONDITIONS ON THE JOB, AND THE OFFICE MUST BE NOTIFIED, IN WRITING, OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHALL BE USED BY OR DISCLOSED TO PERSONS, FIRMS OR CONDITIONS ON THE JOB, AND THE OFFICE MUST BE NOTIFIED, IN WRITING, OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS ON THE JOB, AND THE OFFICE MUST BE NOTIFIED, IN WRITING, OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS ON THE JOB, AND T

PERSPECTIVE - STREET VIEW

![](_page_54_Picture_3.jpeg)

# PACIFIC APARTMENTS 12124 W. PACIFIC AVENUE LOS ANGELES, CA 90066

0.273.0220 www.mikadesigngroup.

![](_page_54_Picture_5.jpeg)

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05.08.23	PLANNING SET	
PR	ROJECT:	
PA		

A-5.1

![](_page_55_Figure_0.jpeg)

![](_page_55_Figure_12.jpeg)

www.drginc.com

![](_page_56_Picture_0.jpeg)

## PACIFIC APARTMENTS - LOS ANGELES, CA

![](_page_56_Picture_2.jpeg)

JULY 21, 2023

![](_page_56_Picture_5.jpeg)

GROUND LEVEL | SEE L.2

- LEVEL 2 | SEE L.3

- ROOFDECK | SEE L.4

FOR OPEN SPACE TABULATION, SEE SHEET L.5

![](_page_56_Picture_10.jpeg)

![](_page_57_Picture_0.jpeg)

PACIFIC AVE. LANDSCAPING california adaptive planting with a mix of foliage textures and colors • accent trees

## PACIFIC APARTMENTS - LOS ANGELES, CA

![](_page_57_Picture_4.jpeg)

![](_page_57_Picture_5.jpeg)

\_\_\_\_\_

REC. ROOM #1

LOBBY

OFFICE

000

000

MAIL

- ENTRY
- bench
- accent tree

![](_page_57_Picture_10.jpeg)

### TREE COUNT =15

PACIFIC AVE. STREETSCAPE • (4) existing street trees planted parkway

• (6) short term bike racks

![](_page_58_Picture_0.jpeg)

## PACIFIC APARTMENTS - LOS ANGELES, CA

![](_page_58_Picture_2.jpeg)

![](_page_58_Picture_7.jpeg)

### TREE COUNT = 4

DINING ROOM dining table lounge chairs

lounge seating

### FOR OPEN SPACE TABULATION, SEE SHEET L.5

![](_page_58_Picture_12.jpeg)

![](_page_59_Picture_0.jpeg)

## PACIFIC APARTMENTS - LOS ANGELES, CA

FRAME.LA

JULY 21, 2023

![](_page_59_Picture_5.jpeg)

![](_page_59_Picture_6.jpeg)

## FOR OPEN SPACE TABULATION, SEE SHEET L.5

FIRESIDE LOUNGE fireplace lounge seating • landscape screening • bbq counter dining table

### CITY of LOS ANGELES LANDSCAPE NOTES

- 1. THE PLANTING AND IRRIGATION SYSTEM SHALL BE COMPLETED BY THE DEVELOPER/BUILDER PRIOR TO THE CLOSE OF ESCROW OF FIFTY (50) PERCENT OF THE UNITS OF THE PROJECT OR PHASE
- 2. SIXTY (60) DAYS AFTER THE LANDSCAPE AND IRRIGATION INSTALLATION THE LANDSCAPE PROFESSIONAL SHALL SUBMIT TO THE HOMEOWNERS/PROPERTY OWNERS ASSOCIATION A CERTIFICATE OF SUBSTANTIAL COMPLETION.
- 3. THE DEVELOPER/BUILDER SHALL MAINTAIN THE LANDSCAPING AND IRRIGATION FOR SIXTY (60) DAYS AFTER COMPLETION OF THE LANDSCAPE AND IRRIGATION INSTALLATION.
- 4. THE DEVELOPER/BUILDER SHALL GUARANTEE ALL TREES AND IRRIGATIC FOR A PERIOD OF SIX (6) MONTHS AND ALL OTHER PLANTS FOR A PERIC OF SIXTY (60) DAYS AFTER THE LANDSCAPE AND IRRIGATION INSTALLATION.

### FRONT YARD TREE REQUIREMENTS

(PER LA CITY ZONING CODE, SECTION 12.21CI(G)) I TREE PER 500 S.F. OF UNPAVED FRONT YARD TOTAL FRONT YARD S.F. = 1,011 S.F.

TREES PROVIDED - 24" BOX OR GREATER 5 TOTAL TREES

TREES REQUIRED: 3 TREES REQUIREMENT MET

### EXISTING TREE NOTE:

NO EXISTING TREES ON SITE TO REMAIN.

## PACIFIC APARTMENTS - LOS ANGELES, CA

JULY 21, 2023

FRAME.LA

	CITY of LOS ANGELES - LANDSCAPE	ORDINANCE
	WATER MANAGEMENT POINT SYSTE (per Guideline "AA" - City of L.A.)	EM
	<u>AREA OF PROJECT SITE:</u> 30,001 S.F. (0.689 acres)	<u>POINTS REQUIRED</u> 300 POINTS (15,001 – 40,000 s.f.)
	ZONING DESIGNATION:	R3-1
	ITEMS PER TABLE II #1 DRIP/TRICKLE/MICRO IRRIGATION	30 POINTS (5 points per circuit x 6)
	#2 LAWN/SWIMMING POOL LESS THAN 15% (spa and water feature less than 5% of landscape area)	10 POINTS
=	#3 AUTOMATIC IRRIGATION CONTROLLER (with cycling capacity & watering schedule)	5 POINTS
N,	#4 SOIL MOISTURE SENSOR/ANEMOMETER/ RAIN MEASURING DEVICE or SENSING SYSTEM/ EVAPOTRANSPIRATION DATA USED with AUTOMATIC CONTROLLER	10 POINTS
	#6 PLANTS with MONTHLY WATERING	180 POINTS (90 plants at 2 pts. ea.)
	#9 LANDSCAPE METER	75 POINTS (25% of req'd 300 pts.)
	#10 EXCESS FLOW METER (master valve)	2 POINTS
	TOTAL POINTS:	312
	SLOPE NOTE:	
	NO SLOPES OVER 6' HEIGHT EXIST ON THIS SITE.	
	SOLAR ACCESS / CONDITIONS OF APP	ROVAL NOTE:
	THE SOLAR ACCESS REPORT AND THE TENTATIVE TR REVIEWED PRIOR TO PREPARING THE LANDSCAPE PL/ TENTATIVE TRACT CONDITIONS.	ACT CONDITIONS OF APPROVAL WILL BE AN. THE LANDSCAPE PLAN WILL SATISFY
	POTENTIAL LANDSCAPE AREA	
	POTENTIAL LANDSCAPE AREA = (SITE) 30,001 S.F (BU	UILDING) 24,426 S.F. $=$ 5,575 S.F.
	TOTAL LANDSCAPE AREA PROVIDED	= 1,179 S.F.

PER LA CITY ZONING CODE, SEC	TION 12.21G		
OPEN SPACE REQUIREMENTS:	UNITS		QTY.
100 S.F. FOR I BEDROOM	48	=	4,800 9
125 S.F. FOR 2 BEDROOM UNITS 175 S.F. FOR 3 BEDROOM UNITS	23	=	2,000 s 525 s
SUB TOTAL	74	=	8,200 \$
25% OF REQUIRED OPEN SPACE CAN BE RECREAT	$TONAL = 0.25 \times 8,$	,200 =	2,050 \$
PRIVATE OPEN SPACE PROVIDED			QTY.
PRIVATE OPEN SPACE - (31) BALCONIES/DECKS x 5	50 S.F.	=	1,550 S
COMMON REC ROOMS - IST AND 2ND FLOORS		=	2,050 \$
COMMON OPEN SPACE - 2ND FLOOR AND 6TH FL	OOR DECK	=	2,079 S
COMMON OPEN SPACE -ROOF DECK		=	2,531 \$
TOTAL PRIVATE OPEN SPACE PROVIDED		=	I,550 S
TOTAL COMMON OPEN SPACE PROVIDED		=	6,660 \$
TOTAL OPEN SPACE PROVIDED		=	8,210 \$
LANDSCAPE AREA PROVIDED: (ENTIRE SITE) (25% of 4,650 S	LANDSC. .F. COMMON OPE	APE ARE N SPAC	e Requi
I,179 S.F.	I,163 S.F.		16 S.F. E
ALL TREES PLANTED IN MINIMUM 30" SOIL DEPTH	74 UNITS - UNITS/4 =	-	TREES RE
ALL TREES PLANTED IN MINIMUM 30" SOIL DEPTH	74 UNITS - UNITS/4 =	-	TREES RE
ALL TREES PLANTED IN MINIMUM 30" SOIL DEPTH I 24" BOX TREE PER 4 UNITS TREES PROVIDED - 24" BOX OR GREATER	74 UNITS - UNITS/4 =	-	TREES RE
ALL TREES PLANTED IN MINIMUM 30" SOIL DEPTH I 24" BOX TREE PER 4 UNITS <u>TREES PROVIDED - 24" BOX OR GREATER</u> LEVEL I	74 UNITS - UNITS/4 =	-	TREES RE
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ALL TREES PLANTED IN MINIMUM 30" SOIL DEPTH I 24" BOX TREE PER 4 UNITS <u>TREES PROVIDED - 24" BOX OR GREATER</u> LEVEL I LEVEL 2 ROOFTOP	74 UNITS - UNITS/4 =	-	TREES RE
ALL TREES PLANTED IN MINIMUM 30" SOIL DEPTH I 24" BOX TREE PER 4 UNITS <u>TREES PROVIDED - 24" BOX OR GREATER</u> LEVEL I LEVEL 2 ROOFTOP	74 UNITS - UNITS/4 =		TREES RE []9 TOTAL <sup>-</sup>
ALL TREES PLANTED IN MINIMUM 30" SOIL DEPTH I 24" BOX TREE PER 4 UNITS <u>TREES PROVIDED - 24" BOX OR GREATER</u> LEVEL I LEVEL 2 ROOFTOP	74 UNITS - UNITS/4 =		TREES RE
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ALL TREES PLANTED IN MINIMUM 30" SOIL DEPTH I 24" BOX TREE PER 4 UNITS <u>TREES PROVIDED - 24" BOX OR GREATER</u> LEVEL 1 LEVEL 2 ROOFTOP CITY of LOS ANGELES LANDSCAPE Ordinance no. 170,978 (as amended)	74 UNITS - UNITS/4 =	= = =	
ALL TREES PLANTED IN MINIMUM 30" SOIL DEPTH I 24" BOX TREE PER 4 UNITS <u>TREES PROVIDED - 24" BOX OR GREATER</u> LEVEL 1 LEVEL 2 ROOFTOP CITY of LOS ANGELES LANDSCAPE Ordinance no. 170,978 (as amended) LANDSCAPE POINT RECAP (per Guideline "O")	74 UNITS - UNITS/4 =	= = =	
ALL TREES PLANTED IN MINIMUM 30" SOIL DEPTH I 24" BOX TREE PER 4 UNITS <u>TREES PROVIDED - 24" BOX OR GREATER</u> LEVEL 1 LEVEL 2 ROOFTOP CITY of LOS ANGELES LANDSCAPE Ordinance no. 170,978 (as amended) LANDSCAPE POINT RECAP (per Guideline "O") AREA OF PROJECT SITE:	74 UNITS - UNITS/4 = ORDINANC		
ALL TREES PLANTED IN MINIMUM 30" SOIL DEPTH I 24" BOX TREE PER 4 UNITS <u>TREES PROVIDED - 24" BOX OR GREATER</u> LEVEL 1 LEVEL 2 ROOFTOP CITY of LOS ANGELES LANDSCAPE Ordinance no. 170,978 (as amended) LANDSCAPE POINT RECAP (per Guideline "O") <u>AREA OF PROJECT SITE:</u> 30,001 S.F. (0.689 acres)	74 UNITS - UNITS/4 = E ORDINANC		<u>TREES RE</u> [19 <u>TOTAL 1</u> 22 22 15,001–40
ALL TREES PLANTED IN MINIMUM 30" SOIL DEPTH I 24" BOX TREE PER 4 UNITS TREES PROVIDED - 24" BOX OR GREATER LEVEL 1 LEVEL 2 ROOFTOP CITY of LOS ANGELES LANDSCAPE Ordinance no. 170,978 (as amended) LANDSCAPE POINT RECAP (per Guideline "O") AREA OF PROJECT SITE: 30,001 S.F. (0.689 acres) ZONING DESIGNATION:	74 UNITS         - UNITS/4 =         E ORDINANC         POIN         20 POIN         R3-I	= = = SINTS (	<u>TREES RE</u> [19 <u>TOTAL 1</u> 22 22 15,001–40
ALL TREES PLANTED IN MINIMUM 30" SOIL DEPTH I 24" BOX TREE PER 4 UNITS <u>TREES PROVIDED - 24" BOX OR GREATER</u> LEVEL 1 LEVEL 2 ROOFTOP CITY of LOS ANGELES LANDSCAPE Ordinance no. 170,978 (as amended) LANDSCAPE POINT RECAP (per Guideline "O") AREA OF PROJECT SITE: 30,001 S.F. (0.689 acres) ZONING DESIGNATION: ITEMS PER TABLE II	74 UNITS         - UNITS/4 =         Social distribution         Social distributicity	= = = SINTS (	<u>TREES RE</u> [19 <u>TOTAL 7</u> 22 22 15,001–40
ALL TREES PLANTED IN MINIMUM 30" SOIL DEPTH I 24" BOX TREE PER 4 UNITS TREES PROVIDED - 24" BOX OR GREATER LEVEL 1 LEVEL 2 ROOFTOP CITY of LOS ANGELES LANDSCAPE Ordinance no. 170,978 (as amended) LANDSCAPE POINT RECAP (per Guideline "O") AREA OF PROJECT SITE: 30,001 S.F. (0.689 acres) ZONING DESIGNATION: ITEMS PER TABLE II STREET TREES	74 UNITS - UNITS/4 = <b>EORDINANC</b> <u>POIN</u> 20 PC R3-1	STS REQ OINTS (	<u>TREES RE</u> [19 <u>TOTAL 1</u> 22 22 15,001–40
ALL TREES PLANTED IN MINIMUM 30" SOIL DEPTH I 24" BOX TREE PER 4 UNITS TREES PROVIDED - 24" BOX OR GREATER LEVEL 1 LEVEL 2 ROOFTOP CITY of LOS ANGELES LANDSCAPE Ordinance no. 170,978 (as amended) LANDSCAPE POINT RECAP (per Guideline "O") AREA OF PROJECT SITE: 30,001 S.F. (0.689 acres) ZONING DESIGNATION: ITEMS PER TABLE II STREET TREES LARGE STREET TREE (4 TREES / 2 pt./per TREE)	74 UNITS - UNITS/4 = E ORDINANC 20 PC R3-1		<u>TREES RE</u> [19 <u>TOTAL 1</u> 22 22 15,001–40
ALL TREES PLANTED IN MINIMUM 30" SOIL DEPTH I 24" BOX TREE PER 4 UNITS TREES PROVIDED - 24" BOX OR GREATER LEVEL 1 LEVEL 2 ROOFTOP CITY of LOS ANGELES LANDSCAPI Ordinance no. 170,978 (as amended) LANDSCAPE POINT RECAP (per Guideline "O") AREA OF PROJECT SITE: 30,001 S.F. (0.689 acres) ZONING DESIGNATION: ITEMS PER TABLE II STREET TREES LARGE STREET TREE (4 TREES / 2 pt./per TREE) CONTINUOUSLY PLANTED PARKWAY (PER LINEAR FOOT OF PARKWAY - 165')	74 UNITS         - UNITS/4 =         E ORDINANC         POIN         20 PC         R3-1         8 PC         165	SINTS POINTS	TREES RE []9 TOTAL 1 22 22 15,001–40
ALL TREES PLANTED IN MINIMUM 30" SOIL DEPTH I 24" BOX TREE PER 4 UNITS TREES PROVIDED - 24" BOX OR GREATER LEVEL 1 LEVEL 2 ROOFTOP CITY of LOS ANGELES LANDSCAPI Ordinance no. 170,978 (as amended) LANDSCAPE POINT RECAP (per Guideline "O") AREA OF PROJECT SITE: 30,001 S.F. (0.689 acres) ZONING DESIGNATION: ITEMS PER TABLE II STREET TREES LARGE STREET TREE (4 TREES / 2 pt./per TREE) CONTINUOUSLY PLANTED PARKWAY (PER LINEAR FOOT OF PARKWAY - 165')	50X 74 UNITS - UNITS/4 = E ORDINANC POIN 20 PC R3-1 8 PC 165	E SINTS POINTS	TREES F         I         I         TOTAL         2         D.         I5,001

## OPEN SPACE TABULATION & NOTES - L.5

![](_page_60_Figure_16.jpeg)

![](_page_60_Picture_17.jpeg)

### **EXHIBIT B**

#### Maps

Zoning Map Vicinity Map Photo Index

![](_page_62_Figure_0.jpeg)

PIN #: 111B157 33

Tract: EAST OCEAN PARK TF Block: None Lot: FR 65 Arb: None

![](_page_63_Figure_0.jpeg)

Map 1 – Photo Key Map.

![](_page_63_Picture_2.jpeg)

Map 2 – Aerial view of subject property and surrounding area.

![](_page_64_Picture_0.jpeg)

![](_page_64_Picture_1.jpeg)

Photo 2 – View of subject property (12118-12134) frontage along Pacific Avenue looking southerly.

![](_page_65_Picture_0.jpeg)

Photo 3 – View of property along Pacific Avenue looking westerly.

![](_page_65_Picture_2.jpeg)

![](_page_66_Picture_0.jpeg)

Photo 5 – View of property along Pacific Avenue looking easterly.

#### EXHIBIT C

#### **Environmental Documents**

(ENV-2022-8257-CE)

### **12134 WEST PACIFIC AVENUE PROJECT**

**Air Quality Technical Report** 

![](_page_68_Picture_2.jpeg)

Prepared by DKA Planning 20445 Prospect Road, Suite C San Jose, CA 95129 November 2022

### AIR QUALITY TECHNICAL REPORT

#### Introduction

This technical report addresses the air quality impacts generated by construction and operation of the Proposed Project at 12134 West Pacific Avenue in the City of Los Angeles. The analysis 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. 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. 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), NO<sub>2</sub> (nitrogen dioxide), O<sub>3</sub> (ozone), PM<sub>2.5</sub> (particulate matter, 2.5 microns), PM<sub>10</sub> (particulate matter, 10 microns), SO<sub>2</sub> (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 O<sub>3</sub>, PM<sub>2.5</sub>, and Pb.

### Table 1 State and National Ambient Air Quality Standards and Attainment Status for LA County

	Averaging California		Federal		
Pollutant	Period	Standards	Attainment Status	Standards	Attainment Status
	1-hour	0.09 ppm (180 µg/m³)	Non-attainment		
	8-hour	0.070 ppm (137 µg/m³)	N/A <sup>1</sup>	0.070 ppm (137 μg/m <sup>3</sup> )	Non-attainment
				1	
Respirable	24-hour	50 µg/m³	Non-attainment	150 µg/m <sup>3</sup>	Maintenance
Particulate Matter (PM <sub>10</sub> )	Annual Arithmetic Mean	20 µg/m <sup>3</sup>	Non-attainment		
					Non attainment
Fine Particulate	24-11001			35 µg/m²	Non-allainment
Matter (PM <sub>2.5</sub> )	Mean	12 µg/m <sup>3</sup>	Non-attainment	12 µg/m <sup>3</sup>	Non-attainment
Carbon Monoxide	1-hour	20 ppm (23 mg/m <sup>3</sup> )	Attainment	35 ppm (40 mg/m <sup>3</sup> )	Maintenance
(CO)	8-hour	9.0 ppm (10 mg/m <sup>3</sup> )	Attainment	9 ppm (10 mg/m³)	Maintenance
Nitrogen Dioxide	1-hour	0.18 ppm (338 µg/m³)	Attainment	100 ppb (188 µq/m³)	Maintenance
(NO <sub>2</sub> )	Annual Arithmetic Mean	0.030 ppm (57 μg/m <sup>3</sup> )	Attainment	53 ppb (100 µg/m <sup>3</sup> )	Maintenance
	1-hour	0.25 ppm (655 μg/m³)	Attainment	75 ppb (196 μg/m³)	Attainment
	24-hour	0.04 ppm (105 µg/m <sup>3</sup> )	Attainment		
	1	r		1	
Lead (Pb)	30-day average	1.5 µg/m³	Attainment		
	Calendar Quarter			0.15 µg/m <sup>3</sup>	Non-attainment
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates	24-hour	25 µg/m³	Attainment	No Federal Standards	
Hydrogen Sulfide (H <sub>2</sub> S)	1-hour	0.03 ppm (42 μg/m³)	Unclassified	No Federal Standards	
Vinyl Chloride	24-hour	0.01 ppm (26 μg/m <sup>3</sup> )	N/A	No Federal Standards	
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 NOx 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 NOx 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

<u>California Clean Air Act.</u> 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 O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.

In August 2022, CARB approved regulations to ban new gasoline-powered cars beginning with 2035 models. Automakers will gradually electrify their fleet of new vehicles, beginning with 35 percent of 2026 models sold. In September 2022, CARB proposes regulations that mandate that all new medium- and heavy-duty trucks would be zero emissions in 2040. Trucking companies would also have to gradually convert their existing fleets to zero emission vehicles, buying more over time until all are zero emissions by 2042.

<u>Toxic Air Contaminant Identification and Control Act.</u> 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 H<sub>2</sub>S at levels above the state standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

<u>California Air Toxics Program.</u> 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.<sup>1</sup> In the risk identification step, CARB and the Office of Environmental Health Hazard

<sup>&</sup>lt;sup>1</sup> California Air Resources Board, California Air Toxics Program, www.arb.ca.gov/toxics/toxics.htm, last reviewed by CARB September 24, 2015.

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.<sup>2</sup> 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 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. In April 2021, CARB proposed a 2020 Mobile Source Strategy that seeks to move California to 100 percent zero-emission off-road equipment by 2035.

<u>Assembly Bill 2588 Air Toxics "Hot Spots" Program.</u> 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.

<u>Air Quality and Land Use Handbook: A Community Health Perspective.</u> 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.<sup>3</sup> 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.

<u>Air Quality and Land Use Handbook.</u> 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

<sup>&</sup>lt;sup>2</sup> California Air Resources Board, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.

<sup>&</sup>lt;sup>3</sup> California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

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 receptors within 500 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

<u>California Code of Regulations.</u> 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.

<u>Air Quality Management Plan.</u> 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<sub>2.5</sub> 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<sub>x</sub> emissions sufficiently to meet the upcoming ozone deadline standards.

The SCAQMD is updating the region's air quality attainment plan to address the "extreme" ozone nonattainment status for the Basin and the severe ozone non-attainment for the Coachella valley. This includes strengthening many stationary source controls and addressing new sources like wildfires. The 2022 AQMP will rely on the growth assumptions in SCAG's 2020-2045 RTP/SCS.

<u>Multiple Air Toxics Exposure Study V.</u> To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study V, released in August 2021.<sup>4</sup> The report included refinements in aircraft and recreational boating emissions and diesel conversion factors. It finds a Basin average cancer risk of 455 in a million (population-weighted, multi-pathway), which represents a decrease of 54 percent compared to the estimate in MATES IV (page ES-13). The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by computer modeling that estimated the risk of cancer from breathing toxic air pollution based on emissions and weather data. About 88 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 facilities (page ES-12). The results indicate that diesel PM is the largest contributor to air toxics risk, accounting on average for about 50 percent of the total risk (Figure ES-2).

### 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

<sup>&</sup>lt;sup>4</sup> South Coast Air Quality Management District, MATES-V Study. https://www.aqmd.gov/home/air-quality/airquality-studies/health-studies/mates-v

(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.<sup>5.6</sup> The 2016–2040 RTP/SCS is the transportation and land use component of the region's air quality plan. It 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 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).

SCAG adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on September 23, 2020.<sup>7</sup> The RTP/SCS 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.
- Locating 15 percent more jobs in HQTAs
- Reducing PM<sub>2.5</sub> emissions by 4.1 percent
- Reducing GHG emissions by 19 percent by 2035

### Local (City of Los Angeles)

<u>City of Los Angeles General Plan Air Quality Element.</u> 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

<sup>&</sup>lt;sup>5</sup> Southern California Association of Governments, Final 2016–2040 RTP/SCS.

<sup>&</sup>lt;sup>6</sup> California Air Resources Board, Executive Order G-16-066, SCAG 2016 SCS ARB Acceptance of GHG Quantification Determination, June 2016.

<sup>&</sup>lt;sup>7</sup> California Air Resources Board, Executive Order G-16-066, SCAG 2016 SCS ARB Acceptance of GHG Quantification Determination, June 2016.

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.
- **Goal 3:** Efficient management of transportation facilities and system infrastructure using costeffective 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.

<u>Clean Up Green Up Ordinance.</u> 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.

<u>California Environmental Quality Act.</u> 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 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 4,200 feet west of the northbound mainline of the San Diego Freeway (I-405).

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 (O<sub>3</sub>), nitrogen oxides (NOx), sulfur oxides (SOx), particulate matter ten microns or less in diameter (PM<sub>10</sub>), particulate matter 2.5 microns or less in diameter (PM<sub>2.5</sub>), and lead (Pb). The following descriptions of each criteria air pollutant and their health effects are based on information provided by the SCAQMD.<sup>8</sup>

**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 (O<sub>3</sub>).**  $O_3$  is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight.  $O_3$  concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of  $O_3$  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 (NO<sub>2</sub>).** NO<sub>2</sub> 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 NO<sub>2</sub>, creating the mixture of NO and NO<sub>2</sub> commonly called NO<sub>X</sub>. NO<sub>2</sub> absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO<sub>2</sub> also contributes to the formation of PM<sub>10</sub>. 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<sub>X</sub> is as a precursor to the formation of ozone.

**Sulfur Dioxide (SO<sub>2</sub>).** Sulfur oxides (SO<sub>X</sub>) are compounds of sulfur and oxygen molecules. SO<sub>2</sub> 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 SO<sub>2</sub> include power plants, large industrial facilities, diesel vehicles,

<sup>&</sup>lt;sup>8</sup> South Coast Air Quality Management District, Final Program Environmental Impact Report for the 2012 AQMP, December 7, 2012.

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. SO<sub>2</sub> 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 (PM**<sub>10</sub> and PM<sub>2.5</sub>). 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 (PM<sub>10</sub>), and even smaller particles with an aerodynamic diameter equal to or less than 2.5 microns (PM<sub>2.5</sub>), 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  $PM_{10}$  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<sub>x</sub>, as well as PM.

**Sulfates (SO**<sub>4</sub><sup>2</sup>). 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 (H<sub>2</sub>S).**  $H_2S$  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  $H_2S$  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.<sup>9</sup>

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 ( $\mu$ m)), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1  $\mu$ m). 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.<sup>10,11</sup>

### 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

<sup>&</sup>lt;sup>9</sup> California Air Resources Board, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.

<sup>&</sup>lt;sup>10</sup> California Air Resources Board, Overview: Diesel Exhaust and Health, www.arb.ca.gov/research/diesel/dieselhealth.htm, last reviewed by CARB April 12, 2016.

<sup>&</sup>lt;sup>11</sup> California Air Resources Board, Fact Sheet: Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results, March 2008.

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<sub>3</sub>, PM<sub>2.5</sub>, 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<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. 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.

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.

<u>Air Pollution Climatology.</u> 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 O<sub>3</sub> and the majority of particulate matter.

<u>Air Monitoring Data.</u> The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's Northwest Coastal LA County 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 2018 through 2020. The one-hour State standard for  $O_3$  was exceeded six times during this three-year period, while the federal standard was exceeded eleven times. CO and NO<sub>2</sub> levels did not exceed the CAAQS from 2018 to 2020 for 1-hour (and 8-hour for CO).

	Maximum Co	ncentrations a	and Frequencies				
Pollutants and State and Federal Standards	of E	of Exceedance Standards					
	2018	2019	2020				
Ozone (O <sub>3</sub> )							
Maximum 1-hour Concentration (ppm)	0.094	0.086	0.134				
Days > 0.09 ppm (State 1-hour standard)	0	0	6				
Days > 0.070 ppm (Federal 8-hour standard)	2	1	8				
Carbon Monoxide (CO <sub>2</sub> )							
Maximum 1-hour Concentration (ppm)	1.6	1.9	2.0				
Days > 20 ppm (State 1-hour standard)	0	0	0				
Maximum 8-hour Concentration (ppm)	1.3	1.2	1.2				
Days > 9.0 ppm (State 8-hour standard)	0	0	0				
Nitrogen Dioxide (NO <sub>2</sub> )							
Maximum 1-hour Concentration (ppm)	0.0647	0.0488	0.0766				
Days > 0.18 ppm (State 1-hour standard)	0	0	0				
PM <sub>10</sub>		•	•				

Table 2 Ambient Air Quality Data

Maximum 24-hour Concentration (µg/m <sup>3</sup> )	N/A	N/A	N/A			
Days > 50 μg/m <sup>3</sup> (State 24-hour standard)	N/A	N/A	N/A			
PM <sub>2.5</sub>		•				
Maximum 24-hour Concentration (µg/m <sup>3</sup> )	N/A	N/A	N/A			
Days > 35 μg/m <sup>3</sup> (Federal 24-hour standard)	N/A	N/A	N/A			
Sulfur Dioxide (SO <sub>2</sub> )						
Maximum 24-hour Concentration (ppb)	N/A	N/A	N/A			
Days > 0.04 ppm (State 24-hour standard)   N/A   N/A						
ppm = parts by volume per million of air. ug/m <sup>3</sup> = micrograms per cubic meter.						
N/A = not available at this monitoring station.						
Source: SCAQMD annual monitoring data at Northwest Coastal LA County subregion (http://www.aqmd.gov/home/air-quality/air-quality- data-studies/historical-data-by-year) accessed October 3, 2022.						

Existing Health Risk in the Surrounding Area. Based on the MATES-V model, the calculated cancer risk in the Project area (zip code 90066) is approximately 460 in a million.<sup>12</sup> The cancer risk in this area is predominately related to nearby sources of diesel particulate matter (e.g., diesel trucks and traffic on the San Diego Freeway 4,200 feet to the east). In general, the risk at the Project Site is higher than 96 percent of the population 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 (Census tract 6037272302) is located in the 46<sup>th</sup> percentile, which means the Project Site has an overall environmental pollution burden higher than at least 46 percent of other communities within California.<sup>13</sup>

<u>Sensitive Receptors.</u> 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 residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The Project Site is located in a residential area within the Mar Vista neighborhood. Sensitive receptors within 0.25 miles of the Project Site include, but are not limited to, the following representative sampling:

- Residences, Keeshen Drive (west side), east of the Project Site, as close as 50 feet to the main residences.
- Residences; Pacific Avenue (north side), 75 feet north of the Project Site.

<sup>&</sup>lt;sup>12</sup> South Coast Air Quality Management District, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-V), MATES V Interactive Carcinogenicity Map, 2021, https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data\_id=data Source\_105-a5ba9580e3aa43508a793fac819a5a4d%3A26&views=view\_39%2Cview\_1, accessed October 28, 2022.

<sup>&</sup>lt;sup>13</sup> Office of Environmental Health Hazard Assessment, https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40, accessed October 28, 2022.

- Childcare Center; 3840 Grand View Boulevard; 90 feet west of the Project Site.
- Mar Vista Montessori and Infant Care Center; 3865 Grand View Boulevard; 265 feet southwest of the Project Site.
- Grand View Boulevard Elementary School; 3951 Grand View Boulevard; 300 feet south of the Project Site.
- Residences; 3940 Grand View Boulevard; 370 feet south of the Project Site.

<u>Existing Project Site Emissions.</u> The Project Site is currently occupied by a former church consisting of two buildings totaling 12,137 square feet.<sup>14</sup> Both buildings are abandoned and are assumed to not generate any anthropogenic emissions of criteria pollutants.

### 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 2022.1) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. The analyses focus 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.

<u>Construction.</u> Sources of air pollutant emissions associated with construction activities include heavyduty off-road diesel equipment and vehicular traffic to and from the Project construction site. Projectspecific 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 Technical 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.

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology.<sup>15</sup> 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 LST methodology, which uses on-site mass emission look-up tables and Project-specific modeling, where

<sup>&</sup>lt;sup>14</sup> City of Los Angeles, ZIMAS database, accessed November 7, 2022.

<sup>&</sup>lt;sup>15</sup> South Coast Air Quality Management District, Final Localized Significance Methodology, revised July 2008.

appropriate.<sup>16</sup> SCAQMD provides LSTs applicable to the following criteria pollutants: NO<sub>X</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. SCAQMD does not provide an LST for SO<sub>2</sub> 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 O<sub>3</sub> 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<sub>X</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> from onsite sources during each construction activity were compared to LST values for a one-acre site having sensitive receptors within 25 meters (82 feet).<sup>17</sup> This is appropriate given the 0.69-acre site and the proximity of residential receptors 50 feet from the Project Site on Keeshen Drive.

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 NO<sub>2</sub>, CO, and PM<sub>10</sub> were initially published in June 2003 and revised in July 2008.<sup>18</sup> The LSTs for PM<sub>2.5</sub> were established in October 2006.<sup>19</sup> Updated LSTs were published on the SCAQMD website on October 21, 2009.<sup>20</sup> Table 3 presents the significance criteria for both construction and operational emissions.

<sup>&</sup>lt;sup>16</sup> South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-Up Table, October 2009.

<sup>&</sup>lt;sup>17</sup> South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

<sup>&</sup>lt;sup>18</sup> South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

<sup>&</sup>lt;sup>19</sup> South Coast Air Quality Management District, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, October 2006.

<sup>&</sup>lt;sup>20</sup> South Coast Air Quality Management District, Final Localized Significance Threshold Methodology Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009.

Critoria Pollutant	Construction	n Emissions	Operation Emissions				
Criteria Poliutant	Regional	Localized /a/	Regional	Localized /a/			
Volatile Organic Compounds (VOC)	75		55				
Nitrogen Oxides (NO <sub>X</sub> )	100	103	55	103			
Carbon Monoxide (CO)	550	572	550	572			
Sulfur Oxides (SO <sub>X</sub> )	150		150				
Respirable Particulates (PM <sub>10</sub> )	150	4	150	1			
Fine Particulates (PM <sub>2.5</sub> )	55	3	55	1			
/a/ Localized significance thresholds assumed a one-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 <sub>X</sub> . 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).							

### Table 3 SCAQMD Emissions Thresholds

Source: SCAQMD, South Coast AQMD Air Quality Significance Thresholds, 2019

<u>Operations.</u> 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). Utilities for the Project Site are provided by the Los Angeles Department of Water and Power (LADWP) for electricity and Southern California Gas for natural gas. 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.<sup>21</sup> Details describing the operational emissions of the Project can be found in in the Technical Appendix.

<u>Toxic Air Contaminants Impacts (Construction and Operations).</u> 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.

<sup>&</sup>lt;sup>21</sup> South Coast Air Quality Management District, 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, <u>CEQA Air Quality</u> <u>Handbook</u>, 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?

#### City and SCAQMD Thresholds

For this analysis the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations recommended by the City of Los Angeles and SCAQMD Thresholds, as appropriate, to assist in answering the Appendix G Threshold questions.

#### (a) Construction

The City recommends that determination of significance 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:<sup>22</sup>

- 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<sub>X</sub>; (2) 75 pounds a day for VOC; (3) 150 pounds per day for PM<sub>10</sub> or SO<sub>X</sub>; (4) 55 pounds per day for PM<sub>2.5</sub>; 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/m<sup>3</sup>] over a 1-hour period or 9.0 ppm [10,350 µg/m<sup>3</sup>] averaged over an 8-hour period) and NO<sub>2</sub> (0.18 ppm [339 µg/m<sup>3</sup>] over a 1-hour period, 0.1 ppm [188 µg/m<sup>3</sup>] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [57 µg/m<sup>3</sup>] averaged over an annual period).
- Maximum on-site localized PM<sub>10</sub> or PM<sub>2.5</sub> 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/m<sup>3</sup> or 1.0 μg/m<sup>3</sup> PM<sub>10</sub> averaged over an annual period.
  - (b) Operation

The City bases the determination of significance of operational air quality impacts on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook*.<sup>23</sup> As discussed above, the City uses 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;<sup>24</sup> (2) 55 pounds per day for NO<sub>X</sub>; (3) 550 pounds per day for CO; (4) 150 pounds per day for SO<sub>X</sub>; (5) 150 pounds per day for PM<sub>10</sub>; and (6) 55 pounds per day for PM<sub>2.5</sub>.<sup>25</sup>
- 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

<sup>&</sup>lt;sup>22</sup> South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015.

<sup>&</sup>lt;sup>23</sup> South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015.

<sup>&</sup>lt;sup>24</sup> 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.

<sup>&</sup>lt;sup>25</sup> South Coast Air Quality Management District, Quality Significance Thresholds, www.aqmd.gov/docs/defaultsource/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf, last updated March 2015.

8-hour period) and NO<sub>2</sub> (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).<sup>26</sup>

- Maximum on-site localized operational PM<sub>10</sub> and PM<sub>2.5</sub> emissions exceed the incremental 24hour threshold of 2.5 μg/m<sup>3</sup> or 1.0 μg/m<sup>3</sup> PM<sub>10</sub> averaged over an annual period.<sup>27</sup>
- 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 City recommends 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 uses Appendix G as the thresholds of significance. The criteria identified above 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:<sup>28</sup>

• 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.<sup>29</sup> 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

<sup>&</sup>lt;sup>26</sup> South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, revised July 2008.

<sup>&</sup>lt;sup>27</sup> South Coast Air Quality Management District, Final—Methodology to Calculate Particulate Matter (PM) 2.5 and PM<sub>2.5</sub> Significance Thresholds, October 2006.

<sup>&</sup>lt;sup>28</sup> South Coast Air Quality Management District, <u>CEQA Air Quality Handbook</u>, April 1993, Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants).

<sup>&</sup>lt;sup>29</sup> 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.

Threshold (a) from the Appendix G thresholds. In accordance with the SCAQMD's *CEQA Air Quality Handbook*, the following criteria are used to evaluate a project's consistency with the AQMP:<sup>30</sup>

- 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.

<u>Project Design Features.</u> The Project would comply with the update to the 2020 Los Angeles Green Building Code (LAGBC),<sup>31</sup> which will build upon and set higher standards than those in the 2022 California Green Building Standards Code (CalGreen, effective January 1, 2023).<sup>32</sup> Further energy efficiency and sustainability features would include native plants and drip/subsurface irrigation systems, individual metering or sub metering for water use, leak detection systems, and electric vehicle charging capacity.

The Project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities. The Project's proximity to public transportation would reduce vehicle miles traveled for residents and visitors who want options to driving cars.

### Analysis of Project Impacts

### a. Would the Project conflict with or obstruct implementation of the applicable air quality plan?

**Less Than Significant Impact.** 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.

<sup>&</sup>lt;sup>30</sup> South Coast Air Quality Management District, <u>CEQA Air Quality Handbook</u>, April 1993, p. 12-3.

<sup>&</sup>lt;sup>31</sup> City of Los Angeles Department of Building and Safety: http://ladbs.org/forms-publications/forms/greenbuilding.

<sup>&</sup>lt;sup>32</sup> California Building Codes: http://www.bsc.ca.gov/Codes.aspx.

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.<sup>33</sup> 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,<sup>34</sup> the Project would add a net residential population of approximately 180 people to the Project Site based on the 74 dwelling units proposed. The Project's residential population would represent approximately 0.023 percent of the forecasted growth between 2012 and 2040 in the City and would therefore be consistent with the projections in the AQMP.

As of September 3, 2020, the 2020 RTP/SCS is the adopted metropolitan transportation plan for the region. The 2020 RTP/SCS accommodates 4,771,300 persons; 1,793,000 households; and 2,135,900 jobs in the City of Los Angeles by 2045. The Project's residential population would represent approximately 0.021 percent of the forecasted population growth between 2016 and 2045. When the AQMP is updated in 2022, it will use these growth forecasts as the basis of its attainment plan.

• 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 proposed Project meets this AQMP consistency criterion.

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

<sup>&</sup>lt;sup>33</sup> The current applicable air quality attainment plan for the region is the 2016 AQMP, which is based on the growth assumptions in the 2016 RTP/SCS. As such, the 2016 RTP/SCS was used as the basis for this analysis.

<sup>&</sup>lt;sup>34</sup> Jack Tsao, Data Analyst II, Los Angeles Department of City Planning, July 31, 2019.

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 and population 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 the California Green Building Standards Code (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  $O_3$  control plan with new commitments for short-term NO<sub>X</sub> 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 24-hour PM<sub>2.5</sub> NAAQS for the Basin. Directly applicable to the Project, the 2016 AQMP proposes robust NO<sub>X</sub> reductions from residential appliances. 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 "Medium Residential" in the General Plan Framework, a classification that allows multi-family housing such as that proposed by the Project. As such, the RTP/SCS' assumptions about growth in the City accommodate the projected population 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 emissions associated with this Project are accounted for and mitigated in the region's air quality attainment 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 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 a HQTA<sup>35</sup>, which reflects areas with rail transit service or bus service where lines have peak headways of less than 15 minutes.<sup>36</sup>
- The Project Site is located in a Transit Priority Area, which are locations within one-half mile of a major transit stop with bus or rail transit service with frequencies of 15 minutes or less.
- There is substantial public transit service in the area, including:
  - Santa Monica Big Blue Bus Route 14 provides north-west service that connects Pacific Palisades and Culver City via Centinela Avenue.
  - Los Angeles County Metropolitan Transportation Authority (Metro) Line 33 provides eastwest service along Venice Boulevard that connects Downtown Los Angeles with Santa Monica.
  - Culver City Bus Lines operates Lines 2 and 5 on Venice Boulevard.
- Bicycle riders can benefit from Class II bicycle lanes on Venice Boulevard two blocks north of the Project Site, as well as Class II bicycle lanes on Washington Place two blocks to the south.

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 4, the Project is consistent with the applicable policies in the Air Quality Element, as the Project would implement sustainability features that would reduce 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.

Strategy	Project Consistency
<b>Policy 1.3.1.</b> Minimize particulate emissions from construction sites.	<b>Consistent.</b> The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules (e.g., Rule 403, Fugitive Dust).
<b>Policy 1.3.2.</b> Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	<b>Not Applicable.</b> The Project would not involve use of unpaved roads or parking lots.
<b>Policy 2.1.1.</b> 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.	<b>Consistent.</b> The Project is a residential project and would not have any employers. Nevertheless, the Project would promote alternative commute options for residents who can take advantage of public transit and active transportation options. The Project Site is well-served by public transit, with bus service from three transit providers. On Venice Boulevard, Metro Line 33 provides east-west service that connects Downtown Los Angeles with Santa Monica. Culver City Bus Lines operates Lines 2 and 5 on Venice Boulevard. On Centinela Avenue, Santa Monica Big Blue Bus Route 14 provides north-west service that connects Pacific

 Table 4

 Project Consistency with City of Los Angeles General Plan Air Quality Element

<sup>&</sup>lt;sup>35</sup> SCAG Data Portal https://scag.ca.gov/sites/main/files/fileattachments/la\_midcitywestsidescaghqtaeligible.pdf?1605647676

<sup>&</sup>lt;sup>36</sup> SCAG, Sustainability Program homepage, accessed January 20, 2022

Strategy	Project Consistency
	Palisades and Culver City. Bicyclists can also use Class II bicycle lanes on Venice Boulevard and Washington Place, both of which are two blocks from the Project Site.
<b>Policy 2.1.2.</b> Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	<b>Consistent.</b> Residents could use high-speed telecommunications services as an alternative to driving to work. 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 work through telecommuting.
<b>Policy 2.2.1.</b> Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	<b>Consistent.</b> The Project would discourage single- occupant vehicle use and car ownership because of the limited parking (122 spaces) for 74 residences. Residents and visitors can use public transit, including Metro Line 33, which provides east-west service that connects Downtown Los Angeles with Santa Monica. Culver City Bus Lines operates Lines 2 and 5 on Venice Boulevard. On Centinela Avenue, Santa Monica Big Blue Bus Route 14 provides north-west service that connects Pacific Palisades and Culver City. Bicyclists can also use Class II bicycle lanes on Venice Boulevard and Washington Place, both of which are two blocks from the Project Site.
<b>Policy 2.2.2.</b> Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	<b>Consistent.</b> As noted above, the Project would provide an average of 1.65 parking spaces per residence. This will help promote lower car ownership and more multi- occupant vehicle travel.
<b>Policy 2.2.3.</b> Minimize the use of single- occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	<b>Not Applicable.</b> The Project would not include facilities for special events.
Policy 3.2.1. Manage traffic congestion during peak hours.	<b>Consistent.</b> The Project is a low traffic generator because of the nature of residential uses, which generate peak hour vehicle trips that are lower than commercial, retail, and restaurant uses. Further, the Project would also minimize traffic congestion based on its location near transit opportunities, which would encourage the use of alternative modes of transportation. Residents and visitors can use public transit, On Venice Boulevard, Metro Line 33 provides east-west service that connects Downtown Los Angeles with Santa Monica. Culver City Bus Lines operates Lines 2 and 5 on Venice Boulevard. On Centinela Avenue, Santa Monica Big Blue Bus Route 14 provides north-west service that connects Pacific Palisades and

Strategy	Project Consistency
	Culver City. Bicyclists can also use Class II bicycle lanes on Venice Boulevard and Washington Place, both of which are two blocks from the Project Site.
<b>Policy 4.1.1.</b> Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	<b>Consistent.</b> 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.
<b>Policy 4.1.2.</b> Ensure that project level review and approval of land use development remains at the local level.	<b>Consistent.</b> The Project would be entitled and environmentally cleared at the local level.
<b>Policy 4.2.1.</b> 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.	<b>Not Applicable.</b> This policy calls for City updates to its General Plan.
<b>Policy 4.2.2.</b> Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	<b>Consistent.</b> The Project would be infill development that would provide the City's residents with proximate access to jobs and services at this Project Site.
<b>Policy 4.2.3.</b> Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	<b>Consistent.</b> The Project would promote public transit, active transportation, and alternative fuel vehicles for residents and visitors, who can use public transit, including Metro Line 33, which provides east-west service that connects Downtown Los Angeles with Santa Monica. Culver City Bus Lines operates Lines 2 and 5 on Venice Boulevard. On Centinela Avenue, Santa Monica Big Blue Bus Route 14 provides northwest service that connects Pacific Palisades and Culver City. Bicyclists can also use Class II bicycle lanes on Venice Boulevard and Washington Place, both of which are two blocks from the Project Site. The Project would also include ten electric vehicle charging stations and 20 more spaces with conduits and supplies for future charging stations.
<b>Policy 4.2.4.</b> Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	<b>Consistent.</b> 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.
<b>Policy 4.2.5.</b> Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	<b>Consistent.</b> The proposed project would support use of alternative transportation modes. The Project Site is well-served by public transit, including Metro Line 33, which provides east-west service that connects Downtown Los Angeles with Santa Monica. Culver City Bus Lines operates Lines 2 and 5 on Venice Boulevard. On Centinela Avenue, Santa Monica Big Blue Bus Route 14 provides north-west service that connects Pacific Palisades and Culver City. Bicyclists can also use Class II bicycle lanes on Venice Boulevard and

Strategy	Project Consistency
	Washington Place, both of which are two blocks from the Project Site.
<b>Policy 4.3.1.</b> 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.	<b>Not Applicable.</b> This policy calls for City updates to its General Plan.
<b>Policy 4.3.2.</b> 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.	<b>Not Applicable.</b> This policy calls for City updates to its General Plan.
<b>Policy 5.1.1.</b> Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	<b>Not Applicable.</b> This policy calls for cleaner operations of the City's water port and airport facilities.
<b>Policy 5.1.2.</b> Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	<b>Not Applicable.</b> This policy calls for cleaner operations of the City's buildings and operations.
<b>Policy 5.1.3.</b> Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	<b>Not Applicable.</b> This policy calls for cleaner operations of the City's Water and Power energy plants.
<b>Policy 5.1.4.</b> Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	<b>Consistent.</b> The Project would be consistent with this policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste and energy consumption. This includes the City's March 2010 ordinance (Council File 09-3029) that requires all mixed construction and demolition waste be taken to City-certified waste processors.
<b>Policy 5.2.1.</b> 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.	<b>Not Applicable.</b> 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. The Project's support of electric vehicles will continue the State's conversion to zero emission fleets that do not required engine inspections
<b>Policy 5.3.1.</b> Support the development and use of equipment powered by electric or low-emitting fuels.	<b>Consistent.</b> 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, both of which promote a shift from natural gas use toward electrification of buildings. The Project would also include ten electric vehicle charging stations and 20 more spaces with conduits and supplies for future charging stations.
<b>Policy 6.1.1.</b> Raise awareness through public- information and education programs of the	<b>Not Applicable.</b> This policy calls for the City to promote clean air awareness through public awareness programs.

Strategy	Project Consistency
actions that individuals can take to reduce air	
emissions.	
Source: DKA Planning, 2022.	

# 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 assess the impacts associated with these emissions.<sup>37</sup>

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2022.1 model and a projected construction schedule of at least 24 months. Table 5 summarizes the estimated construction schedule that was modeled for air quality impacts.

Phase	Duration	Notes		
Demolition	Months 1-2	Removal of 12,137 square feet of building floor area and 16,700 square feet of asphalt/concrete parking lot hauled 25 miles to landfill in 10-cubic yard capacity trucks.		
Grading	Months 3-4	Approximately 15,050 cubic yards of soil (including swell factors for topsoil and dry clay) hauled 25 miles to landfill in 10-cubic yard capacity trucks.		
Trenching	Months 5-9	Trenching for utilities, including gas, water, electricity, and telecommunications.		

Table 5 Construction Schedule Assumptions

<sup>&</sup>lt;sup>37</sup> South Coast Air Quality Management District, 2003 White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution: "As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR...Projects that exceed the project-specific significance threshold are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant.

Construction Schedule Assumptions					
Building Construction	Months 5-24	Footings and foundation work; framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.			
Architectural Coatings	Months 21- 24	Application of interior and exterior coatings and sealants.			
Source: DKA Planning, 20	22.				

Table 5

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 creates 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.

Fugitive dust emissions would peak during grading activities, where approximately 15,050 cubic yards of soil (including swell factors for topsoil and clay) would be exported from the Project Site to accommodate a one-level subterranean structure. All construction projects in the Basin must comply with SCAQMD Rule 403 for fugitive dust. 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 guickly 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<sub>2.5</sub> and PM<sub>10</sub> emissions associated with construction activities by approximately 61 percent.

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 shown in Table 6, construction of the Project would produce VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> 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.

### 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.<sup>38</sup> 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 (2018-2020) for the Project area.

Daily Construction Emissions							
	Daily Emissions (Pounds Per Day)						
<b>Construction Phase Year</b>	voc	NOx	со	SOx	<b>PM</b> 10	<b>PM</b> <sub>2.5</sub>	
2023	1.4	20.3	14.8	0.1	3.8	1.8	
2024	1.2	8.4	13.7	<0.1	1.4	0.6	
2025	8.0	7.0	13.3	<0.1	1.5	0.5	
Maximum Regional Total	8.0	20.3	14.8	0.1	3.8	1.8	
Regional Threshold	75	100	550	150	150	55	
Exceed Threshold?	No	No	No	No	No	No	
Maximum Localized Total	7.6	1.3	12.6	<0.1	2.0	1.2	
Localized Threshold	N/A	103	572	N/A	4	3	
Exceed Threshold?	N/A	No	No	N/A	No	No	

Table 6Daily Construction Emissions

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 in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels. Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions)

Source: DKA Planning, 2022 based on CalEEMod 2020.4.0 model runs. LST analyses based on 1-acre site with 25-meter distances to receptors in Northwest Coastal LA County source receptor area. Modeling sheets included in the Technical Appendix.

<sup>&</sup>lt;sup>38</sup> South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-up Table, revised October 2009.

Maximum on-site daily construction emissions for  $NO_X$ , CO,  $PM_{10}$ , and  $PM_{2.5}$  were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the Northwest Coastal LA County SRA based on construction site acreage that is less than or equal to one acre. Potential impacts were evaluated at the closest off-site sensitive receptor, which are the residences 50 feet away on Keeshen Drive. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in Table 6, above, the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO<sub>2</sub> and CO during the construction phase. Similarly, construction activities would not produce  $PM_{10}$  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  $PM_{10}$  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.

### Operation

Operational emissions of criteria pollutants would come from area, energy, and mobile sources. Area sources include consumer products such as household cleaners, architectural coatings for routine maintenance, and landscaping equipment. Energy sources include electricity and natural gas use for space heating and water heating. 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 add up to 341 vehicle trips to the local roadway network on a weekday at the start of operations in 2025.<sup>39</sup>

As shown in Table 7, the Project's 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.

Daily Operations Emissions							
Daily Operations Emissions           Daily Emissions (Pounds Per Day)							
Emissions Source	Emissions Source     VOC     NOx     CO     SOx     PM <sub>10</sub>						
Area Sources	2.8	0.1	5.9	<0.1	<0.1	<0.1	
Energy Sources	<0.1	0.2	0.1	<0.1	<0.1	<0.1	
Mobile Sources	1.1	0.7	7.9	<0.1	0.6	0.1	
Regional Total	4.0	1.0	13.8	<0.1	0.6	0.1	
Regional Significance Threshold	55	55	550	150	150	55	
Exceed Threshold?	Exceed Threshold? No No No No No No						
Localized Total	2.8	0.3	6.0	<0.1	<0.1	<0.1	
Localized Significance Threshold	N/A	103	562	N/A	2	1	
Exceed Threshold? N/A No No N/A No No							

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<sup>&</sup>lt;sup>39</sup> City of Los Angeles VMT Calculator, v1.3.

### Table 7 Daily Operations Emissions

LST analyses based on 1-acre site with 25-meter distances to receptors in Northwest Coastal LA County SRA Source: DKA Planning, 2022 based on CalEEMod 2020.4.0 model runs (included in the Technical Appendix).

### c. Expose sensitive receptors to substantial pollutant concentrations?

**Less Than Significant Impact.** There are several sensitive receptors within 0.25 miles of the Project Site that could be exposed to air pollution from construction and operation of the Project, including, but are not limited to, the following representative sampling:

- Residences, Keeshen Drive (west side), east of the Project Site, as close as 50 feet to the main residences.
- Residences; Pacific Avenue (north side), 75 feet north of the Project Site.
- Childcare Center; 3840 Grand View Boulevard; 90 feet west of the Project Site.
- Mar Vista Montessori and Infant Care Center; 3865 Grand View Boulevard; 265 feet southwest of the Project Site.
- Grand View Boulevard Elementary School; 3951 Grand View Boulevard; 300 feet south of the Project Site.
- Residences; 3940 Grand View Boulevard; 370 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 3, 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 10 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<sub>X</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> 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, during construction of the Project, maximum daily localized unmitigated emissions of NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> 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. 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 approximately 24 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 be redeveloped with multi-family residences, a land use that is 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).<sup>40</sup> The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.<sup>41</sup> 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 provided guidance for analyzing mobile source diesel emissions.

<sup>&</sup>lt;sup>40</sup> California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

<sup>&</sup>lt;sup>41</sup> South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

<sup>&</sup>lt;sup>42</sup> South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2002.

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, NO<sub>2</sub>, PM<sub>2.5</sub>, or PM<sub>10</sub> at nearby sensitive receptors. While long-term operations of the Project would add traffic to local roads 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 emissions concentrations needed to trigger a CO hotspot, as it would add 341 vehicle trips to the local roadway network on weekdays when the development could be fully leased and operational in 2025.43 The majority of vehicle-related impacts at the Project Site would come from up to 25 and 35 vehicles entering and exiting the development during the peak A.M. and P.M. hours, respectively.<sup>44</sup> This would represent 0.7 percent of the 3,573 vehicles currently using Venice Boulevard at Grand View Boulevard in the A.M. peak hour.<sup>45</sup> Assuming peak hour volumes represent ten percent of daily volumes, this intersection would carry 35,730 daily vehicle trips, well below the traffic volumes that would be needed to generate CO exceedances of the ambient air guality standard.<sup>46</sup>

Finally, 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.<sup>47</sup> 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

<sup>&</sup>lt;sup>43</sup> City of Los Angeles VMT Calculator, v1.3.

<sup>&</sup>lt;sup>44</sup> DKA Planning 2022. Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

<sup>&</sup>lt;sup>45</sup> DKA Planning 2022, based on City of Los Angeles database of traffic volumes on Venice Boulevard at Grand View Boulevard, https://navigatela.lacity.org/dot/traffic\_data/manual\_counts/VENICE.GRANDVIEW.160512-AUTO.pdf, 2016 traffic counts adjusted by one percent growth factor to represent existing conditions.

<sup>&</sup>lt;sup>46</sup> South Coast Air Quality Management District; 2003 AQMP. As discussed in the 2003 AQMP, the 1992 CO Plan included a CO hotspot analysis at four intersections in the peak A.M. and P.M. time periods, including Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection was Wilshire and Veteran, used by 100,000 vehicles per day. The 2003 AQMP estimated a 4.6 ppm one-hour concentration at this intersection, which meant that an exceedance (20 ppm) would not occur until daily traffic exceeded more than 400,000 vehicles per day.

<sup>&</sup>lt;sup>47</sup> California Office of Environmental Health Hazard Assessment. Health Effects of Diesel Exhaust. www. http://oehha.ca.gov/public\_info/facts/dieselfacts.html

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.<sup>48</sup> 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.

### 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 housing 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 associated with residences. As a result, any odor impacts from the Project would be considered less than significant.

### Cumulative Impacts

While the Proposed Project would generate short- and long-term emissions during the construction and operations phases, respectively, the presence of any other development projects could produce cumulative impacts. There are no related projects identified by the City of Los Angeles within 0.25 miles of the Proposed Project.<sup>49</sup>

Related projects and other developments may be further than 0.25 miles away. Beyond this distance (i.e., 1,320 feet), any sensitive receptors between would be negligibly impacted by any two projects, as localized pollutants substantially disperse as a function of distance, meteorology, and terrain. The U.S. EPA finds that in the context of roadway pollutants, "...concentrations generally decrease to background levels within 500-600 feet."<sup>50</sup> CARB also finds that air pollution levels can be significantly higher within 500 feet of freeways or other major sources.<sup>51</sup>

### 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 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

<sup>&</sup>lt;sup>48</sup> South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

<sup>&</sup>lt;sup>49</sup> Personal Communication; Alessandro Mercuri, City of Los Angeles; November 2, 2022.

<sup>&</sup>lt;sup>50</sup> U.S. EPA. Near Roadway Air Pollution and Health: Frequently Asked Questions. August 2014.

<sup>&</sup>lt;sup>51</sup> South Coast Air Quality Management District. Guidance Document: Air Quality Issues Regarding Land Use.

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

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.<sup>52</sup> 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.

As summarized in Table 6, the Proposed Project would not exceed the SCAQMD's mass emissions thresholds and would not contribute to any potential cumulative impact. If any related project was 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  $PM_{10}$  and  $PM_{2.5}$  that generally double with every doubling of distance.

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 during grading and excavation activities. 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

<sup>&</sup>lt;sup>52</sup> 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.

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 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 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, any 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 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

### FUTURE EMISSIONS
#### Table of Contents

- 1. Basic Project Information
- 1.1. Basic Project Information
- 1.2. Land Use Types
- 1.3. User-Selected Emission Reduction Measures by Emissions Sector
- 2. Emissions Summary
- 2.1. Construction Emissions Compared Against Thresholds
- 2.2. Construction Emissions by Year, Unmitigated
- 2.4. Operations Emissions Compared Against Thresholds
- 2.5. Operations Emissions by Sector, Unmitigated
- 3. Construction Emissions Details
- 3.1. Demolition (2023) Unmitigated
- 3.3. Grading (2023) Unmitigated
- 3.5. Building Construction (2023) Unmitigated
- 3.7. Building Construction (2024) Unmitigated

- 3.9. Building Construction (2025) Unmitigated
- 3.11. Architectural Coating (2025) Unmitigated
- 3.13. Trenching (2023) Unmitigated
- 3.15. Trenching (2024) Unmitigated
- 4. Operations Emissions Details
- 4.1. Mobile Emissions by Land Use
- 4.1.1. Unmitigated
- 4.2. Energy
- 4.2.1. Electricity Emissions By Land Use Unmitigated
- 4.2.3. Natural Gas Emissions By Land Use Unmitigated
- 4.3. Area Emissions by Source
- 4.3.2. Unmitigated
- 4.4. Water Emissions by Land Use
- 4.4.2. Unmitigated
- 4.5. Waste Emissions by Land Use
- 4.5.2. Unmitigated
- 4.6. Refrigerant Emissions by Land Use

- 4.6.1. Unmitigated
- 4.7. Offroad Emissions By Equipment Type
- 4.7.1. Unmitigated
- 4.8. Stationary Emissions By Equipment Type
- 4.8.1. Unmitigated
- 4.9. User Defined Emissions By Equipment Type
- 4.9.1. Unmitigated
- 4.10. Soil Carbon Accumulation By Vegetation Type
- 4.10.1. Soil Carbon Accumulation By Vegetation Type Unmitigated
- 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type Unmitigated
- 4.10.3. Avoided and Sequestered Emissions by Species Unmitigated
- 5. Activity Data
- 5.1. Construction Schedule
- 5.2. Off-Road Equipment
- 5.2.1. Unmitigated
- 5.3. Construction Vehicles
- 5.3.1. Unmitigated

5.4. Vehicles

- 5.4.1. Construction Vehicle Control Strategies
- 5.5. Architectural Coatings
- 5.6. Dust Mitigation
- 5.6.1. Construction Earthmoving Activities
- 5.6.2. Construction Earthmoving Control Strategies
- 5.7. Construction Paving
- 5.8. Construction Electricity Consumption and Emissions Factors
- 5.9. Operational Mobile Sources
- 5.9.1. Unmitigated
- 5.10. Operational Area Sources
- 5.10.1. Hearths
- 5.10.1.1. Unmitigated
- 5.10.2. Architectural Coatings
- 5.10.3. Landscape Equipment
- 5.11. Operational Energy Consumption
- 5.11.1. Unmitigated

- 5.12. Operational Water and Wastewater Consumption
- 5.12.1. Unmitigated
- 5.13. Operational Waste Generation
- 5.13.1. Unmitigated
- 5.14. Operational Refrigeration and Air Conditioning Equipment
- 5.14.1. Unmitigated
- 5.15. Operational Off-Road Equipment
- 5.15.1. Unmitigated
- 5.16. Stationary Sources
- 5.16.1. Emergency Generators and Fire Pumps
- 5.16.2. Process Boilers
- 5.17. User Defined
- 5.18. Vegetation
- 5.18.1. Land Use Change
- 5.18.1.1. Unmitigated
- 5.18.1. Biomass Cover Type
- 5.18.1.1. Unmitigated

- 5.18.2. Sequestration
- 5.18.2.1. Unmitigated
- 6. Climate Risk Detailed Report
- 6.1. Climate Risk Summary
- 6.2. Initial Climate Risk Scores
- 6.3. Adjusted Climate Risk Scores
- 6.4. Climate Risk Reduction Measures
- 7. Health and Equity Details
- 7.1. CalEnviroScreen 4.0 Scores
- 7.2. Healthy Places Index Scores
- 7.3. Overall Health & Equity Scores
- 7.4. Health & Equity Measures
- 7.5. Evaluation Scorecard
- 7.6. Health & Equity Custom Measures
- 8. User Changes to Default Data

#### 1. Basic Project Information

#### 1.1. Basic Project Information

Data Field	Value
Project Name	12134 Pacific Avenue (Future)
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	20.2
Location	12134 Pacific Ave, Los Angeles, CA 90066, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4442
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas

#### 1.2. Land Use Types

Enclosed Parking with Elevator	Apartments Mid Rise	Land Use Subtype
122	74.0	Size
Space	Dwelling Unit	Unit
0.00	0.69	Lot Acreage
38,658	94,579	Building Area (sq ft)
0.00	1,179	Landscape Area (sq ft)
I	1	Special Landscape Area (sq ft)
I	180	Population
I	I	Description

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

#### 2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Average Daily (Max) Winter Unmit. Unmit. (Max) Daily, Unmit. (Max) Daily, Summer Un/Mit. TOG 0.79 1.49 2.04 I I I 7.98 ROG 1.91 7.98 I I I NOX 8.84 20.3 4.91 I I I 8 8.77 14.8 14.2 I I I SO2 0.01 0.06 0.02 I I I PM10E PM10D PM10T PM2.5E PM2.5D PM2.5T BCO2 0.20 0.39 0.67 I I I 0.74 3.11 1.21 I I I 3.78 0.93 1.48 I I I 0.18 0.63 0.36 I I I 0.20 0.29 1.13 I I I 0.36 0.62 1.75 I I I I I I I I I 3,059 1,979 7,917 NBCO2 CO2T I I I 1,979 3,059 7,917 I I I CH4 0.09 0.43 0.13 I I I 0.16 0.98 0.12 N20 I I I 1.59 0.15 14.4 Я I T I 2,006 3,096 8,234 CO2e I I I

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

2.2. Construction Emissions by Year, Unmitigated

(Max)

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Unmit.

0.14

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1.60

< 0.005

0.04

0.13

0.17

0.03

0.04

0.07

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328

328

0.01

0.03

0.26

332

Daily - Summer (Max)	Year
I	TOG
I	ROG
I	NOX
I	8
I	SO2
I	PM10E
I	PM10D
I	PM10T
I	PM2.5E
I	PM2.5D
I	PM2.5T
I	BCO2
I	NBCO2
I	CO2T
I	CH4
I	N20
I	Я
I	CO2e

2025	2024	2023	Annual	2025	2024	2023	Average Daily	2025	2024	2023	Daily - Winter (Max)	2025	2024	2023
0.06	0.14	0.11	Ι	0.34	0.79	0.60	Ι	1.20	1.40	1.49	I	1.21	1.05	2.04
0.35	0.12	0.09	1	1.91	0.66	0.47	I	7.98	1.18	1.23	I	7.98	0.89	1.44
0.37	0.90	0.88	1	2.01	4.91	4.81	I	6.96	8.40	8.84	I	6.90	6.47	20.3
0.71	1.60	0.95	1	3.86	8.77	5.21	I	13.3	13.7	14.2	I	14.1	12.5	14.8
< 0.005	< 0.005	< 0.005	I	< 0.005	0.01	0.01	I	0.02	0.02	0.02	I	0.02	0.02	0.06
0.01	0.04	0.03	1	0.07	0.20	0.18	I	0.25	0.35	0.39	I	0.25	0.26	0.67
0.06	0.13	0.12	I	0.34	0.74	0.66	I	1.21	1.10	1.10	I	1.21	1.03	3.11
0.08	0.17	0.15	1	0.42	0.93	0.83	I	1.46	1.44	1.48	I	1.46	1.29	3.78
0.01	0.03	0.03	I	0.07	0.18	0.16	I	0.23	0.32	0.36	I	0.23	0.24	0.63
0.01	0.03	0.04	1	0.08	0.18	0.20	I	0.29	0.26	0.26	I	0.29	0.25	1.13
0.03	0.07	0.07	1	0.15	0.36	0.36	I	0.52	0.58	0.62	I	0.52	0.49	1.75
Ι	I	1	1	1	I	1	I	I	1	I	I	I	I	I
143	328	286	1	867	1,979	1,726	I	2,984	3,031	3,059	I	3,044	2,746	7,917
143	328	286	1	867	1,979	1,726	I	2,984	3,031	3,059	I	3,044	2,746	7,917
0.01	0.01	0.01	1	0.04	0.08	0.09	I	0.13	0.13	0.13	I	0.13	0.11	0.43
0.01	0.01	0.03	I	0.03	0.08	0.16	I	0.12	0.11	0.11	I	0.11	0.11	0.98
0.11	0.26	0.22	I	0.68	1.59	1.33	I	0.14	0.14	0.15	I	5.46	5.12	14.4
145	332	294	1	878	2,006	1,776	I	3,022	3,068	3,096	I	3,086	2,786	8,234

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Unmit.	Daily, Winter (Max)	Unmit.	Daily, Summer (Max)	Un/Mit.
1.20	I	1.91	I	TOG
3.28	I	3.95	I	ROG
0.97	I	0.96	I	NOX
7.50	I	13.8	I	8
0.02	I	0.02	I	SO2
0.03	I	0.03	I	PM10E
0.60	I	0.60	I	PM10D
0.62	I	0.63	I	PM10T
0.03	I	0.03	I	PM2.5E
0.11	I	0.11	I	PM2.5D
0.13	I	0.14	I	PM2.5T
29.5	I	29.5	I	BCO2
2,667	I	2,758	I	NBCO2
2,697	I	2,787	I	CO2T
3.14	I	3.14	I	CH4
0.10	I	0.10	I	N20
0.84	I	7.02	I	Я
2,806	I	2,901	I	CO2e

9/49

Unmit.	Annual (Max)	Unmit.	Average Daily (Max)
0.30	I	1.67	Ι
0.68	I	3.72	I
0.18	I	1.01	I
2.13	I	11.7	I
< 0.005	I	0.02	I
0.01	I	0.03	I
0.11	I	0.60	I
0.11	I	0.63	I
0.01	I	0.03	I
0.02	I	0.11	I
0.02	I	0.14	I
4.89	I	29.5	I
447	I	2,699	I
452	I	2,729	I
0.52	I	3.14	I
0.02	I	0.10	l
0.57	I	3.42	l
470	I	2,840	I

## 2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (Ib/day for daily ton/yr for annual) and GHGs (Ib/day for daily MThirfor 5

	Refrig.	Waste	Water	Energy	Area	Mobile	Daily, Winter (Max)	Total	Refrig.	Waste	Water	Energy	Area	Mobile	Daily, Summer (Max)	Sector	CILEIA
	I	Ι	I	0.02	0.00	1.18	I	1.91	I	I	I	0.02	0.70	1.20	I	TOG	Foliular
	I	I	I	0.01	2.19	1.09	I	3.95	I	I	I	0.01	2.84	1.10	I	ROG	ווש (ווט/טש
	I	I	I	0.19	0.00	0.78	I	0.96	I	1	I	0.19	0.06	0.72	I	NOX	y IOI dal
	I	I	I	0.08	0.00	7.42	I	13.8	I	I	I	0.08	5.87	7.90	I	8	y, ionyi
	Ι	1	I	< 0.005	0.00	0.02	I	0.02	I	I	I	< 0.005	< 0.005	0.02	I	SO2	
	I	I	I	0.01	0.00	0.01	I	0.03	I	I	I	0.01	< 0.005	0.01	I	PM10E	al) allu v
	I	1	I	I	I	0.60	I	0.60	I	I	I	I	1	0.60	I	PM10D	anus (iiu
	I	1	I	0.01	0.00	0.61	I	0.63	I	1	I	0.01	< 0.005	0.61	I	PM10T	Judy Ior
10 / 10	I	1	I	0.01	0.00	0.01	I	0.03	I	1	1	0.01	0.01	0.01		PM2.5E	ually, IVI
	Ι	1	1	1	1	0.11	I	0.11	I	1	1	1	1	0.11		PM2.5D	
	I	1	1	0.01	0.00	0.12	I	0.14	I	1	1	0.01	0.01	0.12		PM2.5T	annual)
	Ι	24.2	5.29	1	0.00	I		29.5	I	24.2	5.29	1	0.00	1		BCO2	
	Ι	0.00	35.7	965	0.00	1,667		2,758	I	0.00	35.7	965	18.1	1,739		NBCO2	
	Ι	24.2	41.0	965	0.00	1,667	I	2,787	I	24.2	41.0	965	18.1	1,739		CO2T	
	I	2.42	0.54	0.07	0.00	0.10	I	3.14	I	2.42	0.54	0.07	< 0.005	0.10		CH4	
	I	0.00	0.01	0.01	0.00	0.08	I	0.10	I	0.00	0.01	0.01	< 0.005	0.07	I	N2O	
	0.68	1	1	1	1	0.16	I	7.02	0.68	1	1	1	1	6.34	I	Я	
	0.68	84.8	58.6	969	0.00	1,693	I	2,901	0.68	84.8	58.6	696	18.2	1,770	I	CO2e	

Total	Refrig.	Waste	Water	Energy	Area	Mobile	Annual	Total	Refrig.	Waste	Water	Energy	Area	Mobile	Average Daily	Total
0.30	Ι	I	Ι	< 0.005	0.09	0.21	I	1.67	Ι	Ι	I	0.02	0.48	1.17	I	1.20
0.68	I	I	I	< 0.005	0.48	0.20	Ι	3.72	I	Ι	I	0.01	2.63	1.08	Ι	3.28
0.18	I	I	I	0.03	0.01	0.14	I	1.01	I	I	I	0.19	0.04	0.79	Ι	0.97
2.13	I	I	1	0.01	0.73	1.38	I	11.7	I	I	I	0.08	4.02	7.58	I	7.50
< 0.005	I	I	I	< 0.005	< 0.005	< 0.005	I	0.02	I	I	I	< 0.005	< 0.005	0.02	I	0.02
0.01	I	I	I	< 0.005	< 0.005	< 0.005	I	0.03	I	I	I	0.01	< 0.005	0.01	I	0.03
0.11	I	I	I	I	I	0.11	I	0.60	I	I	I	I	I	0.60	I	0.60
0.11	Ι	I	I	< 0.005	< 0.005	0.11	Ι	0.63	I	Ι	I	0.01	< 0.005	0.61	Ι	0.62
0.01	Ι	I	I	< 0.005	< 0.005	< 0.005	I	0.03	I	I	I	0.01	< 0.005	0.01	Ι	0.03
0.02	I	I	I	1	I	0.02	I	0.11	I	I	I	I	I	0.11	Ι	0.11
0.02	Ι	I	I	< 0.005	< 0.005	0.02	I	0.14	I	I	I	0.01	< 0.005	0.12	Ι	0.13
4.89	Ι	4.01	0.88	1	0.00	I	I	29.5	I	24.2	5.29	I	0.00	1	I	29.5
447	Ι	0.00	5.91	160	2.06	279	I	2,699	I	0.00	35.7	965	12.4	1,686	Ι	2,667
452	Ι	4.01	6.79	160	2.06	279	Ι	2,729	I	24.2	41.0	965	12.4	1,686	I	2,697
0.52	Ι	0.40	0.09	0.01	< 0.005	0.02	I	3.14	I	2.42	0.54	0.07	< 0.005	0.10	Ι	3.14
0.02	Ι	0.00	< 0.005	< 0.005	< 0.005	0.01	I	0.10	I	0.00	0.01	0.01	< 0.005	0.08	I	0.10
0.57	0.11	I	Ι	I	I	0.45	Ι	3.42	0.68	I	I	I	I	2.74	I	0.84
470	0.11	14.0	9.70	160	2.06	284	I	2,840	0.68	84.8	58.6	696	12.5	1,715	I	2,806

### 3. Construction Emissions Details

3.1. Demolition (2023) - Unmitigated

Daily, Summer (Max)	Onsite	Location
Ι	I	TOG
I	1	ROG
I	I	NOX
I	Ι	8
I	I	SO2
I	I	PM10E
I	I	PM10D
I	Ι	PM10T
I	Ι	PM2.5E
I	I	PM2.5D
I	I	PM2.5T
I	I	BCO2
I	1	NBCO2
I	1	CO2T
I	1	CH4
I	1	N20
I	I	R
I	1	CO2e

Hauling	Vendor	Worker	Daily, Summer (Max)	Offsite	Onsite truck	Demolitio n	Off-Road Equipmen	Annual	Onsite truck	Demolitio n	Off-Road Equipmen	Average Daily	Daily, Winter (Max)	Onsite truck	Demolitio n	Off-Road Equipmen
0.07	0.00	0.06	I	I	0.00	Ι	0.01 t	I	0.00	I	0.08 t	Ι	I	0.00	I	t 0.65
0.02	0.00	0.05	I	Ι	0.00	I	0.01	I	0.00	I	0.06	I	I	0.00	Ι	0.54
90.1	0.00	0.05	I	Ι	0.00	I	0.11	Ι	0.00	I	0.59	I	I	0.00	I	4.99
0.40	0.00	0.82	I	I	0.00	I	0.13	I	0.00	Ι	0.70	Ι	I	0.00	I	5.91
0.01	0.00	0.00	I	I	0.00	I	< 0.005	I	0.00	I	< 0.005	Ι	I	0.00	I	0.01
0.01	0.00	0.00	I	Ι	0.00	I	< 0.005	I	0.00	I	0.03	Ι	I	0.00	I	0.21
0.07	0.00	0.01	Ι	Ι	0.00	0.01	I	I	0.00	0.05	Ι	I	I	0.00	0.41	Ι
0.08	0.00	0.01	Ι	Ι	0.00	0.01	< 0.005	I	0.00	0.05	0.03	I	I	0.00	0.41	0.21
0.01	0.00	0.00	Ι	Ι	0.00	I	< 0.005	I	0.00	I	0.02	I	I	0.00	I	0.20
0.02	0.00	0.00	Ι	Ι	0.00	< 0.005	I	Ι	0.00	0.01	I	I	I	0.00	0.06	Ι
0.03	0.00	0.00	I	Ι	0.00	< 0.005	< 0.005	I	0.00	0.01	0.02	I	I	0.00	0.06	0.20
1	Ι	I	I	Ι	I	I	I	I	I	I	I	I	I	I	I	Ι
800	0.00	144	I	Ι	0.00	I	16.6	I	0.00	I	100	I	I	0.00	I	852
800	0.00	144	I	Ι	0.00	I	16.6	I	0.00	I	100	I	I	0.00	I	852
0.05	0.00	0.01	I	I	0.00	I	< 0.005	I	0.00	Ι	< 0.005	Ι	I	0.00	I	0.03
0.14	0.00	< 0.005	I	I	0.00	I	< 0.005	I	0.00	Ι	< 0.005	Ι	I	0.00	I	0.01
1.98	0.00	0.61	Ι	Ι	0.00	I	I	1	0.00	Ι	I	I	I	0.00	I	I
016	0.00	147	I	Ι	0.00	I	16.7	I	0.00	Ι	101	I	I	0.00	Ι	855

Hauling	Vendor	Worker	Annual	Hauling	Vendor	Worker	Average Daily	Daily, Winter (Max)
< 0.005	0.00	< 0.005	I	0.01	0.00	0.01	Ι	I
< 0.005	0.00	< 0.005	I	< 0.005	0.00	0.01	I	l
0.02	0.00	< 0.005	1	0.13	0.00	0.01	I	I
0.01	0.00	0.02	1	0.05	0.00	0.09	I	I
< 0.005	0.00	0.00	1	< 0.005	0.00	0.00	I	I
< 0.005	0.00	0.00	1	< 0.005	0.00	0.00	I	I
< 0.005	0.00	< 0.005	1	0.01	0.00	< 0.005	I	I
< 0.005	0.00	< 0.005	I	0.01	0.00	< 0.005	I	I
< 0.005	0.00	0.00	I	< 0.005	0.00	0.00	I	I
< 0.005	0.00	0.00	I	< 0.005	0.00	0.00	Ι	I
< 0.005	0.00	0.00	I	< 0.005	0.00	0.00	I	I
I	1	I	1	I	I	I	Ι	I
16.9	0.00	2.71	I	102	0.00	16.4	I	I
16.9	0.00	2.71	1	102	0.00	16.4	I	I
< 0.005	0.00	< 0.005	1	0.01	0.00	< 0.005	I	I
< 0.005	0.00	< 0.005	1	0.02	0.00	< 0.005	I	I
0.02	0.00	0.01	1	0.10	0.00	0.03	I	I
17.7	0.00	2.75	1	107	0.00	16.6	I	I

#### 3.3. Grading (2023) - Unmitigated

Daily, Winter (Max)	Onsite truck	Dust From Material Movemen	Off-Road Equipmer	Daily, Summer (Max)	Onsite	Location
I	0.00	⇒ I	1.52 nt	I	I	TOG
I	0.00	I	1.28	I	I	ROG
I	0.00	I	12.6	I	I	NOX
I	0.00	I	11.4	I	I	8
I	0.00	I	0.02	I	I	SO2
I	0.00	I	0.60	I	I	PM10E
I	0.00	1.39	I	I	I	PM10D
I	0.00	1.39	0.60	I	I	PM10T
I	0.00	I	0.55	I	I	PM2.5E
I	0.00	0.67	I	I	I	PM2.5D
I	0.00	0.67	0.55	I	I	PM2.5T
I	I	I	Ι	I	I	BCO2
I	0.00	I	1,713	I	I	NBCO2
I	0.00	I	1,713	I	Ι	CO2T
I	0.00	I	0.07	I	I	CH4
I	0.00	I	0.01	I	I	N20
I	0.00	I	I	I	1	π
I	0.00	I	1,719	I	Ι	CO2e

Vendor	Worker	Average Daily	Daily, Winter (Max)	Hauling	Vendor	Worker	Daily, Summer (Max)	Offsite	Onsite truck	Dust From Material Movemen	Off-Road Equipmer	Annual	Onsite truck	Dust From Material Movemen	Off-Road Equipmer	Average Daily
0.00	0.01	I	I	0.48	0.00	0.04	I	I	0.00	· · ·	0.03 It	I	0.00	· · ·	0.18 <sup>nt</sup>	I
0.00	< 0.005	I	Ι	0.12	0.00	0.04	I	I	0.00	I	0.03	I	0.00	I	0.15	1
0.00	0.01	I	Ι	7.65	0.00	0.04	I	I	0.00	I	0.28	I	0.00	I	1.52	1
0.00	0.07	I	I	2.80	0.00	0.61	I	I	0.00	I	0.25	I	0.00	I	1.37	I
0.00	0.00	Ι	I	0.04	0.00	0.00	I	Ι	0.00	I	< 0.005	I	0.00	I	< 0.005	I
0.00	0.00	I	Ι	0.08	0.00	0.00	I	Ι	0.00	I	0.01	Ι	0.00	I	0.07	I
0.00	< 0.005	Ι	Ι	0.49	0.00	0.01	I	Ι	0.00	0.03	Ι	I	0.00	0.17	Ι	I
0.00	< 0.005	I	I	0.57	0.00	0.01	Ι	I	0.00	0.03	0.01	I	0.00	0.17	0.07	I
0.00	0.00	I	I	0.08	0.00	0.00	I	I	0.00	I	0.01	I	0.00	I	0.07	I
0.00	0.00	Ι	I	0.15	0.00	0.00	I	Ι	0.00	0.01	I	I	0.00	0.08	I	I
0.00	0.00	Ι	I	0.23	0.00	0.00	I	Ι	0.00	0.01	0.01	I	0.00	0.08	0.07	I
I	Ι	I	I	Ι	Ι	1	I	I	I	I	I	I	I	I	I	I
0.00	12.6	I	Ι	6,096	0.00	108	I	Ι	0.00	I	34.2	Ι	0.00	I	206	I
0.00	12.6	Ι	I	6,096	0.00	108	I	Ι	0.00	I	34.2	I	0.00	I	206	I
0.00	< 0.005	I	I	0.35	0.00	< 0.005	I	I	0.00	I	< 0.005	I	0.00	I	0.01	I
0.00	< 0.005	I	I	0.96	0.00	< 0.005	Ι	I	0.00	I	< 0.005	I	0.00	I	< 0.005	I
0.00	0.02	Ι	Ι	13.9	0.00	0.46	I	Ι	0.00	I	Ι	I	0.00	I	Ι	I
0.00	12.7	I	I	6,405	0.00	110	I	Ι	0.00	I	34.3	I	0.00	I	207	I

14/49

fauling	Vendor	Norker	Annual	Hauling
0.01	0.00	< 0.005	Ι	0.06
< 0.005	0.00	< 0.005	I	0.01
0.18	0.00	< 0.005	I	0.97
0.06	0.00	0.01	Ι	0.34
< 0.005	0.00	0.00	I	< 0.005
< 0.005	0.00	0.00	I	0.01
0.01	0.00	< 0.005	I	0.06
0.01	0.00	< 0.005	I	0.07
< 0.005	0.00	0.00	I	0.01
< 0.005	0.00	0.00	I	0.02
< 0.005	0.00	0.00	I	0.03
I	I	I	I	I
122	0.00	2.08	I	735
122	0.00	2.08	I	735
0.01	0.00	< 0.005	Ι	0.04
0.02	0.00	< 0.005	I	0.12
0.12	0.00	< 0.005	Ι	0.72
128	0.00	2.11	Ι	771

### 3.5. Building Construction (2023) - Unmitigated

Onsite truck	Off-Road Equipmen	Annual	Onsite truck	Off-Road Equipmen	Average Daily	Onsite truck	Off-Road Equipmen	Daily, Winter (Max)	Daily, Summer (Max)	Onsite	Location
0.00	0.02 t	Ι	0.00	0.13 t	I	0.00	0.69 t	I	I	Ι	TOG
0.00	0.02	I	0.00	0.11	I	0.00	0.58	I	I	I	ROG
0.00	0.19	Ι	0.00	1.07	I	0.00	5.93	I	I	1	NOX
0.00	0.23	I	0.00	1.26	I	0.00	7.00	I	I	I	8
0.00	< 0.005	Ι	0.00	< 0.005	I	0.00	0.01	I	I	I	SO2
0.00	0.01	I	0.00	0.05	I	0.00	0.28	I	I	1	PM10E
0.00	I	I	0.00	I	I	0.00	I	I	I	1	PM10D
0.00	0.01	I	0.00	0.05	I	0.00	0.28	I	I	I	PM10T
0.00	0.01	I	0.00	0.05	I	0.00	0.26	I	I	1	PM2.5E
0.00	I	I	0.00	I	I	0.00	I	I	I	1	PM2.5D
0.00	0.01	I	0.00	0.05	I	0.00	0.26	I	I	1	PM2.5T
Ι	I	I	I	I	I	I	I	I	I	1	BCO2
0.00	38.9	I	0.00	235	I	0.00	1,305	I	I	I	NBCO2
0.00	38.9	I	0.00	235	I	0.00	1,305	I	I	I	CO2T
0.00	< 0.005	I	0.00	0.01	I	0.00	0.05	I	I	1	CH4
0.00	< 0.005	I	0.00	< 0.005	I	0.00	0.01	I	I	I	N20
0.00	I	I	0.00	I	I	0.00	I	I	I	I	R
0.00	39.0	1	0.00	236	I	0.00	1,309	I	I	1	CO2e

Hauling	Vendor	Worker	Annual	Hauling	Vendor	Worker	Average Daily	Hauling	Vendor	Worker	Daily, Winter (Max)	Daily, Summer (Max)	Offsite
0.00	< 0.005	0.01	I	0.00	0.01	0.07	I	0.00	0.04	0.39	I	I	I
0.00	< 0.005	0.01	I	0.00	< 0.005	0.06	I	0.00	0.02	0.32	I	I	I
0.00	0.02	0.01	I	0.00	0.11	0.08	I	0.00	0.59	0.43	I	I	I
0.00	0.01	0.17	I	0.00	0.05	0.91	I	0.00	0.29	4.82	I	I	I
0.00	< 0.005	0.00	I	0.00	< 0.005	0.00	I	0.00	< 0.005	0.00	I	I	I
0.00	< 0.005	0.00	I	0.00	< 0.005	0.00	I	0.00	0.01	0.00	I	I	I
0.00	< 0.005	< 0.005	I	0.00	< 0.005	0.01	I	0.00	0.03	0.06	I	I	I
0.00	< 0.005	< 0.005	I	0.00	0.01	0.01	I	0.00	0.03	0.06	I	I	I
0.00	< 0.005	0.00	I	0.00	< 0.005	0.00	I	0.00	0.01	0.00	I	I	I
0.00	< 0.005	0.00	I	0.00	< 0.005	0.00	I	0.00	0.01	0.00	I	I	I
0.00	< 0.005	0.00	I	0.00	< 0.005	0.00	I	0.00	0.02	0.00	I	I	I
I	Ι	I	Ι	I	Ι	I	I	I	I	Ι	I	I	I
0.00	13.9	28.8	I	0.00	84.0	174	Ι	0.00	466	951	I	I	I
0.00	13.9	28.8	I	0.00	84.0	174	Ι	0.00	466	951	I	I	I
0.00	< 0.005	< 0.005	I	0.00	< 0.005	0.01	I	0.00	0.02	0.04	I	I	I
0.00	< 0.005	< 0.005	I	0.00	0.01	0.01	I	0.00	0.06	0.03	I	I	I
0.00	0.02	0.05	Ι	0.00	0.10	0.33	I	0.00	0.03	0.11	I	I	I
0.00	14.5	29.2	I	0.00	87.5	176	I	0.00	486	962	I	I	I

### 3.7. Building Construction (2024) - Unmitigated

Off-Road Equipmer	Daily, Summer (Max)	Onsite	Location	
0.67 1t	I	I	TOG	
0.56	I	I	ROG	
5.60	I	Ι	NOX	
6.98	I	I	8	· · · · · · · · · · · · · · · · · · ·
0.01	I	I	SO2	
0.26	I	Ι	PM10E	
I	I	I	PM10D	
0.26	I	I	PM10T	
0.23	I	I	PM2.5E	
I	I	I	PM2.5D	
0.23	I	Ι	PM2.5T	(
Ι	I	Ι	BCO2	
1,305	I	Ι	NBCO2	
1,305	I	I	CO2T	
0.05	I	I	CH4	
0.01	I	I	N20	
I	I	I	₽	
1,309	I	Ι	CO2e	

	Hauling	Vendor	Worker	Daily, Winter (Max)	Hauling	Vendor	Worker	Daily, Summer (Max)	Offsite	Onsite truck	Off-Road Equipmer	Annual	Onsite truck	Off-Road Equipmer	Average Daily	Onsite truck	Off-Road Equipmer	Daily, Winter (Max)	Onsite truck
	0.00	0.04	0.34	I	0.00	0.04	0.35	I	I	0.00	0.09 1t	I	0.00	0.48 nt	I	0.00	0.67 1t	I	0.00
	0.00	0.01	0.31	I	0.00	0.01	0.31	I	I	0.00	0.07	I	0.00	0.40	I	0.00	0.56	I	0.00
	0.00	0.56	0.39	I	0.00	0.54	0.33	I	I	0.00	0.73	I	0.00	4.01	I	0.00	5.60	I	0.00
	0.00	0.27	4.43	I	0.00	0.27	5.24	I	1	0.00	0.91	I	0.00	5.00	I	0.00	6.98	I	0.00
	0.00	< 0.005	0.00	I	0.00	< 0.005	0.00	I	1	0.00	< 0.005	I	0.00	0.01	I	0.00	0.01	I	0.00
	0.00	0.01	0.00	I	0.00	0.01	0.00	I	I	0.00	0.03	I	0.00	0.18	I	0.00	0.26	I	0.00
	0.00	0.03	0.06	I	0.00	0.03	0.06	I	1	0.00	I	I	0.00	I	I	0.00	I	I	0.00
	0.00	0.03	0.06	I	0.00	0.03	0.06	I	I	0.00	0.03	I	0.00	0.18	I	0.00	0.26	I	0.00
17/49	0.00	0.01	0.00	I	0.00	0.01	0.00	I	1	0.00	0.03	I	0.00	0.17	I	0.00	0.23	I	0.00
	0.00	0.01	0.00	I	0.00	0.01	0.00	I	1	0.00	I	1	0.00	I	I	0.00	I	I	0.00
	0.00	0.02	0.00	I	0.00	0.02	0.00	I	I	0.00	0.03	I	0.00	0.17	I	0.00	0.23	I	0.00
	I	I	I	I	I	I	I	I	I	Ι	I	I	I	Ι	I	Ι	I	I	Ι
	0.00	460	930	I	0.00	460	982	Ι	1	0.00	155	1	0.00	935	I	0.00	1,305	I	0.00
	0.00	460	930	I	0.00	460	982	Ι	1	0.00	155	I	0.00	935	I	0.00	1,305	I	0.00
	0.00	0.02	0.04	I	0.00	0.02	0.04	I	I	0.00	0.01	Ι	0.00	0.04	I	0.00	0.05	I	0.00
	0.00	0.06	0.03	I	0.00	0.06	0.03	I	I	0.00	< 0.005	I	0.00	0.01	I	0.00	0.01	I	0.00
	0.00	0.03	0.10	I	0.00	1.25	3.87	I	I	0.00	I	I	0.00	I	I	0.00	I	I	0.00
	0.00	479	942	I	0.00	480	996	I	1	0.00	155	I	0.00	938	I	0.00	1,309	I	0.00

Hauling	Vendor	Worker	Annual	Hauling	Vendor	Worker	Average Daily
0.00	< 0.005	0.04	1	0.00	0.03	0.24	Ι
0.00	< 0.005	0.04	I	0.00	0.01	0.22	I
0.00	0.07	0.05	1	0.00	0.41	0.28	I
0.00	0.04	0.61	I	0.00	0.19	3.34	I
0.00	< 0.005	0.00	I	0.00	< 0.005	0.00	I
0.00	< 0.005	0.00	1	0.00	< 0.005	0.00	I
0.00	< 0.005	0.01	1	0.00	0.02	0.04	I
0.00	< 0.005	0.01	1	0.00	0.02	0.04	I
0.00	< 0.005	0.00	1	0.00	< 0.005	0.00	I
0.00	< 0.005	0.00	1	0.00	0.01	0.00	I
0.00	< 0.005	0.00	I	0.00	0.01	0.00	I
I	I	I	I	I	I	l	I
0.00	54.5	112	1	0.00	329	676	I
0.00	54.5	112	1	0.00	329	676	I
0.00	< 0.005	< 0.005	I	0.00	0.01	0.03	I
0.00	0.01	< 0.005	I	0.00	0.05	0.02	I
0.00	0.06	0.20	I	0.00	0.38	1.20	I
0.00	56.9	113	I	0.00	344	685	I

### 3.9. Building Construction (2025) - Unmitigated

#### aria Dollutante (Ib/day for daily ton/yr fo DHD pu 22 ÷ 2

Average Daily	Onsite truck	Off-Road Equipmer	Daily, Winter (Max)	Onsite truck	Off-Road Equipmer	Daily, Summer (Max)	Onsite	Location	Criteria
I	0.00	0.62 It	I	0.00	0.62 It	I	1	TOG	Pollutan
I	0.00	0.52	I	0.00	0.52	I	Ι	ROG	is (ib/da)
I	0.00	5.14	I	0.00	5.14	I	1	NOX	y tor dall
I	0.00	6.94	I	0.00	6.94	I	1	8	y, ton/yr
I	0.00	0.01	I	0.00	0.01	I	I	SO2	tor annu
I	0.00	0.22	I	0.00	0.22	I	1	PM10E	ial) and
I	0.00	Ι	I	0.00	I	I	1	PM10D	GHGS (I
I	0.00	0.22	I	0.00	0.22	I	1	PM10T	b/day tor
I	0.00	0.20	I	0.00	0.20	I	1	PM2.5E	' daily, iv
I	0.00	I	I	0.00	I	I	1	PM2.5D	II /yr tor
I	0.00	0.20	I	0.00	0.20	I	1	PM2.5T	annual)
I	I	I	I	I	I	I	1	BCO2	
I	0.00	1,305	I	0.00	1,305	I	1	NBCO2	
I	0.00	1,305	I	0.00	1,305	I	1	CO2T	
I	0.00	0.05	I	0.00	0.05	I	1	CH4	
I	0.00	0.01	I	0.00	0.01	I	1	N20	
I	0.00	I	I	0.00	I	I	I	Я	
I	0.00	1,309	I	0.00	1,309	I	1	CO2e	

Hauling	Vendor	Worker	Annual	Hauling	Vendor	Worker	Average Daily	Hauling	Vendor	Worker	Daily, Winter (Max)	Hauling	Vendor	Worker	Daily, Summer (Max)	Offsite	Onsite truck	Off-Road Equipmen	Annual	Onsite truck	Off-Road Equipmen
0.00	< 0.005	0.02	1	0.00	0.01	0.10	Ι	0.00	0.03	0.33	I	0.00	0.03	0.33	I	I	0.00	0.03 It	I	0.00	0.18 It
0.00	< 0.005	0.02	1	0.00	< 0.005	0.09	I	0.00	0.01	0.30	I	0.00	0.01	0.30	I	I	0.00	0.03	I	0.00	0.15
0.00	0.03	0.02	1	0.00	0.16	0.11	I	0.00	0.54	0.33	I	0.00	0.51	0.30	I	I	0.00	0.28	I	0.00	1.52
0.00	0.01	0.23	I	0.00	0.07	1.27	I	0.00	0.25	4.10	I	0.00	0.25	4.84	I	I	0.00	0.37	Ι	0.00	2.05
0.00	< 0.005	0.00	1	0.00	< 0.005	0.00	I	0.00	< 0.005	0.00	I	0.00	< 0.005	0.00	I	I	0.00	< 0.005	1	0.00	< 0.005
0.00	< 0.005	0.00	1	0.00	< 0.005	0.00	I	0.00	0.01	0.00	I	0.00	0.01	0.00	I	1	0.00	0.01	1	0.00	0.06
0.00	< 0.005	< 0.005	I	0.00	0.01	0.02	I	0.00	0.03	0.06	I	0.00	0.03	0.06	I	I	0.00	I	I	0.00	I
0.00	< 0.005	< 0.005	I	0.00	0.01	0.02	I	0.00	0.03	0.06	I	0.00	0.03	0.06	I	I	0.00	0.01	I	0.00	0.06
0.00	< 0.005	0.00	1	0.00	< 0.005	0.00	I	0.00	< 0.005	0.00	I	0.00	< 0.005	0.00	I	I	0.00	0.01	I	0.00	0.06
0.00	< 0.005	0.00	1	0.00	< 0.005	0.00	I	0.00	0.01	0.00	I	0.00	0.01	0.00	I	1	0.00	I	1	0.00	I
0.00	< 0.005	0.00	1	0.00	< 0.005	0.00	I	0.00	0.01	0.00	I	0.00	0.01	0.00	I	I	0.00	0.01	1	0.00	0.06
I	I	Ι	I	I	I	l	I	I	I	I	I	I	I	I	I	I	I	I	Ι	I	I
0.00	22.1	45.2	1	0.00	134	273	I	0.00	452	911	I	0.00	452	961	I	I	0.00	63.8	1	0.00	386
0.00	22.1	45.2	1	0.00	134	273	I	0.00	452	911	I	0.00	452	961	I	1	0.00	63.8	1	0.00	386
0.00	< 0.005	< 0.005	I	0.00	0.01	0.01	I	0.00	0.02	0.04	I	0.00	0.02	0.04	I	I	0.00	< 0.005	I	0.00	0.02
0.00	< 0.005	< 0.005	1	0.00	0.02	0.01	I	0.00	0.06	0.03	I	0.00	0.06	0.03	I	I	0.00	< 0.005	1	0.00	< 0.005
0.00	0.03	0.07	I	0.00	0.16	0.45	I	0.00	0.03	0.09	I	0.00	1.24	3.52	I	I	0.00	I	I	0.00	I
0.00	23.1	45.8	Ι	0.00	139	277	I	0.00	472	922	I	0.00	473	976	I	Ι	0.00	64.1	Ι	0.00	387

19 / 49

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### 3.11. Architectural Coating (2025) - Unmitigated

Onsite	Architect ural Coatings	Off-Road Equipmer	Average Daily	Onsite truck	Architect ural Coatings	Off-Road Equipmer	Daily, Winter (Max)	Onsite truck	Architect ural Coatings	Off-Road Equipmer	Daily, Summer (Max)	Onsite	Location	Criteria
0.00	I	0.04 1t	I	0.00	I	0.15 1t	I	0.00	I	0.15 ht	I	I	TOG	Pollutan
0.00	1.62	0.03	I	0.00	6.96	0.13	I	0.00	6.96	0.13	I	I	ROG	ts (lb/day
0.00	I	0.21	I	0.00	I	0.88	I	0.00	I	0.88	I	I	NOX	y for dail
0.00	I	0.27	I	0.00	I	1.14	I	0.00	I	1.14	I	I	8	y, ton/yr
0.00	I	< 0.005	I	0.00	I	< 0.005	I	0.00	I	< 0.005	I	I	SO2	for annu
0.00	I	0.01	I	0.00	I	0.03	I	0.00	I	0.03	I	I	PM10E	al) and (
0.00	I	I	I	0.00	I	I	I	0.00	I	I	I	I	PM10D	GHGs (II
0.00	I	0.01	Ι	0.00	I	0.03	I	0.00	I	0.03	I	I	PM10T	b/day for
0.00	I	0.01	Ι	0.00	I	0.03	I	0.00	I	0.03	I	1	PM2.5E	<sup>.</sup> daily, M
0.00	I	Ι	Ι	0.00	I	Ι	I	0.00	I	I	I	1	PM2.5D	IT/yr for
0.00	I	0.01	Ι	0.00	I	0.03	I	0.00	I	0.03	I	1	PM2.5T	annual)
I	I	I	Ι	I	I	I	I	I	I	I	I	1	BCO2	
0.00	I	31.1	Ι	0.00	I	134	I	0.00	I	134	I	I	NBCO2	
0.00	I	31.1	Ι	0.00	I	134	I	0.00	I	134	I	1	CO2T	
0.00	I	< 0.005	Ι	0.00	I	0.01	I	0.00	I	0.01	I	I	CH4	
0.00	I	< 0.005	Ι	0.00	I	< 0.005	I	0.00	I	< 0.005	I	I	N2O	
0.00	I	I	I	0.00	I	I	I	0.00	I	I	I	I	Я	
0.00	I	31.2	Ι	0.00	I	134	I	0.00	I	134	I	I	CO2e	

20 / 49

Annual	Ι	I	Ι	Ι	I	I	Ι	Ι	Ι	Ι	Ι	I	Ι	Ι	Ι	I	I	Ι
Off-Road Equipmen	0.01 t	0.01	0.04	0.05	< 0.005	< 0.005	Ι	< 0.005	< 0.005	I	< 0.005	I	5.15	5.15	< 0.005	< 0.005	Ι	5.17
Architect ural Coatings	I	0.30	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	Ι
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	I	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	Ι	Ι	Ι	Ι	I	Ι	Ι	Ι	I	Ι	Ι	Ι	I	Ι	Ι	Ι	Ι	Ι
Daily, Summer (Max)	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	Ι
Worker	0.07	0.06	0.06	0.97	0.00	0.00	0.01	0.01	0.00	0.00	0.00	I	192	192	0.01	0.01	0.70	195
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	I	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	I	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	I	I	I	I	I	I	I	I	I	I	I	I	I	Ι	Ι	I	I	I
Worker	0.07	0.06	0.07	0.82	0.00	0.00	0.01	0.01	0.00	0.00	0.00	Ι	182	182	0.01	0.01	0.02	184
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	I	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Ι	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	I	I	I	Ι	Ι	Ι	Ι	Ι	I	I	I	I	I	I	I	Ι	I	Ι
Worker	0.02	0.01	0.02	0.20	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	I	43.1	43.1	< 0.005	< 0.005	0.07	43.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	I	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	I	0.00	0.00	0.00	0.00	0.00	0.00
Annual	I	I	Ι	I	I	Ι	I	I	I	I	I	I	Ι	Ι	I	I	Ι	Ι
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	Ι	7.13	7.13	< 0.005	< 0.005	0.01	7.23
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Ι	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	I	0.00	0.00	0.00	0.00	0.00	0.00

#### 3.13. Trenching (2023) - Unmitigated

Daily, Winter (Max)	Daily, Summer (Max)	Offsite	Onsite truck	Off-Road Equipmer	Annual	Onsite truck	Off-Road Equipmer	Average Daily	Onsite truck	Off-Road Equipmer	Daily, Winter (Max)	Daily, Summer (Max)	Onsite	Location	Criteria
I	I	I	0.00	0.01 1t	I	0.00	0.06 1t	I	0.00	0.34 1t	I	I	I	TOG	Pollutan
I	I	I	0.00	0.01	1	0.00	0.05	I	0.00	0.29	I	I	I	ROG	ts (lb/da
I	I	I	0.00	0.06	I	0.00	0.34	I	0.00	1.86	I	I	I	NOX	y for dai
I	I	I	0.00	0.06	I	0.00	0.32	I	0.00	1.77	I	I	I	8	ly, ton/yr
I	I	I	0.00	< 0.005	I	0.00	< 0.005	I	0.00	< 0.005	I	I	I	SO2	for annu
I	I	I	0.00	< 0.005	I	0.00	0.02	I	0.00	0.09	I	I	1	PM10E	ial) and (
I	I	I	0.00	Ι	I	0.00	Ι	Ι	0.00	Ι	I	I	1	PM10D	GHGs (I
I	I	I	0.00	< 0.005	I	0.00	0.02	Ι	0.00	0.09	I	I	1	PM10T	b/day for
I	I	I	0.00	< 0.005	I	0.00	0.02	I	0.00	0.09	I	I	Ι	PM2.5E	<sup>.</sup> daily, M
I	I	I	0.00	I	I	0.00	Ι	I	0.00	I	I	I	Ι	PM2.5D	IT/yr for
I	I	I	0.00	< 0.005	I	0.00	0.02	Ι	0.00	0.09	I	I	1	PM2.5T	annual)
I	I	I	I	I	I	I	I	I	I	I	I	I	I	BCO2	
I	I	I	0.00	8.01	I	0.00	48.4	I	0.00	269	I	I	Ι	NBCO2	
I	I	I	0.00	8.01	I	0.00	48.4	I	0.00	269	I	I	Ι	CO2T	
I	I	I	0.00	< 0.005	I	0.00	< 0.005	I	0.00	0.01	I	I	Ι	CH4	
I	I	I	0.00	< 0.005	1	0.00	< 0.005	I	0.00	< 0.005	Ι	Ι	l	N20	
	I	I	0.00	Ι	I	0.00	I	I	0.00	Ι	Ι	Ι	1	ע	
Ι	I	Ι	0.00	8.04	Ι	0.00	48.6	I	0.00	270	Ι	I	I	CO2e	

fauling	/endor	Norker	Annual	Hauling	Vendor	Norker	Average Daily	Hauling	/endor	Norker
0.00	0.00	< 0.005	I	0.00	0.00	< 0.005	I	0.00	0.00	0.03
0.00	0.00	< 0.005	I	0.00	0.00	< 0.005	I	0.00	0.00	0.02
0.00	0.00	< 0.005	I	0.00	0.00	0.01	I	0.00	0.00	0.03
0.00	0.00	0.01	I	0.00	0.00	0.07	I	0.00	0.00	0.35
0.00	0.00	0.00	I	0.00	0.00	0.00	I	0.00	0.00	0.00
0.00	0.00	0.00	I	0.00	0.00	0.00	I	0.00	0.00	0.00
0.00	0.00	< 0.005	I	0.00	0.00	< 0.005	I	0.00	0.00	< 0.005
0.00	0.00	< 0.005	I	0.00	0.00	< 0.005	I	0.00	0.00	< 0.005
0.00	0.00	0.00	I	0.00	0.00	0.00	I	0.00	0.00	0.00
0.00	0.00	0.00	I	0.00	0.00	0.00	I	0.00	0.00	0.00
0.00	0.00	0.00	I	0.00	0.00	0.00	I	0.00	0.00	0.00
1	I	I	I	Ι	I	I	I	I	I	Ι
0.00	0.00	2.07	I	0.00	0.00	12.5	I	0.00	0.00	68.4
0.00	0.00	2.07	I	0.00	0.00	12.5	I	0.00	0.00	68.4
0.00	0.00	< 0.005	I	0.00	0.00	< 0.005	I	0.00	0.00	< 0.005
0.00	0.00	< 0.005	I	0.00	0.00	< 0.005	I	0.00	0.00	< 0.005
0.00	0.00	< 0.005	I	0.00	0.00	0.02	I	0.00	0.00	0.01
0.00	0.00	2.10	I	0.00	0.00	12.7	I	0.00	0.00	69.2

#### 3.15. Trenching (2024) - Unmitigated

Average Daily	Onsite truck	Off-Road Equipmer	Daily, Winter (Max)	Daily, Summer (Max)	Onsite	Location	
I	0.00	0.33 It	I	I	I	TOG	
I	0.00	0.27	I	I	Ι	ROG	
Ι	0.00	1.82	I	I	I	NOX	
Ι	0.00	1.74	I	I	I	8	y, (01.) y
I	0.00	< 0.005	I	I	I	S02	
I	0.00	0.09	I	I	I	PM10E	מיים א
I	0.00	I	I	I	I	PM10D	
I	0.00	0.09	I	I	I	PM10T	
I	0.00	0.08	I	I	I	PM2.5E	y, v
I	0.00	I	I	I	I	PM2.5D	
I	0.00	0.08	I	I	I	PM2.5T	
I	I	I	I	I	I	BCO2	
I	0.00	269	I	I	I	NBCO2	
I	0.00	269	I	I	I	CO2T	
I	0.00	0.01	I	I	I	CH4	
I	0.00	< 0.005	I	I	I	N20	
I	0.00	I	I	I	I	æ	
I	0.00	270	I	I	I	CO2e	

Hauling	Vendor	Worker	Annual	Hauling	Vendor	Worker	Average Daily	Hauling	Vendor	Worker	Daily, Winter (Max)	Daily, Summer (Max)	Offsite	Onsite truck	Off-Road Equipmen	Annual	Onsite truck	Off-Road Equipmen
0.00	0.00	< 0.005	Ι	0.00	0.00	< 0.005	I	0.00	0.00	0.02	I	I	I	0.00	0.01 It	Ι	0.00	0.04 It
0.00	0.00	< 0.005	I	0.00	0.00	< 0.005	Ι	0.00	0.00	0.02	I	I	I	0.00	0.01	I	0.00	0.03
0.00	0.00	< 0.005	I	0.00	0.00	< 0.005	I	0.00	0.00	0.03	I	I	I	0.00	0.04	I	0.00	0.21
0.00	0.00	0.01	I	0.00	0.00	0.04	I	0.00	0.00	0.32	I	I	I	0.00	0.04	I	0.00	0.20
0.00	0.00	0.00	I	0.00	0.00	0.00	I	0.00	0.00	0.00	I	I	I	0.00	< 0.005	I	0.00	< 0.005
0.00	0.00	0.00	I	0.00	0.00	0.00	Ι	0.00	0.00	0.00	I	I	I	0.00	< 0.005	I	0.00	0.01
0.00	0.00	< 0.005	Ι	0.00	0.00	< 0.005	I	0.00	0.00	< 0.005	I	I	I	0.00	I	I	0.00	Ι
0.00	0.00	< 0.005	Ι	0.00	0.00	< 0.005	I	0.00	0.00	< 0.005	I	I	I	0.00	< 0.005	Ι	0.00	0.01
0.00	0.00	0.00	Ι	0.00	0.00	0.00	I	0.00	0.00	0.00	I	I	I	0.00	< 0.005	Ι	0.00	0.01
0.00	0.00	0.00	Ι	0.00	0.00	0.00	I	0.00	0.00	0.00	I	I	I	0.00	Ι	I	0.00	Ι
0.00	0.00	0.00	I	0.00	0.00	0.00	I	0.00	0.00	0.00	I	I	I	0.00	< 0.005	I	0.00	0.01
I	1	I	I	I	I	Ι	I	1	1	I	I	I	I	I	I	I	Ι	I
0.00	0.00	1.32	Ι	0.00	0.00	7.97	I	0.00	0.00	66.9	I	I	I	0.00	5.23	I	0.00	31.6
0.00	0.00	1.32	Ι	0.00	0.00	7.97	I	0.00	0.00	66.9	I	I	I	0.00	5.23	I	0.00	31.6
0.00	0.00	< 0.005	I	0.00	0.00	< 0.005	I	0.00	0.00	< 0.005	I	I	Ι	0.00	< 0.005	Ι	0.00	< 0.005
0.00	0.00	< 0.005	Ι	0.00	0.00	< 0.005	I	0.00	0.00	< 0.005	I	I	I	0.00	< 0.005	I	0.00	< 0.005
0.00	0.00	< 0.005	I	0.00	0.00	0.01	Ι	0.00	0.00	0.01	I	I	I	0.00	I	I	0.00	I
0.00	0.00	1.34	I	0.00	0.00	8.08	I	0.00	0.00	67.7	I	I	I	0.00	5.24	I	0.00	31.7

4. Operations Emissions Details

24 / 49

12134 Pacific Avenue (Future) Detailed Report, 11/7/2022

#### 4.1. Mobile Emissions by Land Use

#### 4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

#### 4.2. Energy

### 4.2.1. Electricity Emissions By Land Use - Unmitigated

Annual	Total	Enclosed Parking with Elevator	Apartme nts Mid Rise	Daily, Winter (Max)	Total	Enclosed Parking with Elevator	Apartme nts Mid Rise	Daily, Summer (Max)	Land Use
I	I	I	I	Ι	I	Ι	I	I	TOG
Ι	1	I	I	I	I	I	I	I	ROG
1	I	I	I	I	I	I	I	I	NOX
I	I	I	I	I	I	I	I	I	8
Ι	I	I	I	I	I	I	I	I	SO2
1	I	I	I	I	I	I	I	I	PM10E
1	I	I	I	I	I	I	I	I	PM10D
1	I	I	I	I	I	I	I	I	PM10T
1	I	I	I	I	I	I	I	I	PM2.5E
Ι	1	I	I	I	I	I	I	I	PM2.5D
Ι	I	I	I	I	I	I	I	I	PM2.5T
Ι	I	I	I	I	I	I	I	I	BCO2
I	730	270	460	I	730	270	460	I	NBCO2
1	730	270	460	I	730	270	460	I	CO2T
Ι	0.05	0.02	0.03	I	0.05	0.02	0.03	I	CH4
1	0.01	< 0.005	< 0.005	I	0.01	< 0.005	< 0.005	I	N2O
1	1	I	I	I	I	I	I	I	C
1	733	271	462	I	733	271	462	I	CO2e

otal	Enclosed <sup>D</sup> arking with Elevator	Apartme Mid Rise
I	Ι	Ι
I	I	I
I	I	I
I	I	I
I	I	Ι
I	I	I
I	I	I
I	I	I
I	I	I
I	I	I
I	I	Ι
I	I	I
121	44.7	76.1
121	44.7	76.1
0.01	< 0.005	0.01
< 0.005	< 0.005	< 0.005
I	I	I
121	44.9	76.5

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Total	Enclosed Parking with Elevator	Apartme nts Mid Rise	Daily, Winter (Max)	Total	Enclosed Parking with Elevator	Apartme nts Mid Rise	Daily, Summer (Max)	Land Use	
0.02	0.00	0.02	I	0.02	0.00	0.02	I	TOG	
0.01	0.00	0.01	I	0.01	0.00	0.01	I	ROG	ווס (וט/טמ
0.19	0.00	0.19	I	0.19	0.00	0.19	I	NOX	
0.08	0.00	0.08	I	0.08	0.00	0.08	I	8	ו א, ויטווי או
< 0.005	0.00	< 0.005	I	< 0.005	0.00	< 0.005	I	SO2	
0.01	0.00	0.01	I	0.01	0.00	0.01	I	PM10E	iai) ai iu
I	I	I	I	1	I	I	I	PM10D	
0.01	0.00	0.01	I	0.01	0.00	0.01	I	PM10T	
0.01	0.00	0.01	I	0.01	0.00	0.01	I	PM2.5E	r daliy, iv
I	I	I	I	1	I	I	I	PM2.5D	i i y i oi
0.01	0.00	0.01	I	0.01	0.00	0.01	I	PM2.5T	
I	I	I	I	1	I	I	I	BCO2	
235	0.00	235	I	235	0.00	235	I	NBCO2	
235	0.00	235	I	235	0.00	235	I	CO2T	
0.02	0.00	0.02	I	0.02	0.00	0.02	I	CH4	
< 0.005	0.00	< 0.005	I	< 0.005	0.00	< 0.005	I	N2O	
I	I	I	I	I	I	I	I	ת	
236	0.00	236	I	236	0.00	236	I	CO2e	

Total	Enclosed Parking with Elevator	Apartme nts Mid Rise	Annual
< 0.005	0.00	< 0.005	Ι
< 0.005	0.00	< 0.005	Ι
0.03	0.00	0.03	I
0.01	0.00	0.01	I
< 0.005	0.00	< 0.005	I
< 0.005	0.00	< 0.005	Ι
I	I	I	I
< 0.005	0.00	< 0.005	I
< 0.005	0.00	< 0.005	I
Ι	I	I	Ι
< 0.005	0.00	< 0.005	I
Ι	I	I	I
39.0	0.00	39.0	I
39.0	0.00	39.0	I
< 0.005	0.00	< 0.005	I
< 0.005	0.00	< 0.005	Ι
1	I	I	Ι
39.1	0.00	39.1	Ι

#### 4.3. Area Emissions by Source

4.3.2. Unmitigated

Daily, Winter (Max)	Total	Landsca pe Equipme nt	Architect ural Coatings	Consum er Products	Hearths	Daily, Summer (Max)	Source	0
I	0.70	0.70	I	I	0.00	I	TOG	
I	2.84	0.65	0.16	2.02	0.00	I	ROG	-
I	0.06	0.06	I	I	0.00	I	NOX	
I	5.87	5.87	I	I	0.00	I	CO	
I	< 0.005	< 0.005	I	I	0.00	I	SO2	
I	< 0.005	< 0.005	I	I	0.00	I	PM10E	
I	1	I	I	I	1	I	PM10D	
I	< 0.005	< 0.005	I	I	0.00	I	PM10T	
I	0.01	0.01	I	I	0.00	I	PM2.5E	
I	1	I	Ι	I	I	I	PM2.5D	
I	0.01	0.01	I	I	0.00	I	PM2.5T	,
I	0.00	I	I	I	0.00	I	BCO2	
I	18.1	18.1	I	I	0.00	I	NBCO2	
I	18.1	18.1	I	Ι	0.00	I	CO2T	
Ι	< 0.005	< 0.005	I	I	0.00	I	CH4	
I	< 0.005	< 0.005	I	I	0.00	I	N2O	
Ι	I	I	I	I	I	I	J	
I	18.2	18.2	I	Ι	0.00	I	CO2e	

Total	Landsca pe Equipme nt	Architect ural Coatings	Consum er Products	Hearths	Annual	Total	Architect ural Coatings	Consum er Products	Hearths
0.09	0.09	I	I	0.00	I	0.00	I	I	0.00
0.48	0.08	0.03	0.37	0.00	I	2.19	0.16	2.02	0.00
0.01	0.01	Ι	I	0.00	I	0.00	I	I	0.00
0.73	0.73	I	I	0.00	I	0.00	I	I	0.00
< 0.005	< 0.005	I	I	0.00	I	0.00	I	I	0.00
< 0.005	< 0.005	I	I	0.00	I	0.00	I	I	0.00
I	I	I	I	I	I	I	I	I	I
< 0.005	< 0.005	I	I	0.00	I	0.00	I	I	0.00
< 0.005	< 0.005	I	I	0.00	I	0.00	I	I	0.00
I	I	Ι	I	I	I	1	I	I	I
< 0.005	< 0.005	I	I	0.00	I	0.00	I	I	0.00
0.00	I	I	I	0.00	I	0.00	I	I	0.00
2.06	2.06	I	I	0.00	I	0.00	I	I	0.00
2.06	2.06	I	I	0.00	I	0.00	I	I	0.00
< 0.005	< 0.005	I	I	0.00	Ι	0.00	I	I	0.00
< 0.005	< 0.005	I	I	0.00	Ι	0.00	I	I	0.00
I	I	I	I	I	I	I	I	I	I
2.06	2.06	I	I	0.00	Ι	0.00	I	I	0.00

#### 4.4. Water Emissions by Land Use

#### 4.4.2. Unmitigated

Indicating (indicative) indicative) indicative (indicative) indicative (indicative) indicative (indicative) indicative (indicative) indicative)     Indicative   NOX   CO   SO2   PM10E   PM10D   PM10T   PM2.5E   PM2.5D   PM2.5T   BCO2   NBCO2   CO2T   CH4   N2O   R   CO2e     -	Daily, Summer (Max)	Land Use	
Rog   Nox   CO   So2   PM10E   PM10D   PM10T   PM2.5E   PM2.5D   PM2.5T   BCO2   NBCO2   CO2T   CH4   N2O   R   CO2e     -	I	TOG	
y for daily, torry for annual, and or for for or for or grinday for daily, in ry for annual,   Mox   CO   SO2   PM10E   PM10D   PM10T   PM2.5E   PM2.5D   PM2.5T   BCO2   NBCO2   CO2T   CH4   N2O   R   CO2e     - </td <td>I</td> <td>ROG</td> <td>ים (וטיטמ</td>	I	ROG	ים (וטיטמ
Vy, Konzy IO, annual, and Chica (Invary IO, Cany, INTry IO, annual)     CO   SO2   PM10E   PM10D   PM10T   PM2.5E   PM2.5D   PM2.5T   BCO2   NBCO2   CO2T   CH4   N2O   R   CO2e     -	I	NOX	
Not diffically and Critical (index) of carry, withy for diffically     SO2   PM10E   PM10D   PM10T   PM2.5E   PM2.5T   BCO2   NBCO2   CO2T   CH4   N2O   R   CO2e     -	I	8	ly, to i y i
Varie of Locative for loca	I	SO2	
PM10D   PM10T   PM2.5E   PM2.5D   PM2.5T   BC02   NBC02   C02T   CH4   N2O   R   C02e     -   <	I	PM10E	ailu ailu
PM10T   PM2.5E   PM2.5D   PM2.5T   BCO2   NBCO2   CO2T   CH4   N2O   R   CO2e     - <td>I</td> <td>PM10D</td> <td></td>	I	PM10D	
PM2.5E   PM2.5D   PM2.5T   BCO2   NBCO2   CO2T   CH4   N2O   R   CO2e     -	I	PM10T	orday ioi
PM2.5D PM2.5T BCO2 NBCO2 CO2T CH4 N2O R CO2e   -	I	PM2.5E	ually, IVI
PM2.5T BCO2 NBCO2 CO2T CH4 N2O R CO2e   - <	I	PM2.5D	
BCO2 NBCO2 CO2T CH4 N2O R CO2e	I	PM2.5T	aiiiuai)
NBCO2 CO2T CH4 N2O R CO2e L CO2e	I	BCO2	
CO2T CH4 N2O R CO2e	I	NBCO2	
H N2O R CO2e	I	CO2T	
I R CO2e	I	CH4	
I CO2e	I	N2O	
CO2e	I	Œ	
	I	CO2e	

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

4.5.2. Unmitigated

4.5. Waste Emissions by Land Use

Total	Enclosed Parking with Elevator	Apartme nts Mid Rise	Annual	Total	Enclosed Parking with Elevator	Apartme nts Mid Rise	Daily, Winter (Max)	Total	Enclosed Parking with Elevator	Apartme nts Mid Rise
I	I	I	I	I	I	I	I	Ι	I	I
I	I	I	I	Ι	I	I	I	I	I	I
I	I	I	I	Ι	I	I	I	Ι	I	I
I	I	I	I	1	I	I	I	Ι	I	I
I	I	I	I	I	I	I	I	I	I	l
I	I	l	1	Ι	I	I	I	I	I	l
I	I	I	1	Ι	I	I	I	Ι	I	l
I	I	I	1	Ι	I	I	I	Ι	I	l
I	I	I	I	I	I	I	I	Ι	I	l
I	I	l	1	1	I	I	I	I	I	l
I	I	I	I	I	I	I	I	I	I	l
0.88	0.00	0.88	I	5.29	0.00	5.29	I	5.29	0.00	5.29
5.91	0.00	5.91	Ι	35.7	0.00	35.7	I	35.7	0.00	35.7
6.79	0.00	6.79	I	41.0	0.00	41.0	I	41.0	0.00	41.0
0.09	0.00	0.09	I	0.54	0.00	0.54	I	0.54	0.00	0.54
< 0.005	0.00	< 0.005	I	0.01	0.00	0.01	I	0.01	0.00	0.01
I	I	I	I	I	I	I	I	I	I	I
9.70	0.00	9.70	I	58.6	0.00	58.6	I	58.6	0.00	58.6

12134 Pacific Avenue (Future) Detailed Report, 11/7/2022

Total	Enclosed Parking with Elevator	Apartme nts Mid Rise	Annual	Total	Enclosed Parking with Elevator	Apartme nts Mid Rise	Daily, Winter (Max)	Total	Enclosed Parking with Elevator	Apartme nts Mid Rise	Daily, Summer (Max)	Land Use
Ι	I	I	I	I	I	I	I	I	I	I	I	TOG
Ι	I	I	I	1	I	I	I	I	I	I	I	ROG
I	I	I	I	I	I	I	I	I	I	I	I	NOX
I	I	I	I	I	I	I	I	I	I	I	I	8
Ι	I	I	I	I	I	I	I	Ι	I	I	I	SO2
I	I	I	I	1	I	I	I	I	I	I	I	PM10E
Ι	I	I	I	I	I	I	I	I	I	I	I	PM10D
Ι	I	I	I	1	I	I	I	Ι	I	I	I	PM10T
Ι	I	I	I	1	I	I	I	Ι	I	I	I	PM2.5E
Ι	I	I	I	I	I	I	I	Ι	I	I	I	PM2.5D
Ι	I	Ι	I	1	I	I	I	Ι	I	I	I	PM2.5T
4.01	0.00	4.01	I	24.2	0.00	24.2	I	24.2	0.00	24.2	I	BCO2
0.00	0.00	0.00	I	0.00	0.00	0.00	Ι	0.00	0.00	0.00	I	NBCO2
4.01	0.00	4.01	Ι	24.2	0.00	24.2	Ι	24.2	0.00	24.2	I	CO2T
0.40	0.00	0.40	I	2.42	0.00	2.42	I	2.42	0.00	2.42	I	CH4
0.00	0.00	0.00	I	0.00	0.00	0.00	I	0.00	0.00	0.00	I	N2O
I	I	Ι	I	I	I	I	I	1	I	Ι	I	R
14.0	0.00	14.0	I	84.8	0.00	84.8	I	84.8	0.00	84.8	I	CO2e

#### 4.6. Refrigerant Emissions by Land Use

#### 4.6.1. Unmitigated

# Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Total	Apartme nts Mid Rise	Annual	Total	Apartme nts Mid Rise	Daily, Winter (Max)	Total	Apartme nts Mid Rise	Daily, Summer (Max)	Land Use
Ι	I	I	I	I	I	Ι	I	I	TOG
I	I	I	Ι	I	I	I	I	I	ROG
I	I	I	I	I	I	I	I	I	NOX
I	I	I	I	I	I	I	I	I	8
I	I	I	I	I	I	I	I	I	SO2
I	I	I	Ι	I	I	I	I	I	PM10E
I	I	I	I	I	I	I	I	I	PM10D
I	I	I	I	I	I	I	I	I	PM10T
I	I	I	I	I	I	I	I	I	PM2.5E
I	I	I	I	I	I	I	I	I	PM2.5D
I	I	I	I	I	I	I	I	I	PM2.5T
I	I	I	I	I	I	I	I	I	BCO2
I	I	Ι	I	I	I	I	I	I	NBCO2
I	I	I	I	I	I	I	I	I	CO2T
I	I	Ι	Ι	I	I	I	I	I	CH4
Ι	I	I	I	I	I	Ι	I	I	N2O
0.11	0.11	Ι	0.68	0.68	I	0.68	0.68	I	π
0.11	0.11	Ι	0.68	0.68	I	0.68	0.68	I	CO2e

### 4.7. Offroad Emissions By Equipment Type

#### 4.7.1. Unmitigated

Total	Annual	Total	Daily, Winter (Max)	Total	Daily, Summer (Max)	Equipme nt Type
I	Ι	Ι	I	Ι	I	TOG
I	I	I	I	I	I	ROG
I	1	1	I	I	I	NOX
I	1	1	I	I	I	8
I	I	I	I	I	I	SO2
I	1	1	I	I	I	PM10E
I	1	1	I	Ι	I	PM10D
I	1	1	I	I	I	РМ10Т
I	1	1	I	I	I	PM2.5E
I	1	1	I	Ι	I	PM2.5D
I	1	1	I	Ι	I	PM2.5T
I	1	1	I	I	I	BCO2
I	I	I	I	Ι	I	NBCO2
Ι	Ι	Ι	I	Ι	I	CO2T
1	I	I	I	I	I	CH4
I	Ι	Ι	I	Ι	I	N2O
I	I	I	I	Ι	I	R
1	1	1	I	I	I	CO2e

### 4.8. Stationary Emissions By Equipment Type

#### 4.8.1. Unmitigated

Total	Annual	Total	Daily, Winter (Max)	Total	Daily, Summer (Max)	Equipme nt Type
I	Ι	I	I	Ι	I	TOG
I	Ι	I	I	Ι	I	ROG
I	Ι	I	I	Ι	I	
I	Ι	1	I	Ι	I	00 00
I	Ι	I	I	Ι	I	SO2
I	I	I	I	Ι	I	PM10E
Ι	Ι	Ι	l	Ι	I	PM10D
Ι	Ι	Ι	I	Ι	I	PM10T
I	Ι	Ι	I	Ι	I	PM2.5E
Ι	Ι	Ι	I	Ι	I	PM2.5D
I	Ι	Ι	I	Ι	I	PM2.5T
Ι	Ι	Ι	I	Ι	I	BCO2
Ι	Ι	Ι	I	Ι	I	NBCO2
Ι	Ι	Ι	I	Ι	I	CO2T
I	Ι	I	I	Ι	I	CH4
I	Ι	1	I	Ι	I	N2O
I	Ι	I	I	Ι	I	æ
I	Ι	Ι	I	Ι	I	CO2e

### 4.9. User Defined Emissions By Equipment Type

#### 4.9.1. Unmitigated

# Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Total	Annual	Total	Daily, Winter (Max)	Total	Daily, Summer (Max)	Equipme nt Type
I	Ι	Ι	I	Ι	I	TOG
I	Ι	Ι	I	Ι	I	ROG
Ι	I	I	I	I	I	NOX
Ι	I	I	I	I	I	8
Ι	Ι	Ι	I	Ι	I	SO2
Ι	Ι	Ι	I	Ι	I	PM10E
Ι	Ι	Ι	I	Ι	I	PM10D
Ι	Ι	Ι	I	Ι	I	PM10T
Ι	Ι	Ι	I	I	I	PM2.5E
Ι	Ι	Ι	I	Ι	I	PM2.5D
Ι	Ι	Ι	I	I	I	PM2.5T
Ι	Ι	Ι	I	Ι	I	BCO2
Ι	Ι	Ι	I	Ι	I	NBCO2
Ι	Ι	Ι	I	I	I	CO2T
I	Ι	Ι	I	Ι	I	CH4
Ι	I	I	I	Ι	I	N2O
Ι	Ι	Ι	I	I	I	π
Ι	I	I	I	I	I	CO2e

## 4.10. Soil Carbon Accumulation By Vegetation Type

## 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Daily, Winter (Max)	Total	Daily, Summer (Max)	Vegetatio n
Ι	I	I	TOG
I	Ι	I	ROG
I	I	I	NOx
I	Ι	I	CO
I	I	I	SO2
I	I	I	PM10E
I	I	I	PM10D
I	I	I	PM10T
I	I	I	PM2.5E
1	I	I	PM2.5D
I	I	I	PM2.5T
1	I	I	BCO2
I	I	I	NBCO2
I	Ι	I	CO2T
I	I	I	CH4
I	I	I	N20
I	I	I	R
I	Ι	I	CO2e

Total	Annual	Total
I	I	Ι
I	I	Ι
I	Ι	Ι
Ι	I	Ι
I	I	Ι
I	I	Ι
I	I	Ι
I	I	Ι
Ι	Ι	Ι
I	I	Ι
I	Ι	Ι
I	Ι	Ι
I	Ι	Ι
Ι	Ι	Ι
I	Ι	Ι
I	Ι	Ι
I	Ι	Ι
Ι	Ι	Ι

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

# Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Total	Annual	Total	Daily, Winter (Max)	Total	Daily, Summer (Max)	Land Use
I	I	I	I	I	I	TOG
I	I	I	I	I	I	ROG
I	I	I	I	1	I	NOX
I	Ι	I	I	I	I	8
I	I	Ι	I	I	I	SO2
I	Ι	I	I	I	I	PM10E
I	Ι	I	I	I	I	PM10D
I	I	I	I	I	I	PM10T
I	Ι	Ι	I	I	I	PM2.5E
I	I	Ι	I	I	I	PM2.5D
I	Ι	Ι	I	I	I	PM2.5T
I	Ι	Ι	I	Ι	I	BCO2
I	Ι	Ι	I	I	I	NBCO2
I	Ι	Ι	I	Ι	I	CO2T
I	Ι	Ι	I	Ι	I	CH4
Ι	Ι	Ι	I	Ι	I	N20
Ι	Ι	Ι	I	Ι	I	R
I	Ι	Ι	I	Ι	I	CO2e

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Subtotal	Sequest ered	Subtotal	Avoided	Daily, Summer (Max)	Species
Ι	Ι	I	I	I	TOG
I	I	I	I	I	ROG
I	I	I	I	I	NOX
Ι	I	I	Ι	I	8
I	I	Ι	Ι	I	SO2
I	I	Ι	Ι	I	PM10E
I	I	Ι	Ι	I	PM10D
I	I	Ι	Ι	I	PM10T
I	I	Ι	Ι	I	PM2.5E
Ι	I	I	I	I	PM2.5D
Ι	Ι	I	I	I	PM2.5T
Ι	I	I	I	I	BCO2
Ι	I	I	I	I	NBCO2
Ι	I	Ι	Ι	I	CO2T
Ι	I	Ι	Ι	I	CH4
Ι	Ι	Ι	Ι	I	N20
I	Ι	Ι	Ι	I	ת
Ι	Ι	Ι	I	I	CO2e

#### 5.1. Construction Schedule

#### 5. Activity Data

I	Subtotal	Remove d	Subtotal	Sequest ered	Subtotal	Avoided	Annual	Ι	Subtotal	Remove d	Subtotal	Sequest ered	Subtotal	Avoided	Daily, Winter (Max)	Ι	Subtotal	Remove
I	Ι	I	I	I	I	Ι	Ι	Ι	I	I	I	I	I	I	I	I	Ι	I
I	Ι	I	Ι	I	Ι	I	I	I	I	I	I	I	I	I	I	I	I	I
I	Ι	I	I	I	Ι	I	I	I	I	I	I	I	1	I	I	I	Ι	I
I	Ι	I	I	I	Ι	I	Ι	I	1	I	I	I	1	I	I	Ι	Ι	I
I	Ι	I	I	I	1	I	Ι	Ι	I	I	Ι	I	1	Ι	I	Ι	Ι	I
I	Ι	I	1	I	I	Ι	Ι	I	1	I	I	I	1	I	I	Ι	Ι	I
I	Ι	I	1	I	I	Ι	Ι	I	I	I	I	I	1	I	I	Ι	Ι	I
I	Ι	I	I	I	I	I	Ι	I	I	I	I	I	1	I	I	Ι	Ι	I
I	Ι	I	1	I	I	I	I	I	1	I	I	I	1	I	I	I	I	I
I	Ι	I	1	I	1	I	I	I	1	I	I	I	1	I	I	I	I	I
I	I	I	1	I	1	I	I	I	I	I	I	I	1	I	I	I	I	I
I	Ι	I	I	I	I	Ι	Ι	Ι	I	I	Ι	Ι	I	Ι	I	I	Ι	I
I	Ι	I	I	I	Ι	Ι	Ι	I	Ι	I	I	I	I	I	I	I	Ι	I
I	Ι	I	I	Ι	I	I	I	I	I	I	I	Ι	I	I	I	I	Ι	I
I	Ι	I	I	Ι	I	I	I	I	I	I	I	Ι	1	I	I	I	Ι	I
I	Ι	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
I	Ι	I	I	I	I	I	I	I	I	I	I	I	1	I	I	I	I	I
1	Ι	I	I	I	I	Ι	Ι	Ι	I	I	Ι	I	I	Ι	I	Ι	Ι	I

## 12134 Pacific Avenue (Future) Detailed Report, 11/7/2022

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	6/1/2023	7/31/2023	5.00	43.0	1
Grading	Grading	8/1/2023	9/30/2023	5.00	44.0	1
Building Construction	<b>Building Construction</b>	10/1/2023	5/31/2025	5.00	435	1
Architectural Coating	Architectural Coating	2/1/2025	5/31/2025	5.00	85.0	1
Trenching	Trenching	10/1/2023	2/29/2024	5.00	109	

#### 5.2. Off-Road Equipment

#### 5.2.1. Unmitigated

Phase Name Demolition Demolition Grading Grading Grading	Equipment Type Concrete/Industrial Saws Rubber Tired Dozers Tractors/Loaders/Backh oes Graders Rubber Tired Dozers Tractors/Loaders/Backh oes	Fuel Type Diesel Diesel Diesel Diesel Diesel	Engine Tier Average Average Average Average Average Average	Number per Day 1.00 1.00 2.00 1.00 1.00	Hours Per Day 8.00 1.00 6.00 6.00 6.00 7.00	Horsepower 33.0 367 84.0 148 148 367 367 84.0
	Tractors/Loaders/Backh oes Graders Rubber Tired Dozers	Diesel Diesel	Average Average	2.00 1.00	6.00 6.00	
àrading àrading	Rubber Tired Dozers Tractors/Loaders/Backh oes	Diesel	Average Average	1.00	6.00 7.00	
<b>Building Construction</b>	Cranes	Diesel	Average	1.00	4.00	
<b>Building Construction</b>	Forklifts	Diesel	Average	2.00	6.00	
Building Construction	Tractors/Loaders/Backh oes	Diesel	Average	2.00	8.00	
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	
Trenching	Dumpers/Tenders	Diesel	Average	1.00	8.00	
Trenching	Trenchers	Diesel	Average	1.00	8.00	
### 5.3. Construction Vehicles

### 5.3.1. Unmitigated

Pitter NumeTip CripeConcept Figure (or present on pres					
	Phase Name	Тгір Туре	One-Way Trips per Day	Miles per Trip	Vehicle Mix
	Demolition	1	Ι	1	1
	Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
BenolitionHuling6,722,60HUTDemolitionOnste truckHUTDemolitionHUTDemolitionDemolition<	Demolition	Vendor	1	10.2	HHDT, MHDT
DemolitionConstruction <td>Demolition</td> <td>Hauling</td> <td>9.72</td> <td>25.0</td> <td>HHDT</td>	Demolition	Hauling	9.72	25.0	HHDT
	Demolition	Onsite truck	1	1	HHDT
BradingWorker7.5016.110.1<	Grading	1	1	1	1
GradingVendorFor10.2HuT, MEDTGradingHulingBA1BA1HDTGradingOnsite truckBA1BA1HDTGradingOnsite truckBA1BA1HDTBuilding ConstructionVendorBA2BA1BA1HDTBuilding ConstructionVendorBA2BA2BA2HDTBuilding ConstructionVendorBA2BA2BA2HDTBuilding ConstructionHulingBA2BA2BA2HDTBuilding ConstructionHulingBA2BA2HDTBuilding ConstructionGaile truckBA2BA2HDTBuilding ConstructionOnsite truckBA2BA2HDTBuilding ConstructionOnsite truckBA2BA2HDTBuilding ConstructionOnsite truckBA2BA2HDTBuilding ConstructionOnsite truckBA2BA2HDTArchitectural CoatingWorkerBA3BA2HDTHDTArchitectural CoatingHalingBA2BA2HDTHDTArchitectural CoatingHalingBA2BA2HDTHDTArchitectural CoatingHalingBA3HDTHDTHDTArchitectural CoatingHalingBA2BA2HDTHDTArchitectural CoatingHalingBA3HDTHDTHDTArchitectural CoatingHalingBA3HDTHDTHDTArchitectural Co	Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
GradingHulingBail<	Grading	Vendor	Ι	10.2	HHDT,MHDT
GradingOnsite truckPPPPBuilding ConstructionIIIIIIBuilding ConstructionWorker88.5IIIDALDIT1,LDIBuilding ConstructionVendor14.2IIIHDT,MHDTBuilding ConstructionHuling0.00IIHDT,MHDTBuilding ConstructionIIIIHDT,MHDTBuilding ConstructionIIIIHDT,MHDTBuilding ConstructionIIIIArchitectural CoatingIIIIArchitectural CoatingWorkerIIIArchitectural CoatingVendorIIIArchitectural CoatingVendorIIIIArchitectural CoatingIIIIIIArchitectural CoatingVendorIIIIIArchitectural CoatingIIIIIIIArchitectural CoatingIIIIIIIArchitectural CoatingIIIIIIIIIArchitectural CoatingIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII </td <td>Grading</td> <td>Hauling</td> <td>68.4</td> <td>25.0</td> <td>HHDT</td>	Grading	Hauling	68.4	25.0	HHDT
Building ConstructionIIIBuilding ConstructionWorker68.518.5IDA,LDT1,LDTBuilding ConstructionVendor14.218.5IDA,LDT1,LDTBuilding ConstructionHauling0.0010.2IHDT,MHDTBuilding ConstructionHauling0.0020.0IHDTBuilding ConstructionOnsite truck1.2IDA,LDT1,LDTBuilding ConstructionHauling0.0020.0IHDTArchitectural CoatingVender13.91.5ILDT1,LDTArchitectural CoatingVendor10.0IDA,LDT1,LDTArchitectural CoatingVendor10.0ILDT1,LDTArchitectural CoatingVendor10.0ILDT1,LDTArchitectural CoatingVendor10.0IHDT,MHDTArchitectural CoatingOnsite truck20.0IHDT,MHDTArchitectural CoatingOnsite truck1.0IHDT,MHDTArchitectural CoatingOnsite truck5.00ILDT1,LDTArchitectural CoatingVendor5.00ILDT1,LDTTenchingVendor5.00ILDT1,LDTTenchingVendor10.2ILDT1,LDTTenchingVendor5.00ILDT1,LDTHUT,MHDTILDT1,LDTILDT1,LDTILDT1,LDTTenchingVendor5.00ILDT1,LDTHUT,MHDTILDT1,LDTILDT1,LDTILDT1,LDTTenchingVendor5.00ILDT1,LDTHUT,MHDTILDT1,LDTILDT1,LDTILDT1,LDT	Grading	Onsite truck	1	1	HHDT
Building ConstructionWorker69.518.5LDA.LDT1,LDBuilding ConstructionVendor14.210.2HHDT,MHDTBuilding ConstructionHauling0.0020.0HHDT,MHDTBuilding ConstructionOnsite truck0.0020.0HHDTBuilding ConstructionOnsite truck1.31.3HLDTArchitectural CoatingWorker1.3.910.2LDLDT1,LDTArchitectural CoatingVendor1.3.910.2LDLDT1,LDTArchitectural CoatingVendor0.0010.2HLDTArchitectural CoatingOnsite truck0.0010.2HLDT,MHDTArchitectural CoatingOnsite truck1.0HLDT,MHDTArchitectural CoatingOnsite truck5.0018.5HLDT,MHDTTenchingWorker5.0010.2LDLDT1,LDTTenchingVendor5.0010.2LDLDT1,LDTTenchingVendor5.0010.2LDLDT1,LDTHUT,MHDT10.210.2LDLDT1,LDTTenchingVendor5.0010.2LDLDT1,LDTHUT,MHDT10.210.2LDLDT1,LDTTenchingVendor5.0010.2LDLDT1,LDTHUT,MHDT10.210.2LDLDT1,LDTHUT,MHDT10.210.2LDLDT1,LDTTenchingVendor5.0010.2LDLDT1,LDTHUT,MHDT10.210.210.2LDLDT1,LDTHUT,MHDT10.210.210.2LDLDT1	Building Construction	1	I	1	I
Building ConstructionVendor $14.2$ $10.2$ $10.2$ $10.1$ $10.$	Building Construction	Worker	69.5	18.5	LDA,LDT1,LDT2
Building ConstructionHauing0.0020.0HDTBuilding ConstructionOnsite truck0.01HDTHDTArchitectural CoatingHDTArchitectural CoatingWorkerHDTArchitectural CoatingWorker-13.918.5LDA,LDT1,LDTArchitectural CoatingVendorHDT,MHDTArchitectural CoatingHauling0.0020.0HDT,MHDTArchitectural CoatingOnsite truck-20.0HDT,MHDTArchitectural CoatingOnsite truckHDT,MHDTArchitectural CoatingOnsite truck-20.0HDT,MHDTArchitectural CoatingOnsite truckHDT,MHDTArchitectural CoatingOnsite truckHDT,MHDTArchitectural CoatingOnsite truckArchitectural CoatingWorkerArchitectural CoatingMorkerArchitectural CoatingMorkerArchitectural CoatingMorker	Building Construction	Vendor	14.2	10.2	HHDT, MHDT
Building ConstructionOnsite truckIIIHDTArchitectural CoatingIIIIArchitectural CoatingWorkerI3.9I8.5LDA,LDT1,LDTArchitectural CoatingVendorI0.0I0.2IHDT,MHDTArchitectural CoatingHulingI.00II.1IHDT,MHDTArchitectural CoatingOnsite truckIII.1IHDT,MHDTArchitectural CoatingOnsite truckIII.1IHDT,MHDTArchitectural CoatingVendorII.1II.1IHDT,MHDTArchitectural CoatingVendorII.1II.1IHDT,MHDTArchitectural CoatingVendorII.1II.1IHDT,MHDTArchitectural CoatingVendorII.1II.1IHDT,MHDTArchitectural CoatingVendorII.1II.1II.1Architectural CoatingOnsite truckII.1II.1IHDT,MHDTArchitectural CoatingVendorII.1II.1II.1Architectural CoatingVendorII.1II.1II.1Architectural CoatingVendorII.1II.1II.1Architectural CoatingVendorII.1II.1II.1Architectural CoatingVendorII.1II.1II.1Architectural CoatingVendorII.1II.1II.1Architectural CoatingVendorII.1II.1II.1Architectural CoatingVendorII.1II.1II.1Architectural Coating	Building Construction	Hauling	0.00	20.0	HHDT
Architectural Coating––––Architectural CoatingWorker13.918.5LDA,LDT1,LDTArchitectural CoatingVendor–10.2HDT,MHDTArchitectural CoatingHauling0.0020.0HHDT,MHDTArchitectural CoatingOnsite truck–20.0HHDT,MHDTTrenchingHDTTrenchingWorker5.0018.5LDA,LDT1,LDTTrenchingVendor5.0010.2HHDT,MHDTHHDT,MHDT10.2HHDT,MHDTTenchingVendor5.0010.2HHDT,MHDTTenchingVendor-10.2HHDT,MHDT	Building Construction	Onsite truck	Ι	I	HHDT
Architectural CoatingWorker13.918.5LDA,LDT1,LDArchitectural CoatingVendor0.00 $10.2$ HHDT,MHDTArchitectural CoatingHauling0.00 $20.0$ HHDTArchitectural CoatingOnsite truck $-1$ $20.0$ HHDTTenchingUnder $5.00$ $18.5$ LDA,LDT1,LDTTenchingVendor $5.00$ $10.2$ LDA,LDT1,LDTTenchingVendor $10.2$ $10.2$ HHDTTenchingVendor $5.00$ $10.2$ HHDTTenchingVendor $10.2$ $10.2$ HHDT,MHDT	Architectural Coating	I	I	I	I
Architectural CoatingVendorInformationInformationInformationArchitectural CoatingHaulingNon20.0IHDTArchitectural CoatingOnsite truckInformationInformationIHDTTenchingInformationInformationInformationInformationIHDTTenchingVendor5.0018.5IDA,LDT1,LDTTenchingVendorInformationInformationInformationTenchingVendorInformationInformationInformationTenchingVendorInformationInformationInformationTenchingVendorInformationInformationInformationTenchingVendorInformationInformationInformationTenchingVendorInformationInformationInformationTenchingVendorInformationInformationInformationTenchingVendorInformationInformationInformationTenchingVendorInformationInformationInformationTenchingVendorInformationInformationInformationTenchingVendorInformationInformationInformationTenchingVendorInformationInformationInformationTenchingInformationInformationInformationInformationTenchingInformationInformationInformationInformationTenchingInformationInformationInformationIn	Architectural Coating	Worker	13.9	18.5	LDA,LDT1,LDT2
Architectural CoatingHauling0.0020.0HHDTArchitectural CoatingOnsite truck-1HHDTTrenching-1-1HHDTTrenchingWorker5.0018.5TrenchingVendor-1IDA,LDT1,LDT	Architectural Coating	Vendor	I	10.2	HHDT,MHDT
Architectural Coating Onsite truck I HHDT   Trenching -1	Architectural Coating	Hauling	0.00	20.0	HHDT
Trenching –	Architectural Coating	Onsite truck	Ι	I	HHDT
Trenching Worker 5.00 18.5 LDA, LDT1, LDT   Trenching Vendor - 10.2 HHDT, MHDT	Trenching	1	I	1	I
Trenching Vendor – 10.2 HHDT, MHDT	Trenching	Worker	5.00	18.5	LDA,LDT1,LDT2
	Trenching	Vendor	Ι	10.2	HHDT,MHDT

37 / 49

# 12134 Pacific Avenue (Future) Detailed Report, 11/7/2022

Trenching	Hauling Onsite truck	0.00	- 20.0	ННОТ
Trenching	Onsite truck	I	1	HHDT

### 5.4. Vehicles

# 5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user. 5.5. Architectural Coatings

Architectural Coating	Phase Name	
191,522	Residential Interior Area Coated (sq ft)	
63,841	Residential Exterior Area Coated (sq ft)	
0.00	Non-Residential Interior Area Coated (sq ft)	
0.00	Non-Residential Exterior Area Coated (sq ft)	
I	Parking Area Coated (sq ft)	

### 5.6. Dust Mitigation

## 5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	1,261	Ι
Grading	1	15,050	33.0	0.00	I

# 5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	ω	74%	74%
Water Demolished Area	2	36%	36%

### 5.7. Construction Paving

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38 / 49

# 12134 Pacific Avenue (Future) Detailed Report, 11/7/2022

Enclosed Parking with Elevator	Apartments Mid Rise
0.00	
100%	0%

# 5.8. Construction Electricity Consumption and Emissions Factors

## kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2023	0.00	690	0.05	0.01
2024	0.00	690	0.05	0.01
2025	0.00	690	0.05	0.01

### 5.9. Operational Mobile Sources

### 5.9.1. Unmitigated

Total all Land Uses	Land Use Type
341	Trips/Weekday
341	Trips/Saturday
341	Trips/Sunday
124,465	Trips/Year
2,145	VMT/Weekday
2,145	VMT/Saturday
2,145	VMT/Sunday
782,925	VMT/Year

### 5.10. Operational Area Sources

### 5.10.1. Hearths

### 5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0

No Fireplaces	74
Conventional Wood Stoves	Ο
Catalytic Wood Stoves	Ο
Non-Catalytic Wood Stoves	Ο
Pellet Wood Stoves	O

### 5.10.2. Architectural Coatings

191522.475		Residential Interior Area Coated (sq ft)
63,841		Residential Exterior Area Coated (sq ft)
0.00	(sq ft)	Non-Residential Interior Area Coated
0.00	(sq ft)	Non-Residential Exterior Area Coated
I		Parking Area Coated (sq ft)

### 5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

# 5.11. Operational Energy Consumption

### 5.11.1. Unmitigated

# Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

_and Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	242,979	069	0.0489	0.0069	734,477
Enclosed Parking with Elevator	142,703	069	0.0489	0.0069	0.00

# 5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	2,758,261	20,209
Enclosed Parking with Elevator	0.00	0.00

## 5.13. Operational Waste Generation

### 5.13.1. Unmitigated

Land Use Was	tste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise 18.5	σ	0.00
Enclosed Parking with Elevator 0.00	00	0.00

# 5.14. Operational Refrigeration and Air Conditioning Equipment

### 5.14.1. Unmitigated

Apartments Mid Rise Household refrigerators R-134a 1,430 0.12 0.60 0.00 1.00	Land Use Type Apartments Mid Rise	Equipment Type Average room A/C & Other residential A/C and heat pumps	Refrigerant R-410A	GWP 2,088	Quantity (kg) < 0.005	Operations Leak Rate 2.50	Service Leak Rate 2.50	Times Serviced 10.0
	Apartments Mid Rise	Household refrigerators	R-134a	1,430	0.12	0.60	0.00	1.00

# 5.15. Operational Off-Road Equipment

### 5.15.1. Unmitigated

Equipment Type	
Fuel Type	
Engine Tier	
Number per Day	
Hours Per Day	
Horsepower	
Load Factor	

### 5.16. Stationary Sources

# 5.16.1. Emergency Generators and Fire Pumps

Equipment Type Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
5.16.2. Process Boilers					
Equipment Type Fuel Type	Number	Boiler Rating	(MMBtu/hr) Daily He	eat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
5.17. User Defined					
Equipment Type		Fuel Type			
5.18. Vegetation					
5.18.1. Land Use Change					
5.18.1.1. Unmitigated					
Vegetation Land Use Type	ation Soil Type	Initial Acres		Final Acres	
5.18.1. Biomass Cover Type					
5.18.1.1. Unmitigated					
Biomass Cover Type	Initial Acres		Final Ac	res	
5.18.2. Sequestration					

5.18.2.1. Unmitigated

.

Tree Type

Number

Electricity Saved (kWh/year)

Natural Gas Saved (btu/year)

# 6. Climate Risk Detailed Report

### 6.1. Climate Risk Summary

emissions will continue to rise strongly through 2050 and then plateau around 2100. Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	5.68	annual days of extreme heat
Extreme Precipitation	5.50	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

historical data (32 climate model ensemble from Cal-Adapt, 2040-2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed

day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi. Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about 3/4 an inch of rain, which would be light to moderate rainfall if received over a ful

different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040-2059 average under RCP 8.5), and consider different possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.

possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi. different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate

### 6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	0	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	0	0	0	N/A
Wildfire	0	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A

# 12134 Pacific Avenue (Future) Detailed Report, 11/7/2022

Air Quality 0	Snowpack N/A
0	Z
	l/A
0	N/A
N/A	N/A

exposure The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest

greatest ability to adapt. The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures

## 6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	-	-	4	Ν
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	_	1	-	N
Wildfire	-	-	-	N
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack	N/A	N/A	N/A	N/A
Air Quality	1	4	-	N

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the exposure. The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest

greatest ability to adapt. The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

## 7. Health and Equity Details

### 7.1. CalEnviroScreen 4.0 Scores

Indicato

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Result for Project Census Tract

Exposure Indicators	
AQ-Ozone	42.6
AQ-PM	64.0
AQ-DPM	54.7
Drinking Water	52.7
Lead Risk Housing	61.5
Pesticides	0.00
Toxic Releases	79.4
Traffic	47.0
Effect Indicators	
CleanUp Sites	0.00
Groundwater	26.2
Haz Waste Facilities/Generators	61.6
Impaired Water Bodies	51.2
Solid Waste	0.00
Sensitive Population	
Asthma	33.8
Cardio-vascular	48.6
Low Birth Weights	9.51
Socioeconomic Factor Indicators	
Education	76.4
Housing	35.3
Linguistic	74.8
Poverty	57.4
Unemployment	40.6

### 7.2. Healthy Places Index Scores

Indicator	Result for Project Census Tract
Economic	
Above Poverty	43.3465931
Employed	90.52996279
Median HI	32.69600924
Education	
3achelor's or higher	57.65430515
High school enrollment	100
Preschool enrollment	37.64917233
Transportation	
Auto Access	16.55331708
Active commuting	90.09367381
Social	
2-parent households	39.83061722
Voting	70.67881432
Veighborhood	
Alcohol availability	35.17259079
Park access	81.35506224
Retail density	66.50840498
Supermarket access	94.25125112
Tree canopy	53.50955986
Housing	
Homeownership	4.965995124
Housing habitability	18.4396253
_ow-inc homeowner severe housing cost burden	59.822918
_ow-inc renter severe housing cost burden	43.06428846
Uncrowded housing	24.18837418
46	. 49

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Health Outcomes	1
Insured adults	23.32862826
Arthritis	71.8
Asthma ER Admissions	67.7
High Blood Pressure	71.3
Cancer (excluding skin)	45.0
Asthma	72.9
Coronary Heart Disease	61.0
Chronic Obstructive Pulmonary Disease	68.2
Diagnosed Diabetes	61.5
Life Expectancy at Birth	68.0
Cognitively Disabled	21.0
Physically Disabled	41.1
Heart Attack ER Admissions	67.1
Mental Health Not Good	57.3
Chronic Kidney Disease	64.9
Obesity	50.1
Pedestrian Injuries	56.9
Physical Health Not Good	56.1
Stroke	64.5
Health Risk Behaviors	
Binge Drinking	25.3
Current Smoker	59.6
No Leisure Time for Physical Activity	62.4
Climate Change Exposures	1
Wildfire Risk	0.0
SLR Inundation Area	0.0

Children	58.1
Elderly	53.8
English Speaking	20.9
-oreign-born	81.2
Dutdoor Workers	83.7
Climate Change Adaptive Capacity	
mpervious Surface Cover	10.3
Traffic Density	68.2
Fraffic Access	87.4
Other Indices	
Hardship	54.7
Other Decision Support	
2016 Voting	35.9

## 7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	46.0
Healthy Places Index Score for Project Location (b)	53.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state. b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

### 7.4. Health & Equity Measures

No Health & Equity Measures selected. 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed. 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

# 8. User Changes to Default Data

Screen	Justification
Land Use	<sup>&gt;</sup> roject plans. Population based on City of Los Angeles 2.42 density per dwelling unit
Construction: Construction Phases	Consultant assumptions
Construction: Off-Road Equipment	
Construction: Trips and VMT	10 CY haul truck capacity for demo and grading; 25 miles to landfill
Operations: Hearths	Project plans



### MATES V TOXIC EMISSIONS OVERVIEW





### CALENVIROSCREEN 4.0 OUTPUT





### **GRADING ANALYSIS**



### SOIL TRANSPORT WITH SHRINK AND SWELL FACTORS

	ç	% Swell	Adjusted CY	<b>Truck Capacity</b>	
				(CY)	Truck Trips
Topsoil	833	56%	1,300	10	260
Clay (Dry)	9,167	50%	13,750	10	2,750
Clay (Damp)		67%		10	
Earth, loam (Dry)		50%		10	
Earth, loam (Damp)		43%		10	
Dry sand		11%		10	
TOTAL	10,000		15,050		3,010

Note: Topsoil considered the top ten inches of soil (Wikipedia)

Source: US Department of Transportation Determination of Excavation and Embankment Volumes; https://highways.dot.gov/federal-lands/pddm/dpg/earthwork-design Note: Soil below topsoil assumed to be dry clay; Source: Lyngso website, https://www.lyngsogarden.com/community-resources/tips-on-modifying-your-california-soil-with-amendments/



### **DEMOLITION ANALYSIS**





### CONSTRUCTION BUILDING DEBRIS

					-	ruck Capacity		
Materials	Total SF	Height	<b>Cubic Yards</b>	Pounds per Cub	Tons	(CY)	<b>Truck Trips</b>	Source
Construction and Debris	0	0		484		10		Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
	1	5	1 700	-	2000	2	710	Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September
General Building	12,137	12	1,780	1,000	068	10	356	2010. General Building Formula
								Federal Emergency Management Agency. Debris Estimating Field Guide (FEMA 329), September
Single Family Residence		12		1,000		10		2010. Single Family Residence Formula, assumes 1 story, Medium vegetative cover multiplier (1.3)
Multi-Family Residence		12		1,000		10		
Mobile Home				1,000		10		
Mixed Debris				480		10		Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
Vegetative Debris (Hardwoods)				500		10		
Vegetative Debris (Softwoods)				333		10		
Asphalt or concrete (Constructior	16,700	0.5	309	2,400	371	10	62	
TOTAL			2,089		1,261		418	

### **12134 WEST PACIFIC AVENUE PROJECT**

**Noise Technical Report** 



Prepared by DKA Planning 20445 Prospect Road, Suite C San Jose, CA 95129 November 2022

### NOISE TECHNICAL REPORT

### Introduction

This technical report evaluates noise impacts from construction and operation of a Proposed Project at 12134 West Pacific Avenue in the City of Los Angeles. The analysis discusses applicable regulations and compares impacts to appropriate 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 (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.

Typical A-Weighted Sound Levels	Sound Level (dBA Leg)
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, 1	993.
These noise levels are approximations intended for general reference	ce and informational use.

Table 1A-Weighted Decibel Scale

<u>Noise Definitions.</u> 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).

• <u>Equivalent Noise Level (L<sub>eq</sub>)</u>: L<sub>eq</sub> 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<sub>eq</sub> for one hour is the energy average noise level

during that hour. L<sub>eq</sub> 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.

- <u>Maximum Noise Level (L<sub>max</sub>)</u>: L<sub>max</sub> represents the maximum instantaneous noise level measured during a given time period.
- <u>Community Noise Equivalent Level (CNEL)</u>: 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 7:00 P.M. and 10:00 P.M. and 7:00 P.M. and 7:00 P.M. and 10:00 P.M. and 10:00 P.M. and 10:00 P.M. and 7:00 P.M. and 10:00 P.M.

<u>Effects of Noise.</u> 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 at or above 85 dB can cause hearing loss. Sounds of 70 dBA or less, even after continuous exposure, are unlikely to cause hearing loss.<sup>1</sup> 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.<sup>2</sup>

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 and that individual noise events of 45 dBA or higher be avoided.<sup>3</sup> Assuming a conservative exterior to interior sound reduction of 15 dBA, continuous exterior noise levels should therefore not exceed 45 dBA. 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 and cardiovascular effects, including ischemic heart disease and hypertension. However, at this time, the relationship is largely inconclusive.

People with normal hearing sensitivity can recognize small changes in sound levels of approximately 3 dBA. Changes of at least 5 dBA can be readily noticeable while sound level

<sup>&</sup>lt;sup>1</sup> National Institute of Health, National Institute on Deafness and Other Communication, www.nidcd.nih.gov/health/noise-induced-hearing-loss.

<sup>&</sup>lt;sup>2</sup> World Health Organization, Guidelines for Community Noise, 1999.

<sup>&</sup>lt;sup>3</sup> Ibid.

increases of 10 dBA or greater are perceived as a doubling in loudness.<sup>4</sup> However, during daytime, few people are highly annoyed by noise levels below 55 dBA L<sub>eq</sub>.<sup>5</sup>

<u>Noise Attenuation.</u> 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 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.<sup>6</sup> 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

<u>Federal.</u> 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.

<u>State.</u> 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 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 appraise noise problems in the community, recognize Office of Noise Control guidelines, and analyze and quantify current and projected noise levels.

<sup>&</sup>lt;sup>4</sup> Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2018.

<sup>&</sup>lt;sup>5</sup> World Health Organization, Guidelines for Community Noise, 1999.

<sup>&</sup>lt;sup>6</sup> California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

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.

Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan. In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission and for coordinating the airport planning of public agencies within the County. The Airport Land Use Commission coordinates planning for the areas surrounding public use airports. The Comprehensive Land Use Plan provides for the orderly expansion of Los Angeles County's public use airports and the areas surrounding them. It is intended to provide for the adoption of land use measures that will minimize the public's exposure to excessive noise and safety hazards. In formulating the Comprehensive Land Use Plan, the Los Angeles County Airport Land Use Commission has established provisions for safety, noise insulation, and the regulation of building height within areas adjacent to each of the public airports in the County.

<u>City of Los Angeles General Plan Noise Element.</u> The City of Los Angeles General Plan includes a Noise Element that includes policies and standards 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. It includes 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." It also includes the following objective and policy that are relevant for the Proposed Project:

**Objective 2** (Non-airport): Reduce or eliminate non-airport related intrusive noise, especially relative to noise sensitive uses.

**Policy 2.2:** Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.

<u>City of Los Angeles Municipal Code.</u> 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 construction activities between 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.

	Community Noise Exposure (dB, L <sub>dn</sub> or CNEL)						
Land Use Category	55	60	65	70	7	5 8	30
Residential - Low Density Single-Family, Duplex, Mobile Homes							
Residential - Multi-Family							
Transient Lodging - Motels Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							
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.							
requirements is made and needed noise insulation features fresh air supply system or air conditioning will normally suffi	s included in the des	sign. Conv	rentional co	onstructi	ion, but with	closed wir	ndows and
Normally Unacceptable - New construction or development s a detailed analysis of the noise reduction requirements mus	should generally be d t be made and neede	iscourage ed noise ir	d. If new co nsulation fe	onstructi atures i	on or develon ncluded in th	opment doe he design.	s proceed,
Clearly Unacceptable - New construction or development sh	hould generally not be	e undertak	ken.				
Source: California Office of Planning and Research "General Plan	Guidelines, Noise El	ement Gu	idelines (A	ppendix	D, Figure 2	), 2017.	

Table 2State of California Noise/Land Use Compatibility Matrix

### <u>SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN</u> <u>PROHIBITED.</u>

(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.

(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.

### <u>SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED</u> <u>HAND TOOLS</u>

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 crawlertractors, 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.

<u>SEC.112.02. AIR CONDITIONING, REFRIGERATION, HEATING, PLUMBING,</u> <u>FILTERING EQUIPMENT</u>

(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 also provides regulations regarding vehicle-related noise, including Sections 114.02, 114.03, and 114.06. 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 10:00 P.M. and 7:00 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 residential area within the Mar Vista neighborhood. Sensitive receptors within 0.25 miles of the Project Site include, but are not limited to, the following representative sampling:

- Residences, Keeshen Drive (west side), east of the Project Site, as close as 50 feet to the main residences.
- Residences; Pacific Avenue (north side), 75 feet north of the Project Site.
- Childcare Center; 3840 Grand View Boulevard; 90 feet west of the Project Site.
- Mar Vista Montessori and Infant Care Center; 3865 Grand View Boulevard; 265 feet southwest of the Project Site.
- Grand View Boulevard Elementary School; 3951 Grand View Boulevard; 300 feet south of the Project Site.
- Residences; 3940 Grand View Boulevard; 370 feet south of the Project Site.

### Existing Ambient Noise Levels

The Project Site is currently occupied by a former church consisting of two buildings totaling 12,137 square feet.<sup>7</sup> Both buildings are abandoned and are assumed to not generate any noise.

<sup>&</sup>lt;sup>7</sup> City of Los Angeles, ZIMAS database, accessed November 7, 2022.

Traffic is the primary source of noise near the Project Site, largely from the operation of vehicles with internal combustion engines and frictional contact with the ground and air.<sup>8</sup> This includes traffic on Grand View Boulevard, which carries about 673 vehicles at Venice Boulevard in the A.M. peak hour.<sup>9</sup> Venice Boulevard carries 3,573 vehicles at Grand View Boulevard in the A.M. peak hour.<sup>10</sup>

In January and November 2022, DKA Planning took short-term noise measurements near the Project site to determine the ambient noise conditions of the neighborhood near sensitive receptors.<sup>11</sup> As shown in Table 3, noise levels along roadways near the Project Site ranged from 54.4 to 62.3 dBA L<sub>eq</sub>, which was generally consistent with the traffic volumes on the applicable street(s). Figure 1 illustrates where ambient noise levels were measured near the Project Site to establish the noise environment and their relationship to the applicable sensitive receptor(s). 24-hour CNEL noise levels are generally considered "Normally Acceptable" and "Conditionally Acceptable" for the types of land uses near the Project Site.

<sup>&</sup>lt;sup>8</sup> World Health Organization, https://www.who.int/docstore/peh/noise/Comnoise-2.pdf accessed October 18, 2022.

<sup>&</sup>lt;sup>9</sup> DKA Planning 2022, based on Los Angeles database of traffic volumes on Grand View BI at Venice BI, https://navigatela.lacity.org/dot/traffic\_data/automatic\_counts/GRANDVIEW.VENICE.180619.S-AUTO.pdf, 2018 traffic counts adjusted by one percent growth factor to represent existing conditions.

<sup>&</sup>lt;sup>10</sup> DKA Planning 2022, based on Los Angeles database of traffic volumes on Venice BI at Grand View BI, https://navigatela.lacity.org/dot/traffic\_data/manual\_counts/VENICE.GRANDVIEW.160512-AUTO.pdf, 2016 traffic counts adjusted by one percent growth factor to represent existing conditions.

<sup>&</sup>lt;sup>11</sup> Noise measurements were taken using a Quest Technologies Sound Examiner SE-400 Meter. The Sound Examiner meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground.



No	ise Measurement	Primary Noise	Sound	Levels	Nearest	Noise/Land
	Locations	Source	dBA (L <sub>eq</sub> )	dBA (CNEL) <sup>a</sup>	Sensitive Receptor(s)	Use Compatibility <sup>b</sup>
Α.	Mar Vista Montessori Center	Traffic on Grand View Bl.	54.4	52.4	Mar Vista Montessori Center	Normally Acceptable
В.	3840 Grand View Bl.	Traffic on Grand View Bl.	61.3	59.3	Preschool – 3840 Grand View Bl., Residences – Pacific Ave.	Normally Acceptable
C.	12118 Pacific Ave. (alley)	Traffic in alley	57.3	55.3	Residences – Keeshen Dr.	Normally Acceptable
D.	3940 Grand View Bl.	Traffic on Grand View Bl.	62.3	60.3	Residences – 3940 Grand View Bl., Grandview Blvd.	Conditionally Acceptable

Table 3 Existing Noise Levels

				Elementary School		
<sup>a</sup> Estimated based on short-term (15-minute) noise measurement using Federal Transit Administration procedures from 2018 Transit Noise and Vibration Impact Assessment Manual Appendix F. Option 4						
from 2018 Transit Noise and Vibration Impact Assessment Manual, Appendix E, Option 4. <sup>b</sup> Pursuant to California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines,						
2017. When noise measu category is used. See Tal	rements apply to two o ble 2 above for definition	or more land u	se categorie ility designat	s, the more noise-sen tions.	sitive land use	
Source: DKA Planning 2	022					

### **Project Impacts**

### Methodology

<u>On-Site Construction Activities.</u> Construction noise levels at off-site 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. Construction noise sources were modeled as area sources to reflect the mobile nature of construction equipment. These vehicles would not operate directly where the Project's property line abuts adjacent structures, as they would retain some setback to preserve maneuverability. This equipment would also occasionally operate at reduced power and intensity to maintain precision at these locations.

<u>Off-Site Construction Noise Activities.</u> The Project's off-site construction noise impact from haul trucks, vendor deliveries, and other vehicles accessing the Project Site was analyzed by considering the Project's anticipated vehicle trip generation with existing traffic and roadway noise levels along local roadways, particularly those likely to be part of any 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,<sup>12</sup> the analysis focused on whether truck and auto 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.<sup>13</sup> It should be noted that because an official haul route has not been approved as of the preparation of this analysis, assumptions were made about logical routes that would minimize haul truck traffic on local streets in favor of major arterials that can access regional-serving freeways.

<u>On-Site Operational Noise Activities.</u> 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, ambient noise levels near the Project Site, the

<sup>&</sup>lt;sup>12</sup> Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

<sup>&</sup>lt;sup>13</sup> Caltrans, Technical Noise Supplement Table 3-3, 2013.

presence of similar noise sources in the vicinity, and maximum noise levels permitted by the LAMC.

<u>Off-Site Operational Noise Activities.</u> 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 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 that access the Project Site.

### Thresholds of Significance

<u>Construction Noise Thresholds.</u> 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<sub>eq</sub>) 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<sub>eq</sub>) or more at a noise-sensitive use; or
- Construction activities of any duration would exceed the ambient noise level by 5 dBA (hourly L<sub>eq</sub>) 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.

<u>Operational Noise Thresholds.</u> 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.<sup>14</sup>

<sup>&</sup>lt;sup>14</sup> 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. In instances where the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility a 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.

### 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.

### Construction

### On-Site Construction Activities

Construction would generate noise during the construction process that would span 24 months of demolition, grading, utilities trenching, building construction, and application of architectural coatings, as shown in 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.

Phase	Duration	Notes
Demolition	Months 1-2	Removal of 12,137 square feet of building floor area and 16,700 square feet of asphalt/concrete parking lot hauled 25 miles to landfill in 10-cubic yard capacity trucks.
Grading	Months 3-4	Approximately 15,050 cubic yards of soil (including swell factors for topsoil and dry clay) hauled 25 miles to landfill in 10-cubic yard capacity trucks.
Trenching	Months 5-9	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 5-24	Footings and foundation work; framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 21- 24	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 20	22.	

Table 4Construction Schedule Assumptions

Noise levels would generally peak during the demolition and grading phases, when diesel-fueled heavy-duty equipment like excavators and dozers are used to move large amounts of debris and dirt, respectively. 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.
During other phases of construction (e.g., trenching, building construction, architectural coatings), noise impacts are generally lesser than during 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. Figure 2 illustrates how noise would propagate from the construction site during the demolition and grading phase.



### DougLasKIM+Associates,LLC Figure 2 Construction Noise Sound Contours

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 code, such as temporary sound barriers. These construction noise levels would not exceed the City's significance threshold of 5 dBA. Therefore, the Project's on-site construction noise impact would be less than significant.

	Receptor	Maximum Construction Noise Level (dBA L <sub>eq</sub> )	Existing Ambient Noise Level (dBA L <sub>eq</sub> )	New Ambient Noise Level (dBA L <sub>eq</sub> )	Increase (dBA L <sub>eq</sub> )	Potentially Significant?
1.	Mar Vista Montessori Center	49.8	54.4	55.7	1.3	No
2.	Preschool – 3840 Grand View Bl.	58.6	61.3	63.2	1.9	No
3.	Residences – Pacific Ave.	61.7	61.3	64.5	3.2	No
4.	Residences – Keeshen Dr.	59.7	57.3	61.7	4.4	No
5.	Residences – 3940 Grand View Bl.	33.1	62.3	62.3	0.0	No
6.	Grandview Blvd Elementary School	45.2	62.3	62.4	0.1	No
So	urce: DKA Planning, 2022.					

Table 5Construction Noise Impacts at Off-Site Sensitive Receptors

### Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving debris and soil from the Project Site during demolition and grading activities, respectively; vendor and contractor trips; and worker commute trips. These activities would generate up to an estimated 194 peak hourly PCE vehicle trips, as summarized in Table 6, during the grading phase, assuming all workers travel to the worksite at the same time and that all worker and contractor trips, vendor trips, and haul trips use the same route to travel to and from the Project Site. This includes converting noise from heavy-duty truck trips to an equivalent number of passenger vehicle trips. This would represent about 5.4 percent of traffic volumes on Venice Boulevard, which carries about 3,573 vehicles at Grand View Boulevard in the morning peak hour of traffic.<sup>15</sup> Venice Boulevard would serve as part of the ultimate haul route for any soil exported from the Project Site given its direct access to the San Diego Freeway

Because workers, contractors and vendors will likely use more than one route to travel to and from the Project Site, this conservative assessment of traffic volumes overstates the likely traffic volumes from construction activities at this intersection.

Because the Project's construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase) on Venice Boulevard, 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.

<sup>&</sup>lt;sup>15</sup> DKA Planning 2022, based on Los Angeles database of traffic volumes on Venice Bl at Grand View Bl, https://navigatela.lacity.org/dot/traffic\_data/manual\_counts/VENICE.GRANDVIEW.160512-AUTO.pdf, 2016 traffic counts adjusted by one percent growth factor to represent existing conditions.

Construction Phase	Worker Trips ª	Vendor Trips	Haul Trips	Total Trips	Percent of Peak A.M. Hour Trips on Venice Blvd. <sup>e</sup>
Demolition	10	0	27 <sup>b</sup>	37	1.0
Grading	8	0	187°	194	5.4
Trenching	5	0	0	5	0.1
Building Construction	70	39 <sup>d</sup>	0	108	3.0
Architectural Coating	14	0	0	14	0.4

Table 6Construction Vehicle Trips (Maximum Hourly)

<sup>a</sup> Assumes all worker trips occur in the peak hour of construction activity.

<sup>b</sup> The project would generate 418 haul trips over a 43-day period with seven-hour work days. 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

<sup>c</sup> The project would generate 3,010 haul trips over a 44-day period with seven-hour work days. Assumes a 19.1 PCE.

<sup>d</sup> This phase would generate about 14 vendor truck trips daily over a seven-hour work day. Assumes a blend of vehicle types and a 9.55 PCE.

<sup>e</sup> Percent of existing traffic volumes on Venice Boulevard at Grand View Boulevard.

Source: DKA Planning, 2022

### 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 based on the noise/land use category of sensitive receptors near the Project Site. As a result, the Project's on-site operational noise impacts would be considered less than significant.

### Mechanical Equipment

The Project would operate mechanical equipment on the roof that would generate incremental long-term noise impacts. HVAC equipment in the form of 74 units suitable for cooling each of the residences would be located on the rooftop, approximately 62 feet above grade. This equipment would include a number of sound sources, including compressors, condenser fans, supply fans,

return fans, and exhaust fans that could generate a sound pressure level of up to 81.9 dBA at one foot.<sup>16</sup>

Noise impacts from rooftop mechanical equipment on nearby sensitive receptors would be negligible for several reasons. First, there would be no line-of-sight from these rooftop units to the sensitive receptors. Because the residences and preschool adjacent to the Project Site are one-to two-stories in height, there would be no sound path from the HVAC equipment to residences that would be 40 to 50 feet lower than the roof of the Proposed Project. Second, the presence of the Project's roof edge creates an effective noise barrier that further reduces noise levels from rooftop HVAC units by 8 dBA or more.<sup>17</sup> A three-foot parapet would further shield sensitive receptors near the Project Site. These design elements would be helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and weekends. As a result, noise from HVAC units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts. Compliance with LAMC Section 112.02 would further limit the impact of HVAC equipment on noise levels at adjacent properties.

Booster (supply and exhaust) fans that ventilate the subterranean garage would be located on the above-ground garage level. Otherwise, all equipment would be fully enclosed within the structure. This includes the electrical room on the ground level and elevator equipment (including hydraulic pump, switches, and controllers) in the subterranean basement, both of which would be fully enclosed within the building's structure and shielded from nearby sensitive receptors.

### Auto-Related Activities

The majority of vehicle-related noise impacts at the Project Site would come from vehicles entering and exiting the residential development from a driveway off the rear alley. During the peak P.M. hour, up to 35 vehicles would generate noise in and out of the garage via the driveway off Pacific Avenue, with up to 25 net vehicles using the garage in the peak A.M. hour.<sup>18</sup>

Nearby residences across Pacific Avenue would have a direct line of sight to the driveway, approximately 75 feet away. As shown in Table 7, the average vehicle use of the garage during daytime hours (average of 21 vehicles per hour between 8:00 A.M. and 7:00 P.M.) and nighttime hours (an average of eight vehicles hourly from 7:00 P.M. to 8:00 A.M.) would elevate ambient noise levels by less than 0.1 dBA CNEL, well below the 5 dBA threshold of significance for operational sources of noise.

<sup>&</sup>lt;sup>16</sup> City of Pomona, Pomona Ranch Plaza WalMart Expansion Project, Table 4.4-5; August 2014. Source was cluster of mechanical rooftop condensers including two Krack MXE-04 four-fan units and one MXE-02 two-fan unit. Reference noise level based on 30 minutes per hour of activity.

<sup>&</sup>lt;sup>17</sup> Ibid.

<sup>&</sup>lt;sup>18</sup> DKA Planning 2022, based on CalEEMod 2020.4.0 model using ITE Trip Generation rates (10<sup>th</sup> Edition). Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

Receptor	Maximum Noise Level (dBA CNEL)	Existing Ambient Noise Level (dBA CNEL)	New Ambient Noise Level (dBA CNEL)	Increase (dBA CNEL)	Significant?
Residences – Pacific Avenue (west side)38.361.361.3<0.1N					No
Source: DKA Planning, 2022, using FTA Noise Impact Assessment Spreadsheet.					

Table 7Parking Garage-Related Impacts at Off-Site Sensitive Receptors

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 sight from the garage. Parking garage noise would include tire friction as vehicles navigate to and from parking spaces, doors slamming, car alarms, and minor engine acceleration. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. As such, the Project's parking garage activities would not have a significant impact 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 residential activities would largely be contained internally within the Project. Noise could include passive activities such as human conversation and socializing in outdoor spaces. This includes:
  - Two second floor courtyards facing north toward Pacific Avenue.
  - Private balconies on the northwest, southeast, and southwest elevations.
  - Two roof decks on the southern portion of the roof facing the alley and one on the northern portion facing Pacific Avenue.

All these areas would be used for intermittent socializing and passive recreation (e.g., reading, relaxing, walking). 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.<sup>19</sup>

<sup>&</sup>lt;sup>19</sup> Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.

As the courtyards would be shielded on three sides by the residences on the second floor, any noise would be oriented toward Pacific Avenue, where planter boxes and retaining walls would help attenuate any noise. Further, the residences on the other side of Pacific Avenue would be 80 to 85 feet away, ensuring sufficient distance to attenuate any low levels of noise.

Similarly, any noise from passive use of the roof decks would attenuate rapidly. In addition, there would not be a line-of-sight to adjacent residences up to 50 feet lower in height, further shielded by the presence of the roof edge, parapet, setback of decks from the roof's edge, and the 80-85 foot distance to noise-sensitive residences on the other side of Pacific Avenue and the lack of sensitive receptors near the southern edge of the roof decks.

- Trash collection. On-site trash and recyclable materials for the residents would be managed from the waste collection area on the first floor of the parking garage. Haul trucks would access solid waste from Pacific Avenue, where solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L<sub>eq</sub> and 66 dBA L<sub>eq</sub> could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.<sup>20</sup> Intermittent solid waste management activities would operate during the day. Trash collection activities would not substantially elevate 24-hour noise levels at off-site locations by 5 dBA CNEL or more.
- Landscape maintenance. Noise from gas-powered leaf flowers, lawnmowers, and other landscape equipment can generated substantial bursts of noise during regular maintenance. For example, gas powered leaf blowers and other equipment with two-stroke engines can generated 100 dBA L<sub>eq</sub> and cause nuisance or potential noise impacts for nearby receptors.<sup>21</sup> The landscape plan focuses on a modest palette of accent trees and raised planters that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. Any intermittent landscape equipment would operate during the day and would represent a negligible impact that would not increase 24-hour noise levels at off-site locations by 5 dBA CNEL or more.<sup>22</sup>

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 off-site from vehicles traveling to and from the development. The Project could add up to 341 vehicle trips to the local roadway network on weekdays when the development is operational in 2025.<sup>23</sup> The majority of vehicle-

<sup>&</sup>lt;sup>20</sup> RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.

<sup>&</sup>lt;sup>21</sup> Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017

<sup>&</sup>lt;sup>22</sup> While AB 1346 (Berman, 2021) bans the sale of new gas-powered leaf blowers by 2024, existing equipment can continue to operate indefinitely.

<sup>&</sup>lt;sup>23</sup> City of Los Angeles VMT Calculator, v1.3.

related impacts at the Project Site would come from up to 25 and 35 vehicles entering and exiting the development during the peak A.M. and P.M. hours, respectively.<sup>24</sup> This would represent 0.7 percent of the 3,573 vehicles currently using Venice Boulevard at Grand View Boulevard in the A.M. peak hour.<sup>25</sup>

Because it takes a doubling of traffic volumes (i.e., 100 percent) 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 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?

### Less Than Significant Impact.

The Project Site is located about 1.4 miles south of the Santa Monica Airport. As shown in Figure 3, the Airport's runway protection zone (RPZ) extends south beyond the airport premises to Dewey Street for incoming flights. However, this portion of the Airport Influence Area is over 1.1 miles north of the Project Site. Because the Proposed Project would not be located within any of the Influence Areas regulated by the Airport's Land Use Plan, the Project would not expose local workers or residents in the area to excessive noise levels. This would be considered a less than significant impact.

<sup>&</sup>lt;sup>24</sup> DKA Planning 2022. Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

<sup>&</sup>lt;sup>25</sup> DKA Planning 2022, based on Los Angeles database of traffic volumes on Venice Bl at Grand View Bl, https://navigatela.lacity.org/dot/traffic\_data/manual\_counts/VENICE.GRANDVIEW.160512-AUTO.pdf, 2016 traffic counts adjusted by one percent growth factor to represent existing conditions.



Figure 3 Santa Monica Airport Influence Area

### **Cumulative Impacts**

### Construction

### **On-Site Construction Noise**

During construction of the proposed Project, there could be other construction activity in the area that contributes to cumulative noise impacts at sensitive receptors. Noise from construction of development projects is localized and can affect noise-sensitive uses within 500 feet, based on the City's screening criteria. As such, noise from two construction sites within 1,000 feet of each

other can contribute to cumulative noise impacts for receptors located between. There are no related projects identified by the City of Los Angeles within 0.25 miles of the Proposed Project.<sup>26</sup>

Construction-related noise levels from any related project would be intermittent and temporary. As with the Project, any related projects would comply with the LAMC's restrictions, including restrictions on 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 the noise ordinance.

As a result, there are no reasonably foreseeable related projects that could contribute to cumulative noise impacts at the analyzed sensitive receptors. 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.

### Off-Site Construction Noise

Other concurrent construction activities from related projects can contribute to cumulative off-site impacts if haul trucks, vendor trucks, or worker trips for any related project(s) were to utilize the same roadways. Distributing trips to and from each related project construction site 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 194 PCE vehicles during a peak, which would represent 5.4 percent of traffic volumes on Venice Boulevard, which carries about 3,573 vehicles at Grand View Boulevard in the morning peak hour of traffic.<sup>27</sup> Any related projects would have to add 3,379 peak hour vehicles trips to double volumes on Venice Boulevard. As there are no related projects identified by the City of Los Angeles within 0.25 miles of the Proposed Project, 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 Mar Vista neighborhood have been developed with residential and commercial land 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.

<sup>&</sup>lt;sup>26</sup> Personal Communication; Alessandro Mercuri, City of Los Angeles; November 2, 2022.

<sup>&</sup>lt;sup>27</sup> DKA Planning 2022, based on Los Angeles database of traffic volumes on Venice BI at Grand View BI, https://navigatela.lacity.org/dot/traffic\_data/manual\_counts/VENICE.GRANDVIEW.160512-AUTO.pdf, 2016 traffic counts adjusted by one percent growth factor to represent existing conditions.

### **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 Proposed Project is a residential development that would not generate stationary-source and mobile-source noise from day-to-day operations, as they generally do not involve use of noisy heavy-duty equipment such as compressors, dieselfueled equipment, or other sources typically associated with excessive noise generation. As there are no related projects identified by the City of Los Angeles within 0.25 miles, 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 could add 70 net vehicle trips to the local roadway network, including five and seven net vehicles entering and exiting the development during the peak A.M. and P.M. hours, respectively.<sup>28</sup> This would represent 0.18 percent of the 2,721 vehicles currently using Beverly Boulevard at Oxford Avenue in the A.M. peak hour.<sup>29</sup> As there are no related projects identified by the City of Los Angeles within 0.25 miles, 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.

<sup>&</sup>lt;sup>28</sup> DKA Planning 2022. Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

<sup>&</sup>lt;sup>29</sup> DKA Planning 2022, based on City of Los Angeles database of traffic volumes on Beverly Blvd at Oxford Ave, https://navigatela.lacity.org/dot/traffic\_data/automatic\_counts/BEVERLY.OXFORD.160303-AUTO.pdf, 2016 traffic counts adjusted by one percent growth factor to represent existing conditions.

# **TECHNICAL APPENDIX**



DouglasKim+Associates,LLC

# AMBIENT NOISE MEASUREMENTS



DouglasKim+Associates,LLC





11/6/2022

### **Information Panel**

Name	3840 Grand View Boulevard
Comments	
Start Time	11/3/2022 11:30:36 AM
Stop Time	11/3/2022 12:37:29 PM
Run Time	01:06:53
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

### Logged Data Chart

3840 Grand View Boulevard: Logged Data Chart



### Summary Data Panel

<b>Description</b>	<u>Meter</u>	<u>Value</u>	<b>Description</b>	<u>Meter</u>	<u>Value</u>
Leq	1	61.3 dB			
Exchange Rate	1	3 dB	Weighting	1	А
Response	1	SLOW	Bandwidth	1	OFF

### Logged Data Table

	Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
--	-----------	--------	---------	---------	-------

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
11/3/2022 11:31:36 AM	94.1	46.2	72.4	60.8
11:32:36 AM	90.1	48.4	66.5	59.1
11:33:36 AM	94.2	57.8	74.8	67.6
11:34:36 AM	94.9	56.4	73.2	66.3
11:35:36 AM	95.6	60.1	73.8	67.1
11:36:36 AM	87.3	53.6	67.8	61.6
11:37:36 AM	83.9	46.9	68.9	60.2
11:38:36 AM	85.7	43.1	66.9	59.8
11:39:36 AM	81	44.8	65.8	60.8
11:40:36 AM	92.9	44.9	64.7	56.5
11:41:36 AM	81.7	49.5	67.4	59.3
11:42:36 AM	79.7	47.2	65.4	59.2
11:43:36 AM	79.9	43.4	64.1	56.4
11:44:36 AM	82.5	44.9	68.5	60.4
11:45:36 AM	80.8	43.7	66.4	55.8
11:46:36 AM	86.5	51	67.8	59.9
11:47:36 AM	85.7	49.2	69.6	60.1
11:48:36 AM	84.5	46.2	68.3	59.7
11:49:36 AM	85.1	44	70.8	62.7
11:50:36 AM	79.9	44.9	65.8	57.9
11:51:36 AM	80.5	40.1	65.6	57.2
11:52:36 AM	82	47.4	67.7	59.6
11:53:36 AM	82.6	45.4	68.1	58.9
11:54:36 AM	82.5	48.4	67.9	61.6
11:55:36 AM	81	45	67.2	60.5
11:56:36 AM	80.6	47.7	65.6	59.8
11:57:36 AM	82	46.3	67.9	59.4
11:58:36 AM	84.8	48.8	66.8	61.8
11:59:36 AM	80.1	47.6	65	59.2
12:00:36 PM	94.4	46.9	76.5	66.3
12:01:36 PM	98.7	51.5	80.2	70.9
12:02:36 PM	85.7	46.7	74.3	62.6
12:03:36 PM	82	47.8	67.6	60
12:04:36 PM	82.6	45.6	67.6	59.1
12:05:36 PM	81.4	51	67.1	59.8
12:06:36 PM	81.6	46.9	67.5	61.1
12:07:36 PM	80.3	47.6	65.2	59.2
12:08:36 PM	85	45.1	69.6	61.4
12:09:36 PM	82.1	45	67.9	58
12:10:36 PM	81.8	Page 2 46.1	67.1	60.7

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
12:11:36 PM	79.2	50.5	65.2	59.4
12:12:36 PM	81.5	46.1	66.9	59.3
12:13:36 PM	81.4	49.4	65.8	58.7
12:14:36 PM	83.2	52.1	68	61.7
12:15:36 PM	88.1	49.7	71.9	61.1
12:16:36 PM	82.2	44.7	68.3	57.5
12:17:36 PM	81.4	49.2	66.7	61.6
12:18:36 PM	81.5	45.2	67	58.8
12:19:36 PM	80.1	49.8	65.8	58.4
12:20:36 PM	82.8	44.9	67.5	58.5
12:21:36 PM	83.1	45.4	68.3	60.2
12:22:36 PM	83	46.3	68.9	61.1
12:23:36 PM	80.9	46.4	68.8	61.3
12:24:36 PM	86.7	45.4	68.4	58.5
12:25:36 PM	77.4	43.6	62.9	54.6
12:26:36 PM	84	44.8	69.3	61.1
12:27:36 PM	85.7	44.2	69.2	61.3
12:28:36 PM	79.8	42.3	65.3	57.5
12:29:36 PM	80.3	45.5	66.3	58.6
12:30:36 PM	78.4	45.3	65.4	59.5
12:31:36 PM	81.9	47.3	65.2	57.9
12:32:36 PM	82.5	45.3	67.5	60.1
12:33:36 PM	82.4	44.2	67.6	59.6
12:34:36 PM	84.2	49	67.7	60.7
12:35:36 PM	84	51.9	69	60.6
12:36:36 PM	81.5	47.6	67.3	59.9

1/25/2022

### **Information Panel**

Name	Residences - 12218 Pacific Avenue rear alley
Comments	
Start Time	1/25/2022 8:20:41 AM
Stop Time	1/25/2022 8:36:04 AM
Run Time	00:15:23
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

### **Summary Data Panel**

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Leq	1	54.6 dB			
Exchange Rate	1	3 dB	Weighting	1	А
Response	1	SLOW	Bandwidth	1	OFF

### Logged Data Chart





### Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
1/25/2022 8:21:41 AM	81.9	47.3	61.2	50
8:22:41 AM	66	46.6	51.4	48.6
8:23:41 AM	74	47.1	51.7	49.1
8:24:41 AM	66.4	47.2	51.8	49.6
8:25:41 AM	81.6	47	54.2	49.6
8:26:41 AM	83.3	49.8	66.2	57
8:27:41 AM	86.5	47.3	66.8	56.9
8:28:41 AM	85.8	47	60	49.9
8:29:41 AM	78.2	46.8	52.8	49.2
8:30:41 AM	100.1	49	74.6	61.3
8:31:41 AM	88.1	47.8	65.5	55.4
8:32:41 AM	85	47.8	56.6	50.2
8:33:41 AM	65.1	46.4	51.8	48.3
8:34:41 AM	82.9	47.9	67.3	53.3
8:35:41 AM	96.8	49.3	70.1	58.3

1/25/2022

### **Information Panel**

Name	Vista del Rey Christian Church - 12118 Pacific Avenue
Comments	
Start Time	1/25/2022 8:37:47 AM
Stop Time	1/25/2022 8:53:04 AM
Run Time	00:15:17
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

### **Summary Data Panel**

<b>Description</b>	<u>Meter</u>	Value	Description	<u>Meter</u>	<u>Value</u>
Leq	1	57.3 dB			
Exchange Rate	1	3 dB	Weighting	1	А
Response	1	SLOW	Bandwidth	1	OFF

### Logged Data Chart

Vista del Rey Christian Church - 12118 Pacific Avenue: Logged Data Chart



Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
1/25/2022 8:38:47 AM	85.5	50.1	61.6	55
8:39:47 AM	73.4	48.2	56.7	51.2
8:40:47 AM	80.1	47.8	52	49.4
8:41:47 AM	80.3	48.8	59.9	53.2
8:42:47 AM	83.6	50.5	61.8	53.9
8:43:47 AM	82.2	47.8	59.7	51.6
8:44:47 AM	86.9	48.6	64.4	53.9
8:45:47 AM	76.9	49.4	63	56.7
8:46:47 AM	87.1	51.3	63.5	57
8:47:47 AM	88.9	54.5	68.6	60.3
8:48:47 AM	90.2	51	69.1	59.9
8:49:47 AM	88.8	48.8	70.2	59.2
8:50:47 AM	86.8	50.1	69.2	59.4
8:51:47 AM	78.5	51.4	61.5	55.9
8:52:47 AM	94.9	52	75	61.1

1/25/2022

### **Information Panel**

Name	Residences - 3940 Grand View Boulevard
Comments	
Start Time	1/25/2022 8:54:17 AM
Stop Time	1/25/2022 9:10:04 AM
Run Time	00:15:47
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

### **Summary Data Panel**

<b>Description</b>	<u>Meter</u>	Value	Description	<u>Meter</u>	Value
Leq	1	62.3 dB			
Exchange Rate	1	3 dB	Weighting	1	А
Response	1	SLOW	Bandwidth	1	OFF

### Logged Data Chart

Residences - 3940 Grand View Boulevard: Logged Data Chart



Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
1/25/2022 8:55:17 AM	85.5	53.1	68	61.7
8:56:17 AM	86.4	46.9	70.6	61
8:57:17 AM	85.9	52.9	71.7	63.5
8:58:17 AM	84.1	51.9	69.5	60.5
8:59:17 AM	86.8	54.1	72.5	64
9:00:17 AM	83.8	49	69	61.1
9:01:17 AM	84.9	50.3	70.2	62.1
9:02:17 AM	84.2	50.9	70.1	62.5
9:03:17 AM	84.1	50.2	68	59.4
9:04:17 AM	87.2	47.8	73.6	64.1
9:05:17 AM	87.4	46.8	66.9	59.1
9:06:17 AM	88.9	48.9	75.7	64.8
9:07:17 AM	85.8	50.5	68	60.3
9:08:17 AM	85.1	49.6	70.9	61
9:09:17 AM	86.8	48.6	73	63.5



DouglasKim+Associates,LLC

## CONSTRUCTION NOISE CALCULATIONS

### Noise emissions of industry sources

Source name	Size	Reference	Day	Level Evening	Night	Corr Cwall	CI	CT
Construction Site	2826 m <sup>2</sup>	Lw/unit	<u>ив(A)</u> 109.7	ub(А) -	<u>ив(A)</u> -	UD -	ub -	<u>и</u> Б -

### Receiver list

No.   Receiver name   Coordinates in meter   Building in meter   Height is dir in meter   Height is dir in meter   Height is dir in meter   Limit is dir in meter   Dav dB(A)   dB(A)   dD(A)   dB(A)   dD(A)									
No.   Receiver name   X   Y   side   Floor   abx ydd m   Day			Coordinates	Building		Height	Limit	Level	Conflict
Inc.   Jacob   Loc   Bit 7, Joc   Loc   Bit 7, Joc   Detty   Detty <thdetty< th="">   Detty   Detty</thdetty<>	No	Receiver name		sido	Floor	aby ard	Dav	Dav	Dav
Caradview Boulevard Elementary Sch 11397260 (20763332 56) Martinet Generatory Sch 11397260 (20763332 16) Martinet Generatory Sch 11397290 (20763332 16) Martinet Generatory Sch 11397290 (20763532 16) Martinet Generatory Sch 11397290 (20763532 16) Martinet Generatory Sch 11397290 (20763538) (20763538) (2076)	110.			3100	1 1001	abv.gru.			Jay
1 (srandvew Boulevard Lementary Sch1380/390.673/6386) North wal. GF 22.46 - 482 - 48			in meter		6-	m	dB(A)	dB(A)	aв
z (jamadvew lerace Apadmenis 1138/986.837838371 [South west GF 23.34 - 43.51 - 13874/986.Monteson(Gener View Bi. 11387929.33736328.88) North west GF 22.48 - 46.8.6 - 5 [Resultences: Generation 1706800 Back 1138068428785388.88] North west GF 22.48 - 46.8.6 - 6 [Resultences: Pacific Ave. 11387797.98.3763584.92] South east GF 23.59 - 61.7 - 6 [Resultences: Pacific Ave. 11387797.98.3763584.92] South east GF 23.59 - 61.7 - 6 [Resultences: Pacific Ave. 11387797.98.3763584.92] South east GF 23.59 - 61.7 - 6 [Resultences: Pacific Ave. 11387797.98.3763584.92] South east GF 23.59 - 6 [Resultences: Pacific Ave. 11387797.98.3763584.92] South east GF 23.59 - 6 [Resultences: Pacific Ave. 11387797.98.3763584.92] South east GF 23.59 - 6 [Resultences: Pacific Ave. 11387797.98.3763584.92] South east GF 23.59 - 6 [Resultences: Pacific Ave. 11387797.98.3763584.92] South east GF 23.59 - 7 -	1	Grandview Boulevard Elementary Sch	11367930.873763378.58	North	GF	22.46	-	45.2	-
3) Mar Visita Montessol Center 11387900.4536349.861 North west GF 23.48 - 49.8 - 4) Preschod 340 Carao View BL 11387939736328.88 0 - GF 23.48 - 58.6 - 5) Residences - Keeshen Dr (3800 Block) 11389039.653763568.80 - 6) Residences - Pacfic Ave. 11387977.953763368.62 South east GF 23.69 - 61.7 - 11387977.953763868.62 South east GF 23.69 - 61.7 - 11387977.953763868.62 South east GF 23.69 - 11387977.953768376868.82 South east GF 23.69 - 11387977.9537682788 South east GF 23.69 - 11387977887788788 South east GF 23.69 - 11387977887788788 South east GF 23.69 - 11387977887788788 South east GF 23.69 - 1138797788788888 South east GF 23.69 - 1138797788788888 South east GF 23.69 - 113878878888 South east GF 23.69 - 1138788788888 South east GF 23.69 - 1138788788888 South east GF 23.69 - 11387887888888 South east GF 23.69 - 11388888888888 South east GF 23.69 - 113888888888888888 South east GF 23.69 - 11388888888888888888888888888888888888	2	Grandview Terrace Apartments	11367996.853763383.71	South west	GF	23.39	-	33.1	-
4 Preschad - 3840 Grand View BL 11307929.3730528.86   North west GF 22.81 - 56.6 - 5 Residences - Neeshen Dr Yould Buck 11380690 823763584 00 - GF 23.16 - 59.7 - 6 Residences - Pacific Ave. 11387977.653763584.52   South east GF 23.59 - 61.7 - 7 - 6   Residences - Pacific Ave. 11387977.653763584.52   South east GF 23.59 - 61.7 - 7 - 7 - 7 - 7 - 7 - 7 - 7 - 7 - 7 -	3	Mar Vista Montessori Center	11367900.453763449.89	North west	GF	23.24	-	49.8	-
<u>5   Residences - Keeshen Dr (3800 Block/11360398.63763588.40)</u> <u>- GF 23.11</u> <u>- 59.7</u> <u>-</u> <u>6   Residences - Pacific Ave.</u> <u>11367977.953763584.52   South east</u> <u>GF 23.59</u> <u>- 61.7</u> <u>-</u>	4	Preschool - 3840 Grand View Bl.	11367929.373763528.89	North west	GF	22.48	-	58.6	-
6   Residences - Pacific Ave.   11367977.953763584.52   South east   GF   23.59   -   61.7   -	5	Residences - Keeshen Dr (3800 Block	11368039.633763538.80	-	GF	23.11	-	59.7	-
	6	Residences - Pacific Ave.	11367977.953763584.52	South east	GF	23.59	-	61.7	-

### Contribution levels of the receivers

Source name		Traffic lane	Level Day dB(A)
Grandview Boulevard Elementary School	GF		45.2
Construction Site		-	45.2
Grandview Terrace Apartments	GF		33.1
Construction Site		-	33.1
Mar Vista Montessori Center	GF		49.8
Construction Site		-	49.8
Preschool - 3840 Grand View Bl.	GF		58.6
Construction Site		-	58.6
Residences - Keeshen Dr (3800 Block)	GF		59.7
Construction Site		-	59.7
Residences - Pacific Ave.	GF		61.7
Construction Site		-	61.7





# 12134 Pacific Avenue

# Signs and symbols

- Building
- Analyzed Sensitive Receptor (Outdoor)
- Analyzed Sensitive Receptor
- Construction Site
- 1:102 25 50 100 150

200 feet



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### Construction Noise Impacts



Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA
Sound Power Level (Lw)	109.7	dB

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Mar Vista Montessori Center	54.4	49.8	55.7	1.3	No
Preschool - 3840 Grand View Blvd.	61.3	58.6	63.2	1.9	No
Residences - Pacfiic Ave.	61.3	61.7	64.5	3.2	No
Residences - Keeshen Dr.	57.3	59.7	61.7	4.4	No
Residences - 3940 Grand View Blvd.	62.3	33.1	62.3	0.0	No

# OFF-SITE CONSTRUCTION-RELATED TRAVEL VOLUMES

Intericting 3 0 3 0   Building Construction 69.5 38.7 108 3.   Architectural Coatings 13.9 0 13.9 0	Construction Phase Demolition Grading Transhing	Vorker Trips 10 7.5	Vendor Trips	Haul Trips 26.5 186.7	rotal 37 194 c	% of Trattic Volume 1.0 5.4
Trenching   5   0   5   0     Building Construction   69.5   38.7   108   3     Architectural Coatings   13.9   0   13.9   0	Grading	/.5	C	186./	194	
Building Construction   69.5   38.7   108   3     Architectural Coatings   13.9   0   13.9   0	Trenching	б	0		б	
Architectural Coatings 13.9 0 13.9 C	<b>Building Construction</b>	69.5	38.7		108	ш
	Architectural Coatings	13.9	0		13.9	0

3573 Traffic Volumes on Venice Boulevard and Grand View Boulevard



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# **OPERATIONS NOISE CALCULATIONS**



# Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use Source: ITE Trip Generation Manual , 10th Edition

Land Use Code			22	1		
Setting			Multifamily Hou	using (Mid-Rise)		
Time Period	General Urba	n/Suburban	Dense Multi	-Use Urban	Center C	City Core
Trip Type	Week	dav	Wee	kdav	Wee	, kdav
#Data Sites	Vehi	cle	Veh	icle	Veh	icle
in Data offee	8		4		10.1	3
	% of 24-Hc	ur Traffic	% of 24-H	our Traffic	% of 24-H	our Traffic
Timo	Entoring	Eviting	Entoring	Eviting	Entoring	Eviting
12.1.414		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	47	5.2	4 4	2.7
1-2 PM	4.1	4.8	5 3	3.2	3.9	6.7
2 2 0 1	5.9	4.0 5.0	5.5	2.7	20	4.0
2-3 F IVI 2 4 DM	5.8	3.0	5.5	5.5	5.5	4.9
5-4 PIVI	0.7	4.9	0.2	4.4	0.1	4.0
4-5 PIVI	10.6	6.2	10.0	4.7	4.8	5.8
5-6 PIVI	12.6	1.1	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
		ŀ	Hourly Trips	Average Daytime	Average Nighttim	e
12-1 AM	1.0	0.5	2		2	
1-2 AM	0.5	0.25	1		1	
2-3 AM	0.4	0.2	1		1	
3-4 AM	0.7	0.35	1		1	
4-5 AM	11	0.55	2		2	
5-6 AM	3 3	1.65	6		6	
6 7 AM	9.5 9.0	1.05	14		14	
7 9 AM	14.0	7 / 5	14	25	14	
7-0 AIVI	14.5	7.45	25	25		
8-9 AIVI	12.3	0.15	21	21		
9-10 AM	8.6	4.3	15	15		
10-11 AM	7.4	3.7	13	13		
11-12 PM	9.0	4.5	15	15		
12-1 PM	9.4	4.7	16	16		
1-2 PM	8.9	4.45	15	15		
2-3 PM	10.8	5.4	18	18		
3-4 PM	11.6	5.8	20	20		
4-5 PM	16.8	8.4	29	29		
5-6 PM	20.3	10.15	35	35		
6-7 PM	15.9	7.95	27	27		
7-8 PM	12.6	6.3	21	_,	21	
8-9 PM	10 3	5.5	18		19	
0_10 DM	10.5	2 85	10		10	
	/./	3.03 2.75	12		13	
	J.J 3 1	2.70	9		9	
	5.1	1.55	5		5	
AUT			341	~	•	
				21	8	

### Federal Transit Administration Noise Impact Assessment Spreadsheet

version: 1/29/2019 

Project 12134 Pacific Avenue ecelver Parameters Receiver - Receiver Land Use Category 2: Residences - Pacific Avenue (vest Existing Noise (Massumd or Generic Value) 61 dBA

	Existing Ldn: 61 dBA
	Total Project Ldn: 38 dBA
	Total Noise Exposure: 61 dBA
	Increase: 0 dB
	Impact?: None
Dist	Impact?: None
Dist Di	Impact?: None ance to Impact Contours at to Mod. Impact Contour
Dist Di	Impact?: None ance to Impact Contours at to Mod. Impact Contour (Source 1): 12 ft
Dist Di Di	Impact?: None ance to Impact Contours st to Mod. Impact Contour (Source 1): 12 ft st to Sev. Impact Contour

			Noise (FTA I	Impac Manual	t Criteri Fig 4-2	a )		
85	E							
80	ļ							
75								
70	<u> </u>						$\sim$	
65					-			
60				_	-			
55								
50							Moden	ee impect
45							Severe	Impact .
40	10 4	5 5	0 55 Existing	60 Noise E	) 6 xposure (	5 7 3BA)	D 7	5 80



(BA)



	Number of Noise Sources:	•
Noise Source P	arameters	Source 1
	Source Type: Specific Source:	Stationary Source Parking Garage
Daytime hrs	Avg. Number of Autos/hr	21
lighttime hrs	Avg. Number of Autos/hr	8
	·	
Distance	Distance from Source to Receiver (ft) Number of Intervening Rows of Buildings	75
Adjustments	Noise Barrier?	No
	<u>:</u>	
	· ;	
	·	
	Noise Barrier?	No
	Embedded Track?	No No
	Aerial Structure?	No
	Noise Barrier?	
	}	
	Noise Barrier?	
	}	
	Noise Barrier?	
	1	
	}	
	Noise Barrier?	

<b>Project:</b> 12134 Pacific Avenue <b>Receiver:</b> Residences - Pacific Aven	
venue acific Avenue (we	
est side)	

Receive	er: Residences -	- Pacific Avenue	(west side)			
				Noise (	Criteria	
Source	Distance	Project Ldn	Existing Ldn	Mod. Impact	Sev. Impact	Impact?
1 Parking Garage	75 ft	38.3 dBA	61 dBA	58 dBA	64 dBA	None
2	50 ft		61 dBA	58 dBA	64 dBA	
3	50 ft		61 dBA	58 dBA	64 dBA	
4	70 ft		61 dBA	58 dBA	64 dBA	
<b>л</b> ¦	ft		61 dBA	58 dBA	64 dBA	
6	ft		61 dBA	58 dBA	64 dBA	
<b>Combined Sources</b>		38 dBA	61 dBA	58 dBA	64 dBA	None





DouglasKim+Associates,LLC

# TRAFFIC NOISE CALCULATIONS


### **City Of Los Angeles Department Of Transportation** MANUAL TRAFFIC COUNT SUMMARY

North/South	GRANI	O VIEW B	L						
East/West	VENIC	E BL.							
Day:	THURSDA	Y Dat	e:1	May 12, 2016	Weath	er:	SUNNY		
<b>Hours:</b> 7-1	0 AM & 3-	-6 PM		Chekrs	: <u>JC &amp; Y</u>	<u>'T</u>			
School Day:	YES	Dist	trict:	WESTERN	I/S C	CODE	12352		
DUAL-	<u>N/B</u>		S/B	÷	E/B		W	/ <u>B</u>	
WHEELED BILLES	34		11		119		1:	25	
BUSES	0		0		130 37		1:	53 50	
	<u>N/B</u> 1	<u>LIME</u>	<b>S/B</b>	<b>TIME</b>	E/B	TIME	W	B	TIME
AM PK 15 MI	<b>V</b> 124	8.45	44	8.15	432	8.15	4	87	7.45
PM PK 15 MIN	V 72	3.00	177	5.15	427	3.15	5:	56	5.00
AM PK HOUR	431	8.15	161	8.15	1687	7.45	16	79	7.15
PM PK HOUR	267	3.00	675	5.00	1666	3.15	203	34	4.45

### NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	109	168	87	364
8-9	111	197	116	424
9-10	84	132	86	302
3-4	87	93	87	267
4-5	67	83	74	224
5-6	64	70	76	210
TOTAL	522	743	526	1791

### EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	80	1184	81	1345
8-9	118	1486	80	1684
9-10	52	1320	53	1425
3-4	69	1487	105	1661
4-5	61	1462	76	1599
5-6	68	1518	62	1648
TOTAL	448	8457	457	9362

(Rev Oct 06)

### Hours Lt Th Rt Total 7-8 32 56 24 112 8-9 59 69 24 152 57 9-10 59 28 144 3-4 91 228 379 60 174 308 4-5 86 568 5-6 176 407 92 675

TOTAL 589 1127 314 2030

### WESTBOUND Approach

**SOUTHBOUND** Approach

Hours	Lt	Th	Rt	Total
7-8	61	1370	36	1467
8-9	85	1470	39	1594
9-10	55	1344	33	1432
3-4	131	1363	21	1515
4-5	169	1645	82	1896
5-6	149	1813	53	2015
TOTAL	650	9005	264	9919

TOTAL	XING	S/L		XING N/L		
N-S	Ped	Sch		Ped	Sch	
476	15	5		21	1	
576	38	6	li	57	0	
446	52	6		37	4	
646	39	13		44	4	
792	39	5		46	12	
885	40	4		37	5	
3821	223	39		242	26	

TOTAL	XING	W/L	I	XING	E/L
E-W	Ped	Sch		Ped	Sch
2812	31	11		9	1
3278	79	9		19	4
2857	64	5		27	3
3176	76	12		19	5
3495	85	10		25	13
3663	95	6		33	4
19281	430	53		132	30

37	4
44	4
46	12
37	5

### TRAFFIC VOLUME ADJUSTMENTS

North/Sor East/Wes Year Hour Source	uth st	Grand View Bo Venice Bouleva 2016 8:15-9:15 A.M. <u>https://navi</u>	ulevard Ird gatela.lacity.c	Douglask	IM+Associates.LLC	counts/VE!	NICE.GRANDVIE	W.160512-AUTO.pdf
		NB Approach	SB Approach	EB Approach	WB Approach			
LT TH BT								
Total				1687	1679		1.07%	
	2016 2017 2018 2019 2020 2021 <b>2022</b>	- - - - - - NB Approach	- - - - - - SB Approach	1,687 1,704 1,721 1,738 1,755 1,773 <b>1,791</b> EB Approach	1,679 1,696 1,713 1,730 1,747 1,765 <b>1,782</b> WB Approach	- - - - -	3,573	
Auto		-	-	1.462	1.455	6.048.810	82.5%	
MDT		-	-	227	226	940.092	12.8%	
HDT		-	-	6	6	25,348	0.3%	
Buses		-	-	2	2	9,386	0.1%	
MCY		-	-	40	40	167,287	2.3%	
Aux		-	-	35	34	142,856	1.9%	
Total		-	-	1,773	1,765	7,333,779	100.0%	



DOUGLASKIM+ASSOCIATES,LLC

# **DEMOLITION ANALYSIS**





# CONSTRUCTION BUILDING DEBRIS

					-	ruck Capacity		
Materials	Total SF	Height	<b>Cubic Yards</b>	Pounds per Cub	Tons	(CY)	<b>Truck Trips</b>	Source
Construction and Debris	0	0		484		10		Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
	1	5	1 700	-	2000	2	710	Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September
General Building	12,137	12	1,780	1,000	068	10	356	2010. General Building Formula
								Federal Emergency Management Agency. Debris Estimating Field Guide (FEMA 329), September
Single Family Residence		12		1,000		10		2010. Single Family Residence Formula, assumes 1 story, Medium vegetative cover multiplier (1.3)
Multi-Family Residence		12		1,000		10		
Mobile Home				1,000		10		
Mixed Debris				480		10		Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
Vegetative Debris (Hardwoods)				500		10		
Vegetative Debris (Softwoods)				333		10		
Asphalt or concrete (Constructior	16,700	0.5	309	2,400	371	10	62	
TOTAL			2,089		1,261		418	



DOUGLASKIM+ASSOCIATES,LLC

# **GRADING ANALYSIS**



# SOIL TRANSPORT WITH SHRINK AND SWELL FACTORS

	ç	% Swell	Adjusted CY	<b>Truck Capacity</b>	
				(CY)	Truck Trips
Topsoil	833	56%	1,300	10	260
Clay (Dry)	9,167	50%	13,750	10	2,750
Clay (Damp)		67%		10	
Earth, loam (Dry)		50%		10	
Earth, loam (Damp)		43%		10	
Dry sand		11%		10	
TOTAL	10,000		15,050		3,010

Note: Topsoil considered the top ten inches of soil (Wikipedia)

Source: US Department of Transportation Determination of Excavation and Embankment Volumes; https://highways.dot.gov/federal-lands/pddm/dpg/earthwork-design Note: Soil below topsoil assumed to be dry clay; Source: Lyngso website, https://www.lyngsogarden.com/community-resources/tips-on-modifying-your-california-soil-with-amendments/



### TRANSPORTATION STUDY ASSESSMENT

### DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

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

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

### GENERAL INFORMATION

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

### SPECIAL REQUIREMENTS

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

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

### TO BE VERIFIED BY PLANNING STAFF PRIOR TO LADOT REVIEW

**LADOT DEVELOPMENT SERVICES DIVISION OFFICES**: Please route this form for processing to the appropriate LADOT Development Review Office as follows (see <u>this map</u> for geographical reference):

Metro	
213-972-8482	
100 S. Main St, 9 <sup>th</sup> Floor	716
Los Angeles, CA 90012	Lo

**West LA** 213-485-1062 166 W. Manchester Blvd os Angeles, CA 90045 **Valley** *818-374-4699* 6262 Van Nuys Blvd, 3<sup>rd</sup> Floor Van Nuys, CA 91401

### 1. PROJECT INFORMATION

Case Number:
Address:
Project Description:
Seeking Existing Use Credit (will be calculated by LADOT): Yes No Not sure
Applicant Name: <u>Matthew Hayden - Hayden Planning</u>
Applicant E-mail: <u>matthew@haydenplanning.com</u> Applicant Phone: <u>(310) 614-2964</u>
Planning Staff Initials: Date: 11/03/22

### 2. PROJECT REFERRAL TABLE

	Land Us	se (list all)	Size / Unit	Daily Trips <sup>1</sup>
	Multi-family Residential		74	341
Proposed <sup>1</sup>				
			Total trips <sup>1</sup> :	341
a. Does t	he proposed project invo	olve a discretionary action?	?	Yes 🛛 No 🗆
b. Would	the proposed project ge	nerate 250 or more daily v	ehicle trips <sup>2</sup> ?	Yes Z No 🗆
c. If the r	project is replacing an ex	isting number of residentia	I units with a smaller	
numbe	er of residential units, is t	he proposed project locate	ed within one-half mil	e
of a he	of a beauty rail light rail or bus rapid transit station <sup>3</sup> ? Yes $\Box$ No $\mathbb{Z}$			
If YES to a	and <b>b</b> , or <b>c</b> , or to <b>all</b> or	f the above, the Project mu	ust be referred to LA	DOT for further
assessme	nt			
Verified by	/ Planning Staff Name:	tother Atin	Phone: C	213) 978-1486
		601.00		-
	Signature: –	CSIGI	Date: _2	7 2023

<sup>&</sup>lt;sup>1</sup> Qualifying Existing Use to be determined by LADOT staff on following page, per LADOT's Transportation Assessment Guidelines.

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

<sup>&</sup>lt;sup>3</sup> Relevant transit lines include: Metro Red, Purple, Blue, Green, Gold, Expo, Orange, and Silver line stations; and Metrolink stations.

### TO BE COMPLETED BY LADOT

### 3. PROJECT INFORMATION

	Land Use (list all)	Size / Unit	Daily Trips
Proposed			
		Total new trips:	
Existing			
	Tota	al existing trips:	
	Net Increase / De	crease (+ or - )	

a.	Is the	project a single retail use that is less than 50,000 square feet?	Yes 🗆	No 🗆		
b.	. Would the project generate a net increase of 250 or more daily vehicle trips? Yes D No					
с.	Would	the project generate a net increase of 500 or more daily vehicle trips?	Yes 🗆	No 🗆		
d.	Would	the project result in a net increase in daily VMT?	Yes 🗆	No 🗆		
e.	<ul> <li>a. Would the project result in a net increase in dairy with ?</li> <li>b. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile</li> </ul>					
	of a he	eavy rail, light rail, or bus rapid transit station?	Yes 🛛	No 🗆		
f.	Does t	he project trigger Site Plan Review (LAMC 16.05)?	Yes □	No 🗆		
a.	Proiec	t size:				
3.	i. Would the project generate a net increase of 1,000 or more daily vehicle trips?					
			Yes 🗆	No 🗆		
	ii Is the project's frontage 250 linear feet or more along a street classified					
	as an Avenue or Boulevard per the City's General Plan? Yes D No D					
	iii. Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? Yes □ No □					
VN	IT Anal	lysis (CEQA Review)				
If V	If VES to a and NO to a a VMT analysis is NOT required					

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

### Access, Safety, and Circulation Assessment (Corrective Conditions)

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

LADOT Comments:

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

4.	Specific Plan with Trip Fee or TDM Requirements:	Yes 🗆	No 🗆
	Fee Calculation Estimate:		
	VMT Analysis Required (Question b. satisfied):	Yes 🗆	No 🗆
	Access, Safety, and Circulation Evaluation Required (Question b. satisfied):	Yes □	No 🗆
	Access Assessment Required (Question b., f., and either g.i., g.ii. or g.iii satisfied):	Yes □	No 🗆
	Prepared by DOT Staff Name: Phone:	_	
	Signature: Date:		

# TRANSPORTATION ASSESSMENT RESIDENTIAL DEVELOPMENT

Located at 12124 W. Pacific Avenue in the City of Los Angeles



Prepared by: Overland Traffic Consultants, Inc. 952 Manhattan Beach Boulevard #100 Manhattan Beach, California 90266 (661) 799 - 8423

# TRANSPORTATION ASSESSMENT FOR RESIDENTIAL DEVELOPMENT (ENV-2022-8257-EAF, CPC-2022-8256-CU-DB-PHP-HCA)

Located at 12124 W. Pacific Avenue Palms-Mar Vista-Del Rey Community Plan Area of the City of Los Angeles

Prepared by:

Overland Traffic Consultants, Inc. 952 Manhattan Beach Bd., Suite 100 Manhattan Beach, California 90266 (310) 930 - 3303

June 2023



### **EXECUTIVE SUMMARY**

Overland Traffic Consultants has prepared this assessment of the transportation impacts for a proposed residential land development project located at 12124 W. Pacific Avenue in the City of Los Angeles, see Project's location in Figure 1.

The purpose of this Transportation Assessment (TA) is to document potential transportation impacts associated with the Project using the Los Angeles Department of Transportation's (LADOT) Transportation Assessment Guidelines (TAG, August 2022). The TAG establishes procedures and methods for review of development projects following the California Environmental Quality Act (CEQA) guidelines. LADOT has determined a TA report is required for the Project and has approved a Transportation Assessment Referral Form for the Project's CEQA analysis (see TA Referral Appendix A).

### **Project Description**

The development project is located at 12124 W. Pacific Avenue on the southside of Pacific Avenue east of Grand View Boulevard in the Palms-Mar Vista-Del Rey Community Plan area (Project Site). The Project Site is also located in Los Angeles Council District 11 and the Mar Vista Neighborhood Council area.

The development project consists of a new residential building with 74 apartments (63 market rate and 11 affordable units). The lot(s) area for the Project Site is approximately 30,001 square feet (0.689 acres) and previously occupied by a church and daycare use which have been removed in advance of the Project development. <u>Project Parking and Access</u>

The Project proposes 122 parking spaces on 2 parking levels (at-grade and 1 subterrean level). Vehicular access will be from Pacific Avenue with an internal ramp to the basement parking level. The Project is providing 64 bicycle parking spaces (58 secured long-term spaces and 6 short-term spaces).





### Transportation Assessment (CEQA)

On July 30, 2019, the City of Los Angeles adopted the vehicle miles traveled (VMT) metric as its criterion for determining transportation impacts under the California Environmental Quality Act (CEQA). These changes follow the requirements of the State of California Senate Bill 743 (SB 743) and the State's CEQA Guidelines.

The CEQA guidelines for evaluating transportation impacts no longer focus on measuring automobile delay and level of service (LOS). Instead, SB 743 directed lead agencies to revise transportation assessment guidelines to include a transportation performance metric which promotes: the reduction of greenhouse gas emissions, the development of multimodal networks, and access to diverse land uses.

The LADOT TAG (August 2022) is the City of Los Angeles' document providing guidance for conducting CEQA transportation analyses for land development projects. The TAG identifies three CEQA threshold questions for evaluating potential significant transportation impacts in accordance with SB 743.

- 1) Does the Project conflict with Plans, Programs, Ordinances, or Policies?
- 2) Does the Project cause substantial vehicle miles traveled (VMT)?
- 3) Does the Project substantially increase hazards due to a geometric design feature or incompatible use?

### Findings

Based on this evaluation of the CEQA thresholds, the Project does not create a significant transportation impact.

Cumulative VMT impacts have also been evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.



Per the LADOT TAG, projects consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT. The Project is consistent with the RTP/SCS plan.

Therefore, no cumulative land development impacts have been identified that would preclude the City's ability to provide transportation mobility in the area. As such, the Project will not create any cumulative operational impacts, emergency access impacts, and/or hazardous geometric design features.



### TABLE OF CONTENTS

Chapter 1 - Project Description	1
Environmental Setting	4
Land Use	4
Transportation Facilities	5
Transit Information	6
Complete Streets Mobility Networks	8
Chapter 2 - CEQA Transportation Assessment	11
Project Initial CEQA Screening	11
I. Conflicts Evaluation with Plans, Programs, Ordinances, or Policies	13
Cumulative Consistency Check	16
Criteria for Transportation Projects	16
II. Causing Substantial Vehicle Miles Traveled (VMT)	17
Transportation Demand Management	18
Cumulative VMT Consistency Check	19
III. Substantially Increasing Hazards Due to Geometric Design Feature or Incompatible Use	20



### APPENDIX

- Appendix A Transportation Assessment Referral Form
- Appendix B Community Plan Land Use Map
- Appendix C Street Standards, Circulation & High Injury Network Map
- Appendix D Transit Route Maps
- Appendix E Overview of City Plans, Policies, Programs and Ordinances
- Appendix F VMT Report
- Appendix G Pacific Avenue Project Driveway Review

### LIST OF FIGURES

Figure 1 -	Project Location	ii
Figure 2 -	Project Site Plan	2
Figure 3	Project Site Plan Subterrean Parking Level	3

### LIST OF TABLES

Table 1	Consistency Check with Plans, Policies, Programs, and Ordinances	14 - 15
Table 2	Project Trip Generation Rates	21
Table 3	Estimated Project Traffic Generation	21



### **CHAPTER 1**

### **PROJECT DESCRIPTION**

The Project Site is located at 12124 W. Pacific Avenue on the southside of Pacific Avenue east of Grand View Boulevard in the Palms-Mar Vista-Del Rey Community Plan area (Project Site).

### Project Description

The development project consists of a new residential building with 74 apartments (63 market rate and 11 affordable units). The lot(s) area for the Project Site is approximately 30,001 square feet (0.689 acres) and previously occupied by a church and daycare use which have been removed as part of the Project development. <u>Project Parking and Access</u>

The Project proposes 122 parking spaces on 2 parking levels (at-grade and 1 subterrean level). Vehicular access will be from Pacific Avenue with an internal ramp to the basement parking level. The Project is providing 64 bicycle parking spaces (58 secured long-term spaces and 6 short-term spaces).

Figures 2 and 3 show the site plan, vehicle access plan, and parking levels.



### SITE PLAN AND ACCESS LOCATIONS

952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266 (661) 799 - 8423, OTC@overlandtraffic.com



PACIFIC AVENUE





### ENVIRONMENTAL SETTING

### Land Use



The Project Site is in the Palms-Mar Vista-Del Rey Community Plan area approximately 8 miles west of downtown Los Angeles. The Community Plan area includes the neighborhoods of Palms, Mar Vista, Del Rey, and Playa Vista. The Project Site is also located in Los Angeles Council District 11 and the Mar Vista Neighborhood Council area. The Palms-Mar Vista-Del Rey Community Plan consists of 5,257

net acres with 53% residential, 4% commercial, 6.8% industrial with the balance being open space and streets. The Community Plan currently in effect was adopted in 1997, a new community plan update is actively underway.

Appendix B contains the adopted Palms-Mar Vista-Del Rey Community Plan land use map.

The Project Site is a rectangular-shaped parcel of approximately 200'x150' bounded by Pacific Avenue, a Post Office and multi-family to the north, a north-south alley and single-family to the east, an east-west alley and commercial lumber yard on the south, and a parking lot, church, and daycare to the west.



### Transportation Facilities

Regional access to the freeway network is provided by the San Diego Freeway (Interstate 405) and the Marina Freeway (State Route 90). The I-405 Freeway is located approximately one mile east of the Project Site and the SR 90 is approximately 1.5 miles to the south. The Marina Freeway is accessible from the Project area via Centinela Avenue and connects the San Diego Freeway with Marina Del Rey. The San Diego Freeway is accessible from the Project area via Venice Boulevard and connects the San Fernado Valley to the north with Irvine to the south.

The City of Los Angeles adopted the Mobility Plan 2035 to incorporate the complete streets principles for integrating multi-mode transportation networks. The Mobility Plan 2035 dictates the street standards and designations. Appendix C provides the community plan circulation map, roadway designations and roadway design standards.

Pursuant to the Mobility Plan 2035, arterial roadways are designated Boulevards and Avenues. Boulevards represent the City's widest streets, which typically provide regional access to major destinations; the roadway standard for a Boulevard II roadway is a right - of - way width of 110 feet and a roadway width of 80 feet. Avenues may vary in their land use context, with some streets passing through both residential and commercial areas; the roadway standard for an Avenue II roadway is a right - of - way width of 86 feet and a roadway width of 56 feet.

Non - arterial roadways connect arterial roadways to local residential neighborhoods or industrial areas. Non - arterial roadways are designated Collector or Local Streets. The standard for a Collector Street is a right - of - way width of 66 feet and a roadway width of 40 feet. The standard for a Local Street is a right - of - way width of 60 feet and a roadway width of 36 feet.

Descriptions of the streets serving the Project Site are presented below.

<u>Pacific Avenue</u> is an east-west Local Street in the City of Los Angeles Mobility Plan. Pacific Avenue extends from Inglewood Boulevard on the east to Beethoven Street on the west. One lane is provided in each direction with on-street parking. West of the



Project Site, on-street parking is metered for 1-hour between 8am-8pm, except Sundays. Pacific Avenue is stop controlled at its intersection with Inglewood Boulevard. An all-way stop controls traffic at its intersection with Grand View Boulevard.

<u>Grand View Boulevard</u> is a north-south Collector Street. One lane in each direction is provided with 1-hour metered parking (8am-8pm, except Sundays) south of Pacific Avenue and 2-hour metered angle parking (8am-8pm, except Sundays) between Vencie Boulevard and south of Pacific Avenue. Grand View Boulevard is stop controlled with its intersection with Pacific Avenue.

Every Sunday the Mar Vista Farmers Market is held at the intersection of Grand View Boulevard and Pacific Avenue from 9am to 2pm with road closures from 7am to 5pm.

<u>Inglewood Boulevard</u> is a designated north-south Avenue II street south of Venice Boulevard and a Collector street north of Venice Boulevard. One traffic lane in each direction with on-street parking is provided.

### Transit Information

Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro), the City of Culver City Transit, and the City of Santa Monica Big Blue Bus. The transit service is briefly described below with maps illustrated in Appendix D. <u>Regional Rail Service</u>

The Metro E Line (Expo) is a 15.2-mile light rail line generally running along Exposition Boulevard between the City of Santa Monica and Downtown Los Angeles. The nearest station is located at Exposition Boulevard and Bundy Drive, approximately 2 1/3 miles to the north.





Metro implemented The NextGen Bus Plan with a 3-phased roll-out that began in December 2020. The approved Bus Plan is a bus system that focuses on providing fast, frequent, dependable, and accessible service. Metro lines serving the Project Site include Venice Route 33, Culver CityBus Lines 1 & 2 Washington Route and Santa Monica Big Blue Bus Line 14.

The Metro transit system map for West LA is provided to the left with a brief summary of these routes provided below.

<u>Metro NextGen Local Route 33</u> travels along Main Street and Venice Boulevard and serves Downtown Santa Monica, Venice, Palms-Mar Vista, Culver City, Mid City and Downtown Los Angeles Union Station. Line 33 provides 7.5-minute headways during the peak hours, and 10-minute headways during the midday and evening hours.

<u>Culver City Bus Line 1 (Washington Boulevard)</u> is a local east-west line that runs along Washington Boulevard from Pacific Avenue in Venice Beach to the West LA Transit Center at Washington Boulevard and Fairfax Avenue.

<u>Culver City Bus Line 2 (Washington Boulevard)</u> is a local east-west line that runs primarily along Washington Boulevard in the vicinity of the Project Site from Venice High School to Inglewood Boulevard to the Culver City Transit Center.



Santa Monica Big Blue Bus Route 14 travels along Centinela Avenue in the vicinity of the Project Site between Brentwood, West LA, Playa Vista, and the Westchester/Veterans K Line Station in the City of Inglewood.

### Complete Streets Mobility Networks (Vehicle, Bicycle, Transit and Neighborhood)

California's Complete Streets Act (AB 1358) was signed into law in 2008 and mandates that complete street policies and standards be incorporated into a city's general plan. The City of Los Angeles' Mobility Plan 2035 establishes a layered network of street standards designed to emphasize mobility modes. This approach maintains the primary function of the streets but also identifies streets for potential alternative transportation modes providing a range of options available when selecting the appropriate design elements.

The network layers are Vehicle Enhanced Network, Transit Enhanced Network, Bicycle Enhanced Network, Neighborhood Enhanced Network, and Pedestrian Enhanced District. Streets may be listed in several networks with the goal of selecting a variety of mobility enhancements, see the link and definitions below for the Mobility Network Layers.

### https://lahub.maps.arcgis.com/apps/View/index.html?appid=77094c99878341bfadf1 5814aec76fb0&extent=-119.0527,33.8893,-118.1360,34.4013

<u>Vehicle Enhanced Network (VEN)</u> - The VEN includes a select number of arterials that carry high volume of traffic for long distance travel on corridors with freeway access. Moderate enhancements typically include technology upgrades and peak-hour restrictions for parking and turning movements. Comprehensive enhancements can include improvements to access management, all-day lane conversions of parking, and all-day turning movement restrictions or permanent access control.

> No nearby roadways are designated on the VEN network.

<u>Transit Enhanced Network (TEN)</u> - The TEN is comprised of streets that prioritize travel for transit riders. Moderate enhancements typically include bus stop improvements and increased service, with transit vehicles continuing to operate in



mixed traffic. Moderate Plus enhancement would include an exclusive bus lane during the peak travel period only. Comprehensive enhancements typically include transit vehicles operating in an all-day exclusive bus lane.

- > <u>Centinela Avenue</u> is designated a Moderate Transit Enhanced Street.
- > <u>Venice Boulevard</u> is designated a Comprehensive Transit Enhanced Street.

<u>Bicycle Enhanced Network (BEN)</u> – The BEN is comprised of a network of lowstressed protected bike lanes, striped bike lanes, and bike paths prioritize bicycle travel by providing specific bicycle facilities and improvements. Tier 1 corresponds to protected bicycle lanes with Tier 2 / 3 bicycle lanes with a striped separation - The difference between Tier 2 and Tier 3 implies probability that some bike lanes are not expected to be implemented by 2035.

<u>Bicycle Lane</u> – A bicycle lane is typically provided on-street with a designated lane striped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections. Protected bike lanes are located next to the curb and separate from moving vehicles by bollard posts or "parking-protected".

Venice Boulevard is a Tier 1 bicycle lane street.

Grand View Boulevard between Palms Boulevard to Venice Boulevard is a Tier 2 bicycle lane street.

<u>Washington Boulevard</u> east of Grand View Boulevard to Albright Avenue is a Tier
 2 bicycle lane street.

> <u>Centinela Avenue</u> is a Tier 3 bicycle lane street.

<u>Bicycle Path</u> – A bicycle path is a facility separated from vehicular traffic for the exclusive use of the cyclist (although sometimes combined with a pedestrian lane). The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right-of-way assigned through signals or stop signs.

> No nearby bike paths are identified in the BEN.



<u>Bicycle Route</u> – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclists would follow the route and share the right-of-way with the vehicle.

> Inglewood Boulevard south of Venice Boulevard is identified as a bike route.

McLaughlin Avenue north of Venice Boulevard is identified as a bike route.

<u>Neighborhood Enhanced Network (NEN)</u> - NEN is comprised of local streets intended to benefit from pedestrian and bicycle related safety enhancements for more localized travel of slower means of travel while preserving the connectivity of local streets to other enhanced networks. These enhancements encourage lower vehicle speeds, providing added safety for pedestrians and bicyclists. Streets in the NEN include:

- Inglewood Boulevard south of Venice Boulevard
- Grand View Boulevard between Palms Boulevard to Michell Avenue
- Michell Avenue between Centinela Avenue to Keeshen Drive

<u>Pedestrian Enhanced District (PEDs)</u> - In addition to these street networks, many arterial streets could benefit from additional pedestrian features. These streets are identified as Pedestrian Enhanced Districts. The PEDs segments provided in the mobility map identify streets where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities.

Several streets within the study area have been identified in the pedestrian enhanced district maps with the goal of providing a more attractive environment to promote walking for shorter trips.

The Pedestrian Enhanced Districts (PEDs) call out <u>Inglewood Boulevard between</u> <u>Venice Boulevard and Michell Avenue, Centinela Avenue between Victoria Avenue</u> (north) to Caswell Avenue where pedestrian improvements could be prioritized to provide better walking connections to and from the major destinations.



### **CHAPTER 2**

### **CEQA TRANSPORTATION ASSESSMENT**

The TAG is the City document that establishes procedures and methods for conducting transportation analyses for land development projects. The TAG identifies three CEQA threshold questions for identifying significant transportation impacts in accordance with SB 743 applicable to the Project.

- 1) Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- 2) Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- 3) Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

### Project Initial CEQA Screening

A project is reviewed through a series of screening criteria to determine whether further CEQA analysis is required. If the development project requires a discretionary action, and the answer is <u>yes to any</u> of the following screening questions, further analysis may be needed to assess whether the proposed project would conflict with plans, programs, ordinances, or policies.

- 1. Does the Project involve a discretionary action that would be under review by the Department of Planning?
- Yes, the Project is requesting a Density Bonus with On-menu incentives (LAMC Section 12.22.A.25 (c) (d) & (g)), Density Bonus for a Housing Development Project (LAMC Section 12.24 U 26).
- 2. Would the Project generate a net increase of 250 or more daily vehicle trips?
- Yes, using the LADOT VMT calculator (version 1.4) for screening purposes, the Project will generate an increase of 338 net daily vehicle trips without any TDM strategies.TDM strategies are not considered in the screening criteria.



3. Is the Project proposing to, or required to, make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb lines, etc.)?

No, pursuant to the Mobility Plan 2035 (Mobility Plan) street standards:

a. <u>Pacific Avenue</u> is designated a Local Street which has a standard 60-foot right of way (30-foot half) with a 36-foot roadway (18-foot half). The current right-of-way along Pacific Avenue is 60-feet (30-foot half) with a 40-foot roadway (20-foot half). No additional dedication or street widening would be required along the Pacific Avenue frontage.

b. Both adjacent alleys are 20 feet in width. No additional dedication or alley widening would be required.

4. Is the Project's frontage along a street classified as an Avenue, Boulevard or Collector (as designated in the City's General Plan) 250 linear feet or more, or is the Project's frontage encompassing an entire block along an Avenue or Boulevard (as designated in the City's General Plan)?

No, Pacific Avenue, adjacent to the Project site, is designated a Local Street.

- 5. Would the Project generate a net increase in daily VMT?
- **Yes,** using the LADOT VMT calculator Version 1.3, the Project would generate an increase of 2,128 daily VMT. Note that TDM strategies are not considered in the screening criteria. Appendix F contains the VMT reports.
- 6. Would the Project be located within a one-half mile of a fixed-rail or fixed-guideway transit station and replace the existing number of residential units with a smaller number of residential units?
- No, The Project will not replace residential units with a smaller number of residential units the Project replaces a church and day care with 74 apartments. The nearest Expo (E Line) rail station is located at Exposition Boulevard and Bundy Drive, approximately 2 1/3 miles to the north.



- 7. Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?
- **Yes,** The Project will remove two driveways on Pacific Avenue and alley access with one new driveway on Pacific Avenue near the existing westerly driveway.
- 8. Does the land use project include the development of 50 dwelling units or guest rooms or combination thereof or 50,000 square feet of non-residential space?

Yes, the Project will provide 74 residential units (63 market rate and 11 affordable units).

Following are the CEQA threshold questions and additional analysis for the Project's CEQA review.

### I. Conflicts with Plans, Programs, Ordinances or Policies (Threshold T-1)

To guide the City's Mobility Plan 2035, the City adopted programs, plans, ordinances, and policies to establish the transportation planning framework for all travel modes, including vehicular, transit, bicycle, and pedestrian facilities. Land development projects are evaluated for conformance with these City adopted transportation plans, programs, and policies.

The Threshold T-1 impact criteria applies if the project conflicts with a program, plan, ordinance(s), or policy addressing the transportation circulation system. Please note however, a project would not result in an impact merely based on whether a project would not implement a program, policy, or plan. Rather, it is the intention of this threshold test to ensure proposed development does not conflict with nor preclude the City from implementing adopted programs, plans, and policies.

The TAG provides a list of key City plans, policies, programs, and ordinances for consistency review (as shown in Table 1, Consistency Check).

This review shows that the Project does substantially conform to the purpose, intent, and provisions of the General Plan. The Project would not conflict with these key City planning documents, and potential transportation impacts would be less than significant. The TAG provides a list of key City plans, policies, programs, and ordinances for consistency review as shown in Table 1. As summarized below and in more detail in Appendix E, Projects that conform with and do not conflict with these City's development standards will be considered consistent and impacts would be less than significant.

 Table 1

 Consistency Check with Key City Plans, Programs, Ordinances or Policies

	TAG Table 2.1-1: City Documents that Establish the Regulatory Framework				
	Plan or Policy	Consistent?	Notes	Preclude City Implementation?	
1.	LA Mobility Plan 2035	Yes	The Project will comply with the LA Mobility Plan 2035 street standards as required by the City of Los Angeles Bureau of Engineering Department.	No	
2.	Plan for Healthy LA	Yes	The Project would support Policy 5.7, Land Use Planning for Public Health, and Greenhouse Gas (GHG) Emission Reduction by reducing single-occupant vehicle trips by its proximity to high quality and high frequency transit service. The Project would include both electric charging stations and pre-wiring spaces for potential future electric vehicle charging (Ord. 186485). The Project provides safe ADA compliant pedestrian access separate from vehicular access, see Figure 2 Site Plan. The Project would not conflict with policies in the Plan for Healthy LA that promote active transportation, safe communities, and healthy neighborhoods.	No	
3.	Land Use Element of the General Plan (35 Community Plans)	Yes	The Project is in the Palms-Mar Vista-Del Rey Community Plan area. The Project will be in conformance with the purposes, intent, and provisions of the General Plan and the Community Plan.	No	
4.	Specific Plans	Yes	The Project Site is in the Los Angeles Coastal Transportation Corridor Specific Plan area and will comply with the Specific Plan requirements.	No	
5.	LAMC Section 12.21A.16 (Bicycle Parking)	Yes	The Project complies with the ratio of short and long-term bicycle parking pursuant to LAMC Section 12.21. A.16.	No	
6.	LAMC Section 12.26J (TDM Ordinance)	Yes	LAMC Section 12.26J for Transportation Demand Management and Trip Reduction Measures applies only to the construction of non-residential floor area greater than 25,000 s.f. The Project does not propose any non-residential floor area and will comply with the existing and future TDM Ordinances, as required.	No	
7.	LAMC Section 12.37 (Waivers of Dedications and Improvement)	Yes	No waivers for street dedications or improvements are requested. The Project will comply with the Mobility Street Standards to serve long-term mobility needs identified in the Mobility Plan 2035.	No	

	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
8.	Vision Zero Action Plan	Yes	Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. The Project would not preclude or conflict with the implementation of any current or future Vision Zero projects in the public right-of-way, Vision Zero Project programs can be checked using the following link. <u>https://ladotlivablestreets.org/programs/vision-zero/maps</u>	No
9.	Vision Zero Corridor Plan	Yes	As part of the Great Streets public space program, LADOT is making transportation and streetscape improvements on Venice Bd. from Beethoven St. to Inglewood Bd., including protected and buffered bicycle lanes and new crossing opportunities <u>https://ladotlivablestreets.org/projects/Venice-Boulevard-Beethoven</u> As part of the Active Transportation program, LADOT and Metro are bringing mobility upgrades to Venice Bd. from Lincoln Bd. to National Bd (VBMIP). This project proposes adding active transportation and bus improvements to increase comfort and safety for all who travel on Venice Bd. Phase 1 of the VBMIP along Venice Bd from Inglewood Bd. east to National Bd. is currently being implemented. <u>https://ladotlivablestreets.org/projects/venice</u>	No
			The Project would not preclude or conflict with the implementation of these Vision Zero street projects. <u>https://ladotlivablestreets.org/projects?viewMap=true</u>	
10.	Citywide Design guidelines	Yes		No
	Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all.	Yes	The Project will create a continuous and straight sidewalk clear of obstructions for pedestrian travel. The Project will provide adequate sidewalk width and right-of-way to accommodate pedestrian flow and activity. Pedestrian access will be at street level with direct access to the surrounding neighborhood and amenities.	No
	Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.	Yes	The Project complies with the Citywide Design Guidelines incorporating vehicle access locations and do not discourage and/or inhibit the pedestrian experience.	No
	Guideline 3: Design projects to actively engage with streets and public space and maintain human scale	Yes	The building design uses attractive architectural elements. The Project would not preclude or conflict with the implementation of future streetscape projects in the public right-of-way.	No



### Cumulative Consistency Check

Pursuant to the TAG, each of the plans, programs, ordinances, and policies to assess potential conflicts with proposed projects are reviewed to assess cumulative impacts that may result from the Project in combination with other nearby development projects.

A cumulative impact could occur if the Project, with other future development projects located on the same block were to cumulatively preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. No other planned development projects have been identified on the same block of Pacific Avenue. The nearest development is located at 3871 S. Grand View Boulevard, a self-storage/restaurant/retail project. Note that any other land development projects would be individually responsible for complying with the City's transportation plans, programs ordinances and policies.

The Project does not have a significant transportation impact under CEQA Threshold T-1 (Conflicting with Plans, Programs, Ordinances, or Policies).

### Criteria for Transportation Projects

A Transportation Project includes the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle (HOV) lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety).

<u>Not Applicable</u> - This analysis for Transportation Projects is not applicable to land development projects and the Project is not a transportation project because the Project is a land development project. Therefore, the Transportation Project analysis is not part of the Project's CEQA review.



### II. Causing Substantial Vehicle Miles Traveled (Threshold T - 2.1)

The intent of this threshold question is to assess whether a land development project causes a substantial VMT impact. CEQA Guidelines Section 15064.3(b) requires the use of VMT as the new metric for analyzing transportation impacts.

To address this question, LADOT's TAG identified significant VMT impact thresholds for each of seven Area Planning Commission (APC) sub-areas in the City of Los Angeles. A project's VMT is compared against its APC threshold goal for household VMT per capita and work VMT per employee to evaluate the significance of the project's VMT.

A development project will have a potential impact if the development project would generate VMT exceeding 15% below the existing average VMT for the Area Planning Commission (APC) area in that the project is located per TAG's Table 2.2-1.

The Project is in the West LA APC sub - area that limits daily household VMT per capita to a threshold value of 7.4 and a daily work VMT per employee to a threshold value of 11.1 (15% below the existing VMT for the West LA APC), as shown below in TAG Table 2.2-1.

AREA PLANNING COMMISSION	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

### Table 2.2-1: VMT Impact Criteria (15% Below APC Average)

The Project's household VMT per capita is 5.8 per the LADOT VMT calculator tool, as shown below, which is below the West LA APC VMT 7.4 threshold. The work VMT per employee is not applicable because no commercial use is proposed.




No VMT Project impacts are created by the development of the Project for the West LA APC. The Project's VMT calculation report is provided in Appendix F.

### Transportation Demand Management (TDM)

The Project's design features include TDM measures that reduce trips and VMT through TDM strategies selected in the VMT calculator. Specifically, the Project's TDM program includes reduced vehicle parking and providing bike parking that are regulatory measure(s), as described below by LADOT'S TAG:

Parking Strategy – Reduced Parking Supply – This strategy changes the on-site parking supply to provide less than the amount of vehicle parking required by direct application of the Los Angeles Municipal Code (LAMC 12.21.A.4.a-c) without consideration of parking reduction mechanisms permitted in the code. Permitted reductions in parking supply could utilize parking reduction mechanisms such as TOC, Density Bonus, Bike Parking ordinance, or locating in an Enterprise



Zone or Specific Plan area.

<u>Bike Parking</u> - This strategy involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations under existing LAMC regulations applicable to the Project (LAMC Section 12.21.A.16). The Project is providing 64 bicycle parking spaces (58 secured long-term spaces and 6 shortterm spaces).

The effectiveness of the TDM strategies included in the VMT Calculator is based primarily on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010).

### Cumulative VMT Consistency Check

Cumulative VMT impacts are evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

Per the City's TAG, projects that are consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT.

As shown, the Project VMT impact would not exceed the City's West LA APC VMT impact thresholds and as such, the Project's contribution to the cumulative VMT impact is adequate to demonstrate there is no cumulative VMT impact that would preclude the City's ability to provide transportation mobility in the area.



# III. Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use (Threshold T- 3.1)

The third CEQA question is answered by an evaluation of the potential increase in hazards due to a geometric design feature associated with the Project Site access, and may include safety, operational, or capacity impacts related to vehicle conflicts with pedestrians, bikes, or other vehicles.

Project size, location, operating conditions, and access design are considered in the review to evaluate any access deficiencies that may be considered significant. Below are the findings of the access review.

- 1. Pedestrian and vehicle access is separated with direct street level pedestrian access.
- The Project will remove two driveways on Pacific Avenue and one alley access. A new driveway is proposed on Pacific Avenue, a local street, near the existing westerly driveway that is to be removed.
- The proposed driveway will replace an existing driveway and be located a sufficient distance from the intersection of Pacific Avenue and Grand View Boulevard, and will provide adequate sight lines for pedestrians, bikes and vehicles.
- 4. Pacific Avenue is not identified on any Complete Street Enhanced Network Maps, that said, no bike lanes or transit routes are present or planned for Pacific Avenue.
- Recent traffic counts on Pacific Avenue show a daily traffic count of approximately 1,818 vehicles per day, 215 vehicles during the morning peak hour (7:45-8:45am), and 153 vehicles during the afternoon peak hour (2:30-3:30) which coincides with nearby school traffic flow(s). The hourly traffic profile for May 24, 2023, a Wednesday, is shown in the chart to the right.





6. The Project is a low traffic generator, and its use is consistent with the surrounding area. Below is a traffic volume estimate using industry standard traffic rates per residential dwelling unit. Project traffic has been estimated using traffic generation studies published by the Institute of Transportation Engineers (ITE Trip Generation, 11th Edition Handbook) and LADOT, as shown in Tables 2 and 3. Using these traffic rates, the Project traffic has been estimated at 28 morning and 29 afternoon peak hour trips (inbound and outbound). Note that no traffic credits have been applied to account for the prior church and day care facilities which were recently closed, and buildings removed.

		ITE 11th Edition & LADOT					
ITE		AM Peak Hour		PM Peak Hour		our	
<u>Code</u>	Description	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
221	Apartments (mid-rise per unit)	23%	77%	0.37	61%	39%	0.39
LADOT	Affordable (inside TPA per unit)	37%	63%	0.49	56%	44%	0.35

### Table 2 Project Trip Generation Rates

Table 3
<b>Estimated Project Traffic Generation</b>

			AN	<u>/I Peak H</u>	our	PN	<u>I Peak H</u>	our
<u>Code</u>	Description	Size	<u>In</u>	<u>Out</u>	Total	<u>In</u>	Out	Total
	Proposed Project							
221	Apartments (mid-rise)	63 units	5	18	23	15	10	25
LADOT	Affordable (inside TPA per unit)	11 units	<u>2</u>	<u>3</u>	<u>5</u>	<u>2</u>	<u>2</u>	<u>4</u>
			7	21	28	17	12	29

- 7. An evaluation of future traffic flow at the Project's Pacific Avenue driveway has been completed using the traffic data collected for Pacific Avenue and the Project traffic estimates. The review shows that there will be no vehicle queueing or substantial vehicle delays at the Project driveway, which is projected to operate at Level of Service A. The capacity worksheets are included in Appendix G.
- 8. A substantial increase in traffic demand can cause potential safety impacts to the regional freeway. Therefore, Caltrans' environmental analyses for new land use development projects may include freeway off-ramp safety considerations and analysis of vehicle queuing on freeway off-ramps. In response, LADOT has developed the following criteria to determine when a freeway safety analysis is necessary for a Transportation Assessments.



### **Overland Traffic Consultants, Inc.**

The initial step is to identify the number of Project trips expected to be added to nearby freeway off-ramps serving the Project Site. If the Project adds twenty-five (25) or more trips to any off ramp in either the morning or afternoon peak hour, then that ramp should be studied for potential queuing impacts. If the Project is not expected to generate more than twenty-five (25) or more peak hour trips at any freeway off-ramps (inbound trips), then a freeway ramp analysis is not required.

As shown above, the Project generates a total of 7 inbound morning peak hour trips, 17 inbound afternoon peak hour trips. Therefore, because the Project generates less than 25 inbound peak hour trips, no further freeway safety analysis is necessary using this guidance criteria. The Project does not substantially increase hazards due to freeway queueing or create freeway safety impacts.



### APPENDIX A

Transportation Assessment Referral Form

### TRANSPORTATION STUDY ASSESSMENT

### DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

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

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

### GENERAL INFORMATION

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

### SPECIAL REQUIREMENTS

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

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

### TO BE VERIFIED BY PLANNING STAFF PRIOR TO LADOT REVIEW

**LADOT DEVELOPMENT SERVICES DIVISION OFFICES**: Please route this form for processing to the appropriate LADOT Development Review Office as follows (see <u>this map</u> for geographical reference):

Metro	West LA		Valley		
213-972-8482	213-485-1062		818-374-4699		
100 S. Main St, 9 <sup>th</sup> Floor	7166 W. Manchester Blvd	6262 V	an Nuys Blvd, 3 <sup>rd</sup> Floor		
Los Angeles, CA 90012	Los Angeles, CA 90045	Va	n Nuys, CA 91401		
1. PROJECT INFORMATIC	N				
Case Number:					
Address:					
Project Description:					
Seeking Existing Use Credit (wi	II be calculated by LADOT): Yes	No	Not sure		
Applicant Name:					
Applicant E-mail:	Applicant Phone	e:			
Planning Staff Initials:	Date: _				

### 2. PROJECT REFERRAL TABLE

	Land Use (list all)	Size / Unit	Daily Trips <sup>1</sup>						
Proposed <sup>1</sup>									
Proposed									
		338							
a. Does the proposed project involve a discretionary action? Yes D No D									
<b>b.</b> Would	<b>b.</b> Would the proposed project generate 250 or more daily vehicle trips <sup>2</sup> ? <b>Yes</b> $\Box$ <b>No</b> $\Box$								
c. If the p	project is replacing an existing number of residentia	I units with a smaller							
numbe	er of residential units, is the proposed project locate	ed within one-half mil	е						
of a he	eavy rail, light rail, or bus rapid transit station <sup>3</sup> ?		Yes 🗆 No 🗆						
If YES to a	a. and b. or c., or to all of the above, the Project mu	ust be referred to LA	DOT for further						
assessme	assessment.								
Verified by: Planning Staff Name:Phone:Phone:									
	Signature:	Date:							

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

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

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

### TO BE COMPLETED BY LADOT

### 3. PROJECT INFORMATION

	Land Use (list all) Size / Un	it	Daily T	rips
Proposed				
	Total new	trips:		
Existing	Total existing	trips:		
a. Is the b. Would c. Would d. Would e. If the	Yes □ Yes □ Yes □ Yes □	No □ No □ No □ No □		

number of residential units, is the proposed project located within one-half mile		
of a heavy rail, light rail, or bus rapid transit station?	Yes 🗆	No ⊏

- f. Does the project trigger Site Plan Review (LAMC 16.05)?Yes □No □
- **g.** Project size:
  - i. Would the project generate a net increase of 1,000 or more daily vehicle trips?
  - ii. Is the project's frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City's General Plan?
     Yes □
     No □
  - iii. Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? Yes □ No □

### VMT Analysis (CEQA Review)

If YES to a. and NO to e. a VMT analysis is NOT required.

If **YES** to both **b.** and **d.**; <u>or</u> to **e.** a VMT analysis **is** required.

### Access, Safety, and Circulation Assessment (Corrective Conditions)

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

### LADOT Comments:

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

Specific Plan with Trip Fee or TD	Yes 🗭	No 🗆			
Fee Calculation Estim	nate: \$257,767.00				
/MT Analysis Required (Questio	n b. satisfied):		Yes 🖷	No 🗆	
Access, Safety, and Circulation Evaluation Required (Question b. satisfied):					
Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied):					
Prepared by DOT Staff Name:	Joshua Jones	Phone: (	(213) 485-106	62	
Signature:	Joshua Jones In: cn=Joshua Jones, o=LADOT, ou=West LA Development Review.	Date:	06/06/23		
	Specific Plan with Trip Fee or TE Fee Calculation Estim MT Analysis Required (Questic Access, Safety, and Circulation E Access Assessment Required (C Prepared by DOT Staff Name: Signature:	Specific Plan with Trip Fee or TDM Requirements: Fee Calculation Estimate: \$257,767.00 'MT Analysis Required (Question b. satisfied): Access, Safety, and Circulation Evaluation Required (Question b. satisfied): Access Assessment Required (Question b., e., and either f.i., f.ii. or Prepared by DOT Staff Name: Joshua Jones Signature: Joshua Jones	Specific Plan with Trip Fee or TDM Requirements: Fee Calculation Estimate: \$257,767.00 'MT Analysis Required (Question b. satisfied): Access, Safety, and Circulation Evaluation Required (Question b. satisfied): Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied): Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied): Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied): Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied): Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied): Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied): Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied): Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied): Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied): Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied): Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied): Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied): Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied): Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied): Access Assessment Access	Specific Plan with Trip Fee or TDM Requirements:       Yes ■         Fee Calculation Estimate:       \$ 257,767.00         'MT Analysis Required (Question b. satisfied):       Yes ■         Access, Safety, and Circulation Evaluation Required (Question b. satisfied):       Yes ■         Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied):       Yes □         Prepared by DOT Staff Name:       Joshua Jones       Phone:       (213) 485-106         Signature:       Joshua Jones       Date:       06/06/23	

### APPLICATIONS:

[	DEPARTMENT OF CITY PLANNING APPLICATION								
Γ	THIS BOX FOR CITY PLANNING STAFF USE ONLY								
c	ase Number								
E	nv. Case Number								
C	Case Filed With (Print Name) Date Filed								
A C R	pplication includes letter requesting: □ Waived hearing □ Concurrent hearing □ Hearing not be scheduled on a specific date (e.g., vacation hold) related Case Number(s):								
1.	Provide all information requested. Missing, incomplete or inconsistent information will cause delays.         All terms in this document are applicable to the singular as well as the plural forms of such terms.         Refer to the Department of City Planning Application Filing Instructions (CP-7810) for more information.         PROJECT LOCATION         Street Address <sup>1</sup> 12124 - 12118-12134 W. Pacific Avenue         Unit/Space Number N/A								
	Logal Description <sup>2</sup> (Lot Block Tract) FR Lot 65 / Lot 66 Fast Ocean Park Tract								
	Assessor Parcel Number <u>4235-025-032</u> Total Lot Area <u>30,001 SF</u>								
2.	PROJECT DESCRIPTION         Present Use Church         Proposed Use Multi-Family Residential         Project Name (if applicable) 12124 Pacific         Describe in detail the characteristics, scope and/or operation of the proposed project Proposed construction,								
	use, & maintenance of a N 6-sty, 67-ft in hght apt bldg containing 74-units, incl 11 VLI units (25%)								
	providing 122 vehicle pkg sp & 64 bicycle pkg sp. E improvements/landscaping TBR/replaced.								
	Additional information attached I YES I NO								
	Complete and check all that apply:								
	Existing Site Conditions								
	<ul> <li>□ Site is undeveloped or unimproved (i.e., vacant)</li> <li>□ Site is located within 500 feet of a freeway or railroad germits)</li> <li>□ Site is located within 500 feet of a sensitive use (e.g. school, park)</li> </ul>								
	□ Site is/was developed with uses that could release hazardous materials on soil and/or groundwater (e.g., dry cleaning, gas station, auto repair, industrial) □ Site has special designation (e.g., National Historic Register, Survey LA)								

<sup>&</sup>lt;sup>1</sup> Street Addresses must include all addresses on the subject/application site (as identified in ZIMAS—http://zimas.lacity.org) <sup>2</sup> Legal Description must include all contiguously owned properties (even if they are not a part of the proposed project site)



### APPENDIX B

Community Plan Land Use Map



952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266 (310) 930 - 3303, OTC@overlandtraffic.com

6/2023

COMMUNITY PLAN LAND USE MAP



### APPENDIX C

Street Standards, Circulation & High Injury Network Map







ρρεργρεή ργ.		DHG, INC.	601 EAST DAILY DRIVE, SUITE 225	CAMARILLU, CA 33010 805-987-3945 FAX: 805-987-1655	JOB NO. 2151 JAN 2022		
ρρεριαεή ελρ.	INFLANED FON.	FRAME LA	PO BOX 66430 LOS ANGELES. CA 90066	ATTN: ROBERT GREEN			
TOPOGRAPHIC SURVEY 12134 PACIFIC AVENUE, LOS ANGELES LOT 65 AND 66, EAST OCEAN PARK TRACT, M.B. 6-82-83 IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA							
DATE DESCRIPTION OF REVISION							
NO.			_				
	TOPO						
			of ´	ι 1			
JOB NO. 2151							







LOCAL STREET - STANDARD



## PUBLIC STAIRWAY

CONSTRUCTED IN ACCORDANCE WITH BUREAU OF ENGINEERING STANDARD PLANS





STANDARD PLAN NO.

S-470-1



### NOTES

- 1. CITY COUNCIL MAY, BY ORDINANCE, ADOPT SPECIFIC STANDARDS FOR INDIVIDUAL STREETS THAT DIFFER FROM THESE OFFICIAL STANDARD STREET DIMENSIONS. COMMUNITY PLANS AND SPECIFIC PLANS SHOULD BE REVIEWED FOR FOOTNOTES, INSTRUCTIONS AND/OR MODIFIED STREET DIMENSIONS THAT WOULD REQUIRE STANDARDS DIFFERENT THAN THOSE INDICATED ON THIS STANDARD PLAN.
- 2. FOR ADDITIONAL GUIDANCE AS TO THE USE OF THE ROADWAY AND SIDEWALK AREA, PLEASE REFER TO THE COMPLETE STREET DESIGN GUIDE AND MANUALS.
- 3. FOR DISCRETIONARY PROJECTS REQUIRING ACTION FROM THE DEPARTMENT OF CITY PLANNING (PLANNING), PLANNING MAY INCLUDE SPECIFIC INFORMATION AS TO THE DESIGN AND UTILIZATION OF THE SIDEWALK AREA.
- 4. WHERE A DESIGNATED ARTERIAL CROSSES ANOTHER DESIGNATED ARTERIAL STREET AND THEN CHANGES IN DESIGNATION TO A STREET OF LESSER STANDARD WIDTH, THE ARTERIAL SHALL BE TAPERED IN A STANDARD FLARE SECTION ON BOTH SIDES, AS ON SHEET 3, TO MEET THE WIDTH OF LESSER DESIGNATION AND PROVIDE AN ORDERLY TRANSITION.
- 5. PRIVATE STREET DEVELOPMENT SHOULD CONFORM TO THE STANDARD PUBLIC STREET DIMENSIONS SHOWN ON THE SHEET, WHERE APPROPRIATE. VARIATIONS MAY BE APPROVED ON A CASE-BY-CASE BASIS BY THE CITY.
- 6. FIFTY-FOOT CURB RADII (INSTEAD OF THE STANDARD 35' CURB RADII) SHALL BE PROVIDED FOR CUL-DE-SACS IN INDUSTRIAL AREAS. SEE CUL-DE-SAC ILLUSTRATION FOR FURTHER DESIGN STANDARDS.
- 7. ALLEYS SHALL BE A MINIMUM OF 20' IN WIDTH AND INTERSECTIONS AND/OR DEAD-END TERMINUSES SHALL BE DESIGNED TO CONFORM TO THE ALLEY ILLUSTRATIONS INCLUDED HEREIN.
- 8. FOR INTERSECTIONS OF STREETS, THE FOLLOWING DEDICATIONS SHALL APPLY;
  - A. INTERSECTIONS OF ARTERIAL STREETS WITH ANY OTHER STREET: 15' X 15' CUT CORNER OR 20' CURVED CORNER RADIUS.
  - B. INTERSECTIONS ON NON-ARTERIAL AND/OR HILLSIDE STREETS: 10' X 10' CUT CORNER OR 15' CURVED CORNER RADIUS.
- 9. STREETS THAT ARE ACCOMPANIED BY A PARALLEL FRONTAGE AND/OR SERVICE ROAD ARE DEEMED TO MEET THE STREET STANDARDS SET FORTH HEREIN AND THE DEDICATION REQUIREMENT SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION INTO COMPLIANCE WITH THE STREET STANDARD.
- 10. DUE TO THEIR UNIQUE CHARACTER AND DIMENSIONS ALL STREETS DESIGNATED AS DIVIDED ARE CONSIDERED TO HAVE MET THEIR STREET STANDARD AND THE DEDICATION SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION COMPLIANT WITH THE STREET STANDARD.
- 11. THE DIMENSION OF ANY MEDIAN, DIVIDED STRIP AND/OR TRANSIT WAY SHALL BE INCLUDED WHEN DETERMINING THE RIGHT-OF-WAY DIMENSION.
- 12. THE LOCATION OF THE DRAINAGE GUTTER IS NOT RESTRICTED TO THE CENTER OF THE SHARED STREET AND CAN BE PLACED WHERE NECESSARY AS APPROVED BY THE CITY.
- 13. A SHARED STREET SHALL PROVIDE A DEDICATED PEDESTRIAN ACCESS ROUTE.



# STANDARD PLAN NO.

S-470-1

### VAULT INDEX NUMBER **B-4738**



HIGH INJURY NETWORK



Street Designations and Standard Roadway Dimensions							
Previous Designation	Previous Designated Dimensions	Example of Previous Built Dimensions	New Designation(s)	New Designated Dimensions (right-of- way/(Right-of-Way/Roadway widths, feet) Roadway widths, feet)			
Manallishinger	1126102	(126/102)	Boulevard 1	(136/100)			
major Highway Class I	(120/102)	(110/80)	Boulevard II	(110/80)			
		(104/80)	Boulevard II	(110/80)			
Major Highway Class II	(104/80)	(100/70)	Avenue I	(100/70)			
Major Fighway Class II	(104/00)	(86/56)	Avenue II	(86/56)			
		(72/46)	Avenue III	(72/46)			
	hway (90/70)	(100/70)	Avenue I	(100/70)			
Secondary Highway		(86/56)	Avenue II	(86/56)			
(90/70)		(72/46)	Avenue III	(72/46)			
		(66/40)	Collector Street	(66/40)			
Collector Street	(64/44)	(64/44)	Collector Street	(66/40)			
Industrial Collector Street	(64/48)	(64/48)	Industrial Collector Street	(ó8/48)			
1.5.100.000	(60/36)	(60/36)	Local Standard	(60/36)			
Local Street		(50/30)	Local Limited	(50/30)			
Industrial Local	(60/44)	(60/44)	Industrial Local	(64/44)			
Standard Walkway	10	10	Pedestrian Walkway	(10-25)			
(Ne	w Designation)		Shared Street	(30' / 10')			
(Ne	ew Designation)		Access Roadway	(20 right-of-way)			
Control David	20	Various	One-Way Service Road – Adjoining Arterial Streets	(28-35/12 or 18)			
Service Road	20		Bi-Directional Service Road - Adjoining Arterial Streets	(33-41/20 or 28)			
Hillside Collector	(50/40)	(50/40)	Hillside Collector	(50/40)			
Hillside Local	(44/36)	(44/36)	Hillside Local	(44/36)			
Hillside Limited Standard	(36/28)	(36/28)	Hillside Limited Standard	(36/28)			



### APPENDIX D

### TRANSIT ROUTE MAPS









2 Santa Monica Pier

# Route Map **1 Washington Blvd.**

Map not to scale



# Washington Blvd.

Monday - Friday Lunes - Viernes

EFFECTIVE MAY 8, 2023



# 2 Inglewood Blvd. Monday - Friday Lunes - Viernes

	West	bound	Oeste	
Bristol Pkuny Centinela	Slauson/ Sepuiveda	Wa <sub>shi</sub> ngton/ Inglewood	Venicee High School	
6:00ам	6:03ам	6:12ам	6:22ам	
7:00	7:04	7:14	7:27	
-	7:42	7:52	8:05	
8:00	8:05	8:17	8:36	
9:00	9:04	9:13	9:29	
10:00	10:04	10:13	10:28	
11:00	11:03	11:12	11:26	
12:00рм	12:03рм	12:12рм	12:26рм	
1:00	1:04	1:13	1:27	
2:00	2:04	2:13	2:28	
3:00	3:04	3:13	3:28	
4:00	4:03	4:12	4:27	
5:00	5:03	5:13	5:28	

1	East	bound	Este	
Venice High School	Washington/ Inglewood	Slauson/ Sepuiveda	Bristol Pkuny/ Centinela	
6:30ам	6:34ам	6:41ам	6:46ам	
7:30	7:35	7:44	7:49	
8:36	8:41	8:50	8:55	
9:30	9:35	9:44	9:49	
10:30	10:35	10:44	10:49	
11:30	11:35	11:44	11:49	
12:30рм	12:35рм	12:44рм	12:49рм	
1:30	1:35	1:46	1:51	
2:28	2:34	2:45	2:50	
3:30	3:37	3:48	3:54	
4:30	4:37	4:49	4:55	
5:30	5:37	5:49	5:55	

Sorry, no weekend or holiday service. Lo sentimos, no hay servicio los fines de semana o días festivos.

Times are approximate and may vary due to traffic and weather conditions. Times shown are subject to change without notice. Los tiempos son aproximados y pueden variar debido a tráfico y condiciones de clima. Los tiempos demonstrados son conforme a cambio sin aviso.

### **CENTINELA AVE & BUNDY DR**

14







### APPENDIX E

### CITY PLANS, POLICIES, PROGRAMS AND ORDINANCES



### OVERVIEW LOS ANGELES CITY PLAN, POLICIES AND PROGRAMS

<u>Mobility Plan 2035</u> - The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. The Mobility Plan 2035 includes goals that are equal in weight and define the City's high-level mobility priorities. Each of the goals contains objectives and policies that guide the City's achievement of the Plan's five goals. Below are the 5 goals for the Mobility Plan 2035.

- Design and operate streets that enables safe access for all users and transportation modes. Safety is a key issue when deciding whether to walk, bike, drive, or take transit.
- 2. Design a connected network of individual roads enhanced for a particular mode (pedestrians, bicycles, transit, vehicles, and trucks).
- 3. Develop an accessible, convenient, well connected, and affordable transportation system for all users.
- Improve mobility through communication, collaboration, distribution of mobility information (MaaS) and educate transit users how to gain access to multi-modal transportation information and services.
- 5. Promote and develop active transportation modes (bicycling and walking) to improve personal fitness while lessening impacts on the environment.

<u>The Plan for A Healthy Los Angeles</u> - Includes policies directing several City departments to develop plans that promote quality-of-life issues: safe neighborhoods, a clean environment, access to health services, affordable housing, healthy and sustainably produced food, and active transportation. The Plan acknowledges the relationship between public health and issues such as transportation, housing, environmental justice, and open space, among others, by reviewing the relevant policies in the General Plan and identifying where further policy direction is needed to achieve the goal of creating a healthy and sustainable City.



<u>Community Plans</u> - The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific goals and objectives.

<u>Vision Zero Action Plan</u> - The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through several strategies, including modifying the design of streets to increase the safety of vulnerable road users. Fundamental to the Vision Zero strategy is the design of a safe system where vehicles move at reasonable speeds. Vision Zero is a road safety policy that promotes smart behaviors and roadway design, which anticipate mistakes to the extent that collisions do not result in severe injury or death. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero.

<u>Citywide Design Guidelines</u> are intended to develop projects where improvements are proposed to promote a pedestrian-first design. Guidelines include promoting a safe, comfortable, and accessible pedestrian experience for all; incorporating vehicular access such that it does not discourage and/ or inhibit the pedestrian experience; design projects to actively engage with streets and public space and maintain human scale addresses sidewalks, crosswalks, and on-street parking design projects.

The City's <u>Transportation Demand Management (TDM) Ordinance</u> (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's <u>LAMC Section 12.37</u> (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.



	Ν	Nobility Plan 2035	
1.	Does the Project include additions or new construction along a street designated as a Boulevard I, II and/or Avenue I, II or III on property zoned for R3 or less restrictive zone?	No, the Project Site is located on Pacific Avenue, a Local Street. The Project Site is currently zoned R3-1 with a land use designation of Medium Residential. Source: Zimas	
2.	Are dedications or improvements needed to serve long-term mobility needs identified in the Mobility Plan 2035?	No	
3.	Is Project Site along any network identified in the City's Mobility Plan?	No, Pacific Avenue adjacent to the Project Site is not identified on any Enhanced Network Map.	
4.	Is Project Site in an identified Transit Oriented Community (TOC)?	No	
5.	Is Project Site on a roadway identified in City's High Injury Network?	No, Pacific Avenue is a local street.	
		Driveway Access	
6.	Does Project site introduce a new driveway or loading access along an arterial (Avenue or Boulevard)?	No, the Project will remove two existing driveways from Pacific Avenue and one access on the east-west alley. One new driveway will be installed on Pacific Avenue (a local street) near the existing westerly driveway.	
7.	Would the physical modifications or new driveways conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?	No	
8	Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?	No	
9.	Does Project propose repurposing existing curb space? (Bike corral, car-sharing, parklet, electric vehicle charging, loading zone, curb extension)	No	
10.	Does Project propose narrowing or shifting existing sidewalk placement?	No	
11.	Does Project propose modifying, removing or otherwise affect existing bicycle infrastructure? (ex: driveway proposed along street with bicycle facility)	No	
12.	Are loading zones proposed as part of the Project?	No	
	Network Access		
13.	Does the Project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?	No	



### Overland Traffic Consultants, Inc.

14.	Is the Project Site adjacent to an alley? If yes, will Project make use of, modify, or restrict alley access?	Yes, The Project will not make use of the alley because the alley is used by large delivery trucks associated with the adjacent commercial lumber yard and lumber storage yard. The Project will not modify or restrict alley access.
15.	Does the Project create a cul-de-sac or is the project site located adjacent to an existing cul-de- sac? If yes, does the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?	No, not applicable.
16.	Does Project Site include a corner lot? (Avoid driveways too close to intersections)	No, not applicable.
17.	Does Project include "drop-off" zones or areas? If yes, are such areas located to the side or rear of the buildings?	No
	Parking	J Supply and TDM Plans
18.	Would the Project propose a supply of onsite parking that exceeds the baseline amount required in the LAMC or a Specific Plan?	No, vehicle parking required by direct application of the Los Angeles Municipal Code (LAMC 12.21.A.4.a-c) without consideration of parking reductions permitted in the Code would 124 parking spaces. The Project is providing 122 parking spaces.
19.	Would the Project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g., parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?	No
20.	Would the Project provide the minimum on and off- site bicycle parking spaces as required by the Section 12.21A.16 of the LAMC?	Yes, on-site bike parking provided.
21.	Does the Project comply with City's TDM ordinance Section 12.26.J of the LAMC?	Yes
	·	Regional Plans
23.	Does the Project apply one of the City's efficient- based impact thresholds (i.e., VMT per capita, VMT per employee, or VMT per service population)	Yes, The Project applies the VMT per household efficient-based threshold.
24.	Does the Project result in a significant VMT impact?	No
25.	Does the Project align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS?	Yes



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APPENDIX F

VMT Report

## **CITY OF LOS ANGELES VMT CALCULATOR Version 1.4**



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

	Project Information	Existing Land Use				
Proiect:	Pacific Apartments	Land Use Type		Value	Unit	
Scenario:	Transportation Assessment ww	Housing   Single Family	-		DU	.*.
Address:	12118 W PACIFIC AVE, 90066					
	PENTURA BEVERIT BEVERI	Click here to add a single custom land us Proposed Pro Land Use Type	se type (will be <b>ject Laı</b>	included in nd Use Value	the above	list)
		Housing   Affordable Housing - Family	-		DU	•
Is the pr resident resident mile of station?	roject replacing an existing number of ial units with a smaller number of ial units AND is located within one-hal a fixed-rail or fixed-guideway transit	Housing   Multi-Family Housing   Affordable Housing - Family	63 11	DU DU		

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

### **Project Screening Summary**

Existing Land Use	Propos Projec	ed ct
0 338		
Daily Vehicle Trips Daily Vehicle Trips		
0 2,128		
Daily VMT	Daily VN	ИТ
Tier 1 Screer	ning Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. Tier 2 Screening Criteria		
The net increase in daily VM	<b>/</b> T ≤ 0	2,128 Net Daily VM
The proposed project consi	ists of only retail	0.000
land uses ≤ 50,000 square f	eet total.	ksf
The proposed project VMT a	is required to <sub> </sub> nalysis.	perform


### **CITY OF LOS ANGELES VMT CALCULATOR Version 1.4**



### **Project Information TDM Strategies** Select each section to show individual strategies Pacific Apartments **Project:** Use 🗹 to denote if the TDM strategy is part of the proposed project or is a mitigation strategy Transportation Assessment Scenario: Proposed Project With Mitigation 12118 W PACIFIC AVE, 90066 Max Home Based TDM Achieved? No No Address: **Max Work Based TDM Achieved?** No No A Parking LOS В OLLYWOOD Transit SANTA MONICA BEVERLY C **Education & Encouragement** OLYMPIC D **Commute Trip Reductions** E **Shared Mobility** F **Bicycle Infrastructure** Implement/Improve **On-street Bicycle Facility** Select Proposed Prj or Mitigation to include this strategy Proposed Prj 🔲 Mitigation Include Bike Parking Per LAMC Select Proposed Prj or Mitigation to include this strategy **Proposed Project Land Use Type** Value Unit ✓ Proposed Pri Mitigation Housing | Multi-Family Housing | Affordable Housing - Family Include Secure Bike Select Proposed Prj or Mitigation to include this strategy Parking and Showers Proposed Prj Mitigation G **Neighborhood Enhancement** •

### **Analysis Results**

Proposed Project	With Mitigation			
333	333			
Daily Vehicle Trips	Daily Vehicle Trips			
2,098	2,098			
Daily VMT	Daily VMT			
5.8	5.8			
Houseshold VMT	Houseshold VMT			
N/A	N/A			
Work VMT	Work VMT			
Significant	VMT Impact?			
Significant Household: No	VMT Impact? Household: No			
Significant Household: No	VMT Impact? Household: No			
Significant Household: No Threshold = 7.4 15% Below APC	VMT Impact? Household: No Threshold = 7.4 15% Below APC			
Significant Household: No Threshold = 7.4 15% Below APC Work: N/A	VMT Impact? Household: No Threshold = 7.4 15% Below APC Work: N/A			
Significant Household: No Threshold = 7.4 15% Below APC Work: N/A Threshold = 11.1	VMT Impact? Household: No Threshold = 7.4 15% Below APC Work: N/A Threshold = 11.1			

•

Measuring the Miles

6/14/2023

### **Report 1: Project & Analysis Overview**



Project Information							
Land	l Use Type	Value	Units				
	Single Family	0	DU				
	Multi Family	63	DU				
Housing	Townhouse	0	DU				
_	Hotel	0	Rooms				
	Motel	0	Rooms				
	Family	11	DU				
Affordable Housing	Senior	0	DU				
Alloruable housing	Special Needs	0	DU				
	Permanent Supportive	0	DU				
	General Retail	0.000	ksf				
	Furniture Store	0.000	ksf				
	Pharmacy/Drugstore	0.000	ksf				
	Supermarket	0.000	ksf				
	Bank	0.000	ksf				
	Health Club	0.000	ksf				
Deteil	High-Turnover Sit-Down	0.000	l f				
Retuil	Restaurant	0.000	KSJ				
	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				
Office	Medical Office	0.000	ksf				
	Light Industrial	0.000	ksf				
Industrial	Manufacturing	0.000	ksf				
	Warehousing/Self-Storage	0.000	ksf				
	University	0	Students				
	High School	0	Students				
School	Middle School	0	Students				
	Elementary	0	Students				
	Private School (K-12)	rview 0	Students				

CITY OF LOS ANGELES VMT CALCULATOR Report 1: Project & Analysis Overview	Date: Project Name: Project Scenario: Project Address:	June 14, 2023 Pacific Apartments Transportation Assessmer 12118 W PACIFIC AVE, 900	nt
Other	0	Trips	

**Report 1: Project & Analysis Overview** 

Date: June 14, 2023 Project Name: Pacific Apartments Project Scenario: Transportation Assessment Project Address: 12118 W PACIFIC AVE, 90066



Analysis Results									
Total Employees: 0									
Total Population: 177									
Propos	ed Project	With Mitigation							
333	Daily Vehicle Trips	333	Daily Vehicle Trips						
2,098	Daily VMT	2,098	Daily VMT						
	Household VMT		Household VMT per						
5.8	per Capita	5.8	Capita						
	Work VMT		Work VMT per						
N/A	per Employee	N/A	Employee						
	Significant VMT	Impact?							
	APC: West Los A	Angeles							
	Impact Threshold: 15% Bel	ow APC Average							
	Household = 1	7.4							
	Work = 11.1	L							
Propos	ed Project	With Mi	tigation						
VMT Threshold	Impact	VMT Threshold	Impact						
Household > 7.4	No	Household > 7.4	No						
Work > 11.1	N/A	Work > 11.1	N/A						

Project and Analysis Overview 5 of 14

### Date: June 14, 2023 Project Name: Pacific Apartments Project Scenario: Transportation Assessment Project Address: 12118 W PACIFIC AVE, 90066



**Report 2: TDM Inputs** 

	TDM Strategy Inputs									
Strat	tegy Type	Description	Proposed Project	Mitigations						
	Poduco parking supply	City code parking provision (spaces)	124	124						
	Reduce parking supply	Actual parking provision (spaces)	122	122						
	Unbundle parking	Monthly cost for parking(\$)	\$0	\$0						
Parking	Parking cash-out	Employees eligible (%)	0%	0%						
-	Price workplace	Daily parking charge (\$)	\$0.00	\$0.00						
	parking	Employees subject to priced parking (%)	0%	0%						
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0						
	(	cont. on following page	2)							

### **Report 2: TDM Inputs**



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

### **Report 2: TDM Inputs**



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

Date: June 14, 2023 Project Name: Pacific Apartments Project Scenario: Transportation Assessment Project Address: 12118 W PACIFIC AVE, 90066



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

### **Report 2: TDM Inputs**

Report 2: TDM Inputs 9 of 14

Report 3: TDM Outputs

### Date: June 14, 2023



TDM Adjustments by Trip Purpose & Strategy														
Place type: Compact Infill														
		Home B	ased Work	Home Bo	ased Work	Home Bo	ised Other	Home Bo	ised Other	Non-Home	Based Other	Non-Home	Based Other	
		Proc	Mitigated	Attr	Mitigated	Prod	Mitigated	Attro	Mitigated	Prod	Mitigated	Attr	Mitigated	Source
	Reduce narking supply	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	
		170	170	170	170	170	170	170	170	170	170	170	170	
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy
Parking	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix, Parking
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1 - 5
	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%	
	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy
Transit	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix, Transit sections 1 - 3
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education &	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education &
Encouragement	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Encouragement sections 1 - 2
	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	sections 1 - 4
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	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
Shared Mobility	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%	Appendix, Shared
	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%	Mobility sections 1 - 3

**Report 3: TDM Outputs** 

Date: June 14, 2023 Project Name: Pacific Apartments Project Scenario: Transportation Assessment Project Address: 12118 W PACIFIC AVE, 90066



	TDM Adjustments by Trip Purpose & Strategy, Cont.													
Place type: Compact Infill														
Home Based Work Home Based Work Home Based Other Home Based Other Non-Home Based Other Non-Home Based Other														
		Prod	luction	Attro	action	Prod	uction	Attr	action	Prod	luction	Attr	action	Source
		Proposed	Mitigated											
Bicycle	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
Infrastructure	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	Infrastructure
	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%	sections 1 - 5
Neighborhood	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,
Enhancement	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%	Neighborhood Enhancement

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	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
MAX. TDM EFFECT	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

<b>= Minimum (X%, 1-[(1-A)*(1-B)])</b> where X%=									
PLACE	urban	75%							
TYPE	compact infill	40%							
MAX:	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.

Report 4: MXD Methodology



MXD Methodology - Project Without TDM											
Unadjusted Trips MXD Adjustment MXD Trips Average Trip Length Unadjusted VMT MXD VMT											
Home Based Work Production	66	-13.6%	57	7.4	488	422					
Home Based Other Production	182	-34.1%	120	5.2	946	624					
Non-Home Based Other Production	85	-2.4%	83	6.7	570	556					
Home-Based Work Attraction	0	0.0%	0	11.3	0	0					
Home-Based Other Attraction	87	-34.5%	57	6.5	566	371					
Non-Home Based Other Attraction	21	0.0%	21	7.4	155	155					

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	-1.4%	56	416	-1.4%	56	416		
Home Based Other Production	-1.4%	118	615	-1.4%	118	615		
Non-Home Based Other Production	-1.4%	82	548	-1.4%	82	548		
Home-Based Work Attraction	-1.4%			-1.4%				
Home-Based Other Attraction	-1.4%	56	366	-1.4%	56	366		
Non-Home Based Other Attraction	-1.4%	21	153	-1.4%	21	153		

MXD VMT Methodology Per Capita & Per Employee								
Total Population: 177								
APC: West Los Angeles								
	Proposed Project	Project with Mitigation Measures						
Total Home Based Production VMT	1,031	1,031						
Total Home Based Work Attraction VMT	0	0						
Total Home Based VMT Per Capita	Based VMT Per Capita 5.8 5.8							
Total Work Based VMT Per Employee	N/A	N/A						

### VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

**Limited License to Use.** This Agreement gives You a limited, non-transferrable, non-assignable, and nonexclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

**Ownership.** You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

**Warranty Disclaimer.** In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

**Limitation of Liability.** It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User					
Ву:	Jerry Overland				
Print Name:	Jerry Overland				
Title:	President				
Company:	Overland Traffic Consultants Inc				
Address: 952 M	anhattan Beach Bd Manhattan Beach CA 90266				
Phone:	310.930.3303				
Email Address:	otc@overlandtraffic.com				
Date:	6/14/2023				
Date.					



### APPENDIX G

### PACIFIC AVENUE PROJECT DRIVEWAY REVIEW

HCS7 Two-Way Stop-Control Report								
General Information								
Analyst	ОТІ	Intersection	Pacific Ave & Driveway					
Agency/Co.	ОТС	Jurisdiction	LADOT					
Date Performed	6/16/2023	East/West Street	Pacific Avenue					
Analysis Year	2023	North/South Street	Project Driveway					
Time Analyzed	AM PEAK HOUR	Peak Hour Factor	1.00					
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25					
Project Description	Pacific Avenue Driveway							

### anes



### Major Street: East-West

Vel	hic	e '	Vo	lumes	and	Adj	justments
-----	-----	-----	----	-------	-----	-----	-----------

Approach		Eastb	ound			West	ound		Northbound			Southbound				
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume, V (veh/h)		0	116	0		0	99	0		13		8				
Percent Heavy Vehicles (%)		3				3				3		3				
Proportion Time Blocked																
Percent Grade (%)										(	)					
Right Turn Channelized		N	lo			N	0			N	lo			N	lo	
Median Type/Storage				Undi	vided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		4.1				4.1				7.1		6.2				
Critical Headway (sec)		4.13				4.13				6.43		6.23				
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3				
Follow-Up Headway (sec)		2.23				2.23				3.53		3.33				
Delay, Queue Length, and	Leve	l of Se	ervice													
Flow Rate, v (veh/h)		0				0					21					
Capacity, c (veh/h)		1486				1465					825					
v/c Ratio		0.00				0.00					0.03					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.1					
Control Delay (s/veh)		7.4				7.5					9.5					
Level of Service, LOS		А				А					А					
Approach Delay (s/veh)		0	.0			0	.0			9	.5					
Approach LOS										A	4					

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HCS7 Two-Way Stop-Control Report									
General Information		Site Information							
Analyst	OTL	Intersection	Pacific Ave & Driveway						
Agency/Co.	ОТС	Jurisdiction	LADOT						
Date Performed	6/16/2023	East/West Street	Pacific Avenue						
Analysis Year	2023	North/South Street	Project Driveway						
Time Analyzed	PM PEAK HOUR	Peak Hour Factor	1.00						
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25						
Project Description	Pacific Avenue Driveway								
Lanos									

### nes



Major Street: East-West

Vehicle Volumes and Adj	ustme	nts														
Approach		Eastk	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume, V (veh/h)		0	87	0		0	66	0		7		5				
Percent Heavy Vehicles (%)		3				3				3		3				
Proportion Time Blocked																
Percent Grade (%)											0					
Right Turn Channelized		No				١	10		No				No			
Median Type/Storage				Undi	ivided											
Critical and Follow-up He	eadwa	ys														
Base Critical Headway (sec)		4.1				4.1				7.1		6.2				
Critical Headway (sec)		4.13				4.13				6.43		6.23				
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3				
Follow-Up Headway (sec)		2.23				2.23				3.53		3.33				
Delay, Queue Length, and	d Leve	l of S	ervice													
Flow Rate, v (veh/h)		0				0					12					
Capacity, c (veh/h)		1528				1501					886					
v/c Ratio		0.00				0.00					0.01					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.0					
Control Delay (s/veh)		7.4				7.4					9.1					
Level of Service, LOS		A				A					А					
Approach Delay (s/veh)		C	0.0			C	0.0			9	.1					
Approach LOS											4					

### THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT:	OVERLAND TRAFFIC CONSULTANTS
PROJECT:	MAR VISTA
LOCATION:	PACIFIC AVENUE W/O INGLEWOOD BOULEVARD
DATE:	TUESDAY, MAY 23, 2023
FILE NO:	1_ADT

DIRECTION	:		EASTBOUND					
TIME	00-15	15-30	30-45	45-60	HOUR			
					TOTALS			
00:00	0	1	2	0	3			
01:00	1	0	0	0	1			
02:00	0	0	2	0	2			
03:00	1	3	0	0	4			
04:00	1	6	2	4	13			
05:00	3	3	6	1	13			
06:00	4	9	3	7	23			
07:00	14	4	18	8	44			
08:00	22	39	22	17	100			
09:00	16	12	10	21	59			
10:00	15	21	8	12	56			
11:00	18	11	6	11	46			
12:00	10	14	19	21	64			
13:00	16	11	28	20	75			
14:00	18	10	18	16	62			
15:00	15	13	16	16	60			
16:00	26	16	24	18	84			
17:00	19	21	17	19	76			
18:00	29	15	20	14	78			
19:00	12	11	18	12	53			
20:00	14	11	8	10	43			
21:00	9	7	4	11	31			
22:00	13	6	8	2	29			
23:00	1	4	0	2	7			
				TOTAL	1026			
AM PEAK H	OUR			08:00-09:00	)			
VOLUME	0110			100				
	OUR			16:00-17:00	J			
VOLUME			84					

DIRECTION	:		WESTE	BOUND	
TIME	00-15	15-30	30-45	45-60	HOUR
					TOTALS
00:00	3	0	0	1	4
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	1	1
04:00	0	0	0	0	0
05:00	0	0	0	2	2
06:00	2	2	3	1	8
07:00	3	10	11	30	54
08:00	51	15	22	10	98
09:00	8	8	11	6	33
10:00	7	9	5	8	29
11:00	8	9	14	9	40
12:00	14	5	11	9	39
13:00	16	14	24	15	69
14:00	11	8	7	7	33
15:00	12	10	17	22	61
16:00	12	15	15	15	57
17:00	13	20	19	18	70
18:00	10	8	10	7	35
19:00	4	4	5	4	17
20:00	3	0	6	2	11
21:00	8	9	2	3	22
22:00	2	1	1	2	6
23:00	2	0	2	0	4
				TOTAL	693
AM PEAK H	OUR			07:45-08:45	5
VOLUME				118	
PM PEAK H	OUR			17:00-18:00	)
VOLUME				70	

TOTAL BI-DIRECTIONAL VOLUME	1719
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### THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT:	OVERLAND TRAFFIC CONSULTANTS
PROJECT:	MAR VISTA
LOCATION:	PACIFIC AVENUE W/O INGLEWOOD BOULEVARD
DATE:	WEDNESDAY, MAY 24, 2023
FILE NO:	2_ADT

DIRECTION	:		EASTB	OUND	
TIME	00-15	15-30	30-45	45-60	HOUR
					TOTALS
00:00	1	2	0	0	3
01:00	3	0	2	3	8
02:00	0	0	2	0	2
03:00	0	0	0	0	0
04:00	5	7	1	5	18
05:00	2	1	2	5	10
06:00	10	6	4	15	35
07:00	10	11	16	19	56
08:00	32	41	24	17	114
09:00	10	29	12	19	70
10:00	24	10	23	12	69
11:00	16	15	14	28	73
12:00	9	13	13	15	50
13:00	21	17	18	18	74
14:00	10	17	16	28	71
15:00	23	20	20	14	77
16:00	17	18	26	17	78
17:00	15	14	15	19	63
18:00	15	25	19	13	72
19:00	14	19	12	17	62
20:00	16	9	11	12	48
21:00	14	3	11	7	35
22:00	12	16	5	7	40
23:00	7	1	0	2	10
				TOTAL	1138
AM PEAK H	OUR			07:45-08:45	5
VOLUME				116	
PM PEAK H	OUR			14:45-15:45	5
VOLUME				91	

DIRECTION	:		WESTE	BOUND	
TIME	00-15	15-30	30-45	45-60	HOUR
					TOTALS
00:00	0	1	1	0	2
01:00	2	0	1	1	4
02:00	0	0	2	1	3
03:00	0	0	1	0	1
04:00	0	0	0	0	0
05:00	1	1	1	1	4
06:00	0	0	1	3	4
07:00	3	7	10	21	41
08:00	44	19	15	5	83
09:00	11	12	16	5	44
10:00	6	3	6	7	22
11:00	12	4	7	8	31
12:00	9	12	10	9	40
13:00	12	19	5	12	48
14:00	6	12	20	12	50
15:00	19	15	11	14	59
16:00	14	9	13	19	55
17:00	13	15	13	12	53
18:00	12	5	13	9	39
19:00	7	11	15	12	45
20:00	7	7	8	7	29
21:00	3	2	3	5	13
22:00	4	0	3	0	7
23:00	3	0	0	0	3
				TOTAL	680
AM PEAK H	OUR			07:45-08:45	5
VOLUME				99	
PM PEAK H	OUR			16:30-17:30	)
VOLUME				60	

TOTAL BI-DIRECTIONAL VOLUME 1818
----------------------------------



### **CITY OF LOS ANGELES**

INTER-DEPARTMENTAL CORRESPONDENCE

12124 West Pacific Ave DOT Case No. CTC23-115304

Date: July 26, 2023

To:Brenda Kahinju, Senior Administrative Clerk<br/>Department of City PlanningFrom:Eduardo Hermoso, Transportation Engineer

Department of Transportation

Subject: VEHICLE MILES TRAVELED ASSESSMENT FOR THE PROPOSED RESIDENTIAL DEVELOPMENT PROJECT LOCATED AT 12124 W PACIFIC AVENUE.

The Department of Transportation (LADOT) has completed its review of the technical memorandum impact analysis report prepared by Overland Traffic Consultants, Inc. dated June 2023 for the proposed residential development project located at 12124 W Pacific Ave. In compliance with 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, access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

### DISCUSSION AND FINDINGS

### A. <u>Project Description</u>

The project proposes the construction of a new 30,001 sq. ft. residential building on a lot that was previously occupied by a church and daycare that have been removed in advance. The building consists of 74 apartments (63 market rate and 11 affordable units). The site is located on the south side of Pacific Avenue east of Grand View Boulevard in the Palms-Mar Vista-Del Rey Community plan area. The Project site is also located in Los Angeles Council District 11. Access to the project site will be provided from Pacific Ave with an internal ramp to the basement parking area. A total of 122 vehicle parking spaces on two parking levels (at-grade and 1 subterranean) and 64 bicycle spaces would be provided per the Los Angeles Municipal Code (LAMC) including 6 short-term and 58 long-term bicycle parking spaces.

B. <u>Freeway Safety Analysis</u>

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by DOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle 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 included in the assessment by Overland Traffic Consultants, Inc., identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. The project generates a total of 7 inbound morning peak hour trips, and 17 inbound afternoon peak hour trips. 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. <u>CEQA Screening Threshold</u>

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9<sup>th</sup> 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 <u>does</u> exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment A** to this report.

### D. <u>Transportation Impacts</u>

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as a criteria in determining transportation impacts under CEQA. The new DOT TAG provides instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

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

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

As cited in the VMT Analysis report, prepared by Overland Traffic Consultants Inc., the household VMT per capita is 5.8. It does not have an applicable Work VMT per employee because no commercial use is proposed.

Therefore, it is concluded that implementation of the Project would not result in a significant Household or Work VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

### **PROJECT REQUIREMENTS**

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

### 1. Transportation Impact Assessment (TIA) Fee

Pursuant to Section 1.D.2 of the Fee Ordinance No. 186105 as authorized by the Coastal Transportation Corridor Specific Plan (CTC SP) an applicant for a project within the Specific Plan area, except as exempted, shall pay, or guarantee payment of a TIA Fee prior to issuance of any building permit. Applicable fee rates are identified in the TIA Fee Table of the Fee Ordinance. The applicable fee for the proposed project has been determined as follows:

Land Uses/ TIA fee Rates: Apartments <u>Proposed Uses:</u> Apartments: (74 Units) \* (\$6,287) = **\$465,238.00** 

<u>Potential Exemptions:</u> Affordable Housing: (11 Units) \* (\$6,287) \* (2) = **\$138,318.00** 

### TOTAL TIA fee = \$326,924.00

Pursuant to Section 1.C.4 of the Fee Ordinance No. 186105 as authorized by the CTC SP, the Transportation Cost Factor shall be increased (or decreased) as of January 1 of each year by the amount of the percentage increase (or decrease) in the most recently available City Building Code Index, as determined by DOT. Therefore, the actual TIA Fee may vary depending upon when payment is made to DOT.

### 2. <u>Development Review Fees</u>

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

### 3. Project Access and Circulation

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

### 4. Worksite Traffic Control Requirements

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to offpeak hours to the extent feasible.

### 5. Parking Requirements

Parking for vehicles and bicycles will be provided onsite. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project. The Project is proposing a total of 122 vehicle parking spaces on two parking levels (at-grade and 1 subterranean) and 64 bicycle spaces would be provided per the Los Angeles Municipal Code (LAMC) including 6 short-term and 58 long-term bicycle parking spaces.

### 6. <u>Highway Dedication and Street Widening Requirements</u>

In order to mitigate potential access and circulation impacts, the applicant may be required to make highway dedications and improvements. The applicant shall consult the Bureau of

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

If you have any questions, please contact Joshua Jones at (213) 485-1062.

### Attachments:

c: Jeff Khau, Council District No. 11 Tim Fremaux, Rudy Guevara, DOT Mike Patonai, Oscar Gutierrez BOE Jerry Overland, Overland Traffic Consultants, Inc.

### ATTACHMENT A

### **CITY OF LOS ANGELES VMT CALCULATOR Version 1.4**



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

	Project Information	Existing L	and Us	e		
Project:	Pacific Apartments	Land Use Type		Value	Unit	2
Scenario:	Transportation Assessment www	W		0		Τ.
Address:	12118 W PACIFIC AVE, 90066					
	And	Click here to add a single custom land use	type (will be ect Lar	included in	the above	list)
	1	Land Use Type		Value	Unit	
		Housing   Affordable Housing - Family	*		DU	+
		Housing   Multi-Family	63 11	DU		
Is the pr resident resident mile of a station?	oject replacing an existing number of ial units with a smaller number of ial units AND is located within one-hal a fixed-rail or fixed-guideway transit	Froming (Anoreador Froming - Fairing				
	- Yes - No					

### **Project Screening Summary**

Existing Land Use	Propos Projec	ed ct
0 Daily Vehicle Trips	338 Daily Vehicl	e Trips
<b>O</b> Daily VMT	<b>2,12</b> Daily V	<b>8</b> ит
Tier 1 Scree	ning Criteria	
Project will have less reside to existing residential units mile of a fixed-rail station.	ntial units compa & is within one-h	alf
Tier 2 Scree	ning Criteria	
The net increase in daily tri	ps < 250 trips	338 Net Daily Trips
The net increase in daily VI	0 ≥ TN	2,128 Net Daily VMT
The proposed project cons land uses ≤ 50,000 square f	ists of only retail eet total.	0.000 ksf
The proposed project VMT a	is required to <sub> </sub> nalysis.	perform



# **CITY OF LOS ANGELES VMT CALCULATOR Version 1.4**





P

Daily Vehicle Trips Mitigation Houseshold VMT per Employee 2,098 Work VMT Daily VMT per Capita N/A With 333 5.8 8 Daily Vehicle Trips Proposed Houseshold VMT Project per Employee Work VMT 2,098 per Capita Daily VMT N/A 333 ы. 8

### Significant VMT Impact?

Household: No	Household: No
Threshold = 7.4	Threshold = 7.4
15% Below APC	15% Below APC

 Work: N/A
 Work: N/A

 Threshold = 11.1
 Threshold = 11.1

 15% Below APC
 15% Below APC

### CITY OF LOS ANGELES VMT CALCULATOR Report 1: Project & Analysis Overview



	Project Informa	tion	
land	Lise Type	Anley	Ilnite
	Single Family	0	DU
	Multi Family	63	DU
Housing	Townhouse	0	DU
)	Hotel	0	Rooms
	Motel	0	Rooms
	Family	11	DU
Afterdate Hermiter	Senior	0	DU
ATTORABIE HOUSING	Special Needs	0	DU
	Permanent Supportive	0	DU
	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
Retail	High-Turnover Sit-Down	0000	kcf
	Restaurant	0000	(cv
	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
AJJICE	Medical Office	0.000	ksf
	Light Industrial	0.000	ksf
Industrial	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
	University	0	Students
	High School	0	Students
School	Middle School	0	Students
	Elementary	0	Students
	Private School+(Sant Analysis Ove	rview 0	Students
	3 of 14		

### **CITY OF LOS ANGELES VMT CALCULATOR** Report 1: Project & Analysis Overview

Project Address: 12118 W PACIFIC AVE, 90066 Project Scenario: Transportation Assessment Project Name: Pacific Apartments Date: June 14, 2023

Trips



Other

**Project and Analysis Overview** 4 of 14

### CITY OF LOS ANGELES VMT CALCULATOR Report 1: Project & Analysis Overview



Analysis Results	Total Employees: 0	Total Population: 177	oposed Project With Mitigation	Daily Vehicle Trips 333 Daily Vehicle Trips	Daily VMT 2,098 Daily VMT	Household VMT 5.8 Household VMT per Capita	Work VMT per Work VMT per N/A Employee Employee	Significant VMT Impact?	APC: West Los Angeles	Impact Threshold: 15% Below APC Average	Household = 7.4	Work = 11.1	oposed Project With Mitigation	ld Impact VMT Threshold Impact	.4 No Household > 7.4 No	
			Proposed I	333 Da	2,098 Da	5.8 Ho	WG N/A pe			μ			Proposed I	/MT Threshold	Household > 7.4	

Date: June 14, 2023 Project Name: Pacific Apartments Project Scenario: Transportation Assessment Project Address: <u>12118 W PACIFIC AVE, 90066</u>



	TD	M Strategy Inpu	Its	
Stre	ategy Type	Description	<b>Proposed Project</b>	Mitigations
	-	City code parking provision (spaces)	124	124
	Reduce parking supply	Actual parking provision (spaces)	122	122
	Unbundle parking	Monthly cost for parking (\$)	¢0	ζO
Parking	Parking cash-out	Employees eligible (%)	0%	%0
	Drice workhlare	Daily parking charge (\$)	\$0.00	\$0.00
	r ne workprace parking	Employees subject to priced parking (%)	%0	0%
	Residential area parking permits	Cost of annual permit (\$)	¢0	¢Ο
	U, S	cont. on following page)		

### Report 2: TDM Inputs 6 of 14

Date: June 14, 2023 Project Name: Pacific Apartments Project Scenario: Transportation Assessment Project Address: 12118 W PACIFIC AVE, <u>90066</u>



	TDM	Strategy Inputs,	Cont.	
Strate	egy Type	Description	<b>Proposed Project</b>	Mitigations
		Reduction in		
		headways (increase	0%	0%
		in frequency) (%)		
		Existing transit mode		
	Reduce transit	share (as a percent	200	200
	headways	of total daily trips)	0/0	0/0
		(%)		
		Lines within project		
		site improved (<50%,	0	0
		>=50%)		
Transit		Degree of		
	Implement	implementation (low,	0	0
	ninprennent. noiabharbaad chuittla	medium, high)		
	וובולוומחנווחחת צוומרווב	Employees and	%0	%0
		residents eligible (%)	0/0	0.00
		Employees and	700	700
		residents eligible (%)	0.70	0/0
	Trancit cubcidioc	Amount of transit		
	n unicane dictin	subsidy per	το ου	ψυ ου
		passenger (daily	nn.nć	00.U¢
		equivalent) (\$)		
	Voluntary travel	Employees and		
	behavior change	residents	0%	0%
Education &	program	participating (%)		
Encouragement	Dromotions and	Employees and		
1	riomotionis and markotina	residents	0%	%0
	шакеши	participating (%)		
	))	cont. on following page		
		5		

### Report 2: TDM Inputs 7 of 14

Date: June 14, 2023 Project Name: Pacific Apartments Project Scenario: Transportation Assessment Project Address: 12118 W PACIFIC AVE, 90066



Cont.
Inputs,
Strategy
TDM

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

### Report 2: TDM Inputs 8 of 14



+400	
10000	iiiputs,
100+040	ou dregy

Strate	egy Type	Description	Proposed Project	Mitigations
	Implement/Improve	Provide bicycle		
	on-street bicycle	facility along site	0	0
	facility	(Yes/No)		
	Include Bibe parking	Meets City Bike		
Bicycle		Parking Code	Yes	Yes
Infrastructure	hei LAIVIC	(Yes/No)		
		Includes indoor bike		
	Include secure bike	parking/lockers,	C	C
	parking and showers	showers, & repair	D	2
		station (Yes/No)		
		Streets with traffic		
		calming	%0	%0
	Traffic calming	improvements (%)		
	improvements	Intersections with		
Neighborhood		traffic calming	%0	0%
		improvements (%)		
Ennancement		Included (within		
	Dodoctrian notwork	project and		
	improvements	connecting off-	0	0
	וווואו האכוווכוונט	site/within project		
		only)		

<b>CITY OF LOS ANGELES VMT CALCULATOR</b>	Report 3: TDM Outputs

Date: June 14, 2023 Project Name: Pacific Apartments Project Scenario: Transportation Assessment Project Address: 12118 W PACIFIC AVE, 90066



### TDM Adjustments by Trip Purpose & Strategy

						Place type:	: Compact	Infill						
		Home Bi	ased Work Juction	Home B Attr	ased Work action	Home Bo Prod	ased Other Juction	Home Ba Attra	ised Other action	Non-Home Prod	Based Other uction	Non-Home Attr	Based Other action	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	5
	Reduce parking supply	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	
	Unbundle parking	%0	0%	%0	0%0	%0	%0	0%	0%	0%	%0	0%	0%	TDM Strategy
Parking	Parking cash-out	%0	%0	0%	%0	%0	%0	%0	%0	%0	%0	%0	%0	Appendix, Parking
	Price workplace parking	%0	%0	0%	%0	%0	0%	%0	%0	%0	%0	%0	%0	1 - 5
	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%	
	Reduce transit headways	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	TDM Strategy
Transit	Implement neighborhood shuttle	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	Appendix, Transit sections 1 - 3
	Transit subsidies	0%	0%0	0%	%0	0%	0%0	0%	0%0	0%	0%0	%0	0%	
Education &	Voluntary travel behavior change program	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	TDM Strategy Appendix, Education &
Encouragement	Promotions and marketing	%0	%0	%0	0%0	%0	0%	%0	0%	%0	%0	%0	%0	Encouragement sections 1 - 2
	Required commute trip reduction program	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	T 0 0 0 ++
Commute Trip Reductions	Alternative Work Schedules and Telecommute Program	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	Appendix, Commute Trip Reductions
	Employer sponsored vanpool or shuttle	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	sections 1 - 4
	Ride-share program	%0	0%0	%0	0%	0%	0%	%0	0%	%0	%0	0%	0%	
	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
Shared Mobility	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%	Appendix, Shared
	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%	iviobility sections 1 - 3

### Report 3: TDM Outputs 10 of 14

Report 3: TDM Outputs

Date: June 14, 2023 Project Name: Pacific Apartments Project Scenario: Transportation Assessment Project Address: 12118 W PACIFIC AVE, 90066



### TDM Adjustments by Trip Purpose & Strategy, Cont.

		Home Bu	ased Work	Home B	ased Work	Home Bu	ased Other	Home Bc	ised Other	Non-Home	Based Other	Non-Home	Based Other	
		Proc	luction	Attr	action	Proc	luction	Attr	action	Prod	uction	Attro	action	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Ricycle	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
Infrastructure	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	Appendix, bicycl Infrastructure
	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	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,
Enhancement	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%	Neighborhood Enhancement

				Final Com	bined &	Maximur	TDM Eff	ect				
	Home Ba. Produ	ised Work Iction	Home Bas Attrac	sed Work ction	Home Bas Produ	sed Other Iction	Home Bas Attrac	ed Other :tion	Non-Home B Produ	ased Other ction	Non-Home E Attra	tased Other stion
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
MAX. TDM EFFECT	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

= Min	<b>imum (X%, 1-[(1-A)*(1-B</b> where X%=	([(
PLACE	urban	75%
ТҮРЕ	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.

Report 3: TDM Outputs 11 of 14

: 177	. 0	: West Los Angeles	Project with Mitigation Measures	1,031	0	5.8	N/A
Total Population:	Total Employees	APC	Proposed Project	1,031	0	5.8	N/A
				Total Home Based Production VMT	Total Home Based Work Attraction VMT	Total Home Based VMT Per Capita	Total Work Based VMT Per Employee

mployee	
& Per El	
Capita 8	
gy Per	
ethodolo	
VMT M	
MXD	

	M DXM	Aethodology wi	th TDM Measur	'es		
		Proposed Project		Project v	vith Mitigation Me	sasures
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitiga
Home Based Work Production	-1.4%	56	416	-1.4%	56	
Home Based Other Production	-1.4%	118	615	-1.4%	118	
Non-Home Based Other Production	-1.4%	82	548	-1.4%	82	-,
Home-Based Work Attraction	-1.4%			-1.4%		
Home-Based Other Attraction	-1.4%	56	366	-1.4%	56	. ,
Non-Home Based Other Attraction	-1 /0%	10	153	-1 /0/	10	

Mitigated VMT

416 615 548 366 153

Project Scen	Report 4: MXD Methodology
Project N	CITY OF LOS ANGELES VMT CALCULATOR

Date: June 14, 2023 Project Name: Pacific Apartments Project Scenario: Transportation Assessment Project Address: 12118 W PACIFIC AVE, 90066



MXD VMT

Unadjusted VMT

Average Trip Length

**MXD** Trips

MXD Adjustment -13.6% -34.1%

Unadjusted Trips

120 83

57

MXD Methodology - Project Without TDM

7.4 5.2

422

624 556

488 946 570 371 155

566 155

6.5 7.4

57 21

-34.5%

87 21

-2.4%

66 182 85

Non-Home Based Other Production

Home Based Work Production Home Based Other Production Non-Home Based Other Attraction

Home-Based Work Attraction Home-Based Other Attraction

11.3

6.7


ATTACHMENT C





CITY OF LOS ANGELES

DEPARTMENT OF CITY PLANNING

CITY HALL • 200 NORTH SPRING STREET • LOS ANGELES, CA 90012

## **Categorical Exemption**

# 12124 W. Pacific Avenue

### Environmental Case Number: ENV-2022-8257-CE

Project Location: 12124 West Pacific Avenue (12118 – 12134 West Pacific Avenue)

**Community Plan Area:** Palms – Mar Vista – Del Rey

**Council District:** 11 – Park

**Project Description:** The project involves the construction, use, and maintenance of a new six-story, 67-foot in height, approximately 94,579 square-foot apartment building containing 74 units, including 11 units set aside for Very Low Income (VLI) households. The project proposes to provide 122 on-site vehicular parking spaces and 64 bicycle parking spaces within one at-grade and one subterranean level. Four street trees exist which will continue to be maintained. The project would provide 8,210 square feet of open space and include the planting of 19 new trees. The project involves the grading and export of approximately 10,000 cubic yards of soil from the site.

In order to facilitate the development of the proposed project, the applicant is requesting the following discretionary actions:

- 1. Pursuant to the Los Angeles Municipal Code (LAMC) Section 12.22 A.25, a Density Bonus for a Housing Development with a total of 74 dwelling units, of which 11 units, or 25 percent of the base density, will be set aside for Very Low Income households, requesting the following On-Menu Incentives and Waivers of Development Standards:
  - a. An On-Menu Incentive to permit a 20 percent reduced front yard setback of 12 feet in lieu of the 15 feet otherwise required;
  - b. An On-Menu Incentive to permit a 20 percent reduced (east) side yard setback of 7-feet, 3-inches in lieu of the 9 feet otherwise required;
  - c. An On-Menu Incentive to permit a 35 percent increase in Floor Area Ratio (FAR) up to 4.05:1 in lieu of the 3:1 FAR otherwise required; and
  - d. A Waiver of Development Standards to permit an increase in building height up to 67 feet in lieu of the 45 feet otherwise required and to allow increased height for portions of a building in a Housing Development project that are within 50 feet of an R1 zoned lot.
- 2. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24-U,26, a Conditional Use Permit to allow a Density Bonus for a housing development project in which the density increase is greater than the maximum permitted by LAMC Section 12.22-A,25; and
- 3. Any additional actions as deemed necessary or desirable, including but not limited to demolition, grading, foundation, street closure(s), tree removal, haul route, and building permits.

#### **PREPARED BY:**

The City of Los Angeles Department of City Planning

#### **APPLICANT:**

Robert Green DMTV, LLC

July 2023

## **Project Background**

The project site consists of two (2) interior lots, which are contiguous and rectangular shaped, encompassing a total lot area of 30,001 square feet or 0.689 acres. The subject property abuts an Alley to the east and to the south and has approximately 200 feet of street frontage along the southern side of Pacific Avenue. The site is currently developed with a one- and two-story building comprising 12,134 square feet of lot area and used as a church. These structures, along with an existing surface parking lot, are proposed to be demolished as part of the project.

The project site is located in the Palms – Mar Vista – Del Rey Community Plan area and is zoned R3-1. The site is located within the Los Angeles Coastal Transportation Corridor Specific Plan (ZI-1874) which assigns conditions based on the number of trips created by a project and a Transportation Impact Assessment fee to fund various regional transportation improvements, as determined by the Los Angeles Department of Transportation. The subject property is not located within any other Specific Plan areas and is not subject to any community design overlays or interim control ordinances

Based upon the existing mobility and circulation networks near the proposed project, the creation of 74 net new units will not result in significant traffic impacts in the community. The Los Angeles Department of Transportation (LADOT) Transportation Assessment Letter dated July 26, 2023, concluded that implementation of the proposed project would not result in a significant Household or Work VMT impact. Therefore, the project is not expected to result in any significant impact relating to traffic.

The project site does not fall within an Alquist-Priolo Fault Zone, a Preliminary Fault Rupture Study Area, Flood Zone, Landslide Area, Liquefaction Area, Tsunami Inundation Zone, a Very High Fire Hazard Severity Zone, Hillside Area, or BOE Special Grading Area. The project site is located within approximately 4.83 kilometers of the nearest fault zone (Newport – Inglewood Fault Zone). The project involves the grading and export of approximately 10,000 cubic yards of soil from the site.

A Tree Disclosure Statement signed by the property owner, indicates there are no protected trees or shrubs on the project site as defined under LA City Ordinance No. 177,404. The subject property contains a total of four (4) street trees along the street frontage facing Pacific Avenue. The four street trees are expected to remain; nevertheless, removal or replacement of any street trees will be conducted in accordance with the Urban Forestry Division.

The project site is located in a substantially urbanized and developed area by a variety of uses and zoning designations, as shown below in Figure 3. Properties to the south, across the abutting Alley, are zoned M1-1 and are developed with a lumber yard use. Properties to the east, also across the abutting Alley, are developed with single-family residences zoned R1V2. Properties to the north, across Pacific Avenue, are zoned C2-1, P-1, and R3-1 and are developed with a Post Office and multi-family residential uses. Properties immediately adjacent to the west are zoned R3-1 and C2-1 and are developed with surface parking and commercial uses including a childcare center and an animal clinic. The Mar Vista Farmers' Market occurs to the northwest along the intersection of Grand View Boulevard and Venice Boulevard. The Mar Vista Public Library is located to the northeast along the intersection of Inglewood Boulevard and Venice Boulevard.

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

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

#### CLASS 32 CATEGORICAL EXEMPTION

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

As previously stated, the project involves the construction, use, and maintenance of a new sixstory, 67-foot in height, approximately 94,579 square-foot apartment building containing 74 units, including 11 units set aside for Very Low Income (VLI) households. The project proposes to provide 122 on-site vehicular parking spaces and 64 bicycle parking spaces within one at-grade and one subterranean level. Roof and site drainage as well as sewer availability are required to comply with Bureau of Engineering and Bureau of Sanitation standards, Hydrants, Fire Department Access, and Fire Safety also require review and approval by the Los Angeles Fire Department before permits can be issued. Furthermore, the project must comply with all City Regulatory Compliance Measures (RCMs) that apply.

As a new residential building developed on an infill site, this project qualifies for the Categorical Exemption. The project can be characterized as infill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting the five conditions listed below.

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

The project site is located within the Palms – Mar Vista – Del Rey Community Plan, which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the subject property for Medium Residential land uses with corresponding zones of R3 and R3(PV). The project site is zoned R3-1 and is thus consistent with the existing land use designation. The project is also located within the Los Angeles Coastal Transportation Corridor Specific Plan, which prescribes transportation improvements and related fees and is thus subject to any such additional requirements. The subject property is not located within the boundaries of and is not subject to any other specific plan or community design overlay.

With the exception of the requests herein, which enable the provision of affordable housing units, the proposed project is otherwise consistent with the requirements of the underlying zone. The project proposes a residential development on a site designated for such uses.

The requested Incentives are permissible by the provisions of Density Bonus law, and the project will comply with all other applicable provisions of the zoning code.

The project is also consistent with the following goal and objectives of the Community Plan:

<u>GOAL 1</u>: "A safe, secure and high quality residential environment for all community residents."

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

Policy 1-1.1: Provide for adequate multi-family residential development.

<u>Objective 1-2</u>: "To reduce vehicular trips and congestion by developing new housing in proximity to services and facilities."

<u>Objective 1-4</u>: "To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population."

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

<u>Policy 1-4.2</u>: Ensure that new housing opportunities minimize displacement of residents.

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

<u>GOAL 4A</u>: "AN EQUITABLE DISTRUBTION OF HOUSING OPPORTUNITIES BY TYPE AND COST ACCESSIBLE TO ALL RESIDENTS OF THE CITY."

<u>Objective 4.1:</u> "Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City sub-region to meet the projected housing needs by income level of the future population..."

The Housing Element of the General Plan (2021-2029) will be implemented by the recommended action herein. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element includes the following objectives and policies relevant to the instant request:

<u>Goal 1</u>: 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.

<u>Objective 1.1:</u> Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.

<u>Policy 1.1.2</u>: Plan for appropriate land use designations and density to accommodate an ample supply of housing units by type, cost, and size within the City to meet housing needs, according to Citywide Housing Priorities and the City's General Plan.

<u>Policy 1.1.6</u>: Allocate citywide housing targets across Community Plan areas in a way that seeks to address patterns of racial and economic segregation, promote jobs/ housing balance, provide ample housing opportunities, and affirmatively further fair housing.

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

<u>Policy 1.2.2</u>: Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households.

<u>Objective 1.3</u>: 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.

<u>Policy 1.3:1:</u> Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

<u>Goal 2</u>: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.

<u>Objective 2.3</u>: Preserve, conserve and improve the quality of housing.

<u>Goal 3:</u> A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.

<u>Objective 3.1:</u> Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.

<u>Policy 3.1.5</u>: Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.

<u>Policy 3.1.6</u>: Establish plans and development standards that promote positive health outcomes for the most vulnerable communities and populations.

<u>Policy 3.1.7</u>: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.

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

<u>Policy 3.2.1</u>: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.

<u>Policy 3.2.2</u>: Promote new multi-family housing, particularly Affordable and mixedincome housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing

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

<u>Policy 3.3:</u> "Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services."

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

<u>Policy 5.4:</u> "Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure."

The project proposes a new multi-family development, consisting of 74 dwelling units with 11 units set aside for Very Low Income Households, that will provide much-needed housing, including affordable housing. Accordingly, the project fulfills the Community Plan, Framework Element, and Housing Element goals and objectives of providing quality housing for all persons in the community, including those at all income levels. The project utilizes development incentives to provide a higher number of residential units than would otherwise be permitted, thereby facilitating the creation of a higher number of affordable units and addressing the need for affordable housing in the City. Additionally, the project is a Density Bonus development located in proximity to Venice Boulevard and Grand View Boulevard, a major arterial intersection in the region that is well-served by diverse commercial and institutional uses as well as public transportation. Thus, by locating higher-density development along major transit corridors and by providing residential units located close to commercial services and jobs, the project will contribute towards the creation of sustainable neighborhoods and a reduction in vehicle trips and VMT.

In addition, the project has been conditioned to include automobile parking spaces both ready for immediate use by electric vehicles (e.g. with electric vehicle chargers installed) and capable of supporting electric vehicles in the future. The project has also been conditioned to provide solar infrastructure. Together, these conditions further support applicable policies in the Health and Wellness Element, Air Quality Element, and Mobility Element of the General Plan by reducing the level of pollution/greenhouse gas emissions, ensuring new development is compatible with alternative fuel vehicles, and encouraging the adoption of low emission fuel sources and supporting infrastructure. These conditions also support good planning practice by promoting overall sustainability and providing additional benefits and conveniences for residents, workers, and visitors.

The project contributes to and furthers the relevant goals, objectives, and policies of the plans that govern land use and development in the City. In addition, the project does not substantially conflict with any applicable plan or other regulation. Therefore, the project

substantially conforms with the purpose, intent, and provisions of the General Plan, the applicable Community Plan, and the applicable specific plan.

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

The subject property is located wholly within the Palms – Mar Vista – Del Rey Community Plan area within the City of Los Angeles. The project site consists of two (2) interior lots, which are contiguous and rectangular shaped, encompassing a total lot area of 30,001 square feet or 0.689 acres. The project site is substantially surrounded by urban uses and is not located near any areas designated for farmland or agricultural uses. The neighborhood is fully built-out with residential, commercial, and institutional uses that are consistent with their General Plan land use designations and zoning.

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

The project site consists of two (2) interior lots, which are contiguous and rectangular shaped, encompassing a total lot area of 30,001 square feet or 0.689 acres. The subject property is currently developed with a church use including a classroom building and a surface parking lot.

A Tree Disclosure Statement dated November 9, 2022, states that there no protected trees on-site. There are, however, a total of four street trees located along Pacific Avenue. None of the street trees have been identified as protected tree species as defined under LA City Ordinance No. 177,404, nor are they a habitat for any endangered, rare, or threatened species. Any removal and replacement of street trees would be conducted in accordance with Bureau of Street Services, Urban Forestry Division. Furthermore, the project site is in a long-established urban neighborhood which is fully built out with commercial and residential development. The project site, therefore, has no value as habitat for endangered species, rare, or threatened species.

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

**Traffic.** A significant impact may occur if the project conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new Los Angeles Department of Transportation (LADOT), Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds. LADOT has established that any project resulting in a net increase of 250 or more daily vehicle trips requires a VMT analysis.

A Traffic Assessment Report dated June 2023 was prepared by Overland Traffic Consultants, Inc. in order to determine whether or not the proposed project would result in any significant effects relating to traffic. The Traffic Study found that the project would generate a net increase of 338 daily vehicle trips and a net increase of 2,128 daily vehicle miles traveled (VMT), thus requiring the proposed project to conduct a vehicle miles traveled (VMT) analysis.

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

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

As cited in the VMT Analysis report, prepared by Overland Traffic Consultants, Inc., the project proposes to incorporate the Transportation Demand Management (TDM) strategies of reduced parking supply by providing 122 parking spaces and include bicycle parking per LAMC as project design features. With the application of these TDM measures, the proposed project is projected to have a Household VMT per capita of 5.8 and no Work VMT. Subsequently, LADOT completed its Transportation Impact Assessment and in a letter dated July 26, 2023, concluded that implementation of the proposed project would not result in a significant Household or Work VMT impact. Therefore, the project is not expected to result in any significant impact relating to traffic.

**Noise.** The project must comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 and any subsequent ordinances which prohibit the emission or creation of noise beyond certain levels. The Ordinances cover both operational noise levels (i.e. post-construction), as well as any noise impact during construction. Section 41.40 of the LAMC regulates noise from demolition and construction activities and prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays and holidays; all such activities are also prohibited on Sundays. Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. As the project is required to comply with the above ordinances and regulations, it will not result in any significant noise impacts. All construction-related noise impacts would be less than significant and temporary in nature.

A Noise Technical Report dated November 2022, prepared by DKA Planning and attached to the subject environmental case file, concluded that no significant permanent operational or cumulative noise impacts are expected as a result of the proposed project (the Noise Study provides the full analysis). Given that the project would be required to comply with all existing and applicable noise regulations, the study concluded that the project would not result in any significant impacts and that no mitigation measures are necessary. Although noise arising from construction is unavoidable, the noise would be temporary and limited to the duration of the construction in any one location. The report states that standard, industry-wide best practices for construction in urban or otherwise noise-sensitive areas would ensure that construction noise does not exceed the noise limit imposed by LAMC Section 112.05. These could include erecting temporary noise barriers around the project's perimeter, using mufflers to dampen noise from internal combustion engines, and warming-up or staging equipment away from sensitive receptors. Complete elimination of construction activity noise is technically infeasible; however, incorporation of the best available noise reduction methods will minimize impacts on the residential and

commercial uses bordering the project site. Compliance with the various local regulatory measure will further minimize any adverse construction noise impact potential.

As the project is a residential development, the project is not expected to generate significant permanent operational noise impacts. Noise generated at outdoor recreational spaces such as balconies and patios would not exceed the recommended noise compatibility guidelines. Any new stationary sources of noise, such mechanical HVAC equipment, installed on the proposed development will be required to comply with LAMC Sections 112.02 and 112.05 which prohibit noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five dBA. As such, the proposed project is expected to generate a negligible increase in ambient noise from operation.

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

Air Quality. The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. The 2016 Air Quality Management Plan (AQMP) was prepared by SCAQMD and adopted in April 2017 to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The project is not expected to conflict with, or obstruct, the implementation of the AQMP and SCAQMD rules. The project is consistent with current zoning regulations and policies within the City of Los Angeles, allowing for the proposed development on the subject site. The project would also comply with the 2020 Los Angeles Green Building Code (LAGBC), which builds upon and sets higher standards than those in the 2022 California Green Building Standards Code (CalGreen, effective January 1, 2023). Additionally, the project's infill location would promote the concentration of development in a long-established urban neighborhood with extensive infrastructure and access to public transit facilities, thus reducing the vehicle miles traveled for residents, and visitors. Therefore, project impacts related to air quality will be less than significant.

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

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

- Unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce emissions and meets SCAQMD Rule 403;
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions; and

• Trucks shall not idle but be turned off.

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

Furthermore, an Air Quality Technical Report was prepared by DKA Planning in November 2022, which is included in the subject case file. The study quantifies the estimated daily construction and operational emissions for various pollutants from the project site using CalEEMod simulations. Based on the simulation results, none of the construction and operational emissions are expected to exceed the South Coast Air Quality Management District (SCAQMD) air quality significance thresholds. Furthermore, the report finds that the project is consistent with all applicable aspects of the City's General Plan Air Quality Element. The study does not recommend any mitigation measures as all construction and operational emissions are expected to be below the thresholds considered by SCAQMD to be significant under CEQA guidelines. Potential impacts related to air quality from the project will therefore be less than significant.

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

Additionally, prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would not result in a significant impact related to water or wastewater infrastructure.

Lastly, development of the proposed project would maintain existing drainage patterns; site generated surface water runoff would continue to flow to the City's storm drain system. The proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would not result in a significant impact related to existing storm drain capacities.

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

The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California (SoCal) Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. These utilities and public services have continuously served the area for the past several decades. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, LED lighting, etc. As a result of these new building

codes, which are required of all projects, it can be anticipated that the proposed project will not create any substantial impact on existing utilities and public services through the addition of 90 dwelling units at the subject site.

In addition, roof and site drainage as well as sewer availability must comply with Bureau of Engineering and Bureau of Sanitation standards; and hydrants, Fire Department Access, and Fire Safety must be reviewed and approved by the Los Angeles Fire Department before permits can be issued. Furthermore, the project must comply with all City Regulatory Compliance Measures (RCMs) that apply. Therefore, the proposed project can be adequately served by all required utilities and public services.

#### EXCEPTIONS TO CATEGORICAL EXEMPTIONS

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

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

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

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

The proposed six-story residential development with 74 dwelling units on the project site is consistent with the zone and land uses as designated by the Palms – Mar Vista – Del Rey Community Plan, and as permitted by the requested Conditional Use Permit and Density Bonus Incentive Program pursuant to LAMC 12.22 A.25. A successive project of the same type and nature would reflect a development that is consistent with the underlying land use designation and the Los Angeles Municipal Code, and thus would be subject to the same regulations and requirements, including development standards and environmental impacts. The impacts of each subsequent project will be mitigated if necessary, and thus will not result in a cumulative impact.

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

have the potential to result in a project-specific significant air quality impact, and therefore, does not have the potential to result in a cumulatively considerable contribution to a significant air quality impact.

Regulatory Compliance Measures (RCMs) in the City of Los Angeles regulate impacts related to Air Quality, Construction Noise/Vibrations, Operational Noise/Vibrations, and Transportation/Traffic. Numerous Los Angeles Municipal Code Sections provide requirements for construction activities and ensure impacts from construction related noise, traffic, and parking are less than significant. The Noise Regulation Ordinance, No. 144.331, provides regulatory compliance measures related to construction noise and maximum noise levels for all activities. LAMC Section 62 provides specific regulatory compliance measures related to construction traffic and parking. LAMC Section 41 requires construction site postings listing representative contact information and permitted construction/demolition hours as established by the Department of Building and Safety. Additionally, there is insufficient evidence to conclude that significant impacts will occur based on past project approvals or in progress entitlement applications and that the proposed project will have adverse impacts on the cumulative impacts of construction noise and transportation/traffic in this area. Furthermore, there is insufficient evidence to conclude that the proposed project will be under construction at the same time as projects within the vicinity. Thus, this exception does not apply.

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

The project site consists of two (2) interior lots, which are contiguous and rectangular shaped, encompassing a total lot area of 30,001 square feet or 0.689 acres. The project involves the demolition of an existing church use including a classroom building and surface parking lot, and the construction, use, and maintenance of a new six-story residential building, 67 feet in height, containing a total of 74 dwelling units. The project proposes to provide 122 on-site vehicular parking spaces and 64 bicycle parking spaces within one at-grade and one subterranean level. The project consists of residential uses and operations that are compatible with the surrounding urban development and consistent with the underlying zoning.

The project site is located in an urbanized area within the City of Los Angeles that consists primarily of residential and commercial uses and operations that are compatible with the surrounding urban development and consistent with the underlying zoning. The site does not demonstrate any unusual circumstances, and the project will not generate any significant impacts regarding traffic, noise, air quality, or water quality. There are no special districts or other known circumstances that indicate a sensitive surrounding environment. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR. Based on a review of the California Scenic Highway Mapping System, the subject site is not located along a California State Scenic Highway and will not impact any identified scenic resources, including trees, historic buildings, rock outcroppings, or other similar resources, within a highway officially designated as a State Scenic Highway. Therefore, this exception does not apply.

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

Based on a review of the California Department of Toxic Substances Control "Envirostor Database," no known hazardous waste sites are located on the project site. Additionally, there are also no listed hazardous waste sites within the immediate vicinity of the project site. The subject property was previously developed with a church use including a classroom building and surface parking lot, a commercial use that is not expected to utilize hazardous waste or materials that pose significant constraint on the project site.

Additionally, the project site is not located within a Hazardous Waste/Border Zone or Methane Zone. Properties area as designated by the City of Los Angeles. No industrial wastewater is generated on the project site and sanitary wastewater is discharged to the City Bureau of Sanitation. The project will comply with any applicable developmental regulations. Therefore, this exception for a Categorical Exemption does not apply to this project.

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

The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or the Los Angeles Historic-Cultural Monuments Register. In addition, the project site is not located within a Historic Preservation Overlay Zone and thus not subject to historic preservation review. For these reasons, construction of the proposed project would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA, therefore, this exception does not apply.

#### CONCLUSION

In summary, the project involves the construction, use, and maintenance of a new six-story, 67foot in height, approximately 94,579 square-foot apartment building containing 74 units, including 11 units set aside for Very Low Income (VLI) households. The project proposes to provide 122 on-site vehicular parking spaces and 64 bicycle parking spaces within one at-grade and one subterranean level. The project is consistent with the surrounding developments (which consists of established residential, commercial, light manufacturing, and institutional uses), is permitted by the Density Bonus Incentive Program and requested Conditional Use Permit, and is entirely consistent with the existing General Plan designation, zoning, and requirements of the LAMC. The project will not generate a significant number of vehicle trips and will not result in any significant impacts to land use planning, environmental habitat, noise, air quality, or water quality. In addition, the project is located in a long-established urbanized neighborhood, and thus will be adequately served by all required public utilities and services. Furthermore, the project is not in a particularly sensitive environment, and will not impact an environmental resource of hazardous or critical concern that is designated, precisely mapped, or officially adopted by any federal, state, or local agency. The project will not result in any significant impacts and, therefore, will not make a cumulatively considerable contribution to any significant impacts that are not already accounted for by the General Plan and future environmental clearances. The project is consistent with the surrounding developments, including established residential and commercial uses, does not present any unusual circumstances that would result in a significant impact on the environment, and would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA. Therefore, none of the possible exceptions to Categorical Exemptions, found in Section 15300.2 Exceptions, apply to this project, and as such, the project qualifies for a Class 32 Categorical Exemption.

# EXHIBIT D

# **Public Correspondence**



### 12124 Pacific Ave

2 messages

Alberto Belli <bellialberto@gmail.com> To: esther.ahn@lacity.org Wed, Mar 15, 2023 at 9:53 AM

Esther Ahn <esther.ahn@lacity.org>

Hi Esther,

I missed today's zoom meeting to discuss the development of 12124 Pacific Ave because I was in the middle of work, but I want to express my concerns about it and side with the parents of the preschool. As a father of a toddler who attends that preschool, I'm really worried about a six-story building being built there, as opposed to what is permitted by the zone (4 stories). Here is why:

- 1. It will block all the sun that goes into the kid's preschool.
- 2. There will be no privacy, and the tenants living there will be able to have a full view of our kids.
- 3. The kids will be exposed to construction pollution, and constant drilling sounds for a longer time, an estimated 2 years.
- 4. It will affect the traffic going in and out, creating horrible traffic jams on such a tiny street.
- 5. As Nina Moench, the school director, said, it will probably mean the end of their business. Preschools are as important as housing. There are a few affordable options on the west side with the amenities this one, DIG Preschool, has. This preschool is a true gem; losing it would be a terrible loss for our kids. And the building is yet another apartment building that not many will be able to afford.
- 6. There are many apartment buildings in the area, with half of their units available. There are more than 1,2000 units empty just in the area of Mar Vista. There is no shortage of housing to rent; I don't see why this would be different; they are not going below the market price; the developer already confirmed that in the meeting on Friday, so it's not adding any housing solutions.
- 7. The idea that people will ride the bus or a bike is very unrealistic. First, the city needs to clear the homeless encampments so it can even be safe to do so.
- 8. It will make the area inhabitable to the owners of the single residences on Keeshen.
- 9. It poses a green energy threat. The solar panels on that street will be useless.
- 10. It is also dangerous since it will interfere with the fire station.

Please consider the people who live in Mar Vista that will be affected by this building more than those who are just doing to make money.

Best regards, -Alberto

site: www.albertobelli.com | phone: (213) 253-8173

Esther Ahn <esther.ahn@lacity.org> To: Alberto Belli <bellialberto@gmail.com> Thu, Mar 16, 2023 at 12:28 PM

Good afternoon,

I am confirming receipt of your comments for inclusion in the case file and public record.

Many thanks, Esther [Quoted text hidden]



Esther Ahn City Planner Los Angeles City Planning 200 N. Spring St., Room 763 Los Angeles, CA 90012

https://mail.google.com/mail/u/1/?ik=188978033a&view=pt&search=all&permthid=thread-f:1760453404419984746&simpl=msg-f:17604534044199847... 1/2





## Case # CPC-2022-8256-CU-DB-PHP-HCA, 12124 Pacific Ave

1 message

Wed, May 24, 2023 at 3:47 PM

ouweann@aol.com <ouweann@aol.com> Reply-To: ouweann@aol.com To: "esther.ahn@lacity.org" <esther.ahn@lacity.org>

To: Esther Ahn, Los Angeles City Planner

Dear Esther Ahn,

This letter is to urge the Planning Office to reconsider and scale back the plan to build a 6-story apartment complex at 12124 Pacific Avenue near the intersection with Keeshen Avenue.

At a minimum, in order to reduce harm to all existing residents of the area, the plan should:

- Put one story of parking underground

- Reduce the structure by one story (for a total of 4 visible stories)

I share the safety, traffic, parking, and density concerns that I have seen expressed by others, especially:

1) Keeshen is barely wide enough for two cars to pass, and the intersection with Pacific is uncontrolled. Adding more people/cars is simply asking for an accident.

2) We already have gridlock at Grandview and Mitchell during peak traffic hours with much cut through traffic on Pacific and Mitchell.

3) A new 6-story apartment building was just built on Grandview, one block away.

#### <u>Livability</u>

However, I would like to speak especially to the impact of this proposed building on other aspects of livability for this tiny area between Grandview and Inglewood Blvd.

#### The Proposed Project

Six stories would loom over Pacific and Keeshen, blocking afternoon/evening sun and effectively leaving those of us who live and walk that area at the bottom of a canyon at all times of the day.

<u>Harm</u>

This is harm that cannot be mitigated by internal courtyards or roof gardens that benefit only the residents of that structure. The proposed street level landscaping is laughable.

Even advocates of increasing density must admit that the housing goals of West Los Angeles cannot be met by expanding one structure to an absurd height completely out of scale for its neighborhood. The extra units of the proposed sixth story should be added to a more appropriate project.

#### Benefits of Preserving Scale

In an area with no small parks, the gardens of the houses and one- and two-story apartment buildings in our area are a resource used by the entire neighborhood. Our trees cool people on their walks and provide natural habitats. Our gardens are as diverse as people's imaginations. Studies show that green space and nature help people to heal in hospital settings and deal with stress in their lives.

I live at the other end of the block, where Keeshen ends at Mitchell Avenue. This is a small but vital neighborhood. It is ethnically and economically diverse, and households range from the elderly to young families with children.

People worked hard to create and maintain this neighborhood. That deserves respect and consideration. To destroy the quality of life of existing residents in order to add a small number of new units makes no sense and is not right.

Please help keep this neighborhood safe and livable by reducing the proposed project to a more reasonable scale.

Sincerely, Ann Ouwehand 12014 Mitchell Avenue Los Angeles, CA 90066 (213) 283-7335



# Case numbers: CPC-2022-8256-CU-DB-PHP-HCA Environmental case# ENV-2022-8256-CE

1 message

Beth Schumann <beth.schumann@gmail.com> To: esther.ahn@lacity.org Mon, Mar 13, 2023 at 3:26 PM

Dear Ms Ahn,

RE: Property Address: 12124 Pacific Ave, Los Angeles 90066 Case numbers: CPC-2022-8256-CU-DB-PHP-HCA Environmental case number: ENV-2022-8256-CE

I ask you to vote NO on the above new construction SIX (6) - STORY apartment building.

I live in Zone 5 of Mar Vista on Inglewood Blvd between Pacific Ave. and Mitchel. ZONE 5-DOWNTOWN MAR VISTA: This is a very family friendly neighborhood with many small shops and businesses that depend on the local population to be able to walk and enjoy neighborhood.

This building will have a SEVERELY NEGATIVE impact and further degrade the quality of life in this small neighborhood:

**<u>Traffic:</u>** Inglewood Blvd. between Venice Blvd to Washington Blvd.

--Already severely impacted, bumper to bumper weekday afternoons.

LAFD 62 uses this 2-lane street about 10-15 times per day. The fire engines and ambulances must sound the horns loudly in addition to the sirens in order to get through.

The noise of the Fire Engines and Ambulances is already bad.

**Traffic:** Pacific and Grand View Blvd.--Both streets are narrow 2-lane streets with parking on both sides. Downtown Mar Vista, located south of Venice Blvd. already has more traffic than it can handle which has a negative impact on the walkability of the area to visit small shops.

**Parking:** Parking is already limited and difficult in this neighborhood.

<u>Keeshen Ave:</u> a small street of single family homes located directly to the east of this project. This apartment complex will block the sun impeding solar panels and the quality of the air in this area.

**Property value:** I have lived in Mar Vista for 35 years. Property values have risen but not as much as some other areas that have been able to maintain the quality of their neighborhoods. When the Post Office was built, nothing was done to integrate the building into the neighborhood. Today it remains an eye sore.

This building will be a nail in the coffin of this neighborhood. It has suffered terribly over the pandemic with homeless encampments, businesses collapsing. Please do what you can to help to bring this neighborhood into the 21st century, where people can walk to their local shops and restaurants.

Please do not approve this project. Thank you, Beth Schumann, property owner 3968 Inglewood Blvd. Unit 7 Los Angeles, CA 90066 310-488-5216 beth.schumann@gmail.com



## Case #: CPC-2022-8256-CU-DB-PHP-HCA

1 message

**Brett Hollenbeck** <brett.hollenbeck@gmail.com> To: esther.ahn@lacity.org Wed, May 24, 2023 at 1:32 PM

Please record my statement for the public record: I strongly support the proposed development at 12124 Pacific Avenue. This is an ideal location for a development like this and it is exactly what we need more of to help address the housing crisis currently facing West LA. It is located just one block off of a major thoroughfare with public transportation and other amenities, and if we cannot develop new housing in locations like this our neighborhood will inevitably suffer from a greater and greater crisis of affordability, slow economic growth, and homelessness. My only concerns with the development are 1) that it is too short - at only 6 stories it does not properly make full use of the footprint, and 2) it contains too many parking units, which take up an enormous amount of space and thus unnecessarily limit the number of housing units. Given the location, it does not need this many parking spots. I hope that the City Planning Dept will encourage the developer to build a larger project with fewer parking spaces and more housing units. The lack of new housing is our city's greatest crisis and we need to do everything we can to right the ship.

Thank you, Brett Hollenbeck 4431 Purdue Ave Los Angeles, CA 90230



## Comment regarding 12124 Pacific Ave

1 message

**Brett Hollenbeck** <brett.hollenbeck@gmail.com> To: esther.ahn@lacity.org Sun, Mar 12, 2023 at 3:19 PM

Hi,

I would like to comment regarding my support for the proposed development at 12124 Pacific Ave, with Case Number: CPC-2022-8256-CU-DB-PHP-HCA

I understand there is a small but vocal minority of our neighborhood residents trying to stop this important and valuable development. Our neighborhood is suffering from a massive housing crisis and badly needs more housing development. Please do not allow this small minority of activists to stop or delay this much-needed new housing.

If there is any change made to the new development, I would request that it be amended to add additional floors so that it can contain more housing units. I would also request that parking mandates be waived. As our city continues to grow, it is important that we find ways to accommodate more people while preserving the character of our neighborhoods. This can also lead to more vibrant and walkable neighborhoods, which can benefit residents and local businesses alike. By increasing the supply of housing units, we can help to lower rents and home prices, making it easier for people of all income levels to find affordable housing. This is especially important in cities like ours, where high housing costs can be a barrier to economic mobility and can lead to homelessness and displacement.

Thank you, Brett Hollenbeck 4431 Purdue Ave Los Angeles, CA 90230



Fri, Apr 21, 2023 at 1:46 PM

### Re: Concerns re: 12124 Pacific Ave

1 message

**Jeff Khau** <Jeff.khau@lacity.org> To: Cecilia Nicora <ceci.nicora@gmail.com>, Esther Ahn <esther.ahn@lacity.org> Cc: Ashley.Lozada@lacity.org

Hi Cecilia,

Thank you for bringing this to my attention. The impact of overdevelopment is something our office takes very seriously and we want to let you know of some possible ways to address your concerns.

**Participate in the public hearing.** When a project is proposed and undergoes the planning process, it is reviewed to ensure compliance with zoning, building, and fire code regulations. While these projects are thoroughly vetted, additional construction impacts from the project may need to be addressed during the project's public hearing.

Your right to appeal a project. Once an action has been taken on a project (approval, denial, etc.) anyone from the public can appeal the decision. I encourage you to reach out to the assigned planner to the case +Esther Ahn to let her know that you are an interested party for this project. That way you will receive a copy of the decision, along with instructions on how to file an appeal.

**Reach out to your neighborhood council.** Perhaps others in your neighborhood share your concerns. A good way to connect with like-minded people is to contact your neighborhood council to see if they are also monitoring this project. Having a network of community-minded people can offer much needed support. Your neighborhood council is the Del Rey NC.

Additionally, we are closely monitoring this project as it is being reviewed.

Case Number: CPC-2022-8256-CU-DB-PHP-HCA



**\*PLEASE NOTE**: E-mail correspondence with the Office of Councilwoman Traci Park may be subject to public disclosure under the California Public Records Act. *(including attachments)* **\*** 

On Thu, Apr 20, 2023 at 8:40 PM Cecilia Nicora <ceci.nicora@gmail.com> wrote:

Dear Ashley and Jeff,

I'm a neighbor of the Mar Vista community and I'm reaching out because I'm really concerned about the overdevelopment of our neighborhood.

My son attends to a preschool right on Pacific, next door to 12124 Pacific ave and when I learned that they want to build a 6-story building, I got really worried.

I know the city is very focused on the mandate of building houses, but what we need is the inventory of condos to buy not to lease, and they need to take into account the city's limitations and how it will impact the community having an overinflux of people getting there. How can we convince the developer to stay within the city code?

Thank you for listening,

--Cecilia Nicora +1 (323) 708 7719 LinkedIn ceci.nicora@gmail.com



## Case #: CPC-2022-8256-CU-DB-PHP-HCA

2 messages

Christopher McKinnon <chrispm@afewgoodideas.com> To: esther.ahn@lacity.org Cc: councilmember.park@lacity.org Mon, Mar 27, 2023 at 10:36 AM

Please record my statement for the public record: I am concerned about the size and scope of the exemptions for this 6 story project in its current form at 12124 Pacific Avenue Mar Vista 90066. No currently homeless will be housed by this type of project. Make it 4 stories with homeless included not just very low income.

Christopher P McKinnon chrispm@afewgoodideas.com

Esther Ahn <esther.ahn@lacity.org> To: Christopher McKinnon <chrispm@afewgoodideas.com> Cc: councilmember.park@lacity.org Tue, Mar 28, 2023 at 3:17 PM

Good afternoon,

I am confirming receipt of your comments for inclusion in the case file and public record.

Thank you, Esther [Quoted text hidden]



Esther Ahn City Planner Los Angeles City Planning 200 N. Spring St., Room 763 Los Angeles, CA 90012 T: (213) 978-1486 | Planning4LA.org



## Please support the height increase for 12124 Pacific Avenue

2 messages

Edvard Isaacs <isaacs\_e@yahoo.com> To: "esther.ahn@lacity.org" <esther.ahn@lacity.org> Thu, Mar 23, 2023 at 7:32 PM

Hello Mrs. Ahn,

I support the increased height allowance for 12124 Pacific Avenue as a City of Los Angeles Resident at 375 East 2nd Street #603 Los Angeles, CA 90012-4157.

I have a co-worker who may face the 2nd eviction in just over 3 years under the Ellis Act in the Mar Vista and Palms Neighborhoods.

This is why we need more housing options in the Mar Vista Neighborhood.

Thank you, Eddie Isaacs Westside 4 Everyone Advocate

**Esther Ahn** <esther.ahn@lacity.org> To: Edvard Isaacs <isaacs\_e@yahoo.com> Fri, Mar 24, 2023 at 11:57 AM

Good morning,

I am confirming receipt of your email for inclusion in the case file and public record.

Thank you, Esther [Quoted text hidden]



Esther Ahn City Planner Los Angeles City Planning 200 N. Spring St., Room 763 Los Angeles, CA 90012 T: (213) 978-1486 | Planning4LA.org





### Fw: 12124 Pacific

1 message

Elise Derby <hilisie1969@yahoo.com> To: "esther.ahn@lacity.org" <esther.ahn@lacity.org>

Tue, Mar 7, 2023 at 10:50 AM

Esther Ahn <esther.ahn@lacity.org>

Hi Esther,

We spoke last week and you asked that I send you more info. re: the proposed building at 12124 Pacific Ave. Los Angeles 90066 so that you could share it with concerned parties before the 3/14 meeting. Hope this is helpful. You can also find more info at the website we built 12124 Pacific.

I think there are many issues with the proposed building at 12124 Pacific, but the three that seem to be of most interest to the various city entities I've spoken with are the Post Office loading dock, Fire Station 62, and Solar panels. It is important to note that this area of Mar Vista has already been over burdened with more than it's fair share of large projects. Both the fire station and post office have been moved here in recent years.



On this map you can see the proposed building foot print in yellow. The post office is across the street and the fire station is in red at the top middle of the map.



In this photo you see the difficulty for the post office in backing their trucks into the loading dock. The street is narrow and this requires them to block the street completely several times a day. The green fencing on the right is the lot where 12124 Pacific will stand and have it's driveway to 122 parking spaces. I have spoken with the manager at the Mar Vista post office and she said she would bring this to the attention of her superiors. The manager is Marzela Conley and the office number is 310-482-0093.



Fire station 62 uses Pacific to get around the traffic jams on Venice Blvd. Which will likely only increase now that the "road diet" is extending to the 405. This photo shows Pacific blocked by lumber yard trucks, post office truck and residential/elementary school traffic at our current traffic levels. The back of the red truck lines up with the alley on the east side of the proposed building at 12124 Pacific. I have spoken to a couple fire fighters at Fire Station 62. Neither wanted to personally voice their opinion in an official capacity, as that is not their role, but they did understand the concern and agreed that adding this building to this small street would increase it's traffic. the non emergency number at Fire Station 62 is 310-397-2662.

#### Solar Panels

On a more personal issue this building will block the solar panels I have on my house for most of the Summer hours. DWP set the location and number of solar panels we could have. Unfortunately, the area they picked is in the closest corner of our house to the proposed building. In the winter months the panels will be largely unaffected but as the sun moves in the sky come summer we will lose all the afternoon exposure. There is also a laundromat at the corner of Pacific and Grandview that has many solar panels and I think they will lose their morning exposure for most of the year.

Thanks for reading all this. I did bring up the lumber trucks in earlier meetings and reminded the powers that be that the lumber yard is forced to use Pacific for their trucks as their other entrance on Grandview is constricted by school buses Monday through Friday for Grandview Elementary and Sprinter vans for the senior daycare there. Lastly, parking is already way past it's breaking

point everyday and even more so on Sundays when the Farmers Market closes Pacific at Grandview.

Please let me know if I can provide any other information: 310-308-3188

Take care,

Elise Crane Derby

On Monday, March 6, 2023 at 11:53:04 AM PST, Drew Ruesch <drewmarvista@gmail.com> wrote:

Hi Elise,

I hope this email finds you well. Thank you for reaching out to me. To move forward with addressing the issues related to the fire department and solar panels, could you please provide me with more details? Specifically, it would be helpful if you could outline the two issues with the names and contact information of those involved and the discussions you have had.

My goal is to schedule a meeting with the developer's representative from Hayden Planning, CD 11's Planning Deputy Jeff Khau, and possibly someone from the fire department and/or LADWP to discuss the issues with the group of people you have gathered prior to the DCP meeting to see if any further negotiation can occur with the developer.

Thank you for your attention to this matter. I look forward to hearing back from you soon.

Best regards,

Drew

Drew Ruesch Mar Vista Community Council

Zone 5 Director | Treasurer | PLUM Chair T: 310.467.2382



I

From: "noreply@marvista.org" <noreply@marvista.org> Reply-To: "noreply@marvista.org" <noreply@marvista.org> Date: Monday, March 6, 2023 at 11:46 AM To: "Drew.Ruesch@MarVista.org" <Drew.Ruesch@MarVista.org> Subject: Contact Form

Subject: 12124 Pacific First Name: Elise Last Name: Derby Phone: Email: hilisie1969@yahoo.com

**Message:** Hi Drew, Glad we got to speak at the farmers market yesterday. You had asked me to email you regarding the issues with the proposed building at 12124 Pacific. I'm not sure if this is a good way to send those. Can you get back to me with an email address I can use? Thanks, Elise Crane Derby



## Case #: CPC-2022-8256-CU-DB-PHP-HCA

1 message

**Jesse Paster** <jpaster@naicapital.com> To: "esther.ahn@lacity.org" <esther.ahn@lacity.org> Sun, Mar 19, 2023 at 6:40 PM

Please record my statement for the public record: I don't thing we are doing enough to solve our housing crisis. We need to approve more housing in less time. New development is hard enough and the city needs to look at builders as their partners. I live a few blocks from here on stoner by Westminster. My children when they anre old enough to leave the nest are not likely able to find a place to live nearby us without adequate housing construction. Please reduce zoning requirements across the city to allow for more dense housing with reduced parking requirements. Start by approving this project in its current form.

Jesse Paster, CLS | Vice President 15821 Ventura Blvd., Suite #320, Encino, CA 91436 jpaster@naicapital.com | Cal DRE Lic # 01316106

Direct 818-742-1624 | Office 818-905-2400 x1624 Mobile 213-458-1974 | Fax 818-905-2425

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# **Los Angeles Unified School District**

Office of Environmental Health and Safety

**ALBERTO M. CARVALHO** Superintendent CARLOS A. TORRES Director, Environmental Health and Safety

JENNIFER FLORES Deputy Director, Environmental Health and Safety

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

> PROJECT LOCATION: <u>12118-12134 W Pacific Avenue</u> PROJECT: <u>Six-story 74 residential unit building</u>

Presented below are comments submitted on behalf of the Los Angeles Unified School District (LAUSD) regarding the subject project located at 12118-12134 W Pacific Avenue. LAUSD is concerned about the potential negative impacts of the project on our students, staff, and parents traveling to and from Grand View Boulevard Elementary School due to the fact that the project site is 435 feet north of the school.

Based on the extent/location of the proposed development, it is our opinion that significant environmental impacts on the surrounding community (traffic, pedestrian safety) may occur. Since the project may have an environmental impact on LAUSD schools, recommended conditions designed to help reduce or eliminate potential impacts are included in this response.

#### **Traffic/Transportation**

LAUSD's Transportation Branch **must be contacted** at (213) 580-2950 regarding the potential impact upon existing school bus routes. The Project Manager or designee will have to notify the LAUSD Transportation Branch of the expected start and ending dates for various portions of the project that may affect traffic within nearby school areas. To ensure that effective conditions are employed to reduce construction and operation related transportation impacts on District sites, including the net increase of 1000 or more daily vehicle trips, we ask that the following language be included in the recommended conditions for traffic impacts:

- School buses must have unrestricted access to schools.
- During the construction phase, truck traffic and construction vehicles may not cause traffic delays for our transported students.
- During and after construction changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops may not affect school buses' on-time performance and passenger safety.
- Construction trucks and other vehicles are required to stop when encountering school buses using red-flashing-lights must-stop-indicators per the California Vehicle Code.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety.

333 South Beaudry Avenue, 21st Floor, Los Angeles, CA 90017 • Telephone (213) 241-3199 • Fax (213) 241-6816

- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing vehicle routes to school may be impacted.
- Parents dropping off their children must have access to the passenger loading areas.

#### **Pedestrian Safety**

Construction activities that include street closures, the presence of heavy equipment and increased truck trips to haul materials on and off the project site can lead to safety hazards for people walking in the vicinity of the construction site. To ensure that effective conditions are employed to reduce construction and operation related pedestrian safety impacts on District sites, we ask that the following language be included in the recommended conditions for pedestrian safety impacts:

- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing pedestrian routes to school may be impacted.
- Contractors must maintain safe and convenient pedestrian routes to all nearby schools. The District will provide School Pedestrian Route Maps upon your request.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.
- Haul routes are not to pass by <u>any</u> school, except when school is <u>not</u> in session.
- No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to a school property.
- Funding for crossing guards at the contractor's expense is required when safety of children may be compromised by construction-related activities at impacted school crossings.
- Barriers and/or fencing must be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.
- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.

The District's charge is to protect the health and safety of students and staff, and the integrity of the learning environment. The comments presented above identify potential environmental impacts related to the proposed project that must be addressed to ensure the welfare of the students attending Grand View Boulevard Elementary School, their teachers and the staff, as well as to assuage the concerns of the parents of these students.

333 South Beaudry Avenue, 21st Floor, Los Angeles, CA 90017 • Telephone (213) 241-3199 • Fax (213) 241-6816
Thank you for your attention to this matter. If you need additional information, please contact me at (323) 286-7377.

Regards,

In Coupe

Alex Campbell CEQA Project Manager

333 South Beaudry Avenue, 21st Floor, Los Angeles, CA 90017 • Telephone (213) 241-3199 • Fax (213) 241-6816



## 12124 Pacific Ave

1 message

Tue, Mar 14, 2023 at 12:04 PM

Esther Ahn <esther.ahn@lacity.org>

**maria brasero** <maria.brasero@gmail.com> To: esther.ahn@lacity.org

Esther,

I'm a neighbor of the Mar Vista community and I'm reaching out because I'm really concerned about the overdevelopment of our neighborhood.

My son attends to a preschool right on Pacific, next door to 12124 Pacific ave and when I learned that they want to build a 6-story building, I got really worried. I was on the zoom call last Friday and I just can't believe the arguments the developer and Stacey Greenwalt had. The developer needs to provide 2 parking spaces per unit and if they can't provide that many, the building should have fewer units. The idea that it will force people to ride the bus it's absurd and we both know it.

I know the city is very focused on the mandate of building houses, but what we need is the inventory of condos to buy not to lease, and they need to take into account the city's limitations and how it will impact the community having an overinflux of people getting there. How can we convince the developer to stay within the city code?

I'm a journalist, I wrote a piece about it for LATV, the second-largest Latin media outlet in English and the number of emails we're getting from communities of color being affected by the same issue is outstanding so I know I'm not the only one.

https://latv.com/fartquitecture-vs-developers-gentrification

Thank you for listening,

Maria Brasero



### MarVista.org

P.O. Box 66871 Mar Vista, CA 90066 424-256-3633 info@marvista.org

> Officers 2022-2023

Chair Tyler Laferriere-Holloway tyler.laferriere@MarVista.org

1<sup>st</sup> Vice Chair Andrew Marton Andrew.Marton@MarVista.org

2<sup>nd</sup> Vice Chair Carolyn K. Honda Carolyn.Honda@MarVista.org

Secretary Jennifer Rafeedie Jennifer.Rafeedie@MarVista.org

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**Community Director** 

Kathryn Wheeler



Certified Neighborhood Council August 13, 2002

## March 15, 2023

### Transmitted via email

City of Los Angeles Department of City Planning Attn: Esther Ahn Expedited Processing, City Planner Esther.Ahn@lacity.org 213-978-1486

Office of City of Los Angeles Councilmember Traci Park Attn: Jeff Khau Planning Deputy Jeff.Khau@lacity.org

Matthew Hayden Planning Matthew Hayden matthew@haydenplanning.com

#### RE: 12124 W Pacific Ave 90066. Planning Case No. CPC-2022-8256-CU-DB-PHP-HCA

Dear Ms. Ahn:

As a follow up to the hearing held on March 14, 2023, and the previous letter from the Mar Vista Community Council ("MVCC") dated February 27, 2023, the Planning and Land Use Committee ("PLUM") would like to notify the Department of City Planning of the following:

Notwithstanding the MVCC's support of the project, on Friday March 20, 2023, the PLUM Committee held a follow up meeting regarding the above referenced project in response to a <u>Stakeholder</u> website and petition. Mr. Matthew Hayden of Matthew Hayden Planning and CD 11's Mr. Jeff Khau were present.

The concerns heard at MVCC's PLUM meeting on Friday, March 20, 2023, are as follows:

- Concern of delivery trucks on Pacific Ave.
- Safety concern for emergency response time
- Parents of adjacent preschool concerned of shadows/construction and air guality
- Neighborhood quality of life
- Privacy issue for school children at adjacent preschool
- Concern of parking, especially for small business owners
- Construction noise
- Loss of backyard/property use
- Loss of solar panel use due to building shadow
- Make both levels of parking subterranean
- CD 11 office proposes:
  - Air filters for residents
  - o Interior and exterior property cleaning
  - Monthly coffee meetings to discuss construction concerns
  - Noise cancelling headphones



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Certified Neighborhood Council August 13, 2002

Mr. Jeff Khau gave remarks; however, Mr. Matthew Hayden did not offer any solutions.

Following the DPC's hearing On March 14, 2023, Mr. Hayden reached out to stakeholder Ms. Elise Darby via email and copied the MVCC regarding scheduling a meeting to discuss the project to explore all comments and concerns.

Lastly, let me be clear, the MVCC Board of Directors has not taken additional action on the above referenced project, outside of a follow up meeting regarding Stakeholder concerns. We will continue to update DCP and the community regarding the proposed development on an as-needed basis.

Very Truly Yours,

Drew Ruesch, Chair MVCC PLUM Committee

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Tyler Laferriere-Holloway MVCC **Board Chair** 



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Community Director Kathryn Wheeler



Certified Neighborhood Council August 13, 2002

## February 27, 2023

### Transmitted via email

City of Los Angeles Department of City Planning Attn: Esther Ahn Expedited Processing, City Planner Esther.Ahn@lacity.org 213-978-1486

Office of City of Los Angeles Councilmember Traci Park Attn: Jeff Khau Planning Deputy Jeff.Khau@lacity.org

Matthew Hayden Planning Matthew Haydenn matthew@haydenplanning.com

### RE: 12124 W Pacific Ave 90066. Planning Case No. CPC-2022-8256-CU-DB-PHP-HCA

Dear Ms. Ahn:

At our meeting on January 9, 2023, the Mar Vista Community Council (MVCC) Planning and Land Use Management (PLUM) Committee voted to <u>support the above-referenced</u> <u>Project subject to the developer procuring a preferential parking zone for the neighbors on</u> <u>Keeshen Dr.</u> The vote to support subject to the motion above was approved with eleven (11) "Yes" votes, ten (10) "No" votes and three (3) abstentions.

A motion of support (subject to the PPD for Keeshen Dr.) was brought to the full board on January 25, 2023 and was also approved with six (6) "Yes" votes, three (3) "No" votes and four (4) abstentions.

We appreciate the Project team's efforts.

Thank you,

Drew Ruesch, Co-Chair MVCC PLUM Committee

Tul-JIL Ja -

Tyler Laferriere-Holloway MVCC Board Chair



Esther Ahn <esther.ahn@lacity.org>

# Please support the height increase for 12124 Pacific Ave

2 messages

**Toby Muresianu** <toby.hardtospell@gmail.com> To: esther.ahn@lacity.org Thu, Mar 23, 2023 at 7:33 PM

Hello,

Just wanted to email you today as a westside resident in strong support of the increased height allowance for 12124 Pacific Avenue.

I have lived on the Westside for five years and am raising two small children in the area and often volunteer at St. Bede's Church in Mar Vista. My wife works at nearby Santa Monica hospital and regularly commutes through the area.

The lack of housing is the most severe issue confronting LA, and has affected us personally. A friend of mine - a reasonably healthy, 45 year old, longtime LA resident - who was experiencing homelessness recently passed away after the severe rains in the area. He was waiting for housing like that which would be provided by this building. We also personally struggled for a long time to find a place where we could raise our kids on the westside near our extended family.

Thousands of LA voters in the neighborhood voted for a mayoral candidate who promised housing in every neighborhood. This is on a vacant lot in a well resourced community and is the absolutely perfect place for it; we need as much housing as we can get and should embrace the opportunity to add additional units.

Thank you very much for your time,

**Toby Muresianu** 

**Esther Ahn** <esther.ahn@lacity.org> To: Toby Muresianu <toby.hardtospell@gmail.com>

Fri, Mar 24, 2023 at 11:58 AM

Good morning,

I am confirming receipt of your email for inclusion in the case file and public record.

Many thanks, Esther [Quoted text hidden]



Esther Ahn City Planner Los Angeles City Planning 200 N. Spring St., Room 763 Los Angeles, CA 90012

