



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: August 24, 2023
Time: after 8:30 a.m.
Place: Van Nuys City Hall
Council Chambers, 2nd Floor
14410 Sylvan Street
Van Nuys, CA 91401

This meeting may be available virtually, in a hybrid format. The meeting's telephone number and access code number will be provided no later than 72 hours before the meeting on the meeting agenda published at <https://planning.lacity.org/about/commissions-boards-hearings> and/or by contacting cpc@lacity.org

Public Hearing: July 20, 2023
August 24, 2023

Appeal Status: Off-Menu Density Bonus Housing Incentives and Waivers are not appealable by any party. On-Menu Density Bonus Housing Incentives are appealable to City Council.

Expiration Date: September 5, 2023

Multiple Approval: No

PROJECT LOCATION: **10942-10948 West Pico Boulevard, Los Angeles, CA 90064**
(legally described as Lots 76-77, Block None, Tract 6939)

PROPOSED PROJECT: The proposed project is the construction of a five-story, 65-foot tall residential apartment building with 30 dwelling units (including 4 Very Low Income units). The project will be approximately 22,375 square feet in floor area with a Floor Area Ratio ("FAR") of 2.7:1. The project will provide 16 parking spaces at-grade. The site is currently improved with a one-story commercial building which will be demolished. No (0) protected trees will be removed from the subject site or adjacent public right-of-way; three (3) existing non-protected street trees will remain along the public right-of-way. The project involves the export of approximately 900 cubic yards of soil.

REQUESTED ACTION: 1. Pursuant to California Environmental Quality Act ("CEQA") Guidelines, an Exemption from CEQA pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

Case No.: CPC-2022-8060-DB-HCA
CEQA No.: ENV-2022-8061-CE
Incidental Cases: N/A
Related Cases: N/A
Council No.: 5 - Yaroslavsky
Plan Area: West Los Angeles
Plan Overlay: Exposition Corridor Transit Neighborhood Plan; Westwood-Pico Pedestrian Oriented District; West Los Angeles Transportation Improvement Mitigation Westside
Certified NC: Westside
GPLU: Neighborhood Commercial
Zone: NMU(EC)-POD
Applicant: Pico Veteran Holdings LLC
Representative: Dana Sayles, Three6ixty

2. Pursuant to California Environmental Quality Act ("CEQA") Guidelines Sections 15168 and 15162, the adequacy of the project being within the scope of the Exposition Corridor Transit Neighborhood Plan Program EIR No. ENV-2013-622-EIR, SCH. No 2013031038 ("Program EIR").
3. Pursuant to Los Angeles Municipal Code ("LAMC") Section 12.22 A.25(g)(2) and (3), a Density Bonus/Affordable Housing Incentive Program Compliance Review to permit the construction of a Housing Development Project totaling 30 units, reserving four (4) units for Very Low Income Household occupancy for a period of 55 years, with the following requested three (3) On- and Off-Menu Incentives:
 - a. A Floor Area Ratio of 2.7:1 in lieu of 2:1 otherwise permitted by Exposition Corridor Transit Neighborhood Plan ("Expo TNP") Section 2.3.1 and Table F (On-Menu);
 - b. A 20 percent reduction in the required open space, to allow 2,445 square feet in lieu of the 3,050 square feet otherwise required by LAMC Section 12.21 G (On-Menu).
 - c. A height increase to 65 feet in lieu of the 45 feet otherwise allowed by Expo TNP Section 2.4.1 and Table G (Off-Menu).
4. Pursuant to LAMC Section 12.22 A.25(g), the following two (2) Waivers of Development Standards:
 - a. An elimination of transitional height requirements of LAMC Section 12.21.1.A.10.
 - b. Ground floor screening of 0 feet in lieu of 25 feet for a portion of the frontage for parking and loading areas along Veteran Avenue otherwise required by Expo TNP Section 4.2.5.C.1.

RECOMMENDED ACTIONS:

1. **Determine**, that based on the whole of the administrative record, the project is exempt from CEQA pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.
2. **Find**, based on the independent judgement of the decision-maker, after consideration of the whole of the administrative record, that the project is within the scope of the Exposition Corridor Transit Neighborhood Plan Program EIR No. ENV-2013-622-EIR, SCH. No. 2013031038 ("Program EIR"), pursuant to CEQA Guidelines Sections 15168 and 15162; the environmental effects of the Project were covered in the Program EIR and no new environmental effects not identified in the Program EIR will occur and no new mitigation is required; and the City has incorporated all feasible mitigation measures from the Program EIR on the Project.
3. **Approve**, pursuant to LAMC Section 12.22 A.25(g)(2) and (3), a **Density Bonus/Affordable Housing Incentive Program Compliance Review** to permit the construction of a Housing Development Project totaling 30 units, reserving four (4) units for Very Low Income Household occupancy for a period of 55 years, with the following requested three (3) **On- and Off-Menu Incentives**:
 - a. A Floor Area Ratio of 2.7:1 in lieu of 2:1 otherwise permitted by Exposition Corridor Transit Neighborhood Plan ("Expo TNP") Section 2.3.1 and Table F (On-Menu);
 - b. A 20 percent reduction in the required open space, to allow 2,445 square feet in lieu of the 3,050 square feet otherwise required by LAMC Section 12.21 G (On-Menu).

- c. A height increase to 65 feet in lieu of the 45 feet otherwise allowed by Expo TNP Section 2.4.1 and Table G (Off-Menu).
- 4. **Approve**, pursuant to LAMC Section 12.22 A.25(g)(3), the following **two (2) Waivers of Development Standards**:
 - a. An elimination of transitional height requirements of LAMC Section 12.21.1.A.10.
 - b. Ground floor screening of 0 feet in lieu of 25 feet for a portion of the frontage for parking and loading areas along Veteran Avenue otherwise required by Expo TNP Section 4.2.5.C.1.
- 5. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
 Director of Planning

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ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 273, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission’s meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project is the construction of a five-story, 65-foot tall residential apartment building with 30 dwelling units (including 4 Very Low Income units). The project will be approximately 22,375 square feet in floor area with a Floor Area Ratio ("FAR") of 2.7:1.

The project provides a lobby at the building corner, with pedestrian entrances along both Pico Boulevard and Veteran Avenue street frontages. The project provides live/work units along Pico Boulevard each with individual entrances from the street. The project provides a unit mix comprised of 3 live/work units, 15 studios, 10 one-bedroom units, and 2 two-bedroom units. Residential amenities are provided in the form of a recreation room, courtyard, and rooftop deck, as well as individual private balconies.

The project will provide a total of 16 parking spaces at-grade, including 14 spaces in a stacked configuration, with vehicular access taken off of the rear alley. No curb cuts are proposed. The project will also provide 29 long-term and 3 short-term bicycle parking spaces.

The site is currently improved with a one-story commercial building which will be demolished. No (0) protected trees will be removed from the subject site or adjacent public right-of-way; three (3) existing non-protected street trees will remain along the public right-of-way

BACKGROUND

Subject Property

The project site is located at the intersection of Pico Boulevard and Veteran Avenue in the West Los Angeles Community Plan. The property is a relatively flat and rectangular site comprised of two (2) lots totaling approximately 8,303 square feet of lot area, with approximately 83 feet of frontage along the south side of Pico Boulevard, 100 feet along the east side of Veteran Avenue, and a 16-foot wide alley to the rear. The site is currently improved with a one-story commercial building that will be demolished. The project site is located within 1.56 kilometers (0.97 miles) of the Santa Monica Fault, however it is not located within the Alquist-Priolo Fault Zone, Liquefaction Zone, Landslide Area, Methane Zone, or Very High Fire Severity Zone. The site is within a BOE Special Grading Area (BOE Basic Grid Map A-13372).

Zoning and Land Use Designation

The project site is in the West Los Angeles Community Plan, and is designated for Neighborhood Commercial land uses, with corresponding zones of C1, C1.5, C2, C4, RAS3, RAS4, and P. The site is located within the Exposition Corridor Transit Neighborhood Plan Specific Plan ("Expo TNP") Subarea 10, and is zoned NMU(EC)-POD which was established by the Expo TNP as a commercial zoning designation for Neighborhood Mixed Use: Commercial/Residential, adopted by resolution under Council File No. 18-0437 and is therefore a corresponding zone. The Expo TNP allows a base height of 45 feet, base FAR of 2:1, and unlimited density. For a project that utilizes the density bonus program, the Expo TNP sets the base residential density in the NMU(EC) zone as one dwelling unit per 400 square feet for the purposes of calculating the required number of Restricted Affordable Units. Community Plan Map Footnote No. 1 restricts sites in the Low Residential, Low Medium Residential, Neighborhood Commercial, Community Commercial, Commercial Manufacturing, Limited Industrial, and Light Industrial land use designations to Height District No. 1, which does not apply to the NMU(EC)-POD Zone. The site

is also within the Westwood/Pico Pedestrian Oriented District (“POD”), however the project is exempt from the Westwood/Pico POD as a 100 percent residential project.

Surrounding Uses

The subject site is in an urbanized area surrounded primarily by commercial and single-family residential uses. Neighboring properties to the east and across Veteran Avenue to the west are improved with one-and two-story commercial buildings in the NMU(EC)-POD zone including retail, barber shops, restaurant, offices, and salons; further east is the former Westside Pavilion site which is currently under redevelopment for the Google office campus. Across the alley to the south are one-story single-family dwellings in the R1-1-O zone.

Streets and Circulation

Pico Boulevard, abutting the property to the north, is designated by the Mobility Plan as an Avenue I, with a designated right-of-way width of 100 feet and roadway width of 70 feet, and is currently dedicated to a 100-foot right-of-way width and approximately 70 foot roadway width, with a central median, curb, gutter, sidewalk, and parkway.

Veteran Avenue, abutting the property to the west, is designated by the Mobility Plan as a Local Street - Standard, with a designated right-of-way width of 60 feet and roadway width of 36 feet, and is currently dedicated to a 60-foot right-of-way width and approximately 30 foot roadway width, with a curb, gutter, and sidewalk.

Alley, to the south is 16 feet in width.

Public Transit

The subject site is within a half-mile of the Sepulveda Station of the Los Angeles County Metropolitan Transportation Authority (“Metro”) Exposition (“E”) line, which constitutes as a Major Transit Stop. The site is also within 1,500 feet of bus stops served by the Santa Monica Big Blue Bus 7, Rapid 7, 8, and 17 bus lines, Metro 233 and 761 bus lines, and the Culver City 6 and 6R bus lines.

Relevant Cases and Building Permits

Subject Site:

Building Permit No. 22010-10000-05269: On October 28, 2022, a Building Permit application was submitted for a new 5-story 30-unit affordable housing apartment to include 4 story Type VA apartment over 1 story Type IA apartment with additional incentives. The permit application is pending and the permit was not issued at the time of preparing this report.

Surrounding Sites:

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

Case No. DIR-2018-3609-TOC-SPR: On November 22, 2019, the Director of Planning approved a Transit Oriented Communities (“TOC”) Affordable Housing Incentive Program Review, for a five-story tall residential building comprised of 89 residential units, with TOC Additional Incentives for: 1) increased height by 10 feet, 2) reduced side yards to the RAS3 zone, and 3) reduced open space by 25 percent, for a project located at 11001 West Pico Boulevard.

REQUESTED ACTIONS

Pursuant to the Expo TNP, for projects in the NMU(EC) zones, there is no minimum lot area per dwelling unit; however for the purposes of calculating the required number of Restricted Affordable Units within Density Bonus Projects, base residential densities in the NMU(EC)-POD zones are applied as one dwelling unit per 400 square feet, or approximately 23 dwelling units for the Project Site.

Density Bonus / Affordable Housing Incentives Program

In accordance with California State Law (including Senate Bill 1818, and Assembly Bills 2280, 2222, and 2556), the applicant is proposing to utilize LAMC Section 12.22 A.25 (Affordable Housing Incentives – Density Bonus) to set aside a minimum of four (4) dwelling units for Very Low Income household occupancy for a period of 55 years. Because the applicant is providing 15 percent (4 units) of base dwelling units (23 units) to be affordable for Very Low Income household occupancy, the project is eligible for three (3) Density Bonus Incentives.

On- and Off-Menu Incentives

As a result of setting aside 15 percent (4 dwelling units) of the base 23 dwelling units as Restricted Affordable Units for Very Low Income Households, the applicant requests three (3) On- and Off-Menu Density Bonus Incentives, as follows:

- a. A Floor Area Ratio of 2.7:1 in lieu of 2:1 otherwise permitted by Exposition Corridor Transit Neighborhood Plan ("Expo TNP") Section 2.3.1 and Table F (On-Menu);
- b. A 20 percent reduction in the required open space, to allow 2,445 square feet in lieu of the 3,050 square feet otherwise required by LAMC Section 12.21 G (On-Menu).
- c. A height increase to 65 feet in lieu of the 45 feet otherwise allowed by Expo TNP Section 2.4.1 and Table G (Off-Menu).

Waivers of Development Standards

As mentioned above, a project that provides 15 percent of its base units for Very Low Income Households qualifies for three (3) Incentives, but may request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)), in conjunction with a Density Bonus Project. Given that the project is utilizing all three (3) Density Bonus Incentives, the applicant requests two (2) Waivers of Development Standards, as follows:

- a. An elimination of transitional height requirements of LAMC Section 12.21.1.A.10.
- b. Ground floor screening of 0 feet in lieu of 25 feet for a portion of the frontage for parking and loading areas along Veteran Avenue otherwise required by Expo TNP Section 4.2.5.C.1.

Housing Replacement

On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2025. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed

housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant “Protected Units” unless the proposed housing development project replaces those units. The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 8) Determination, dated June 22, 2022, that the property has been used for commercial purposes, therefore the proposed housing development does not require the demolition of any prohibited types of housing; the provisions of SB 8 do not apply to commercial properties, therefore no SB 8 replacement affordable units are required.

CEQA

The Department of City Planning determined, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (“CEQA”) pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The Notice of Exemption and Justification for Environmental Case No. ENV-2022-8061-CE is provided in the case file and attached as Exhibit D.

In addition, the City has determined based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, that the project is within the scope of the Exposition Corridor Transit Neighborhood Plan Program EIR No. ENV-2013-622-EIR, SCH. No. 2013031038 (“Program EIR”), pursuant to CEQA Guidelines Sections 15168 and 15162; the environmental effects of the Project were covered in the Program EIR and no new environmental effects not identified in the Program EIR will occur and no new mitigation is required; and the City has incorporated all feasible mitigation measures from the Program EIR on the Project.

ISSUES

Public Hearing

The public hearing was held on July 20, 2023 at approximately 1:00 p.m. Due to concerns over COVID-19, the Public Hearing was conducted in a virtual format. The public hearing was attended by the applicant’s representatives (Dana Sayles, Three6ixty) and approximately 20 other members from the community. There were seven (7) speakers who provided comments at the hearing, including a representative from Council District 5 (Dylan Sittig).

A second public hearing was noticed due to technical issues with the Hearing Officer hearing, and that second public hearing will be conducted by the City Planning Commission on August 24, 2023.

Height / Transitional Height

Staff received several public comments expressing concerns the building height and requested waiver from transitional height requirements.

The subject site is in Subarea 10 of the Expo TNP, which allows a base height of 45 feet, as provided in Expo TNP Section 2.4.1 and Table G. The applicant has requested an increase in height of 20 feet to allow for 65 feet, through an Off-Menu Incentive as allowed by LAMC 12.22 A.25. The site is also subject to transitional height requirements of LAMC Section 12.21.1.A.10, which requires portions of buildings in C or M zones within certain distances of RW1 or more restrictive zones to not exceed a building height of 25 feet within a distance of 0 to 49 feet, a building height of 33 feet within a distance of 50 to 99 feet, and a building height of 61 feet within a distance of 100 to 199 feet. The project is across the 15-foot wide alley from the R1-1-O Zone, and is therefore subject to the transitional height requirements of LAMC Section 12.21.1.A.10. The applicant has requested an Off-Menu Incentive to eliminate transitional height requirements

of the LAMC. The project is not subject to the transitional height requirements of the Expo TNP as it is a 100 percent residential project, in accordance with Expo TNP Section 2.4.4.

While the height of the project is taller than the existing single-family residential uses immediately adjacent to the site, the increase in height is granted through the Density Bonus Ordinance. In addition, the project is designed with upper building setbacks that are consistent with the transitional height requirements of the Expo TNP and TOC Guidelines. The upper building setbacks are provided along the rear of the property to provide a buffer from the single-family residential neighbors to the south.

Parking / Traffic

Staff received several public comments expressing concerns the proposed parking and puzzle stacker system.

However, state law under Assembly Bill 2097 (“AB” 2097) and Government Code Section 65863.2(a) prohibits public agencies or cities from imposing a minimum automobile parking requirement on most development projects located within a half-mile radius of a major transit stop¹. Therefore, AB 2097 prohibits the city from imposing parking requirements, and Density Bonus requests are not required for parking.

The project will provide a total of 16 parking spaces at-grade, including 14 spaces in a stacked configuration, with vehicular access taken off of the rear alley. No curb cuts are proposed. The project will also provide 29 long-term and 3 short-term bicycle parking spaces.

The Department of Transportation (LADOT) Referral Form dated June 1, 2022 and the Vehicle Miles Traveled (VMT) calculator indicated that the number of daily vehicle trips will be 131 which is under the threshold of 250 or more daily vehicles trips to require VMT analysis. Therefore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study and will not have any significant impacts related to traffic.

Urban Design Studio

The proposed project was reviewed by the Department of City Planning’s Urban Design Studio (UDS). The resulting comments and suggestions focus primarily on the pedestrian experience, 360-degree design, and climate adaptive design. The following includes a discussion of UDS comments and suggestions and the applicant’s response.

Pedestrian First Design

- Verify if project triggers pedestrian light requirements for Pico Boulevard frontage as required by Livable Boulevards Streetscape Plan.

In response to UDS comments, the applicant submitted updated plans showing a new pedestrian street light, and an existing street light be replaced, for King Luminaire Coachman street light per the Pico-Patricia segment of the Livable Boulevards Streetscape Plan.

¹ Pursuant to Assembly Bill (AB) 2097, the City of Los Angeles is prohibited from imposing or enforcing minimum parking requirements on any residential, commercial or other development project (excluding event centers, hotels and similar transient lodging) that are within a one-half mile radius of a Major Transit Stop. The Department of City Planning issued a memorandum on December 31, 2022 which serves as guidance for project applicants and staff on the implementation of AB 2097.

360 Degree Design

- Provide more details on elevations or materials sheet to keynote the proposed materials and colors, stucco finish, fins, balcony railings, gates/grilles. See Elevation Instructions for additional information.
- Provide screening of southwestern portion of the building near the electrical room and lobby entrance along (side street). Consider landscaped screening with tall shrubs and/or vines on some type of support to create a green wall to soften the parking wall façade.

In response to UDS comments, the applicant submitted updated plans with visual references of the proposed building materials showing articulation and fins will be made from aluminum profiles, and landscape screening of the electrical room.

Climate Adapted Design

- Provide largest tree well widths possible within the approximately 15-foot wide sidewalks, so that UFD may specify the largest-growing street tree species. See S-450-4 standard plans (large Type 1B 6x10 tree well or Type 1C 8x8 tree well) for additional information.
- Two tree wells appear to be within 45 feet from point of curb line intersect. Street tree species selection and spacing will be at discretion of UFD; normally every effort is made to retain and protect existing street trees but UFD will determine whether or not the two ornamental pears on the Pico frontage are better saved or replaced in larger new wells.
- One street tree per 30 feet of frontage may require 2 street trees each along Pico and Veteran.
- Verify if the accessible van EVCS space meets the minimum dimension and accessible clearance requirement at the head of the space needed to accommodate the charging equipment and access aisles (including for the future accessible standard space). See LADBS information bulletin for additional information.
- Identify where the solar reserve area is accommodated, or identify if any 2019 Title 24 exceptions would be utilized. Note that with 2022 Title 24, some exceptions may no longer be valid with building permit applications after January 1, 2023, with new exceptions limited to less than 3% of solar access roof area to conditioned floor area, less than 4 kW system or less than or less than 80 square feet contiguous roof area is available.
- Show compliance strategy for LID requirements.
- Consider alternatives to the invasive plant species *nasella teuissimia* which may affect nearby properties. Alternatives may include but are not limited to another variety of *Muhlenbergia capillaris*, 'White Cloud', *Sesleria autumnalis* (autumn moor grass) or *Bouteloua gracilis* 'Blond Ambition' (blue grama grass).
- Consider incorporating plant species *salvia spathacea* which may perform well due to proximity to the coast; it may perform well in full sun but may be better in shaded areas with some shelter underneath trees or taller shrubs
- Consider permeable paving utilizing the S-1 standard plan, as long as the Livable Boulevards Streetscape Plan paving colors are retained.

In response to UDS comments, the applicant submitted updated landscaping plans showing a combination of 4x6 and 6x10 tree wells, an additional tree well along Veteran Avenue, *Muhlenbergia capillaris* and *salvia spathacea* plant materials, and permeable paving per the S-1 standard plans. The applicant responded that the LADBS Green Building Code Corrections Sheet for Newly Constructed Residential Buildings allow an 8-foot wide aisle next to the 9-foot wide EV space, and that the project is subject to the 2019 Building Energy Efficiency Standards which allows eliminating solar zones with certain requirements.

CONCLUSION

Based on the information submitted to the record, and the surrounding uses and zones, staff recommends that the City Planning Commission approve the project, as recommended, subject to the Conditions of Approval. The project will redevelop an underutilized site with a new multi-family residential project resulting in a net increase of 30 dwelling units, including 4 Very Low Income units.

CONDITIONS OF APPROVAL

Density Bonus Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, including the proposed building design elements and materials, stamped "Exhibit A," with a date of August 1, 2023, and attached to the subject case file. No change to the plans shall be made without prior review by the Department of City Planning, West/South/Coastal Project Planning Bureau, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum density of 30 residential units including On-Site Restricted Affordable Units.
3. **On-Site Affordable Units.** Four (4) units shall be reserved for Very Low Income household occupancy, as defined by the California Government Code Section 65915 and by the Los Angeles Housing Department (LAHD). In the event the SB 8 Replacement Unit condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.
4. **SB 8 Replacement Units (California Government Code Section 66300 et seq.)** The project shall be required to comply with the Replacement Unit Determination (RUD) letter, dated June 22, 2022, to the satisfaction of LAHD. The most restrictive affordability levels shall be followed in the covenant. In the event the On-site Restricted Affordable Units condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.
5. **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.
6. **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 four (4) units available to Very Low Income Households, or equal to 15 percent of the project's 23 base residential density allowed, for sale or rental, as determined to be affordable to such households by LAHD for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The Applicant shall submit 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.
7. **Automobile Parking.** Pursuant to California Government Code Section 65915(p)(3) and AB 2097, the project shall be allowed to provide a minimum of zero parking spaces. The project is allowed to provide 16 parking spaces, as shown in Exhibit "A".
8. **Floor Area Ratio (FAR) (Incentive).** The project total Floor Area shall be limited to 22,375 square feet or 2.7:1 FAR per Exhibit "A".
9. **Height (Incentive).** The project shall be limited to a maximum height of 65 feet per Exhibit "A".

10. **Open Space (Incentive).** A minimum of 2,445 square feet of open space shall be permitted per Exhibit "A" in lieu of the 3,050 square feet otherwise required.
11. **Transitional Height (Waiver).** The transitional height requirements of LAMC Section 12.21.1.C.10 shall not apply. The project shall be designed with stepbacks on upper floors along the alley, as provided on Exhibit "A" Sheets A-05 through A-11.
12. **Ground Floor Screening (Waiver).** The Ground Floor Screening with habitable uses requirement of Expo TNP Section 4.2.5.C.1 shall not apply to the Veteran Avenue frontage for a maximum of approximately 57 feet 9 inches of the parking area. The parking area shall be screened from view from the Veteran Avenue street frontage with a green wall as shown on Exhibit "A" Sheet L101.
13. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16. The project shall provide a minimum of 29 long-term and 3 short-term bicycle parking spaces total, as shown in Exhibit "A".
14. **Exposition Corridor Transit Neighborhood Plan.** Prior to the issuance of a building permit, the applicant shall demonstrate compliance with the Exposition Corridor Transit Neighborhood Plan pursuant to Ordinance No. 186,402, including but not limited to:
 - a. Primary pedestrian entrances shall be at grade level or a maximum of 3 feet above the adjacent finished grade and shall be visible from the public right-of-way. Entrances below grade level are prohibited per Expo TNP 4.2.2.A.3.
 - b. Where Projects include new landscaping, at least 80% of the landscaped area shall be planted with drought tolerant shrubs and groundcover. If turf is installed, a water-conserving species appropriate for the climate in Los Angeles shall be selected per Expo TNP 4.2.4.C.1.
 - c. The project shall provide transit benefits as set forth in Expo TNP Section 2.6.1.
15. **Livable Boulevards Streetscape Plan.** Prior to the issuance of a building permit, the applicant shall demonstrate compliance with the Livable Boulevards Streetscape Plan to the satisfaction of the Bureau of Engineering

Conditional Use Conditions

16. **Fire.** Submit plot plans for Fire Department approval and review prior to issuance of building permits.
17. **Mechanical Equipment.** All exterior mechanical equipment, including heating, ventilation and air conditioning (HVAC) equipment, satellite dishes, and cellular antennas, shall be screened from public view through the use of architectural elements such as parapets.
18. **Lighting.** All outdoor and parking lighting shall be shielded and down-cast within the site in a manner that prevents the illumination of adjacent public rights-of-way, adjacent properties, and the night sky (unless otherwise required by the Federal Aviation Administration (FAA) or for other public safety purposes).

19. **Lighting Design.** Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel. All pedestrian walkways, storefront entrances, and vehicular access ways shall be illuminated with lighting fixtures. Lighting fixtures shall be harmonious with the building design. Wall mounted lighting fixtures to accent and complement architectural details at night shall be installed on the building to provide illumination to pedestrians and motorists.
20. **Heat Island Effect.** To reduce the heat island effect, a minimum of 50 percent of the area of pathways, patios, driveways or other paved areas shall use materials with a minimum initial Solar Reflectance value of 0.35 in accordance with ASTM (American Society of Testing Materials) standards.
21. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.
22. **Unbundled Parking.** Residential parking shall be unbundled from the cost of the rental units, with the exception of parking for Restricted Affordable Units.
23. **Landscape Plan.** Revised landscape plans shall be submitted to show the size and location of all plants. The landscape plan shall indicate landscape points for the Project equivalent to 10% more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines "O". All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped, including an automatic irrigation system, and maintained in accordance with a final landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The final landscape plan shall be in substantial conformance with the submitted Landscape Plan, Exhibit "A," and shall incorporate any modifications required as a result of this grant.
24. **Soil Depths.** Shrubs, perennials, and groundcover shall require a minimum soil depth as follows:
 - a. A minimum depth with a height ranging from 15 to 40 feet shall be 42 inches.
 - b. A minimum depth with a height ranging from 1 to 15 feet shall be 24 to 36 inches.
 - c. A minimum depth with a height of less than 1 foot shall be 18 inches.
 - d. A minimum depth of an extensive green roof shall be 3 inches.Trees shall require a 42-inch minimum soil depth.
Further, the minimum amount of soil volume for tree wells on the rooftop or any above grade open spaces shall be based on the size of the tree at maturity:
 - e. 220 cubic feet for trees with a canopy diameter ranging from 15 to 19 feet.
 - f. 400 cubic feet for trees with a canopy diameter ranging from 20 to 24 feet.
 - g. 620 cubic feet for trees with a canopy diameter ranging from 25 to 29 feet.
 - h. 900 cubic feet for trees with a canopy diameter ranging from 30 to 34 feet.
25. **Street Trees.**
 - a. **Street Trees.** Street trees shall be provided to the satisfaction of the Urban Forestry Division. Street trees may be used to satisfy on-site tree requirements pursuant to LAMC Article Section 12.21.G.3 (Chapter 1, Open Space Requirement for Six or More Residential Units). Per Exhibit A and 12.21.G.3, three (3) new Street trees shall be provided.

- b. **Required Trees per 12.21 G.2.** As conditioned herein, a final submitted landscape plan shall be reviewed to be in substantial conformance with Exhibit "A." There shall be a minimum of eight (8) 24-inch box, or larger, trees on site pursuant to LAMC Section 12.21 G.2. Any required trees pursuant to LAMC Section 12.21 G.2 shown in the public right of way in Exhibit "A" shall be preliminarily reviewed and approved by the Urban Forestry Division prior to building permit issuance. In-lieu fees pursuant to LAMC Section 62.177 shall be paid if placement of required trees in the public right of way is proven to be infeasible due to City determined physical constraints.
 - c. Project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced 2:1 as approved by the Board of Public Works and Urban Forestry Division.
 - d. When street dedications are required and to the extent possible, the project shall provide larger planting areas for existing street trees to allow for growth and planting of larger stature street trees. This includes and is not limited to parkway installation and/or enlargement of tree wells and parkways.
 - e. Plant street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The subdivider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction for tree planting direction and instructions.
26. **Stormwater/irrigation.** The project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site infiltration is deemed infeasible, the project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.
27. **Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.
28. **Solar-ready Buildings.** The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
29. **Signage.** There shall be no off-site commercial signage on construction fencing during construction.

Administrative Conditions

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

31. **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.
32. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
33. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
34. **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.
35. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
36. **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.
37. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

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

- not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
 - (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

DENSITY BONUS/AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS

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

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested on- and off-menu incentives do not result in actual and identifiable 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 15 percent of base units for Very Low Income households, the applicant is entitled to three (3) Incentives under both the Government Code and LAMC. Therefore, the three (3) On- and Off-Menu requests qualify as the proposed development's Incentives. The remaining requests must be processed as Waivers of Development Standards.

FAR: The subject site is zoned NMU(EC)-POD, which allows a base FAR of 2:1, as provided in Expo TNP Section 2.3.1 and Table F. The applicant has requested an FAR of 2.7:1 in lieu of the maximum 2:1 through an Off-Menu Density Bonus Incentive as allowed by LAMC 12.22 A.25, for a maximum floor area of 22,375 square feet. The additional floor area is requested to accommodate larger sized units, including two-bedroom units. The project includes 3 live-work units, 15 studio units, 10 one-bedroom units, and 2 two-bedroom units. The requested increase in FAR will allow approximately 5,769 square feet of additional floor area and will enable the construction of affordable units. As set forth on Sheets TNP-01 and INFO-01 the project plans, the project's upper residential levels have floor plates of 4,175 square feet with 7 units at Level 5, and 4,535 square feet with 7 units at Level 4. These larger floor plates would not be achievable under the 2:1 base FAR and enable the project to construct the unit mix above. Without the incentive to permit additional floor area, the project would need to remove at least the uppermost one (1) floor containing seven (8) units, or the average unit size and bedroom count would have to be significantly smaller to construct the number of units that the requested density bonus allows. The ability to develop larger units will increase the revenues from the market-rate units, which will lower the marginal cost of developing the affordable units. The additional floor area will allow certain fixed costs involved in the construction of new residential units to be spread over more floor area thereby reducing the per square foot build cost of the development. The requested incentive will allow the developer to expand the building envelope so the additional units can be constructed, and the overall space dedicated to residential uses is increased. Therefore, the FAR incentive will result in identifiable and actual cost reductions to provide for affordable housing costs.

FAR by-right	Buildable Lot Area (sf)	Base Floor Area (sf)
2:1	8,303	$8,303 \times 2 = \mathbf{16,606}$

FAR Requested	Requested Floor Area (sf)	Additional Floor Area (sf)
2.7:1	$8,303 \times 2.7 = 22,375$	$22,375 - 16,606 = \mathbf{5,769}$

Open Space: LAMC Section 12.21 G requires 100 square feet of usable open space per dwelling unit with less than 3 habitable rooms, and 125 square feet of usable open space per dwelling unit with 3 habitable rooms. For the proposed project with three (3) live/work units, 15 studio units, 10 one-bedroom units, and two (2) two-bedroom units, a total of 3,050 square feet of open space would be required. Strict compliance with the open space requirements would have the effect of limiting the development proposing 30 dwelling units, four (4) of which will be set aside for Very Low Income Households. The applicant has requested a 20 percent reduction to allow 2,445 square feet of qualifying usable open space through an Off-Menu Incentive. Without the incentive to reduce the minimum usable open space required to 2,445 square feet, the project would need to provide an additional 505 square feet of common or private open space on-site. As shown on Sheet TNP-01 of the project plans, the project provides a unit mix with unit sizes ranging from 447 square feet to 888 square feet. Compliance with the minimum usable open space provision would require the removal of floor area that could otherwise be dedicated to the number, configuration, and livability of the project's housing units. Specifically, the project would not only need to comply with the total amount of usable open space requirements, but also the design, dimension, and area requirements set forth in LAMC Section 12.21 G. Common open space would need to be at least 15 feet in width on all sides, have a minimum area of 400 square feet, and be open to sky. The requested incentive will allow the project to expand the floor plates so that additional units can be constructed, design efficiencies can reduce construction costs, and the overall space dedicated to residential and live/work uses can be increased on each floor. This incentive will result in cost reductions related to overall building design, and the construction of floor area whose rents will provide for affordable housing costs and supports the applicant's decision to set aside four (4) dwelling units for Very Low Income Households.

Height: The subject site is in Subarea 10 of the Expo TNP, which allows a base height of 45 feet, as provided in Expo TNP Section 2.4.1 and Table G. The applicant has requested an increase in height of 20 feet to allow for 65 feet, through an Off-Menu Incentive as allowed by LAMC 12.22 A.25. The request for an additional 20 feet is needed to construct the number of units that the requested density bonus allows. The limitation on the height would remove the uppermost two (2) stories from the proposed building, resulting in a loss of 14 total dwelling units across Levels 4 and 5, in addition to the rents from those units and that floor area on those two stories. A limitation on the height will also limit the ability to construct at a sufficient marketable size, the proposed residential units. As proposed, the additional height will allow for the construction of the affordable residential units and floor area, whose rents will provide for the operational costs of the affordable units. The requested incentive will allow the project to expand the building envelope so that additional units can be constructed, provide for design efficiencies, and allow the overall space dedicated to residential uses to be increased.

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

constitute a specific, adverse impact upon the public health or safety (Government Code Section 65915(d)(1)(B) and 65589.5(d)).

There is no evidence in the record that the proposed density bonus incentive(s) will have a specific adverse impact. A “specific adverse impact” is defined as, “a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete” (LAMC Section 12.22.A.25(b)).

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

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

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

Following is a delineation of the findings related to the request for three (3) Waivers of Development Standards, pursuant to Government Code Section 65915.

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

a. *The waivers or reductions are contrary to state or federal laws.*

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

A project that provides 15 percent of base units for Very Low Income Households qualifies for three (3) Incentives, and may request other “waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]” (Government Code Section 65915(e)(1)).

Therefore, the requests for the following are recommended as Waivers of Development Standards. Without the below Waivers, the existing development standards would preclude development of the proposed density bonus units and project amenities:

Transitional Height: LAMC Section 12.21.1.A.10 requires portions of buildings in C or M zones within certain distances of RW1 or more restrictive zones to not exceed a building height of 25 feet within a distance of 0 to 49 feet, a building height of 33 feet within a distance of 50 to 99 feet, and a building height of 61 feet within a distance of 100 to 199 feet. The project is across the 15-foot wide alley from the R1-1-O Zone, and is therefore subject to the transitional height requirements of LAMC Section 12.21.1.A.10. The applicant has requested an Off-Menu Incentive to eliminate

transitional height requirements of the LAMC. Strict compliance with the transitional height requirements would require the removal of approximately nine (9) units based on the average unit size, in order to provide sufficient setbacks from the neighboring residential lot. Eliminating the transitional height requirements will allow the developer to dedicate more area towards residential units at the upper levels, so that the additional units can be constructed and the overall space dedicated to residential uses is increased within the height proposed.

Ground Floor Screening: Expo TNP Section 4.2.5.C.1 requires parking and loading areas to be buffered with habitable floor area with a minimum depth of 25 feet, between the parking or loading area and any public street. The applicant has requested to eliminate the ground floor screening requirement of the Expo TNP through a Waiver of Development Standard as allowed by LAMC 12.22 A.25. The project proposes a partial at-grade parking level with 14 parking spaces. The parking level is screened along the Pico Boulevard frontage with the lobby and live/work units, however approximately 57 feet 9 inches along the Veteran Avenue frontage will not be screened with habitable uses. The project is required to provide a transformer pad that is clear-to-sky and located at the southwestern corner of the property, along the Veteran Avenue frontage and adjacent to the alley. Strict compliance with the ground floor screening requirement would require the relocation of the transformer pad which would then require a building design with smaller floor plates, and therefore reduce the size of the buildable area and result in a smaller project with fewer units. Therefore, eliminating the ground floor screening requirements will allow the developer to dedicate more area towards residential units, so that the additional units can be constructed and the overall space dedicated to residential uses is increased.

These waivers support the applicant's decision to set aside the specified number of dwelling units for Very Low or Low Income Households for 55 years.

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

There is no evidence in the record that the proposed density bonus Waivers will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)).

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

CEQA FINDINGS

The Department of City Planning determined, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The Notice of Exemption and Justification for Environmental Case No. ENV-2022-8061-CE is provided in the case file and attached as Exhibit D.

In addition, the City has determined based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, that the project is within the scope of the Exposition Corridor Transit Neighborhood Plan Program EIR No. ENV-2013-622-EIR, SCH. No. 2013031038 ("Program EIR"), pursuant to CEQA Guidelines Sections 15168 and 15162; the environmental effects of the Project were covered in the Program EIR and no new environmental effects not identified in the Program EIR will occur and no new mitigation is required; and the City has incorporated all feasible mitigation measures from the Program EIR on the Project.

The proposed project is the construction of a five-story, 65-foot tall residential apartment building with 30 dwelling units (including 4 Very Low Income units). The project will be approximately 22,375 square feet in floor area with a Floor Area Ratio ("FAR") of 2.7:1. The project will provide 16 parking spaces at-grade. The site is currently improved with a one-story commercial building which will be demolished. No (0) protected trees will be removed from the subject site or adjacent public right-of-way; three (3) existing non-protected street trees will remain along the public right-of-way. The project involves the export of approximately 900 cubic yards of soil.

As a residential building, and a project which is characterized as in-fill development, the project qualifies for the Class 32 Categorical Exemption.

CEQA Determination – Class 32 Categorical Exemption Applies

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

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

The project site is in the West Los Angeles Community Plan, and is designated for Neighborhood Commercial land uses, with corresponding zones of C1, C1.5, C2, C4, RAS3, RAS4, and P. The site is located within the Exposition Corridor Transit Neighborhood Plan Specific Plan ("Expo TNP") Subarea 10, and is zoned NMU(EC)-POD which was established by the Expo TNP as a commercial zoning designation for Neighborhood Mixed Use: Commercial/Residential, adopted by resolution under Council File No. 18-0437 and is therefore a corresponding zone. The Expo TNP allows a base height of 45 feet, base FAR of 2:1, and unlimited density. For a project that utilizes the density bonus program, the Expo TNP sets the base residential density in the NMU(EC) zone as one dwelling unit per 400 square feet for the purposes of calculating the required number of Restricted Affordable Units. Community Plan Map Footnote No. 1 restricts sites in the Low Residential, Low Medium Residential, Neighborhood Commercial, Community Commercial, Commercial Manufacturing, Limited Industrial, and Light Industrial land use designations to Height District No. 1, which does not apply to the NMU(EC)-POD Zone. The site is also within the Westwood/Pico Pedestrian Oriented District ("POD"), however the project is exempt from the Westwood/Pico POD as a 100 percent residential project. As demonstrated in the case file, the project is consistent with the General Plan, the applicable West Los Angeles Community

Plan designation and policies, the Expo TNP, and all applicable zoning designations and regulations as permitted by Density Bonus law.

- (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 site is wholly within the City of Los Angeles, on a site that is approximately 0.191 acres (8,303 square feet) and is surrounded primarily by commercial and single-family residential uses. Neighboring properties to the east and across Veteran Avenue to the west are improved with one-and two-story commercial buildings in the NMU(EC)-POD zone including retail, barber shops, restaurant, offices, and salons; further east is the former Westside Pavilion site which is currently under redevelopment for the Google office campus. Across the alley to the south are one-story single-family dwellings in the R1-1-O zone. The subject site is within a half-mile of the Sepulveda Station of the Los Angeles County Metropolitan Transportation Authority ("Metro") Exposition ("E") line, which constitutes as a Major Transit Stop. The site is also within 1,500 feet of bus stops served by the Santa Monica Big Blue Bus 7, Rapid 7, 8, and 17 bus lines, Metro 233 and 761 bus lines, and the Culver City 6 and 6R bus lines.

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

The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. The site is currently improved with a one-story commercial building which will be demolished. There are no protected trees or shrubs on the subject site or in the adjacent public right of way that would be removed as verified in the Tree Report prepared by JTL Consultants dated April 27, 2023.

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

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

Traffic - The Project does not exceed the threshold criteria established by LADOT for preparing a traffic study. The Department of Transportation (LADOT) Referral Form dated June 1, 2022 and the Vehicle Miles Traveled (VMT) calculator indicated that the number of daily vehicle trips will be 131 which is under the threshold of 250 or more daily vehicles trips to require VMT analysis. Therefore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study and will not have any significant impacts related to traffic.

Noise – The Project must comply with the adopted City of Los Angeles Noise Ordinances No. 144,331 and 161,574 and LAMC Section 41.40 as indicated above in RC-NO-1, LAMC Section 112.05, as well as any subsequent Ordinances, which prohibit the emission or creation of noise beyond certain levels. These Ordinances cover both operational noise levels (i.e., post-construction), and any construction noise impacts. Furthermore, the Noise Impact Analysis prepared by Urban Crossroads dated June 19, 2023 confirmed that the Project would not result in operational noise impacts or construction-related noise impacts on the environment. The analysis took into account noise from operational stationary sources such as heat pump and air conditioning units, trash enclosure activity, stacked parking, and outdoor gatherings; construction activities during demolition, site preparation, grading, building

construction, paving, and architectural coating, as well as vibration, and impacts to sensitive receptors. The analysis concluded that the project would not result in any significant effects relating to noise.

Air Quality – The Project’s potential air quality effects were evaluated by estimating the potential construction and operations emissions of criteria pollutants, and comparing those levels to significance thresholds provided by the Southern California Air Quality Management District (SCAQMD). The Project’s emissions were estimated using the CalEEMod 2022.1 model (output January 9, 2023) for the purposes of evaluating air quality impacts of proposed projects and summarized in the Air Quality, Greenhouse Gas, and Energy Assessment prepared by Urban Crossroads dated January 13, 2023. The analysis took into account construction activity emissions during demolition, site preparation, grading, building construction, paving, and architectural coating, as well as operational emissions and effects to sensitive receptors. The analysis confirms that neither construction nor operation of the project would result in significant air quality impacts. In addition, there are several Regulatory Compliance Measures which regulate air quality-related impacts for projects citywide as noted above.

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

The project site will be adequately served by all public utilities and services given that the construction of a multi-family building will be on a site which has been previously developed and is consistent with the General Plan. Further, the site was previously developed with a commercial building.

Therefore, the project meets all the Criteria for the Class 32 Categorical Exemption.

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

There are five (5) Exceptions which must be considered to find a project exempt under Class 32:

(a) Cumulative Impacts. *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.*

There is one (1) other project approved within proximity to the site located at 11001 West Pico Boulevard for the construction of a new 5-story 89-unit apartment building.

While there could potentially be a succession of known projects of the same type and in the same place as the subject project, all projects are subject to the citywide Regulatory Compliance measures as noted above, which regulate impacts related to air quality, noise, and geology to a less than significant level. There is no evidence to conclude that significant impacts will occur based on past project approvals or that the proposed Project’s impacts are cumulatively considerable when evaluating any cumulative impacts associated with construction noise and transportation/traffic in the surrounding area.

Therefore, in conjunction with citywide RCMs and compliance with other applicable regulations, no foreseeable cumulative impacts are expected.

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

The project proposes a residential building in an area zoned and designated for such development. All adjacent lots are developed primarily by commercial and single-family residential uses, and the subject site is of a similar size and slope to nearby properties. The project proposes a FAR of 2.7:1 on a site that is permitted to have an FAR of 2:1 by the Expo TNP. The project is eligible for the 2.7:1 FAR through an On-Menu Density Bonus Incentive. The project size and height is not unusual for the vicinity of the subject site, and is similar in scope to other proposed future projects in the area. Furthermore, there is no substantial evidence in the administrative record that this project will cause a significant impact. Thus, there are no unusual circumstances which may lead to a significant effect on the environment, and this exception does not apply.

- (c) **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.*

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. State Route 27 is located approximately 8.4 miles west of the subject site. Therefore, the subject site will not create any impacts within a designated state scenic highway, and this exception does not apply.

- (d) **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*

According to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site.

A Phase I Environmental Site Assessment ("ESA") prepared by Environmental Solutions dated August 1, 2007 conducted a review of historical data, governmental databases, and site reconnaissance, to identify any recognized environmental conditions pertaining to the site. The Phase I ESA identified previous uses as a restaurant and vacuum cleaner store. The Phase I ESA concluded that the subject property appears to be low to moderate environmental condition at this time, and no area of recognized environmental concern was identified at the site, therefore further investigation is not recommended at this time.

Therefore, the project is not identified as a hazardous waste site, or in the vicinity of a hazardous waste site, and this exception does not apply.

- (e) **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 is not listed in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register, and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. As such, the Project would have no impact on historical resources. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

PUBLIC HEARING AND COMMUNICATIONS

A public hearing was conducted on the matter by a Hearing Officer on July 20, 2023. A second public hearing was noticed due to technical issues with the Hearing Officer hearing, and that second public hearing will be conducted by the City Planning Commission on August 24, 2023.

PUBLIC HEARING – July 20, 2023

The public hearing was held on July 20, 2023 at approximately 1:00 p.m. Due to concerns over COVID-19, the Public Hearing was conducted in a virtual format. The hearing was conducted by the Hearing Officer, Connie Chauv, on behalf of the City Planning Commission in taking testimony for Case No. CPC-2022-8060-DB-HCA and ENV-2022-8061-CE. All interested parties were invited to attend the public hearing at which they could listen, ask questions, or present testimony regarding the project. The purpose of the hearing was to obtain testimony from affected and/or interested parties regarding this application. Interested parties are also invited to submit written comments regarding the request prior to the hearing. The environmental analysis was among the matters to be considered at the hearing. The hearing notice was mailed on June 21, 2023 and June 26, 2023, published in the newspaper on June 26, 2023, and was posted on-site on July 6, 2023, in accordance with LAMC noticing requirements.

The public hearing was attended by the applicant's representatives (Dana Sayles, ThreeSixty) and approximately 20 other members from the community. There were seven (7) speakers who provided comments at the hearing, including a representative from Council District 5 (Dylan Sittig).

Applicant Presentation. The applicant's representative described the site location, project description, requested entitlements, and community outreach. Specifically, the applicant noted the following:

- The incentives and waivers are consistent with State Density Bonus Law. The city would need to make findings in the affirmative that without incentives, the only mitigation is to not build the project.
- Strict compliance with transitional height requirement would result in the loss of 9 dwelling units. The project would be by-right, with no density bonus, incentives, or affordable. The community is advocating for that type of project but it is not financially viable.
- The applicant did substantial community outreach with the Neighborhood Council and Homeowners Association and received significant feedback leading to project changes. The Neighborhood Council voted to not support the project due to the density and height, however it was a mixed vote. Despite no support from Neighborhood Council, the applicant made changes to the project.
- The project provides entrances on both streets.
- The property is small in size with limited frontage on Pico. Code requirements for commercial such as loading and trash make it physically impossible to accommodate the commercial and back of house residential spaces as well as Expo TNP screening requirements.
- The project will include three live-work units on Pico Boulevard for business entrepreneurs that are designed to activate the street frontage and have consistent window coverings and adequate transparency.
- The rear of the project will be buffered from the neighboring single-family residential by an alley that will be improved.
- The project provides 16 parking spaces with a puzzle stacker system at the rear of the site. All spaces are EV ready for future charging. The stacker system will keep one space empty at all times and maneuvers around. Users can pull into the system to have the car stacked and use electronic access information. The parking entrance is accessed from the alley near the interior side of the site away from Veteran Avenue.

- Additional 27 units are on upper levels. Each unit is designed to maximize light, air, and ease of access. Some units will have private balconies. The second and third floors have a mix of residential units with a recreation room on Level 3.
- The building is stepped back from the rear. It will be 3 stories where abutting 1-2 story single-family homes from the rear, and up to 5 stories along Pico Boulevard where it will be least impactful on the neighborhood. The project will have a roof terrace with significant landscaping, with additional stepbacks with landscaping to serve as a buffer. The roof deck is oriented towards Pico, away from residential neighbors to the south, and will be a passive area with no pool or jacuzzi.
- There is a 4-foot grade change on-site that affects the overall height of the building. The perceived building height is 56 feet from the right-of-way.
- The project will comply with Expo TNP standards for drought tolerant landscaping and permeable paving.
- The existing two street trees along Pico Boulevard will be maintained; three more will be added along Veteran Avenue.
- The project will be of contemporary design with clean lines and stucco clad with warm wood paneling. Street-fronting units will activate the street, with glazing similar to ground floor retail, with appropriate interaction with the street per Neighborhood Council comments. The focal point will be at the ground floor.
- The Veteran Avenue frontage will emphasize the street corner, with a differentiated ground floor, and green wall at the rear of the site in response to UDS comments.
- They added warm accents to the rear façade as a buffer for the puzzle stacker parking system. The stepbacks contain landscaping at the edge for ample greenery as a buffer from the residential neighbors to the south.
- The project provides much needed multi-family housing in a predominantly single-family neighborhood. The project is critical to meeting the city's RHNA allocation and compliance with the Housing Accountability Act and will provide affordable units.
- They have heard comments about whether 30 units or 5 stories is appropriate for this location, but agree to disagree. The site is allowed unlimited base density. It is commonplace to have 7-story buildings along a commercial boulevard.
- The project is consistent with Expo TNP to encourage density.
- The project is a stand-alone Density Bonus case that is completely consistent with state law.

Public Comments in Opposition:

- The project is not consistent with the general area, will impact neighbors, and will set a precedent. The project will disturb the privacy of long-term residents.
- They do not support elimination of transitional height requirements.
- Veteran Avenue is very narrow. The street is not wide enough to accommodate the construction.
- They welcome the nicely designed project and beautiful building and working on the design, but do not support the project as presented. They are not sure if the concessions go far enough.
- They don't support any waivers for increases in height, density, or transitional setbacks.
- The project is too tall and dense and will not be a good neighbor. The project should be a floor lower and comply with transitional height requirement in Expo TNP.
- The project will be corporate housing with six-month leases for someone who is housed elsewhere. It will create a bubble of strangers with no stake or interest in the community. The person that signs the lease has to live there for one year, and should not be allowed to sublease. People will move in and out and use the community's resources.
- The project will actually provide 15 parking spaces because one space has to be empty for the stacker.

- Failure to provide retail space at the ground floor will lead to a decline along Pico Boulevard. The project should give back to local communities.
- The project takes no consideration of workforce housing.
- The project will destroy one of the most popular successful restaurants in the area.

Council District 5:

- They thank the applicant for their outreach and hope ongoing dialogue will continue as the city's review progresses. They support the changes made to date to address community concerns. They are aware of the concerns made by community members today and in previous communications.
- They share some of the concerns including lack of designated retail space on the ground floor and the transitional height waiver.
- The Expo TNP site does not limit the number of dwelling units.
- The applicant is using the State Density Bonus program to seek certain incentives and waivers beyond the zoning. The applicant is not using the TOC program. Pursuant to state law, the applicant is allowed the waivers in exchange for certain amount of affordable housing on-site. Because of restrictions in state law including the Housing Accountability Act, the Council Office does not have input on those requests.
- They do not support corporate short-term rentals, and want to make sure they are leased to individuals who will use it for private residence.

Applicant's Response to Public Comments and Staff Questions:

- The project will not be corporate housing; it will be traditional apartment housing with minimum one-year leases consistent with LAHD provisions. They are restricted by the city's homesharing ordinance from doing AirBnB. The applicant's business plan is to provide furnished apartments for residents who don't want to invest in furniture that find furnished apartments attractive. This is a specific business plan that has been successful in other projects. The live/work units will allow for people to bring their own office furniture if needed for the business portion of the unit.
- Pico Boulevard only has an 83 foot frontage. It is nearly impossible to get a viable retail space of substantial size plus the requisite lobby, ingress/egress, trash, loading, etc. in the 8,000 square foot lot.
- The Expo TNP does not require a retail component. 100% residential is prohibited elsewhere in the Expo TNP but not here. They tried to acknowledge w retail presence on the street, provide an opportunity for businesses to exist with live/work units, that will have two-story glazing, storefronts, and will look and feel like retail. Live/work uses can include offices, retail, makers, jewelry stores, accountant offices, etc., but cannot do food service or café. Residents will hold business licenses consistent with the live/work provisions of the city.
- They agreed that residents will not be able to apply for permit parking within the neighborhood. This cannot be conditioned under Density Bonus because it is not an incentive, but the applicant has agreed to it.
- Veteran Avenue is slightly substandard. They will comply with the city's requirements for the 3-foot dedication for their frontage, but cannot force the other property to improve.
- The alley will be widened, and will provide 8 feet for loading zone that is outside the alley to allow short-term deliveries like Amazon, small moving trucks, repair, etc.
- The restaurant vacated the site long before COVID and before this project came along; the restaurant was not displaced for this project. The applicant worked for 2 years to find another tenant but the structure is over 50 years old and is substandard and is cost prohibitive to retrofit.
- The project is not subject to transitional height requirements of Expo TNP because it is not a mixed-use project, but they are electing to provide transitional height consistent with the newer standards in the Expo TNP and TOC program which allow a 45-degree angle

when adjacent to residential. They are subject to transitional height of LAMC Section 12.21.1.A.10 which limits height to 25 feet, 33 feet, and 61 feet, depending on distance from residential. Transitional height would limit 90 percent of their property to a building height of 33 feet, which is less than the base zoning height of 45 feet. It is impossible to do a project that complies with transitional height and zoning height without taking a property right. Strict compliance with transitional height would result in a loss of 9 units for a maximum 21-unit project based on the average unit size.

- The density bonus allowance of 35 percent would allow 32 units; they are requesting a 28 percent density increase in exchange for setting aside 15 percent of units for Very Low Income.
- A transformer and electrical room is required by the Department of Water and Power. The Expo TNP requires 25 feet of screening, which would remove the electrical room that is required by DWP.
- The project is required 0 parking spaces because they are in a Transit Priority Area under AB 2097. They are providing 16 spaces, including 14 in a puzzle system and 2 in the building. The stacker system has 15 slots but 14 spaces because one remains empty.
- The project is proposing 2,445 square feet of open space.
- The existing two street trees will remain on Pico Boulevard. Three new street trees will be planted on the right-of-way, and eight new trees will be planted on-site.

PUBLIC HEARING REQUIRED – August 24, 2023

A second public hearing was noticed due to technical issues with the Hearing Officer hearing, and that second public hearing will be conducted by the City Planning Commission on August 24, 2023. The hearing notice was mailed on July 31, 2023, published in the newspaper on July 31, 2023, and was posted on-site on August 9, 2023, in accordance with LAMC noticing requirements.

WRITTEN CORRESPONDENCE

The Westside Neighborhood Council submitted a letter dated June 9, 2023 in opposition of the proposed project indicating that although they recognized certain project characteristics and applicant's outreach efforts to incorporate project design changes, the project was too large for too small of a site.

The West of Westwood Homeowners Association ("WOWHOA") submitted letters dated February 23, March 22, April 13, May 4, May 31, and June 9, 2023, with the following comments:

- The project height and density is not consistent with the neighborhood profile. The height should be limited to 45 feet and not 65 feet.
- The project scope should be limited to 21 dwelling units instead of 30 dwelling units.
- The live/work units should be prevented from renting for short-term housing, provide uniform screening of glass facades, have annual verification that occupant-tenants have current business licenses from the city, and provide uniform tenant signage.
- Fully-furnished units for 6-month leases are targeted towards a demographic that is not intended to provide primary residential facilities; it will become corporate-style temporary housing and is inconsistent with goals of increasing housing supply.
- Tenant use of the loading dock will add to traffic concerns along the alley.
- The minimum lease term should be 12 months rather than short-term rentals.
- The lack of parking and stacked mechanical parking will be problematic. The alley is a dead-end one-way alley with no turnaround space.
- The current width of Veteran Avenue does not support a multi-family residential project of this density.

- The applicant has provided setbacks and Juliet balconies, but there are still concerns regarding privacy, noise, and traffic for the single-family residential neighbors along Ayres Avenue.
- The applicant has provided a modified exterior design scheme, but there are additional suggestions for including a more artistic approach to the exterior design.
- The density bonus and incentives/waivers are inappropriate for the project and site.
- The site has been vacant for 4.5 years and needs to be redeveloped. They hope for a rebirth of commercial redevelopment along Pico Boulevard and hope for a residential/commercial mixed-use project but only if single-family neighborhoods are able to share in the positive upsides of such a project.

The Westwood Gardens Civic Association submitted a letter dated June 5, 2023 in opposition of the project, indicating that although there is a need for more housing, the project as presented with incentives and density bonuses is not in keeping with the area, will affect quality of life, and will increase traffic safety issues. They support a three-level 21-unit project but not the current proposal.

The California Country Club Homes Association submitted a letter dated June 6, 2023 in opposition of the project, indicating they support an alternative that would build 21 units on three levels unless underground parking can be built as part of the project.

Planning Staff has received ten (10) additional written correspondences from adjacent neighbors expressing concerns about the project. Their comments are included in Exhibit E and summarized as follows:

- There is a need for retail space along the Westwood-Sepulveda corridor of Pico Boulevard.
- Live/work units with front doors opening onto the sidewalk will cause obstructions to the pedestrian thoroughfare.
- The building design with vertical shade panels cause a disordered threatening appearance that will deter pedestrian traffic.
- The project height is not consistent with the neighborhood profile.
- Veteran Avenue is too narrow to support the project density. A project with 21 units would be more appropriate for the site.
- Fully-furnished units for 6-month leases is corporate housing and is not housing for Angelenos. 6-month leases will lead to students, traffic, noise complaints, and moving vans.
- The project will increase traffic and parking congestion. Traffic has already increased with the addition of light-rail; adding a 30 unit building will add to traffic.
- The alley is extremely narrow; added traffic would be a detriment to the business next-door.
- Providing access to permit parking for the residents will make it impossible for others to park.
- Workforce housing should be provided.
- The project will overwhelm streets during construction.
- People are having problems accessing the hearing and hearing information.

EXHIBIT A

PROJECT PLANS

CPC-2022-8060-DB-HCA

1 0 9 4 2 - 1 0 9 4 8 W. P I C O B O U L E V A R D

PICO/VETERAN APARTMENTS

10942-10948 W. PICO BLVD. LOS ANGELES, CA. 90064

30-Unit Apartments

THIS IS NOT A PUBLIC HOUSING FACILITIES OWNED AND/ OR OPERATED BY, FOR OR ON BEHALF OF A PUBLIC ENTITY AND NO TAX CREDIT RECEIVED FROM THE STATE OR FEDERAL NOT A TCAC FACILITY, AND NOT A SOCIAL SERVICE CENTER. 100% PRIVATELY FUNDED.

SHEET INDEX

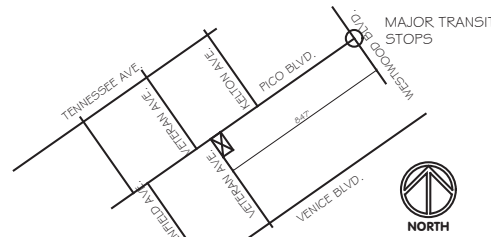
SHEET	DESCRIPTION	SHEET	DESCRIPTION	SHEET	DESCRIPTION
C	COVER SHEET				
S	SURVEY				
TNP-01	TNP REQUIREMENTS				
TNP-02	TNP REQUIREMENTS				
INFO-01	FAR/ OPEN SPACE CALCULATIONS				
A-01	SITE PLAN				
A-02	1/8" FIRST FLOOR/ PARKING PLAN				
A-03	1/8" SECOND FLOOR PLAN				
A-04	1/8" THIRD FLOOR PLAN				
A-05	1/8" FOURTH FLOOR PLAN				
A-06	1/8" FIFTH FLOOR PLAN				
A-07	ROOF PLAN				
A-08	NORTH/ WEST ELEVATIONS				
A-09	SOUTH/ EAST ELEVATIONS				
A-10	SECTION A-A				
A-11	SECTION B-B				
A-12	SECTION C-C				
A-13	1/4 " UNIT PLANS				
A-14	1/4 " UNIT PLANS				
A-15	1/4 " UNIT PLANS				
A-16	1/4 " UNIT PLANS				
A-17	1/4 " UNIT PLANS				
A-18	1/4 " UNIT PLANS				
A-19	1/4 " UNIT PLANS				
A-20	1/4 " UNIT PLANS				
A-21	1/4" STAIR DETAILS				
A-22	DOOR/ FINISH SCHEDULES				
A-23	APPROVALS				
D-01	TYPICAL DETAILS				
D-02	TYPICAL DETAILS				
D-03	TYPICAL DETAILS				
D-04	TYPICAL DETAILS				
D-05	TYPICAL DETAILS				
D-06	TYPICAL DETAILS				
D-07	TYPICAL DETAILS				
SP-01	GENERAL NOTES				
SP-02	GENERAL NOTES- BICYCLE PARKING				
SP-03	FIRE DEPARTMENT NOTES				
SP-04	FIRE DEPARTMENT NOTES				
SP-05	DISABLE ACCESS NOTES				
SP-06	DISABLE ACCESS NOTES				
SP-07	DISABLE ACCESS NOTES				
SP-08	DISABLE ACCESS NOTES				
SP-09	DISABLE ACCESS NOTES				
SP-10	LA GREEN BUILDING NOTES AND FORMS				
SP-11	LA GRN BUILDING NOTES + FORMS RESIDENTIAL				

PROJECT SUMMARY

BLD'G CONST. / OCCUPANCY

RESIDENTIAL:
TYPE V-A (4-STORY)
SUPERVISED AUTOMATIC FULLY
SPRINKLERED THROUGH OUT (NFFA 13)
ZONING CODE : (4-STORY)
PROVIDE APPROVED FIRE ALARM SYSTEM PER
NFFA 72 UNDER SEPARATE PERMIT
EMERGENCY RESPONDER RADIO COVERAGE IS REQUIRED
PER CFC 510
PARKING:
TYPE IA (1-STORY)
SPRINKLERED THROUGH OUT (NFFA 13)
SEE PAGES TNP-01 & TNP-02

VICINITY MAP



BUILDING SUMMARY

SEE PAGES TNP-01 & TNP-02

BUILDING AREA: USE	OCC. LOAD	AREA		
FIRST FLOOR:				
LIVE/ WORK	R-2	1/200 (8)	1,590	SQ. FT.
GARAGE	5-2	1/200 (12)	2,300	SQ. FT.
TOTAL AREA:			1,590	SQ. FT.
SECOND FLOOR:				
RESIDENTIAL	R-2	1/200 (32)	6,030	SQ. FT.
EXTERIOR WALLS/ SHAFT/ STAIRS/ VENTS <51.8>				SQ. FT.
TOTAL AREA:			5,512	SQ. FT.
THIRD FLOOR:				
RESIDENTIAL	R-2	1/200 (29)	5,856	SQ. FT.
REC. ROOM	R-2	1/15 (49)	735	SQ. FT.
EXTERIOR WALLS/ SHAFT/ STAIRS/ VENTS <51.8>				SQ. FT.
TOTAL AREA:			6,073	SQ. FT.
FOURTH FLOOR:				
RESIDENTIAL	R-2	1/200 (27)	5,492	SQ. FT.
EXTERIOR WALLS/ SHAFT/ STAIRS/ VENTS <500>				SQ. FT.
TOTAL AREA:			4,992	SQ. FT.
FIFTH FLOOR:				
RESIDENTIAL	R-2	1/200 (32)	4,689	SQ. FT.
EXTERIOR WALLS/ SHAFT/ STAIRS/ VENTS <481>				SQ. FT.
TOTAL AREA:			4,208	SQ. FT.
TOTAL RESIDENTIAL AREA (BLD'G CODE):			22,375	SQ. FT.
TOTAL RESIDENTIAL AREA (ZON'G CODE):			22,375	SQ. FT.
TOTAL RESIDENTIAL AREA (SCHOOL FEE):			24,392	SQ. FT.
TOTAL GARAGE (5-2) OCCUPANCY			2,300	SQ. FT.

PARKING SUMMARY

SEE PAGES TNP-01 & TNP-02

CONSTRUCTION TYPE SUMMARY

TYPE OF CONSTRUCTION	VA	IA		
OCCUPANCY	R-2	5-2		
NO. OF STORIES	4	1 BASEMENT		TABLE 504.4
HEIGHT (ALLOWABLE)	60'	UNLIMITED		TABLE 504.3
ALLOWABLE FLOOR AREA W/ HT INCREASE	12,000	UNLIMITED		TABLE 506.2
W=(30' 0/2 STREET WIDTH)x200'/200'=30'				SECTION 506.3
FRONTAGE INCREASE: I=[F/P-0.25]W/30				
ASSUME 0.0				SECTION 506.3
AREA MODIFICATION: A _u =[A _s +{NSX(I)}X5 _s]				SECTIONS 506.1
A _a =(12,000+(12,000x1)x1)=24,000 SQ. FT. >22,375 S.F. (PROVIDED)				506.2, 506.3
ALLOWABLE AREA PER STORY	12,000 SQ. FT.	UNLIMITED		
MAX. BUILDING AREA: > 1 STORY: ALLOWABLE X2	24,000 SQ. FT.	UNLIMITED		SECTION 506.4.1
OCCUPANCY SEPARATION		3-HR		SECTION 510.2

DEFERRED SUBMITTAL ITEMS:
DEFERRED SUBMITTAL ITEMS SHALL COMPLY WITH LA CITY SECTION 106.4.4.2. SUBMITTAL DOCUMENTS FOR DEFERRED SUBMITTAL ITEMS SHALL BE SUBMITTED TO THE ARCHITECT (STRUCTURAL ENGINEER) FOR REVIEW WITH THE GENERAL CONFORMANCE TO CONTRACT DOCUMENTS. PROVIDE A PROFESSIONAL ENGINEER'S SIGNATURE AND SEAL IN THE STATE WHERE THE PRODUCT SITE OCCURS. THE DEFERRED SUBMITTAL ITEMS SHALL NOT BE INSTALLED UNTIL THEIR DESIGN AND SUBMITTAL DOCUMENTS HAVE BEEN REVIEWED 201 PLAC AND PERMITTED BY THE BUILDING OFFICIAL. DEFERRED SUBMITTAL ITEMS ARE AS FOLLOWING:
A. ELEVATOR ANCHOR SYSTEM
B. ATS SYSTEM (HOLD DOWNS)

FIRE RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS (HOURS) TABLE 601

BUILDING ELEMENT	TYPE I	TYPE VA
PRIMARY STRUCTURAL FRAME	3	1
BEARING WALLS EXTERIOR INTERIOR	3 3	1 1
NONBEARING WALLS AND PARTITIONS EXTERIOR	1	1
NONBEARING WALLS AND PARTITIONS INTERIOR	0	1
FLOOR CONSTRUCTION AND SECONDARY MEMBER	2	1
ROOF CONSTRUCTION AND SECONDARY MEMBER	1.5	1
SHAFT RATING		2

OPEN SPACE REQUIREMENTS SEC. 12.21.G2

SEE PAGES TNP-01 & TNP-02



AFCO Design, Inc.

10635 Santa Monica Blvd #190
Los Angeles, California 90025
Phone: 424.789.8001
afcodevelopment.com

JOB ADDRESS

10942-10948 W. PICO BLVD.
LOS ANGELES, CA, 90064

PROJECT DESCRIPTION

NEW 4-STORY- TYPE V-A, 30-UNIT APARTMENT-
HOUSE OVER. 1-LEVEL TYPE IA PARKING + ROOF TOP

OWNER

PICO VETERAN HOLDINGS, LLC
8383 WILSHIRE BLVD. #460
BEVERLY HILLS, CA 90212

ARCHITECT

AFCO DESIGN, INC.
10635 Santa Monica Blvd #190
LOS ANGELES, CA 90025
424-789-8001

DESIGN ARCHITECT

64 NORTH
719 N. FAIRFAX AVE. #C
LOS ANGELES, CA 90046
310-919-0919

STRUCTURAL ENGINEER

DSL STRUCTURAL ENGINEERS, INC.
DANTE LOTA
19325 TRENTHAM AVE.
CERRITOS, CA 90703
562-787-3095

SURVEYOR

JACK LITTLE COMPANY, INC.
17620 SHERMAN WAY SUITE #218
VAN NUYS, CA 91406
818-342-3277

SOIL ENGINEER

AGI GEOTECHNICAL, INC
16555 SHERMAN WAY #A
VAN NUYS, CA 91406
818-785-5244

ELECTRICAL ENGINEER

MECHANICAL

PLUMBING

LANDUSE CONSULTANT

THREEGIXTY
11287 WAHNSINGTON BLVD.
CULVER CITY, CA 90230
310-204-3500

LANDSCAPE ARCHITECT

64 NORTH
719 N. FAIRFAX AVE. #C
LOS ANGELES, CA 90046
310-919-0919

LEGAL DESCRIPTION

TRACT TR 6939
BLOCK NONE
LOT 76
MAP BOOK MB 93-50 (SHT-1)
ARB NONE
MAP SHEET 126B157
APN 4256-001-005
CD 05
T.G. PAGE 632-C6

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DRAWN BY: F.A.

DATE: 07-21-2023

SCALE: AS SHOWN

C

02 / CLIENT & TEAM

CLIENT /
PICO VETERAN HOLDINGS, LLC
8381 WILSHIRE BLVD. #460
BEVERLY HILLS, CA 90210

ARCHITECT OF RECORD /
AFCO DESIGN, INC.
11030 SANTA MONICA BLVD. #310
LOS ANGELES, CA 90025
424-789-8001

SURVEYOR /
JACK LITTLE COMPANY, INC.
17620 SHERMAN WAY SUITE #218
VAN NUYS, CALIFORNIA 91406
818-342-3277

SOIL ENGINEER /
AGI GEOTECHNICAL, INC.
16355 SHERMAN WAY SUITE #A
VAN NUYS, CALIFORNIA 91406
818-785-5244

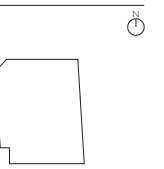
LANDSCAPE ARCHITECT /
64NORTH
719 N. FAIRFAX AVENUE, SUITE C
LOS ANGELES, CA 90046

LANDUSE CONSULTANT /
THREESIXTY
11287 WASHINGTON BOULEVARD
CLEVER CITY, CALIFORNIA 90230
310-204-3500

03 / STAMP



04 / KEY PLAN



05 / PROJECT NAME & ADDRESS

10942 - 10948 W. PICO BOULEVARD
LOS ANGELES, CALIFORNIA 90064

06 / REVISIONS

NO.	DATE	DESCRIPTION
01	06/2023	ENTITLEMENT

07 / SHEET TITLE

RENDERING

08 / SHEET NUMBER

A011



01 AERIAL PERSPECTIVE FROM NORTHWEST
N.T.S.



02 / CLIENT & TEAM

CLIENT /
 PICO VETERAN HOLDINGS, LLC
 8381 WILSHIRE BLVD. #460
 BEVERLY HILLS, CA 90210

ARCHITECT OF RECORD /
 AFCD DESIGN, INC.
 11030 SANTA MONICA BLVD. #310
 LOS ANGELES, CA 90025
 424-789-8001

SURVEYOR /
 JACK LITTLE COMPANY, INC.
 17620 SHERMAN WAY SUITE #218
 VAN NUYS, CALIFORNIA 91406
 818-342-3277

SOIL ENGINEER /
 AGI GEOTECHNICAL, INC.
 16355 SHERMAN WAY SUITE #A
 VAN NUYS, CALIFORNIA 91406
 818-785-5244

LANDSCAPE ARCHITECT /
 64NORTH
 719 N. FAIRFAX AVENUE, SUITE C
 LOS ANGELES, CA 90046

LANDUSE CONSULTANT /
 THREE60XTY
 11287 WASHINGTON BOLLEAVARD
 CLEVELER CITY, CALIFORNIA 90230
 310-204-3500

03 / STAMP



04 / KEY PLAN



05 / PROJECT NAME & ADDRESS

10942 - 10948 W. PICO BOULEVARD
 LOS ANGELES, CALIFORNIA 90064

06 / REVISIONS

NO.	DATE	DESCRIPTION
01	06/2023	ENTITLEMENT

07 / SHEET TITLE

RENDERING

08 / SHEET NUMBER

A012



01 / ARCHITECT

64NORTH
 719 N. FAIRFAX AVENUE, SUITE C
 LOS ANGELES, CA 90046
 T 310 919 0919 / F 310 933 0550
 64NORTH.COM

02 / CLIENT & TEAM

CLIENT /
 PICO VETERAN HOLDINGS, LLC
 8381 WILSHIRE BLVD. #460
 BEVERLY HILLS, CA 90210

ARCHITECT OF RECORD /
 64NORTH ARCHITECTURE, INC.
 11030 SANTA MONICA BLVD. #310
 LOS ANGELES, CA 90025
 424-789-8001

SURVEYOR /
 JACK LITTLE COMPANY, INC.
 17620 SHERMAN WAY SUITE #218
 VAN NUYS, CALIFORNIA 91406
 818-342-3277

SOIL ENGINEER /
 AGI GEOTECHNICAL, INC.
 16355 SHERMAN WAY SUITE #A
 VAN NUYS, CALIFORNIA 91406
 818-785-5244

LANDSCAPE ARCHITECT /
 64NORTH
 719 N. FAIRFAX AVENUE, SUITE C
 LOS ANGELES, CA 90046

LANDUSE CONSULTANT /
 THREE60TY
 11287 WASHINGTON BOULEVARD
 CLEVELER CITY, CALIFORNIA 90230
 310-204-3500

03 / STAMP



04 / KEY PLAN



05 / PROJECT NAME & ADDRESS

10942 - 10948 W. PICO BOULEVARD
 LOS ANGELES, CALIFORNIA 90064

06 / REVISIONS

NO.	DATE	DESCRIPTION
01	06/2023	ENTITLEMENT

07 / SHEET TITLE

RENDERING

08 / SHEET NUMBER

A013

01 STREET PERSPECTIVE FROM NORTH
 N.T.S.



02 / CLIENT & TEAM

CLIENT /
 PICO VETERAN HOLDINGS, LLC
 8381 WILSHIRE BLVD #460
 BEVERLY HILLS, CA 90210

ARCHITECT OF RECORD /
 64NORTH ARCHITECTURE, INC.
 11030 SANTA MONICA BLVD #310
 LOS ANGELES, CA 90025
 424-789-8001

SURVEYOR /
 JACK LITTLE COMPANY, INC.
 17620 SHERMAN WAY SUITE #218
 VAN NUYS, CALIFORNIA 91406
 818-342-3277

SOIL ENGINEER /
 AGI GEOTECHNICAL, INC.
 16355 SHERMAN WAY SUITE #A
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 818-785-5244

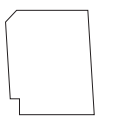
LANDSCAPE ARCHITECT /
 64NORTH
 719 N. FAIRFAX AVENUE, SUITE C
 LOS ANGELES, CA 90046

LANDUSE CONSULTANT /
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 310-204-3500

03 / STAMP



04 / KEY PLAN



05 / PROJECT NAME & ADDRESS

10942 - 10948 W. PICO BOULEVARD
 LOS ANGELES, CALIFORNIA 90064

06 / REVISIONS

NO.	DATE	DESCRIPTION
01	06/2023	ENTITLEMENT

07 / SHEET TITLE

RENDERING

08 / SHEET NUMBER

A014

01 STREET PERSPECTIVE FROM SOUTHWEST
 N.T.S.



64NORTH
 719 N. FAIRFAX AVENUE, SUITE C
 LOS ANGELES, CA 90046
 T 310 919 0919 / F 310 933 0550
 64NORTH.COM

02 / CLIENT & TEAM

CLIENT /
 PICO VETERAN HOLDINGS, LLC
 8381 WILSHIRE BLVD #460
 BEVERLY HILLS, CA 90210

ARCHITECT OF RECORD /
 64NORTH, INC.
 11030 SANTA MONICA BLVD #310
 LOS ANGELES, CA 90025
 424-789-8001

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 17620 SHERMAN WAY SUITE #218
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 AGI GEOTECHNICAL, INC.
 16355 SHERMAN WAY SUITE #A
 VAN NUYS, CALIFORNIA 91406
 818-785-5244

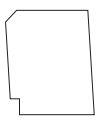
LANDSCAPE ARCHITECT /
 64NORTH
 719 N. FAIRFAX AVENUE, SUITE C
 LOS ANGELES, CA 90046

LANDUSE CONSULTANT /
 THREE60XTY
 11287 WASHINGTON BOULEVARD
 CLEVER CITY, CALIFORNIA 90230
 310-204-3500

03 / STAMP



04 / KEY PLAN



05 / PROJECT NAME & ADDRESS

10942 - 10948 W. PICO BOULEVARD
 LOS ANGELES, CALIFORNIA 90064

06 / REVISIONS

NO.	DATE	DESCRIPTION
01	06/2023	ENTITLEMENT

07 / SHEET TITLE

RENDERING

08 / SHEET NUMBER

A015



64NORTH
 719 N. FAIRFAX AVENUE, SUITE C
 LOS ANGELES, CA 90046
 T 310 919 0919 / F 310 933 0550
 64NORTH.COM

02 / CLIENT & TEAM

CLIENT /
 PICO VETERAN HOLDINGS, LLC
 8381 WILSHIRE BLVD #400
 BEVERLY HILLS, CA 90210

ARCHITECT OF RECORD /
 64NORTH ARCHITECTURE, INC.
 11030 SANTA MONICA BLVD #310
 LOS ANGELES, CA 90025
 424-789-8001

SURVEYOR /
 JACK LITTLE COMPANY, INC.
 17620 SHERMAN WAY SUITE #218
 VAN NUYS, CALIFORNIA 91406
 818-342-3277

SOIL ENGINEER /
 AGI GEOTECHNICAL, INC.
 16355 SHERMAN WAY SUITE #A
 VAN NUYS, CALIFORNIA 91406
 818-785-5244

LANDSCAPE ARCHITECT /
 64NORTH
 719 N. FAIRFAX AVENUE, SUITE C
 LOS ANGELES, CA 90046

LANDUSE CONSULTANT /
 THREE60XTY
 11287 WASHINGTON BOULEVARD
 CLEVELER CITY, CALIFORNIA 90230
 310-204-3500

03 / STAMP



04 / KEY PLAN



05 / PROJECT NAME & ADDRESS

10942 - 10948 W. PICO BOULEVARD
 LOS ANGELES, CALIFORNIA 90064

06 / REVISIONS

NO.	DATE	DESCRIPTION
01	06/2023	ENTITLEMENT

07 / SHEET TITLE

RENDERING

08 / SHEET NUMBER

A016



01 / ARCHITECT

64NORTH
 719 N. FAIRFAX AVENUE, SUITE C
 LOS ANGELES, CA 90046
 T 310 919 0919 / F 310 933 0550
 64NORTH.COM

02 / CLIENT & TEAM

CLIENT /
 PICO VETERAN HOLDINGS, LLC
 8381 WILSHIRE BLVD #400
 BEVERLY HILLS, CA 90210

ARCHITECT OF RECORD /
 64NORTH ARCHITECTURE, INC.
 11030 SANTA MONICA BLVD #310
 LOS ANGELES, CA 90025
 424-789-8001

SURVEYOR /
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SOIL ENGINEER /
 AGI GEOTECHNICAL, INC.
 16355 SHERMAN WAY SUITE #A
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 818-785-5244

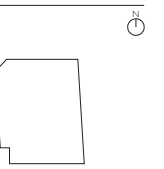
LANDSCAPE ARCHITECT /
 64NORTH
 719 N. FAIRFAX AVENUE, SUITE C
 LOS ANGELES, CA 90046

LANDUSE CONSULTANT /
 THREE SIXTY
 11287 WASHINGTON BOULEVARD
 CLEVELER CITY, CALIFORNIA 90230
 310-204-3500

03 / STAMP



04 / KEY PLAN



05 / PROJECT NAME & ADDRESS

10942 - 10948 W. PICO BOULEVARD
 LOS ANGELES, CALIFORNIA 90064

06 / REVISIONS

NO.	DATE	DESCRIPTION
01	06/2023	ENTITLEMENT

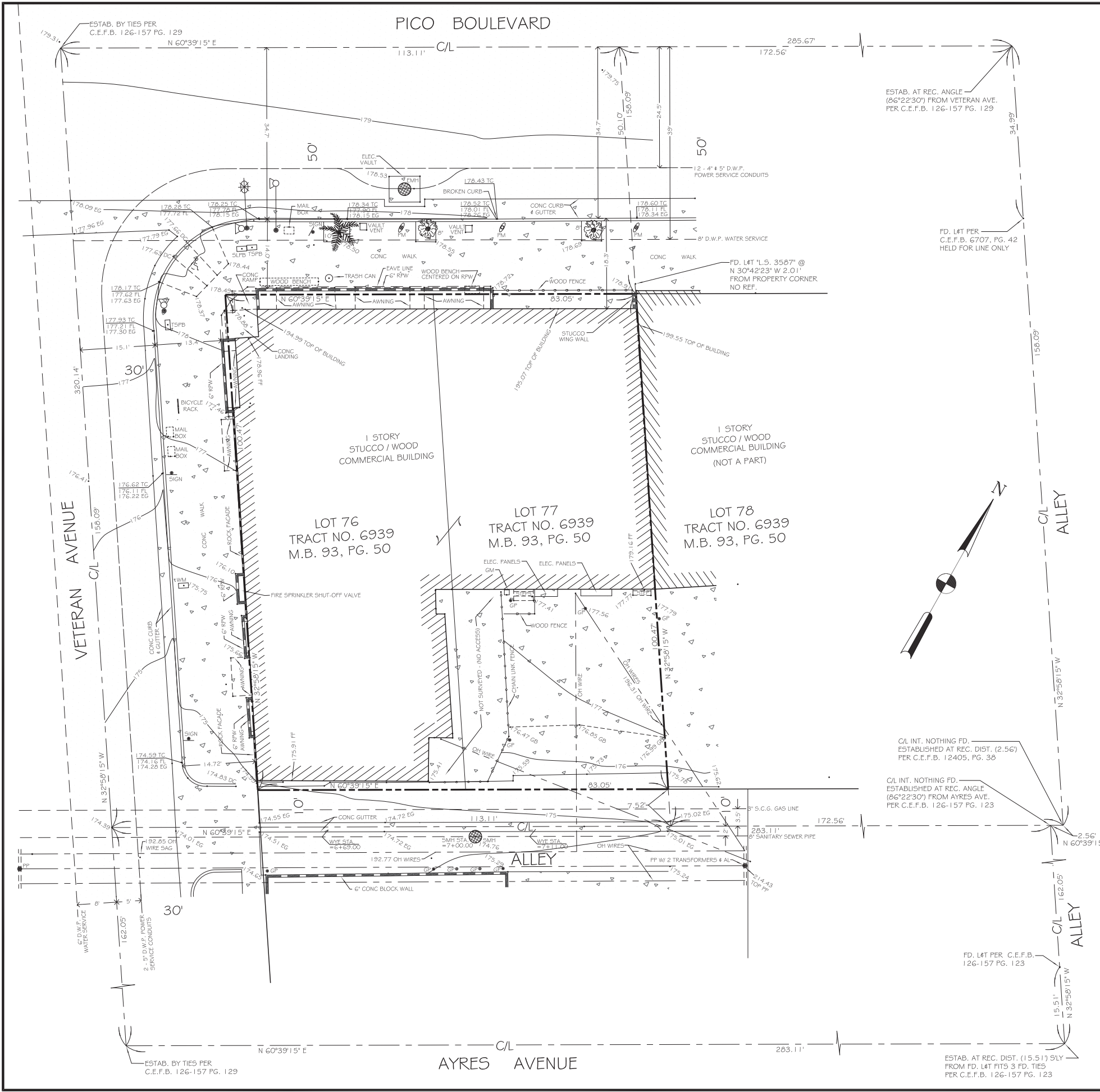
07 / SHEET TITLE

RENDERING

08 / SHEET NUMBER

A017

01 STREET PERSPECTIVE FROM NORTHEAST - NIGHT
 N.T.S.



PROJECT INFORMATION

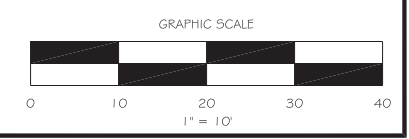
TOPOGRAPHIC DATA:
 THE TOPOGRAPHIC INFORMATION SHOWN HEREON WAS PREPARED FROM A FIELD SURVEY BY JACK LITTLE COMPANY IN AUGUST, 2018.
BASIS OF BEARINGS:
 THE BEARING N 60°39'15" E OF THE SIDELINE OF PICO BOULEVARD, AS SHOWN ON MAP OF TRACT NO. 6939, AS PER MAP RECORDED IN BOOK 93 PAGE 50 OF MAPS, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS MAP.
ZONING:
 THIS PROJECT IS IN THE C2-1VL-POD ZONE
SETBACK REQUIREMENTS FOR C2-1VL: (SPECIAL REQUIREMENTS MAY BE REQUIRED FOR THE PEDESTRIAN ORIENTATED DISTRICT)
 FRONT YARD: NONE
 REAR YARD: NONE FOR COMMERCIAL USES; SAME AS R4 ZONE FOR RESIDENTIAL USES AT LOWEST RESIDENTIAL STORY; NOT TO EXCEED 3 STORIES OR 45 FEET
 SIDE YARD: NONE FOR COMMERCIAL USES; SAME AS R4 ZONE FOR RESIDENTIAL USES AT LOWEST RESIDENTIAL STORY; NOT TO EXCEED 3 STORIES OR 45 FEET
THIS SUMMARY IS ONLY A GUIDE. DEFINITIVE INFORMATION SHOULD BE OBTAINED FROM THE ZONING CODE ITSELF AND FROM CONSULTATION WITH THE DEPARTMENT OF BUILDING AND SAFETY.
PROJECT BENCHMARK:
 LOS ANGELES BENCH MARK NO. 13-11330; ELEV. = 178.259 (YR. ADJ. 2000) DESC.; WIRE SPIKE IN 5 CURB PICO BLVD 7FT E OF VETERAN AVE
SITE AREA:
 NET AREA: 8,327.39 SQ. FT. OR 0.1912 ACRES
STREET DEDICATION:
 PICO BOULEVARD: AVENUE I (SECONDARY HIGHWAY) - 100' (REQ.)
 NO POTENTIAL STREET DEDICATION
 INTERSECTION OF PICO BOULEVARD & VETERAN AVENUE - 20' RADIUS (REQ.)
 20' RADIUS POTENTIAL STREET DEDICATION
 VETERAN AVENUE: LOCAL STREET (STANDARD) - 60' (REQ.)
 NO POTENTIAL STREET DEDICATION
 ALLEY - 20' (REQ.)
 NO POTENTIAL STREET DEDICATION
DEDICATIONS SHOWN HEREON ARE BASED ON NAVIGATE L.A. STREET & HIGHWAY STANDARDS AND ARE SUBJECT TO REVIEW BY BUREAU OF ENGINEERING AND DEPARTMENT OF TRANSPORTATION.
SUBSTRUCTURES:
 UNDERGROUND UTILITIES SHOWN HEREON ARE PER CITY OF LOS ANGELES RECORDS AND CANNOT BE GUARANTEED FOR COMPLETENESS OR ACCURACY. THEIR LOCATION SHOULD BE VERIFIED IN THE FIELD BEFORE ANY EXCAVATING.
LEGAL DESCRIPTION:
 LOTS 76 & 77 OF TRACT NO. 6939 AS RECORDED IN MAP BOOK 93, PAGE 50 OF OFFICIAL RECORDS IN THE COUNTY OF LOS ANGELES, ASS5550R5 PARCEL NO. 4256-001-005.
TITLE REPORT INFORMATION:
 THIS PROJECT WAS COMPLETED WITHOUT THE BENEFIT OF A TITLE REPORT AND ANY EASEMENTS THAT MAY BE CONTAINED WITHIN SAID REPORT ARE NOT SHOWN HEREON.

LEGEND

- | | | | |
|----------|--------------------------|---|--|
| AC | ASPHALTIC CONCRETE | ⊕ | SIGN |
| AL | AREA LIGHT | ⊙ | PARKING METER |
| CBW | CONCRETE BLOCK WALL | ⊕ | MANHOLE |
| C.E.F.B. | CITY ENGINEER FIELD BOOK | ⊕ | HANDICAPPED PARKING AND/OR HANDICAPPED ACCESS |
| C/L | CENTERLINE | ⊕ | TYPICAL TREE & TRUNK DIAMETER (DRIP LINE NOT INDICATED) |
| CLF | CHAIN LINK FENCE | ⊕ | TYPICAL PALM TREE & TRUNK DIAMETER (DRIP LINE NOT INDICATED) |
| CONC | CONCRETE | ⊕ | STREET LIGHT |
| COND | CONDUIT | ⊕ | TRAFFIC SIGNAL |
| DC | DEPRESSED CURB | ⊕ | TRAFFIC SIGNAL (NO ARM ABOVE) |
| EG | EDGE OF GUTTER | ⊕ | TRAFFIC SIGNAL AND STREET LIGHT |
| ELEV | ELEVATION | ⊕ | PROPERTY LINE |
| EMH | ELECTRIC MANHOLE | ⊕ | EXISTING CONTOUR |
| FD | FOUND | ⊕ | RETAINING / SITE WALL |
| FF | FINISH FLOOR | ⊕ | WROUGHT IRON OR WOOD FENCE |
| FL | FLOW LINE | ⊕ | CHAIN LINK FENCE |
| GM | GAS METER | ⊕ | SPOT ELEVATION |
| GP | GUARD POST | ⊕ | AC PAVED |
| L&T | LEAD & TACK | ⊕ | CONCRETE PAVED |
| OH | OVERHEAD | ⊕ | FOOTPRINT OF EXISTING BUILDING |
| PM | PARKING METER | ⊕ | HOOK INDICATES LOTS HELD AS ONE PER ASSESSOR MAP |
| P/L | PROPERTY LINE | ⊕ | |
| PP | POWER POLE | ⊕ | |
| PROD. | PRODUCED | ⊕ | |
| RPW | ROCK PLANTER WALL | ⊕ | |
| SD | STORM DRAIN | ⊕ | |
| SIFB | STREET LIGHT PULL BOX | ⊕ | |
| SMH | SEWER MANHOLE | ⊕ | |
| SMHM | SEWER MANHOLE MONUMENT | ⊕ | |
| STA | STATION | ⊕ | |
| TC | TOP OF CURB | ⊕ | |
| TSPB | TRAFFIC SIGNAL PULL BOX | ⊕ | |
| WM | WATER METER | ⊕ | |

NOTE:
 ONLY A SIGNED AND SEALED COPY OF THIS SURVEY REPRESENTS A TRUE COPY OF OUR WORK PRODUCT; ANY COPIES CREATED FROM ELECTRONIC FILES OR OTHER METHODS MUST BE COMPARED TO A SIGNED AND SEALED COPY TO ASSURE ITS ACCURACY AND COMPLETENESS.

PREPARED UNDER THE DIRECTION OF:
 ERIC G. BOWERS, L.S. 8571



REVISION	BY

JACK LITTLE COMPANY INC.
LICENSED LAND SURVEYORS
 17620 SHERMAN WAY SUITE 218 VAN NUYS, CA 91406
 PHONE: (818) 342-3277 FAX: (818) 344-5787

TOPOGRAPHIC SURVEY OF
10942 - 10948 PICO BOULEVARD
FOR BOLOUR ASSOCIATES

LOS ANGELES

DATE:	08/27/18
SCALE:	1" = 10'
PROJ.:	48-099-18
DRN. BY:	P.L.S.
SHEET NO.:	1
OF	1 SHEETS



AFCD Design, Inc.
 10635 Santa Monica Blvd. #190
 Los Angeles, California 90025
 Phone: 424.789.8001
 afcodevelopment.com

Code Section	NMU(FC) subarea 10	TNP DEVELOPMENT STANDARDS	Sheet No.	Required	Provided
2.2.2.A	Multi-Family Dwelling Unit Size	Individual dwelling units within a Project, with the exception of Live/Work Units, shall have a min. size of 350 SF.	C		
2.2.2.B.1.	Live/Work Unit within a Project shall have an average size of at least 750 SF.		A-02	750 S.F.	750 S.F.
2.2.2.B.2.	Each Live/Work Unit shall be open with no fixed interior separation walls for a min. of 70% of total floor area, excluding FAR used for bathrooms and storage.		A-02	70%	89%
2.2.2.B.3.	Each Live/Work Unit shall have at least one continuous workspace that is a min. of 150 SF and measures not less than 15 ft in at least one dimension and no less than 10 ft in any dimension.		A-02	150 sq. ft.	150 sq. ft. 10'x15'
2.2.2.D. Table C	Base Densities for Density Bonus Projects 1 DU/ 400 sq. ft.		C	22.4	
2.3.1 Table F	Base FAR		C	2	16,606
2.3.2	Bonus for FAR		C	2.7	
	Density Bonus 35%		C	2.7	22,418
2.4.1 Table G	Base Height			45'	
	Zoning Code Height Limit			50'	
2.4.2.B.	Density Bonus height increase (Off Menu)		C	45'	65'
2.4.4.B.1.	Portions of project within 50 feet of adjacent R1 zone shall not exceed 25 feet in height.				
	Density Bonus height increase (Off Menu)			25'	45 deg.s above 25' above R-1 Zone
2.5.1.A	Open space requirements			12.21 G	
	Density Bonus				20% Ded.
2.6.2	Parking per LAMC 12.21 A.4 and 12.21 A.16				
2.6.2.A	Live/ Work Units			1/ Unit	
2.6.2.B	Electric Vehicle Charging Station			10%-2	2
2.6.F.3.a	LAMC 12.22 A.25 or 12.21 A.4 e Cal. Gov. Code Sec. 65915-65918			0.5/ Unit	0.5/ Unit
2.6.F.3.c.i	Required parking for all residential units (not just the Restricted Affordable Units), inclusive of disabled and required guest parking where applicable, shall not exceed 0.5 spaces per unit.			0.5/ Unit	0.5/ Unit

Code Section	NMU(FC) POD Development Standards	Sheet No.	Required	Provided
4.2.1.A. Table K	Setbacks			
	Front (Live/ Work) Along Retail/ Active Street		0' / 5 feet	0'
	Front Residential Common Areas Along Retail/ Active Street		0' / 5 feet	0'
	Front Residential Common Areas Along Other Streets		10' / 15 feet	5'
4.2.1.A.2.b.	Side Setback		5'	5'
4.2.1.A.3.	Rear Setback		5'	5'
4.2.1.B.	Street wall		Min. 3 Stories	5 Stories
	A Project shall maintain a Street wall height of at least 3 stories for at least 80% of the length of the lot line along Pico Blvd.		80%	100%
4.2.1.C.3.	Building Coverage			
	A Project's building coverage, as defined in LAMC Section 12.20.3, shall cover at least 50 percent but no more than 85 percent of the total lot area.		50%-85%	80%
4.2.2.	Pedestrian Entrances			
4.2.2.A.2.	At least one pedestrian entrance shall be provided along each public street.	A-02	1	1
	The primary pedestrian entrance shall be oriented to and accessed from Pico Blvd.	A-02	Pico	Pico
4.2.2.A.3	Elevation	A-02	0'-3'	0'
	Active Floor Area			
4.2.2.B.1.	At least 75% of the Project's building facade fronting on Pico Blvd shall incorporate Active Floor Area.		75%	89%
4.2.2.B.3	Active Floor Area shall have a minimum depth of 25 feet from the front facade and shall have a minimum floor-to-structural ceiling height of 15 feet.		25'-15' high	27'-20' high
4.2.2.C.1	Transparency			
	At least 75% of the ground floor building facade measured between 2 and 8 feet above the finished sidewalk grade shall consist of transparent openings, such as clear glass windows		75%	75.68%
4.2.2.C.1.a	For Projects on corner lots where one side fronts a Retail Street, the ground floor transparency requirements for Retail Streets shall also apply to the first 20 linear feet of ground floor building facade along the intersecting street.		20'-75%	20'-79%
4.2.2.C.3.	At least 15% of the building facade above the ground floor shall consist of transparent openings, measured from the finished floor elevation of the level above the ground floor to the highest point on the building facade.		15%	26%-32%
4.2.3.	Architectural Treatment			
4.2.3.A.1.	Materials			All residential
	Clear glass shall be used for wall openings (i.e. doors and windows) along all street-level facades containing Non-Residential Uses. Only tinting required to meet Title 24, or other similar energy efficiency standards shall be permissible.			
4.2.3.A.2.	Security Grilles and Bars.			None Provided
	Solid exterior security grilles and permanently affixed security bars are prohibited. Exterior and interior security grilles are permitted provided they are at least 75% transparent and are retractable and designed to be fully screened from view during business hours.			

Code Section	NMU(FC) POD Development Standards	Sheet No.	Required	Provided
4.2.3.A.3.	Window Operability Adjacent to Freeways.			Not Freeway Adjacent
	Where a property containing a Sensitive Land Use abuts a freeway right-of-way, no operable windows, balconies, or patios are allowed on the side of the building that faces the freeway.			
4.2.3.A.4.	Windows and doors visible from the street shall be recessed at least 2 inches from the building facade; this recess shall not be accomplished by the use of plant-on moldings around the window or door. Flush finish window installations are only permitted when a glass curtain wall, spandrel glass, or other			Done
	Materials			Stucco and break metal or aluminum clads
4.2.3.B.1.	When stucco is used on a building facade it shall be applied in combination with at least one other material on the facade, not including materials used in windows, doors, balconies, or railings.			
4.2.3.B.2.	Reflectivity.			Done
	Visible exterior surfaces of the proposed structure, fencing, recreational equipment, or outdoor art installations shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (without mirror-like tints or films), precast concrete, fabricated wall surfaces.			
4.2.5	Vehicle Access & Parking Design			
4.2.5.A.1.	Vehicle Access.			
	Driveway Location			
	Vehicular access to parking shall be from an alley or a local street where physically feasible, as determined in consultation with LADOT.	A-01	Alley	Alley
4.2.5.A.1.b.	On corner lots, vehicular access shall be located as far from the street intersection as possible.	A-01		
4.2.5.A.2	Projects sites with street frontage that is less than or equal to 200 feet are allowed a maximum of one two-way driveway or two	A-01	1	1
4.2.5.A.3	Driveway Distancing	A-01		1
4.2.5.C	Parking Structures.			
4.2.5.C.1.	Ground Floor Screening.			
	Parking and loading areas shall be buffered with habitable floor area with a minimum depth of 25 feet, between the parking area or loading area and any public street, except for necessary access pathways and driveways. Alley-facing facades are exempt.			Requesting waiver from ground floor screening of parking area with a 25-foot buffer of habitable floor area from any public Street
				Parking and T-pad facing the alley
4.2.5.C.3.	Additional Requirements for Parking Near Residential Uses.			
4.2.5.C.3.a.	Contain solid decorative walls to block vehicular lights and deflect noise along the sides closest to the Residential Use;			The garage doors facing the alley will be solid decorative steel door facing residential garages
4.2.5.C.3.b.	Contain solid spandrel panels at least 3.5 feet in height, installed at the ramps of the structure to minimize glare			Done
4.2.5.C.3.c.	Construct garage floors and ramps using textured surfaces to minimize tire squeal			Done
4.2.5.C.3.d.	Locate exhaust vents away from Residential Uses.			Done

Unit Descriptions						
Unit #	Qty.	Bed Rm	Bath	Net Area* SQ. FT.	Mezz. SQ. FT.	Total Net Area* SQ. FT.
101	1	1/w	1.5	560	182	742
102	1	1/w	1.5	579	243	822
103	1	1/w	1.5	452	237	689
202	1	0	1	450		450
204	1	0	1	476		476
206	1	0	1	455		455
207	1	0	1	447		447
208	1	2	2	888		888
209	1	1	2	769		769
301	1	1	1	683		683
303	1	1	1	614		614
304	1	0	1	475		475
305	1	1	1	641		641
306	1	0	1	455		455
308	1	2	2	888		888
309	1	1	2	796		796
401	1	0	1	467		467
402	1	0	1	450		450
403	1	1	1	614		614
404	1	0	1	476		476
405	1	1	1	641		641
406	1	1	1	852		852
407	1	1	1	822		822
501	1	0	1	467		467
502	1	0	1	450		450
503	1	1	1	614		614
504	1	0	1	476		476
505	1	1	1	641		641
506	1	0	1	461		461
507	1	0	1	448		448
Total	30				Total	18,169
					Ave.	606
					Range	447-888

UNIT SUMMARY					
Provided Level	Live-work	Studio	1-Bed	2-Bed	Total
L1	3	0	0	0	3
L2	0	4	1	1	6
L3	0	3	3	1	7
L4	0	3	4	0	7
5L	0	5	2	0	7
Total	3	15	10	2	30

Ave. Live Work	751
Ave. Studio	430
Ave. 1-Bed	769
Ave. 2-Bed	888

VEHICULAR PARKING	
Parking	
Required	
Per AB2097	0
Required parking Spaces	0
Provided	
Required Standard Spaces	15
Compact Spaces	0
ADA Spaces, Total	1
ADA Can Accessible (Included in above)	1
EV Spaces (30% of Total)	5
EVCS Spaces (10% of Total)	2
Van Accessible EVCS	1
Spaces Provided	16
Bicycle Parking	
Required	
Long Term	1 -25 25
	25-30 3,3
Total	28,3
Short Term	1 -25 2,5
	25-30 0,3
Total	3
Provided	
Long Term	29
Short Term	3

OPEN SPACE (See page INFO-01)				
Required	Unit No.	SF Req. Per	Total	
Live-Work Units	3	100	300 SF	
Studio Units	14	100	1400 SF	
1 Bedroom Units	11	100	1100 SF	
2 Bedroom Units	2	125	250 SF	
Subtotal	30		3050 SF	
20% Reduction			(610) SF	
Total, Required			2,440 SF	
Common Area Required				
50% of Total area required				
			1,220 SF	
Provided				
Interior Common Spaces				
Recreation			735 SF	
Subtotal			735 SF	
Maximum Allowed (25% of Total Required)			610 SF	
Total Interior Common space Provided			610 SF	
Exterior Common Spaces				
Roof Top			800 SF	
Deck Area			735 SF	
Total			1,535 SF	
Total Common Area Provided > 50% Required			2,145 SF	
Planted (25% of Required Common Area)			305 SF	
Private Common Spaces				
Private Common Spaces 6x50 sq. ft.			300 SF	
Total			300 SF	
Total, Provided			2,445 SF	
TREES				
Required				
1 Tree Per 4 Units 30/4			8	
Provided				
Trees on Site			8	

PROJECT DATA	
Description	
4-story, 30-Unit Type V-A Apartment Building, with 30.5% Density Bonus, including 4 VLI units (17.4%), with the following three incentives, 35% FAR increase, 20' height increase, and 20% open space decrease, over 1-Level of Type I-A parking and basement	
Building Information	
Occupancy Type	R2/ S2
Construction Type	4 Stories type V-A Construction Over 1 Story of Type I-A Construction
Fire Sprinklers	Automatic Fire Sprinkler per NFPA 13
Emergency Responder system	Per LAFD Requirements
Legal and Zoning Information	
Address	10942- 10948 W. Pico Boulevard
Tract	TR8939
Block	None
Lot	78-77
Map Book	MB 93-50 (SHT-1)
ARB	None
Map Sheet	126B157
Assessor Parcel No. (APN)	4256-001-005
Zoning	NMU (EC)-POD
Specific Plan	Exposition Corridor Transit Neighborhood Plan West Los Angeles Transportation Improvement Mitigation Specific Plan Retail Street
Lot Area	
Lot Area	8,327.09 SF
	0. 19 AC.
Buildable Area	8,303 SF
Density	
Density Bonus (Per Section 12.22 A.25)	
Base for Calculating Density Bonus 1/400 (rounded up)	23
Percentage Density Bonus allowed	35.00%
Units Permitted	32
Percentage Density Bonus provided	30.50%
Units Provided	30
% Very Low Income Units required (for 3 incentives)	15%
Total VLI Provided	4
% Very Low Income Units provided	17.40%
FAR (See page INFO-01)	
Permitted	
Ratio	2:01
Allowed 8,303x2=	16,606
Density Bonus (Per Section 12.22 A.25)	
Percentage Increase	35%
Ratio	2.7:1
Allowed 8,303x2.7=	22,418
Proposed	
Floor Area	22,375
Height & Stories	
Permitted	
TNP Subarea 10	45'
Stories	Unlimited
Density Bonus (Per Section 12.22 A.25)	
With Height Incentive (+20')	65'
Proposed	
Zoning Height (With off Menu Incentive)	65'
Stories	5
Yards and Setbacks	
Permitted and Proposed	
Front Yard/ Building Line	0'
Side yard (5 story Building)	5'
Rear Yard	5'
Parking	
Per AB2097	
No Parking required	0
Total Provided	16
Incentives	
Incentive 1	FAR Increase
Incentive 2	Open space reduction
Incentive 3	Height Increase
Waiver	Relief from Transitional Height Screening to 75%
Waiver	Relief from TNP Standard 4.2.5.C.1 Ground Floor Screening to 75%



APPENDIX D ENVIRONMENTAL STANDARDS

OVERVIEW

As described in Section 5 of this Specific Plan, these environmental standards are included to implement the Mitigation & Monitoring Program included as part of the Exposition Corridor Transit Neighborhood Plan (Specific Plan) Environmental Impact Report (Case No. ENV-2013-622-EIR; SCH# 2013031038), certified by the City Council on July 3, 2019 (ECTNP EIR). As described in this Appendix D, some mitigation measures were implemented through regulations in this Specific Plan. Projects located within the Specific Plan boundaries, regardless of whether it is located within a Specific Plan Subarea or subject to "EC" zones, are required to comply with these environmental standards.

Any other discretionary project within the Specific Plan boundaries that seeks to rely on the Exposition Corridor Transit Neighborhood Plan (Specific Plan) EIR for its CEQA clearance (including through tiering, preparing an addendum, supplemental EIR or a statutory infill exemption), may incorporate or impose the following environmental standards on the project.

Compliance may be achieved through a covenant, conditions, plan notations, or other means determined reasonably effective by the Director of Planning or the decision-maker.

MITIGATION MEASURES

Aesthetics

- **Mitigation Measure (Glare):** In accordance with the Urban Design Standards of this Specific Plan: Visible exterior surfaces of the proposed structure, fencing, recreational equipment, or outdoor art installations shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (without mirror-like tints or films), pre-cast concrete, fabricated wall surfaces, composite materials, wood, coated metal, and stone to minimize glare and reflected heat.

Air Quality

- **Mitigation Measure (Location of Ventilation Equipment):** In accordance with the Urban Design Standards of this Specific Plan: For Projects located within 500 feet of a freeway and containing Sensitive Land Uses, locate air intakes for ventilation equipment as far from freeway sources as possible.
- **Mitigation Measure (Window Operability Adjacent to Freeways):** In accordance with the Urban Design Standards of this Specific Plan: Where a property containing a Sensitive Land Use abuts a freeway right-of-way, no operable windows, balconies, or patios are allowed on the side of the building that faces the freeway.
- **Mitigation Measure (Landscape Buffer Adjacent to Freeways):** In accordance with the Urban Design Standards of this Specific Plan: Projects containing a Sensitive Land Use abutting a freeway right-of-way shall provide a 10-foot-wide densely landscaped buffer from the Project's property line along the freeway.
- **Mitigation Measure (Air Quality Best Practices):** Projects shall ensure all contractors include the best management practices provided in the bulleted list below in contract specifications:
 - o Use properly tuned and maintained equipment.
 - o Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g., engine catalysts) to the extent they are readily available and feasible.
 - o Use heavy duty diesel-fueled equipment that uses low NO_x diesel fuel to the extent it is readily available and feasible.
 - o Use construction equipment that uses low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible.
 - o Maintain construction equipment in good operating condition to minimize air pollutants.

Hydrology and Water Quality

- **Mitigation Measure (Flood Plains):** In accordance with the Urban Design Standards of this Specific Plan: Buildings within a 100-year floodplain shall be designed and constructed a minimum of 1 foot above the 100-year flood water surface elevation to ensure the protection of structures from all flooding events.

Noise and Vibration

- **Mitigation Measure (Construction Noise and Vibration):**
 - o Haul Routes. Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.
 - o Construction Staging Areas. The construction contractor shall locate construction staging areas away from Sensitive Land Uses.
 - o Construction Noise Barriers. When construction activities are located within 500 feet of Sensitive Land Uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and Sensitive Land Uses.
 - o Vibrations. The construction contractor shall manage construction phasing (scheduling demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period), use low-impact construction technologies, and shall avoid the use of vibrating equipment where possible to avoid construction vibration impacts.
 - o Pile Driving Use and Location. Impact pile drivers shall be avoided where possible near Sensitive Land Uses. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving.
 - o Pile Driving Control Measures: The construction contractor shall utilize alternatives to impact pile drivers, such as sonic pile drivers or caisson drills. If geotechnical limitations require the use of pile driving, control measures shall be used to reduce vibration levels. These measures may include, but are not limited to:
 - Pre-drilled holes;
 - Cast-in-place or auger cast piles;
 - Pile cushioning (i.e., a resilient material placed between the driving hammer and the pile);
 - Jetting (i.e., pumping a mixture of air and water through high-pressure nozzles to erode the soil adjacent to the pile); and
 - Non-displacement piles (i.e., piles that achieve capacity from the end bearing rather than the pile shaft).
 - Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements.
 - The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.
- **Noise Control Measures.** For development within N(EC), H(EC), HR(EC), MU(EC), or NMU(EC) zones (Subareas 1-10) with a direct line-of-sight to adjacent residential and other Sensitive Land Uses, include the following best management practices printed on plans:
 - Industrial activity yards that include the operation of heavy equipment shall be shielded by sound barriers that block line-of-sight to Sensitive Land Uses.
 - Mechanical equipment (e.g., HVAC Systems) shall be enclosed with sound buffering materials.
 - Truck loading/unloading activity shall be prohibited between the hours of 10 p.m. and 7 a.m. when located within 200 feet of a residential land use.

Utilities and Service Systems – Water Supply

- **Mitigation Measure (Plumbing):**
 - o Residential shower stalls shall have no more than one showerhead per stall, with a maximum flow rate per City Ordinance.

- **Mitigation Measure (Neighborhood Improvements):** In addition to the aforementioned traffic calming measures, neighborhood improvements may be used to offset effects of additional traffic. These may include, but are not limited to, measures such as street trees, sidewalks, landscaping, neighborhood identification features, and pedestrian amenities. It shall be the project applicant's responsibility to implement any approved measures through the Bureau of Engineering's permit process.
- **Mitigation Measure (Transportation Improvements):** The following mitigations shall be made to the satisfaction of LADOT. Intersection numbers are as identified in the Environmental Impact Report.
 - o Centinela Blvd. & Exposition Blvd. (Intersection 6). Signalize the intersection.
 - o Bundy Dr. & Olympic Blvd. (Intersection 16). Restripe the northbound and southbound approaches. The northbound restriping would add one northbound left-turn lane. This would result in a northbound approach of one right-turn lane, two through lanes, and two left-turn lanes. The southbound restriping would add one southbound left-turn lane and change one through lane and the right-turn lane into a shared through/right lane. This would result in a southbound approach of one shared through/right lane, one through lane, and two left-turn lanes.
 - o Barrington Ave. & Pico Blvd. (Intersection 27). Restripe the existing northbound curb lane to provide one through lane and one right-turn lane. This improvement would require the removal of one on-street parking space.
 - o Barrington Ave. & Gateway Blvd. (Intersection 28). Restripe the existing northbound shared through/right-turn lane to provide one through lane and one right-turn lane. This improvement would require the removal of four on-street parking spaces.
 - o Sepulveda Blvd. & Exposition Blvd. (Intersection 43). Restripe the existing eastbound shared leftthrough/right lane to provide one shared through/left-turn lane and one right-turn lane.
 - o Sepulveda Blvd. & Palms Blvd. (Intersection 46). Restripe one existing northbound shared through/right-turn lane to provide one through lane and one right-turn lane. This improvement would require the removal of two on-street parking spaces.
 - o Sepulveda Blvd. & Palms Blvd. (Intersection 46). Restripe one existing northbound shared through/right-turn lane to provide one through lane and one right-turn lane. This improvement would require the removal of two on-street parking spaces.
 - o Military Ave. & National Blvd. (Intersection 47). Restripe one existing southbound shared through/right-turn lane to provide one shared through/left-turn lane and one right-turn lane. This improvement would require the removal of four on-street parking spaces.
 - o Overland Ave. & National Blvd. / I-10 Westbound On- and Off-Ramp (Intersection 53). Restripe the existing eastbound shared through/left-turn lane to a shared left-/through/right-turn lane.
 - o La Cienega Blvd. & Venice Blvd. (Intersection 76). Remove the median to provide a second westbound left-turn lane.
 - o Sepulveda Blvd. & Venice Blvd. (Intersection 84). Remove the medians on Venice Blvd. and restripe both the eastbound and westbound approaches to add one left-turn lane to each approach.
 - o Stewart St. & Olympic Blvd. (Intersection 3). Modify the existing signal phasing to change eastbound left-turn signal phasing from permitted to protected and change westbound left-turn signal phasing from protected/permitted to protected.
 - o Barrington Ave. & Mississippi Ave. (Intersection 25). Restripe the existing eastbound shared leftthrough/right lane to provide one shared through/left-turn lane and one right-turn lane. This improvement would require the removal of two on-street parking spaces.
 - o Arterial Monitoring Station #70 (Venice Blvd. and Centinela Ave.). Restripe one existing northbound shared through/right-turn lane to provide one through lane and one right-turn lane and restripe one existing shared through/right-turn lane to provide one through lane and one right-turn lane. This improvement would require the removal of four on-street parking spaces on Venice Blvd. and the relocation of the bus stop on Centinela Ave. from the south side to the north side of the intersection.

to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

Transportation

- **Regulatory Compliance Measure (West Los Angeles Transportation Fee):** Prior to issuance of a Building Permit, the applicant shall pay a transportation impact fee to the City, based on the requirements of the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP). This requirement applies only to Projects falling within the boundaries of WLA TIMP.
- **Regulatory Compliance Measure (Worksite Traffic Control Plan):** Projects that require a worksite traffic control plan per current LADOT guidelines shall submit to LADOT for review and approval a plan that mitigates the impact of traffic disruption and ensures the safety of all users of the affected roadway. The plan shall address construction duration and activities and include measures, such as operating a temporary traffic signal, using flagmen adjacent to construction activities, or providing a dedicated pedestrian walkway, as appropriate.

REGULATORY COMPLIANCE

In addition to the Mitigation Measures described above, projects shall adhere to any applicable Regulatory Compliance Measures required by law, including those listed below. Applicants are responsible for identifying and complying with all applicable regulations during construction and operation of their project. Applicable Regulatory Compliance Measures shall be printed on plans and included within contract specifications or agreements with contractors and subcontractors, as applicable. Please note that requirements are determined on a case-by-case basis, and these are an example of the most often required Regulatory Compliance Measures.

Air Quality

- **Regulatory Compliance Measure (Idling):** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

Cultural Resources

- **Regulatory Compliance Measure (Archaeological):** If archaeological resources or tribal resources are discovered during excavation, grading, or construction activities, (in either a previously disturbed or undisturbed area), the City Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines. Including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Project shall not collect or move any archaeological resources, tribal cultural resources, or associated materials. Construction activity may continue unimpeded on other portions of the Project site as approved by the retained archeologist in consultation with the City's Office of Historic Resources. The found deposits shall be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
- **Regulatory Compliance Measure (Paleontological):** If paleontological resources are discovered (in either a previously disturbed or undisturbed area) during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work on the project site shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits shall be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Halted construction activities on the project site may commence once the identified resources are properly assessed and processed by a qualified paleontologist.

Energy

- **Regulatory Compliance Measure (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's energy use.

Noise and Vibration

- **Regulatory Compliance Measure (Parking Structure Floor and Ramp Treatment):** In accordance with the Urban Design Standards of this Specific Plan: Parking structures located within 200 feet of any Residential Use shall be constructed with a solid wall abutting the residences and utilize textured surfaces on garage floors and ramps to minimize tire squeal.

Utilities and Service Systems – Water Supply

- **Regulatory Compliance Measure (Landscape):** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers).

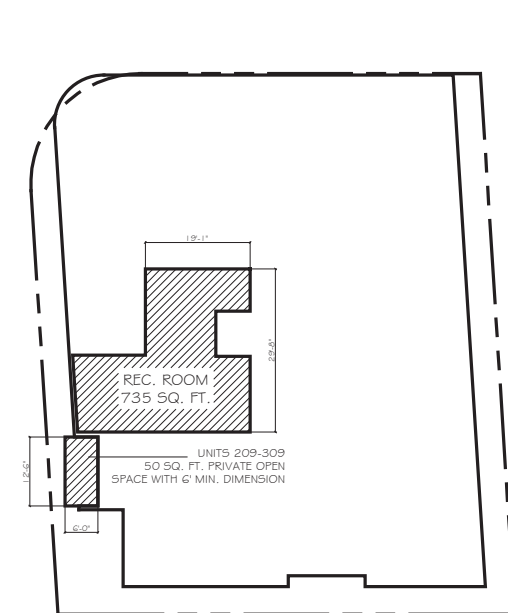
- o Project applicants shall ensure that all construction equipment meets or exceeds equivalent emissions performance to that of U.S. Environmental Protection Agency (USEPA) Tier 4 standards for non-road engines. In the event that Tier 4 engines are not available for any off-road equipment larger than 100 horsepower, that equipment shall be equipped with a Tier 3 engine, or an engine that is equipped with retrofit controls to reduce exhaust emissions of nitrogen oxides and diesel particulate matter to no more than Tier 3 levels unless certified by engine manufacturers or the on-site air quality construction mitigation manager that the use of such devices is not practical for specific engine types. For purposes of this condition, the use of such devices is "not practical" for the following, as well as other, reasons:
 - There is no available retrofit control device that has been verified by either the CARB or USEPA to control the engine in question to Tier 3;
 - The construction equipment is intended to be on site for five days or less; or
 - Relief may be granted from this requirement if a good faith effort has been made to comply with this requirement and that compliance is not practical.
- o The use of a retrofit control device may be terminated immediately, provided that a replacement for the equipment item in question meeting the required controls occurs within ten days of termination of the use, if the equipment would be needed to continue working at this site for more than 15 days after the use of the retrofit control device is terminated, if one of the following conditions exists:
 - The use of the retrofit control device is excessively reducing the normal availability of the construction equipment due to increased down time for maintenance, and/or reduced power output due to an excessive increase in back pressure;
 - The retrofit control device is causing or is reasonably expected to cause engine damage;
 - The retrofit control device is causing or is reasonably expected to cause a substantial risk to workers or the public; or
 - Any other seriously detrimental cause which has the approval of the project manager prior to implementation of the termination.
- o Construction contractors shall use electricity from power poles rather than temporary gasoline or diesel power generators, as feasible.
- o Use building materials, paints, sealants, mechanical equipment, and other materials that yield low air pollutants and are nontoxic.
- o Construction contractors shall utilize super-compliant architectural coatings as defined by the South Coast Air Quality Management District (Volatile Organic Compound standard of less than ten grams per liter).
- o Construction contractors shall utilize materials that do not require painting, as feasible.
- o Construction contractors shall use pre-painted construction materials, as feasible.

Cultural Resources

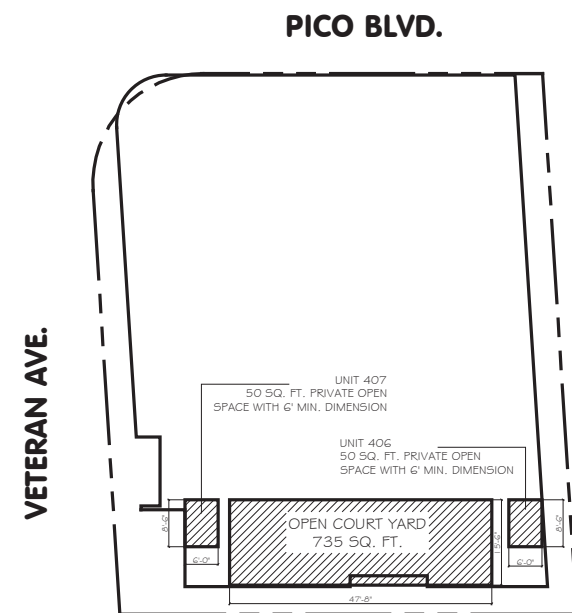
- **Mitigation Measure (Archaeology):** A qualified archaeologist is required to monitor excavation and grading activities in soils that have not been previously disturbed, to identify, record, and evaluate the significance of any archaeological resources or tribal cultural resources during construction. All cultural resources, including archaeological and tribal cultural resources, identified on a site must be assessed and treated in a manner determined appropriate by a qualified archeologist in consultation with the City's Office of Historic Resources. A report shall be prepared according to current professional standards that describes the resource, how it was assessed, and disposition.
- **Mitigation Measure (Paleontology):** A qualified paleontologist is required to monitor excavation and grading activities in soils that have not been previously disturbed. All paleontological resources identified on a project site must be assessed and treated in a manner determined by a qualified paleontologist in consultation with the City's Office of Historic Resources. A report shall be prepared according to current professional standards that describes the resource, how it was assessed, and disposition. Any reports and surveys shall be submitted to the City's Office of Historic Resources and the Natural History Museum of Los Angeles County.

Transportation

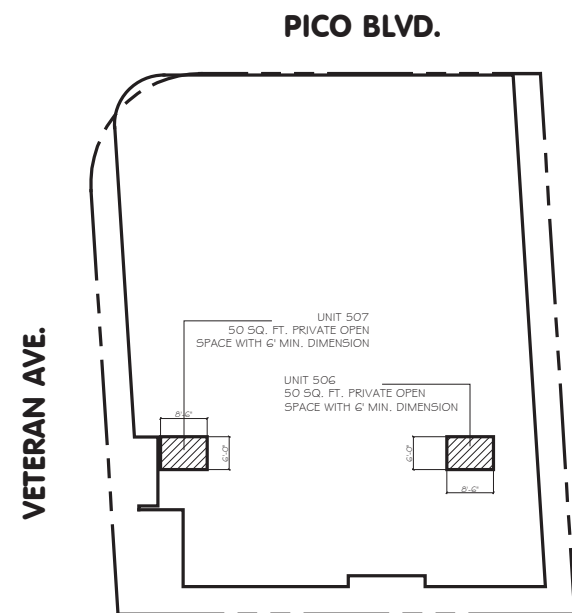
- **Mitigation Measure (Traffic Calming):** In areas where implementation of a Project could result in diversion of traffic to adjacent residential streets, LADOT shall monitor traffic on identified residential streets, upon request submitted through the Council Office, to determine if traffic diversion occurs. If traffic on residential streets is found to be significantly impacted in accordance with current LADOT guidelines, LADOT shall work with the project applicant and neighborhood residents to survey and monitor the residential street segment(s) before and after project occupancy to assess the need for appropriate traffic calming measures. These measures may include, but are not limited to, the following:
 - o Traffic circles
 - o Speed humps
 - o Roadway narrowing effects (e.g. raised medians, traffic chokers etc.)
 - o Landscaping features
 - o Roadway striping changes
 - o Stop signs



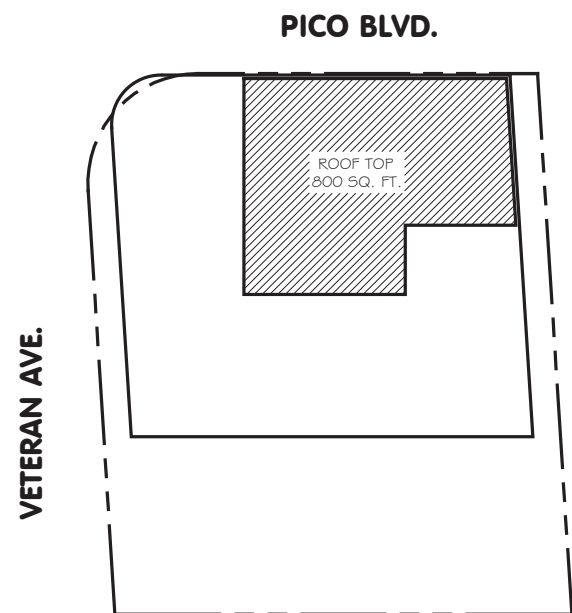
OPEN SPACE 2ND/ 3RD FLOOR
 SCALE: 1/16"=1'-0"
 NORTH



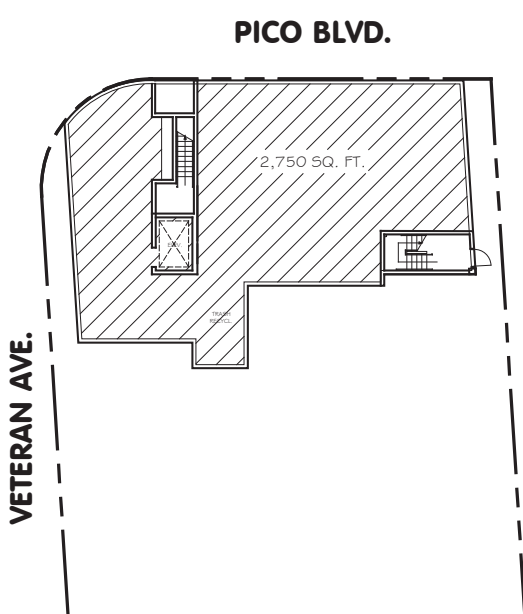
OPEN SPACE 4TH FLOOR
 SCALE: 1/16"=1'-0"
 NORTH



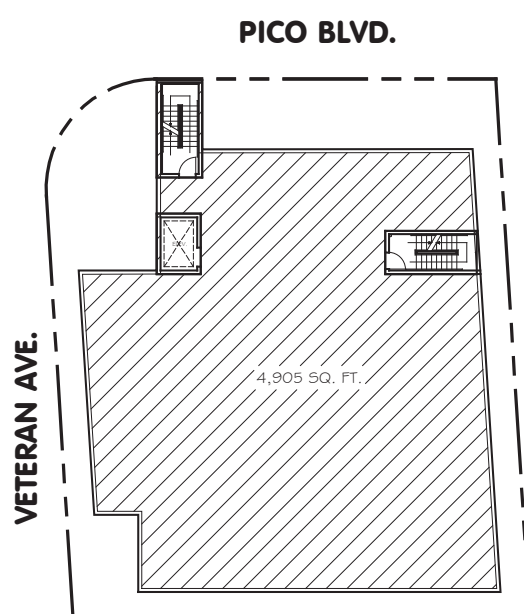
OPEN SPACE 5TH FLOOR
 SCALE: 1/16"=1'-0"
 NORTH



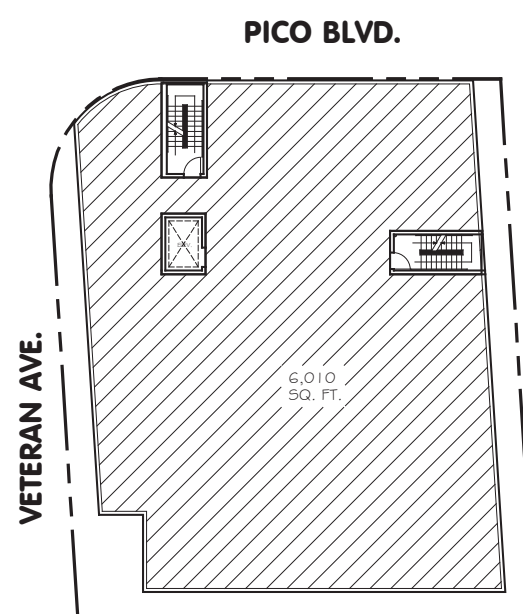
OPEN SPACE ROOF
 SCALE: 1/16"=1'-0"
 NORTH



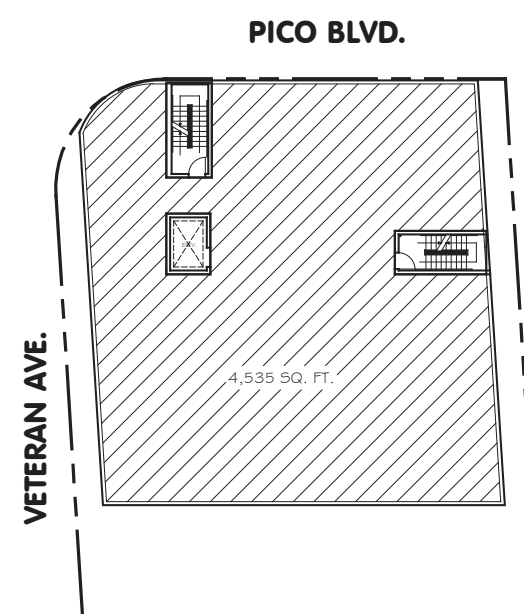
F.A.R. CALC. 1ST FLOOR
 SCALE: 1/16"=1'-0"
 NORTH



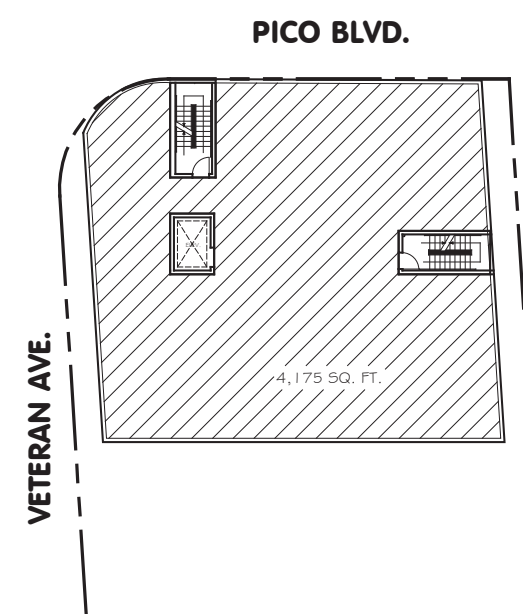
F.A.R. CALC. 2ND FLOOR
 SCALE: 1/16"=1'-0"
 NORTH



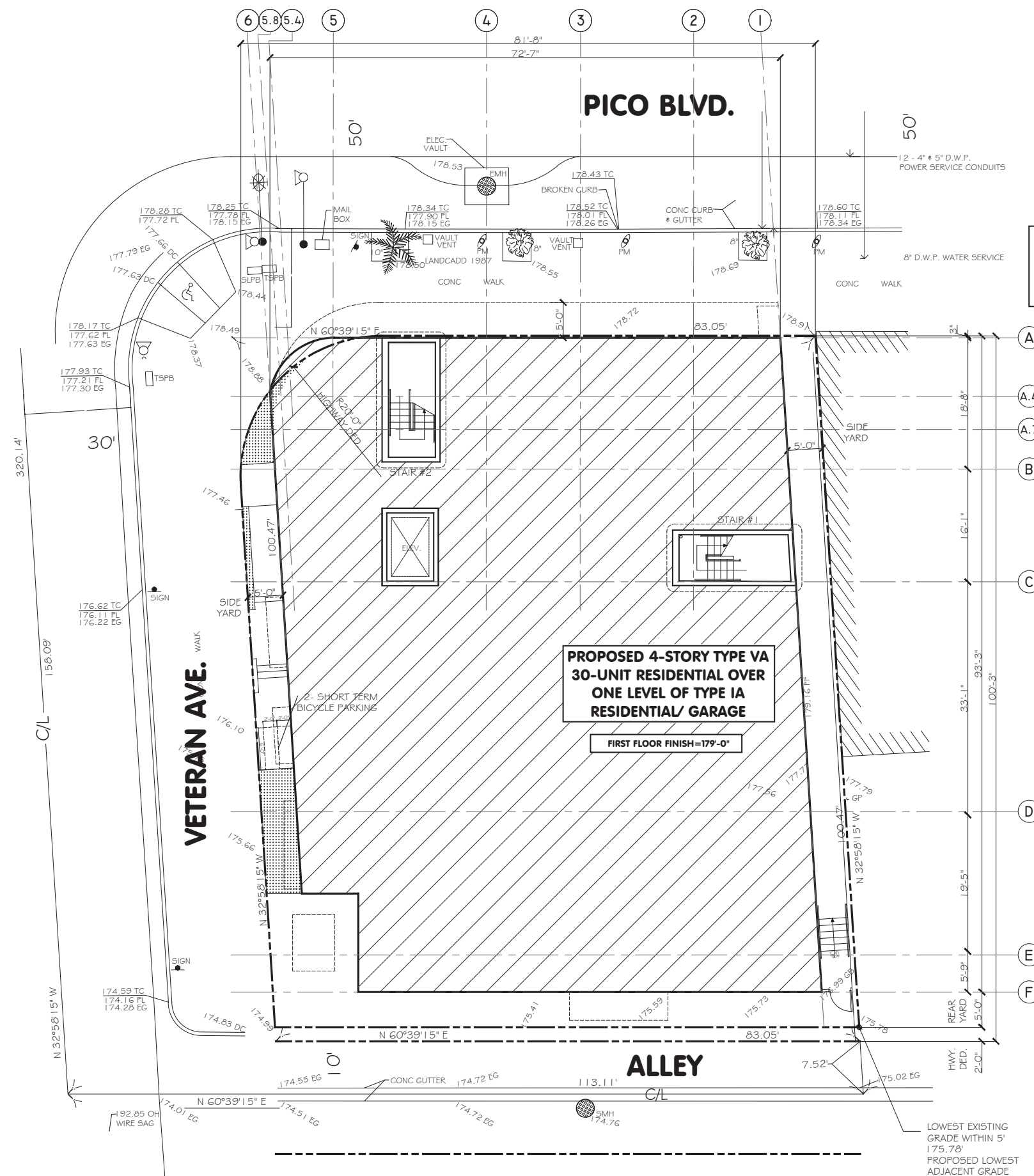
F.A.R. CALC. 3RD FLOOR
 SCALE: 1/16"=1'-0"
 NORTH



F.A.R. CALC. 4TH FLOOR
 SCALE: 1/16"=1'-0"
 NORTH



F.A.R. CALC. 5TH FLOOR
 SCALE: 1/16"=1'-0"
 NORTH



LOT COVERAGE CALCULATIONS:

LOT AREA:	8,327.09	SQ. FT.
BUILDING FOOTPRINT AREA: (HATCHED AREA)	6,667.00	SQ. FT.
LOT COVERAGE RATIO:	6,667.00 / 8,327.09	80%

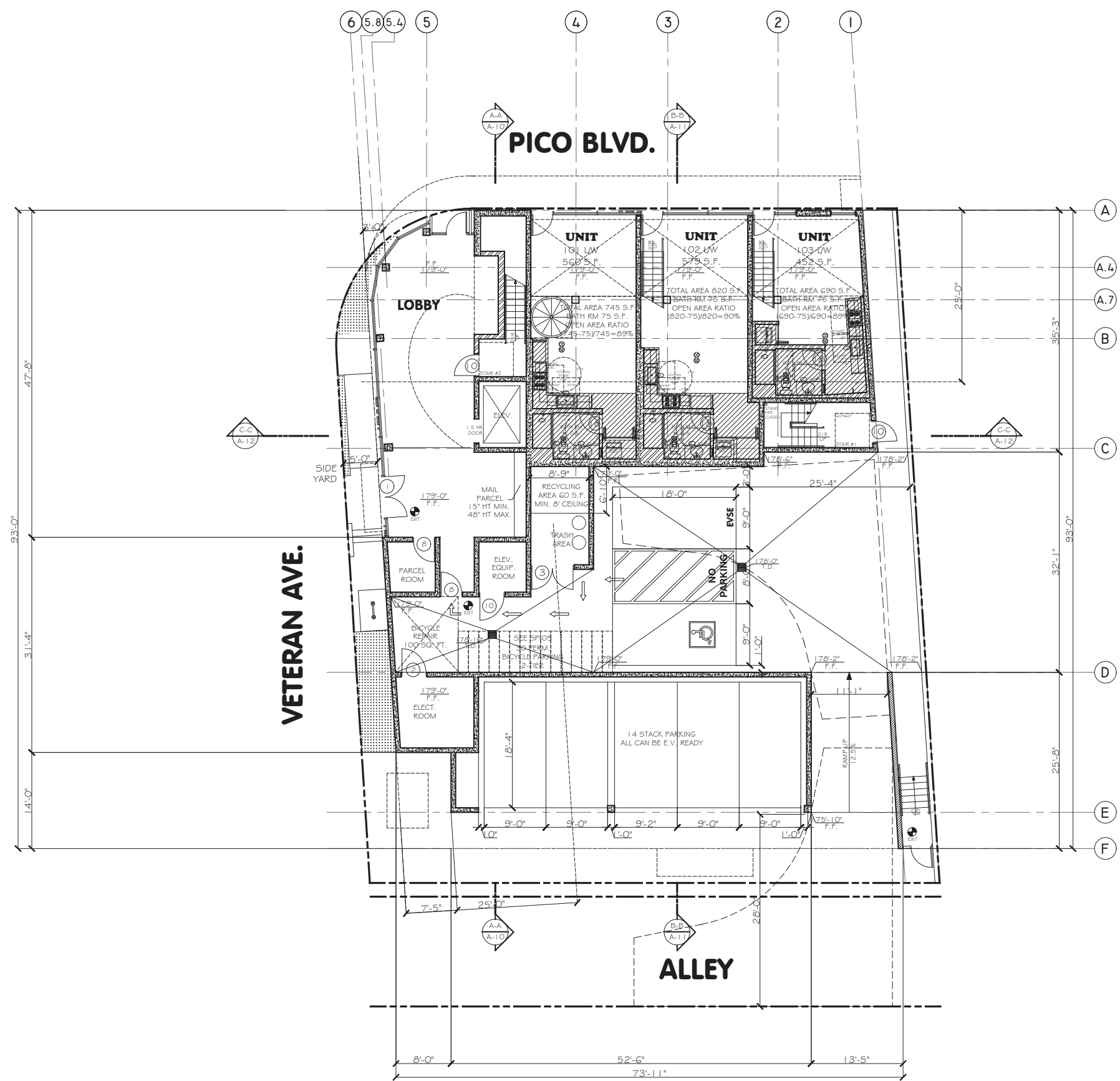
- LEGEND:**
- EXIT SIGN W/ EMERGENCY LIGHT
 - EXIT
 - 295.12 EXISTING GRADE ELEVATION
 - T.W. TOP OF WALL
 - F.F. FINISHED FLOOR
 - E.F.G. EXISTING FINISH GRADE
 - T.D. TOP OF DRAIN
 - A.D. AREA DRAIN
 - AREA DRAIN AND FLOW DIRECTION
 - FENCE WALL
 - PATH OF TRAVEL

GRADE PLANE CALCULATIONS:

	NORTH	SOUTH	EAST	WEST
	178.49	175.78	175.78	178.49
	178.72	175.78	177.77	177.46
	178.91	175.41	178.91	176.10
	-	174.99	-	175.66
	-	-	-	174.99
	-	-	-	-
	-	-	-	-
	-	-	-	-
	-	-	-	-
TOTAL	536.12	701.96	532.46	882.70
AVE.	178.71	175.49	177.49	176.54
	GRADE PLANE			177.06

SITE PLAN
 SCALE: 1/8" = 1'-0"





- LEGEND:**
- EXIT SIGN W/ EMERGENCY LIGHT
 - EXIT
 - WATER CURTAIN INSTALLED IN ACCORDANCE WITH SEC. 903.3.1.1
 - DOOR TYPE
 - WINDOW TYPE
 - FIRE EXTINGUISHER, RECESSED INTO WALL
 - INTERIOR ELEVATION MARKER
 - EXISTING GRADE ELEVATION
 - T.W. TOP OF WALL
 - F.F. FINISHED FLOOR
 - E.F.G. EXISTING FINISH GRADE
 - T.D. TOP OF DRAIN
 - A.D. AREA DRAIN
 - METAL STUDS INTERIOR WALLS SEE DETAIL
 - 3-HR 8" CONCRETE WALL
 - 8'-2" HEADROOM CLEARANCE
 - AREA DRAIN AND FLOW DIRECTION
 - EVCS INSTALL EVSE FUTURE (SEE NOTES)
 - FENCE WALL
 - PATH OF TRAVEL

BMPs NOTES:
 ALL ROOF RUNOFF TO DRAIN TO PLANTER BOX
 ALL DOWNSPOUTS TO DRAIN TO PLANTER BOX
 ANY CHANGES (TYPE, SIZE, LOCATION) TO APPROVED STORM WATER BEST MANAGEMENT PRACTICE(S) (BMPs) MUST OBTAIN WRITTEN APPROVAL FROM LOS ANGELES DEPARTMENT OF PUBLIC WORKS, BUREAU OF SANITATION PRIOR TO CONSTRUCTION OF BMPs.

OCCUPANT LOAD: TABLE 1004.1.1
 17,900 SQ. FT./200=90>50 2 EXITS REQUIRED
 REQUIRED EXIT AND STAIR WIDTH 44" (SEC. 1009.4)
 EXIT ACCESS TRAVEL DISTANCE: TABLE 1016.1 52 OCCUPANCY 400

NOTES:
 PROVIDE SUPERVISED AUTOMATIC FIRE SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1 NFPA 13 THROUGH OUT THE BUILDING (UNDER SEPARATE PERMIT).
 PROVIDE FIRE ALARM SYSTEM APPROVED BY THE FIRE DEPARTMENT PRIOR TO INSTALLATION THROUGHOUT THE BUILDING (UNDER SEPARATE PERMIT)

PROVIDE MECHANICAL VENTILATION APPROVED BY THE MECHANICAL DIVISION (UNDER SEPARATE PERMIT)

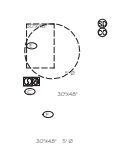
FIRST FLOOR PLAN
 SCALE: 1/8" = 1'-0"





LEGEND:

- EXIT SIGN W/ EMERGENCY LIGHT
- WATER CURTAIN INSTALLED IN ACCORDANCE WITH SEC. 903.3.1.1
- DOOR TYPE
- WINDOW TYPE
- FIRE EXTINGUISHER, RECESSED INTO WALL.
- INTERIOR ELEVATION MARKER
- METAL STUDS INTERIOR WALLS SEE DETAIL
- 2-HR 50 STC WALL SEE DETAIL 3/D-02 FIRE BARRIER
- 2-HR 50 STC WALL SEE DETAIL 3/D-02 FIRE BARRIER (PLB'S WALL)
- 1-HR 50 STC WALL SEE DETAIL 2/D-02 FIRE BARRIER
- 1-HR 50 STC WALL SEE DETAIL 2/D-02 FIRE BARRIER (PLB'S WALL)
- 8" SOLID GROUTED CONCRETE BLOCK WALL
- 3-HR 8" CONCRETE WALL
- 1-HR RATED WOOD FRAMING. PROVIDE XG MIN. WOOD FRAMING FOR ALL PLUMBING WALLS 1 1/A-1.B.
- 1 4" DROP SOFFIT. VERIFY SIZE PRIOR TO CONSTRUCTION VOID SOFFITS SHALL BE FILLED WITH INSULATION AND SOFFITS WITH AIR-CONDITIONING DUCTS SHALL BE PRE-LIMED WITH 5/8" THICK GYP BD TAPED AND INSPECTED PRIOR TO INSTALLATION OF THE DUCTS. AREAS REQUIRING INSULATION ABOVE AND THE SIDE OF THE SOFFITS SHALL BE INSULATED AND INSPECTED PRIOR TO THE PRELIM DRYWALL SEE DETAIL 6#7/A-1.9 AND 1 4/D-02

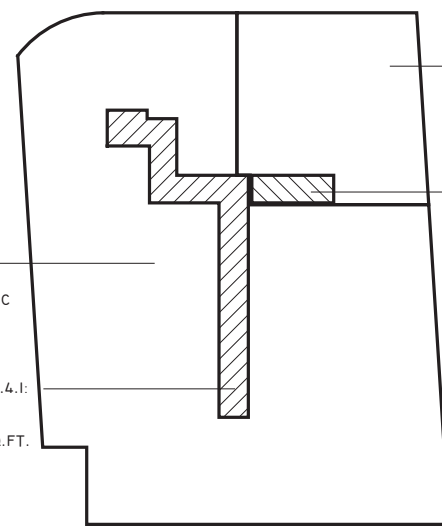


BMPs NOTES:

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 ALL DOWNSPOUTS TO DRAIN TO PLANTER BOX
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 REQUIRED EXIT AND STAIR WIDTH 44" (SEC. 1009.4)
 EXIT ACCESS TRAVEL DISTANCE: TABLE 1016.1.52 OCCUPANCY 400

NOTES:

PROVIDE SUPERVISED AUTOMATIC FIRE SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1 NFPA 13 THROUGH OUT THE BUILDING (UNDER SEPARATE PERMIT).
 PROVIDE FIRE ALARM SYSTEM APPROVED BY THE FIRE DEPARTMENT PRIOR TO INSTALLATION THROUGHOUT THE BUILDING (UNDER SEPARATE PERMIT)
 PROVIDE MECHANICAL VENTILATION APPROVED BY THE MECHANICAL DIVISION (UNDER SEPARATE PERMIT)



"B"
 AREA: 1,166 SQ.FT.
 OCC. LOAD 1,166 SQ.FT./200=6 OCC

AREA OF REFUGE CAPACITY PER 1026.4.1:
 6X3 S.F.=18 SQ.FT.<75 S.F.

AREA OF REFUGE CAPACITY:
 75 SQ.FT.
 36'/.2=180X3=540

"A"
 AREA: 5,481 SQ.FT.
 OCC. LOAD 5,481 SQ.FT./200=28 OCC

AREA OF REFUGE CAPACITY PER 1026.4.1:
 28X3 S.F.=84 SQ.FT.<400 S.F.

AREA OF REFUGE CAPACITY:
 400 SQ.FT.
 36'/.2=180X3=540

SECOND FLOOR PLAN

SCALE: 1/8"=1'-0"



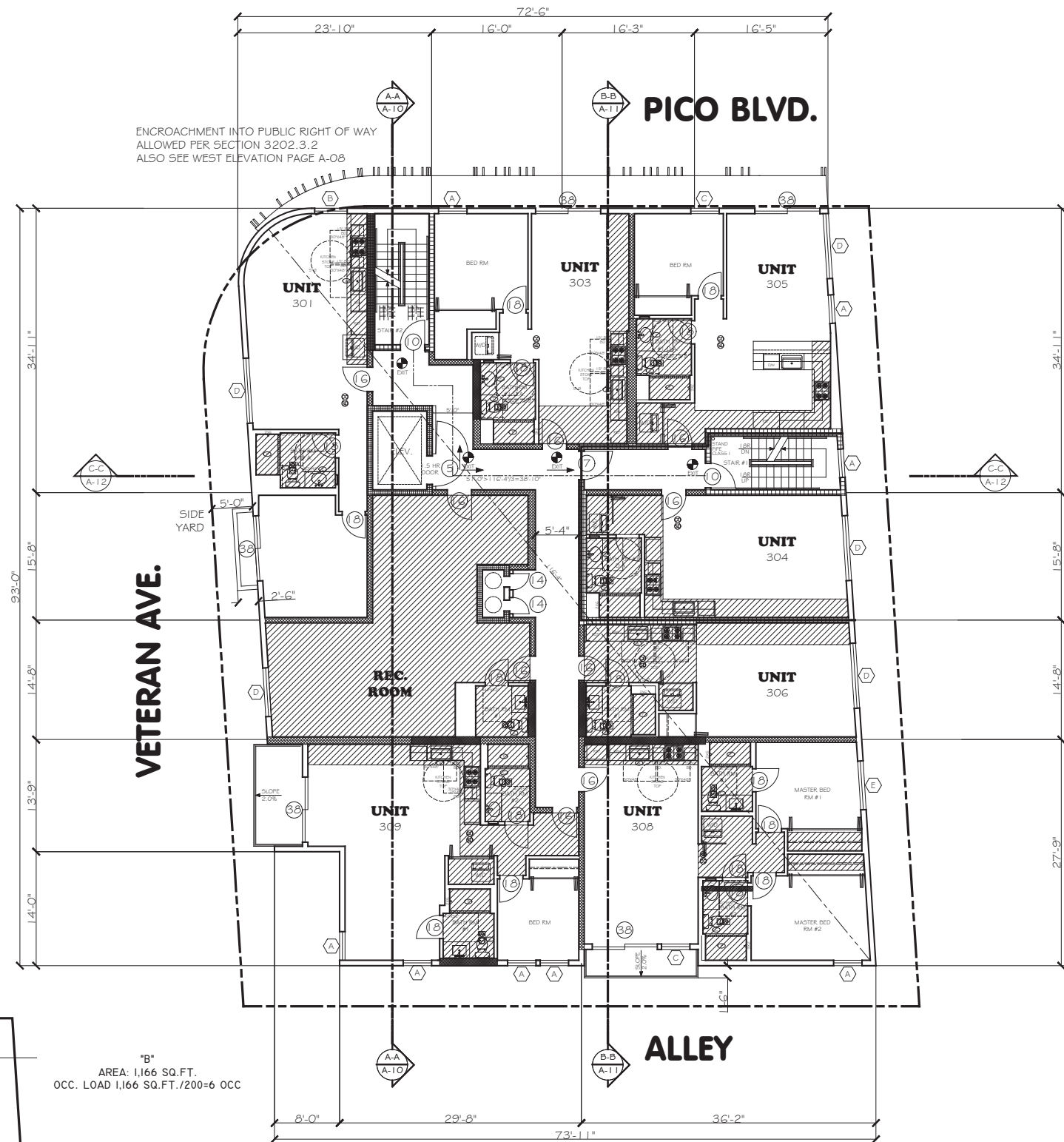
SHEET NO. A-03

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AFCO Design, Inc.

10635 Santa Monica Blvd. #190
Los Angeles, California 90025
Phone: 424.789.8001
afcodevelopment.com



LEGEND:

- EXIT SIGN W/ EMERGENCY LIGHT
- WATER CURTAIN INSTALLED IN ACCORDANCE WITH SEC. 903.3.1.1
- DOOR TYPE
- WINDOW TYPE
- FIRE EXTINGUISHER, RECESSED INTO WALL.
- INTERIOR ELEVATION MARKER
- METAL STUDS INTERIOR WALLS SEE DETAIL
- 2-HR 50 STC WALL SEE DETAIL 3/D-02 FIRE BARRIER
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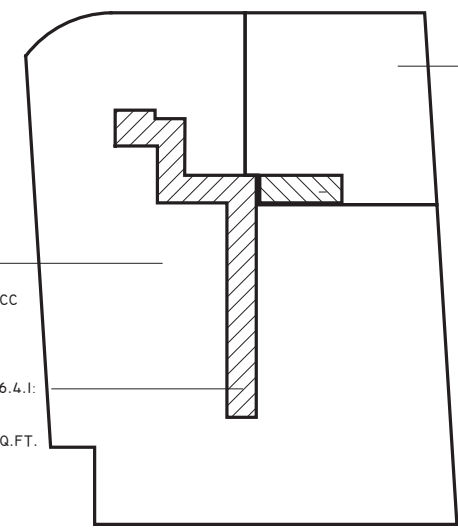
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 EXIT ACCESS TRAVEL DISTANCE: TABLE 1016.1.52 OCCUPANCY 400

NOTES:

PROVIDE SUPERVISED AUTOMATIC FIRE SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1 NFPA 13 THROUGH OUT THE BUILDING (UNDER SEPARATE PERMIT).
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"B"
 AREA: 1,166 SQ.FT.
 OCC. LOAD 1,166 SQ.FT./200=6 OCC
 AREA OF REFUGE CAPACITY PER 1026.4.1:
 6X3 S.F.=18 SQ.FT.<75 S.F.
 AREA OF REFUGE CAPACITY: 75 SQ.FT.
 ANTICIPATED OCCUPANT
 36'7.2=180X3=540

"A"
 AREA: 5,481 SQ.FT.
 OCC. LOAD 5,481 SQ.FT./200=28 OCC
 AREA OF REFUGE CAPACITY PER 1026.4.1:
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 AREA OF REFUGE CAPACITY: 400 SQ.FT.
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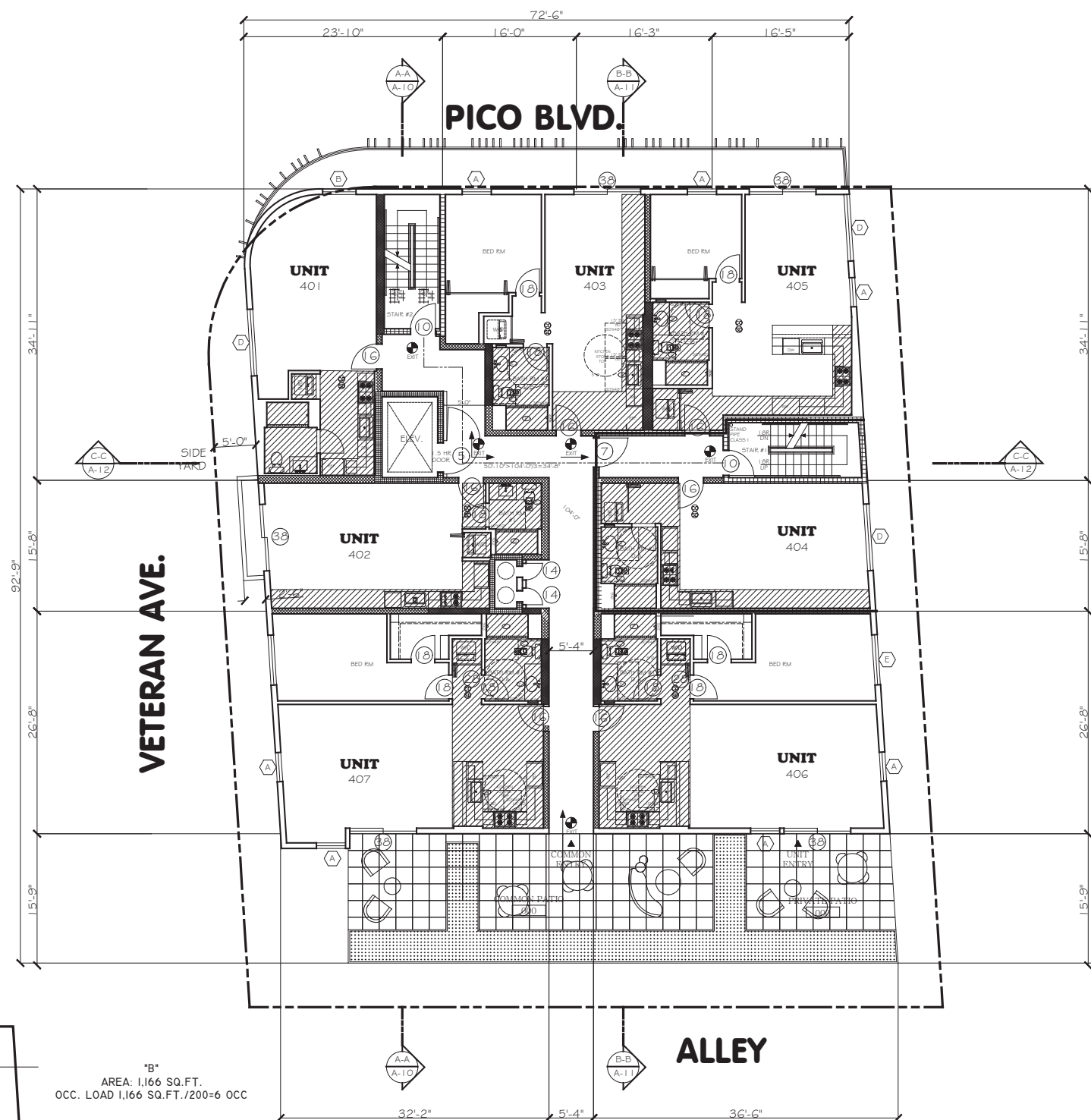
THIRD FLOOR PLAN

SCALE: 1/8" = 1'-0"



SHEET NO. A-04

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LEGEND:

- EXIT SIGN W/ EMERGENCY LIGHT
- WATER CURTAIN INSTALLED IN ACCORDANCE WITH SEC. 903.3.1.1
- DOOR TYPE
- WINDOW TYPE
- FIRE EXTINGUISHER, RECESSED INTO WALL.
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- METAL STUDS INTERIOR WALLS SEE DETAIL
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BMPs NOTES:

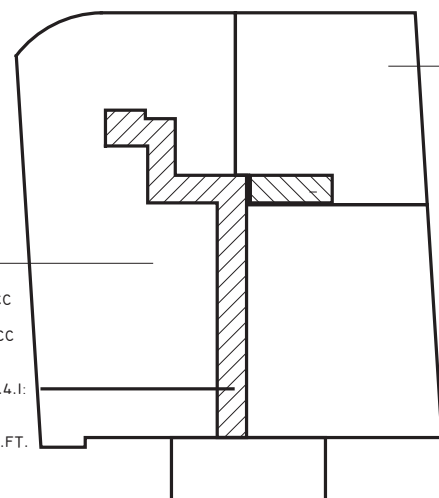
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PROVIDE MECHANICAL VENTILATION APPROVED BY THE MECHANICAL DIVISION (UNDER SEPARATE PERMIT)



"B"
 AREA: 1,166 SQ.FT.
 OCC. LOAD 1,166 SQ.FT./200=6 OCC

AREA OF REFUGE CAPACITY PER 1026.4.1:
 6X3 S.F.=18 SQ.FT.<75 S.F.

AREA OF REFUGE CAPACITY: 75 SQ.FT.
 ANTICIPATED OCCUPANT
 36"/2=180X3=540

"A"
 AREA: 4,449 SQ.FT.
 OCC. LOAD 4,449 SQ.FT./200=23 OCC
 OPEN SPACE AREA: 322 SQ.FT.
 OCC LOAD 322 SQ.FT./15= 22/2=11 OCC
 TOTAL OCCUPANT LOAD 34

AREA OF REFUGE CAPACITY PER 1026.4.1:
 34X3 S.F.=102 SQ.FT.<400 S.F.

AREA OF REFUGE CAPACITY: 400 SQ.FT.
 ANTICIPATED OCCUPANT
 36"/2=180X3=540

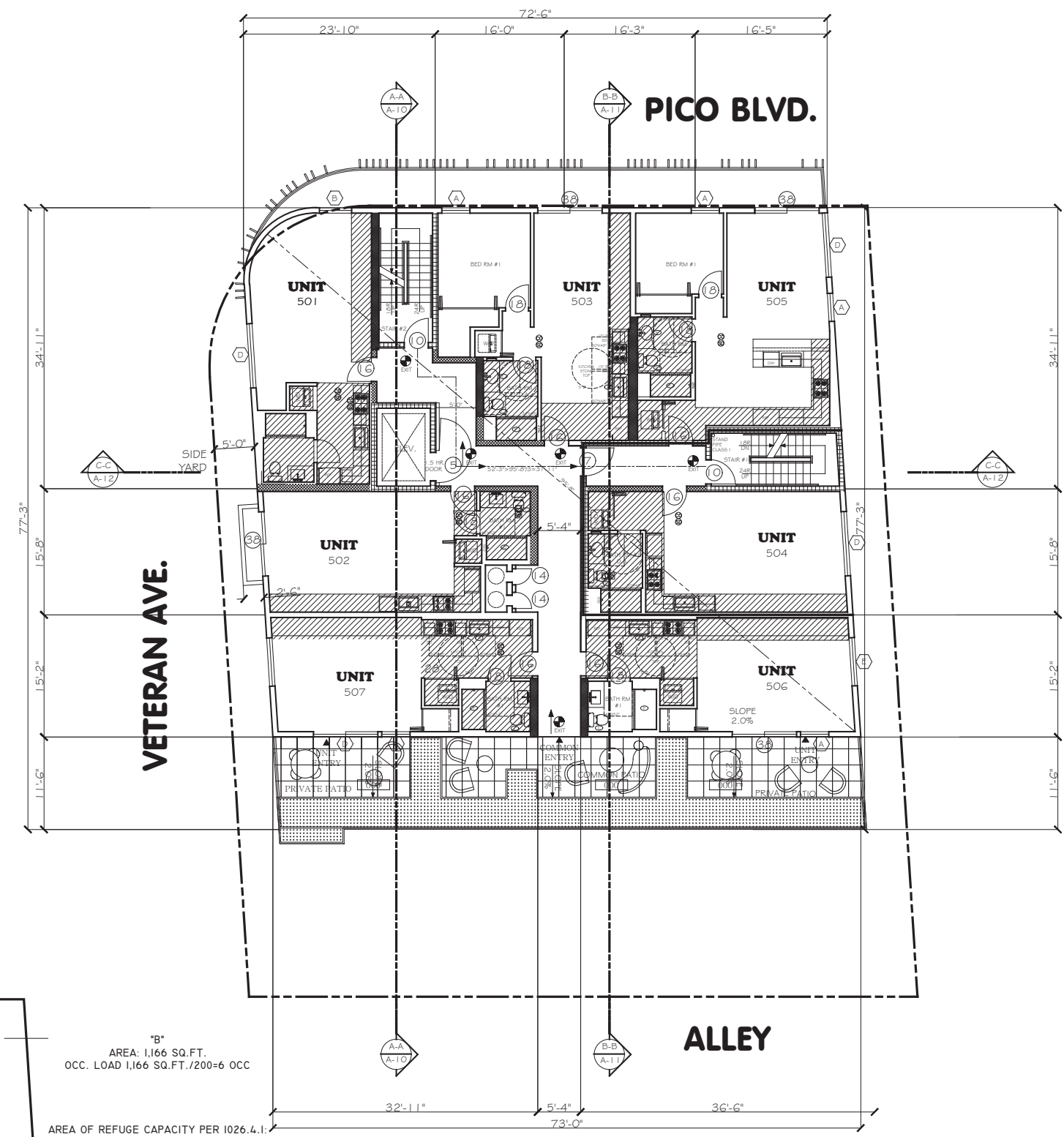
FOURTH FLOOR PLAN

SCALE: 1/8"=1'-0"



SHEET NO. A-05

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LEGEND:

- EXIT SIGN W/ EMERGENCY LIGHT
- WATER CURTAIN INSTALLED IN ACCORDANCE WITH SEC. 903.3.1.1
- DOOR TYPE
- WINDOW TYPE
- FIRE EXTINGUISHER, RECESSED INTO WALL.
- INTERIOR ELEVATION MARKER
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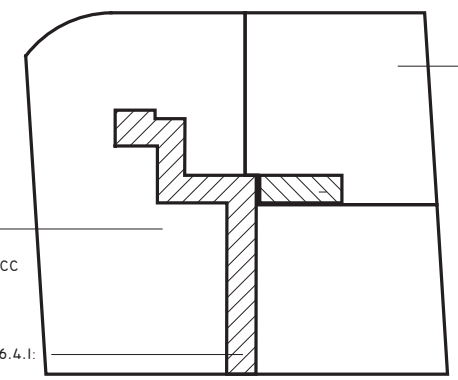
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 REQUIRED EXIT AND STAIR WIDTH 44" (SEC. 1 009.4)
 EXIT ACCESS TRAVEL DISTANCE: TABLE 1 016.1 52 OCCUPANCY 400

NOTES:

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PROVIDE MECHANICAL VENTILATION APPROVED BY THE MECHANICAL DIVISION (UNDER SEPARATE PERMIT)



"A"
 AREA: 3,594 SQ.FT.
 OCC. LOAD 3,594 SQ.FT./200=18 OCC

"B"
 AREA: 1,166 SQ.FT.
 OCC. LOAD 1,166 SQ.FT./200=6 OCC

AREA OF REFUGE CAPACITY PER 1026.4.1:
 6X3 S.F.=18 SQ.FT.<75 S.F.

AREA OF REFUGE CAPACITY: 75 SQ.FT.
 ANTICIPATED OCCUPANT
 36'/.2=180X3=540

AREA OF REFUGE CAPACITY PER 1026.4.1:
 18X3 S.F.=54 SQ.FT.<400 S.F.

AREA OF REFUGE CAPACITY: 400 SQ.FT.
 ANTICIPATED OCCUPANT
 36'/.2=180X3=540

FIFTH FLOOR PLAN

SCALE: 1/8"=1'-0"



SHEET NO. A-06

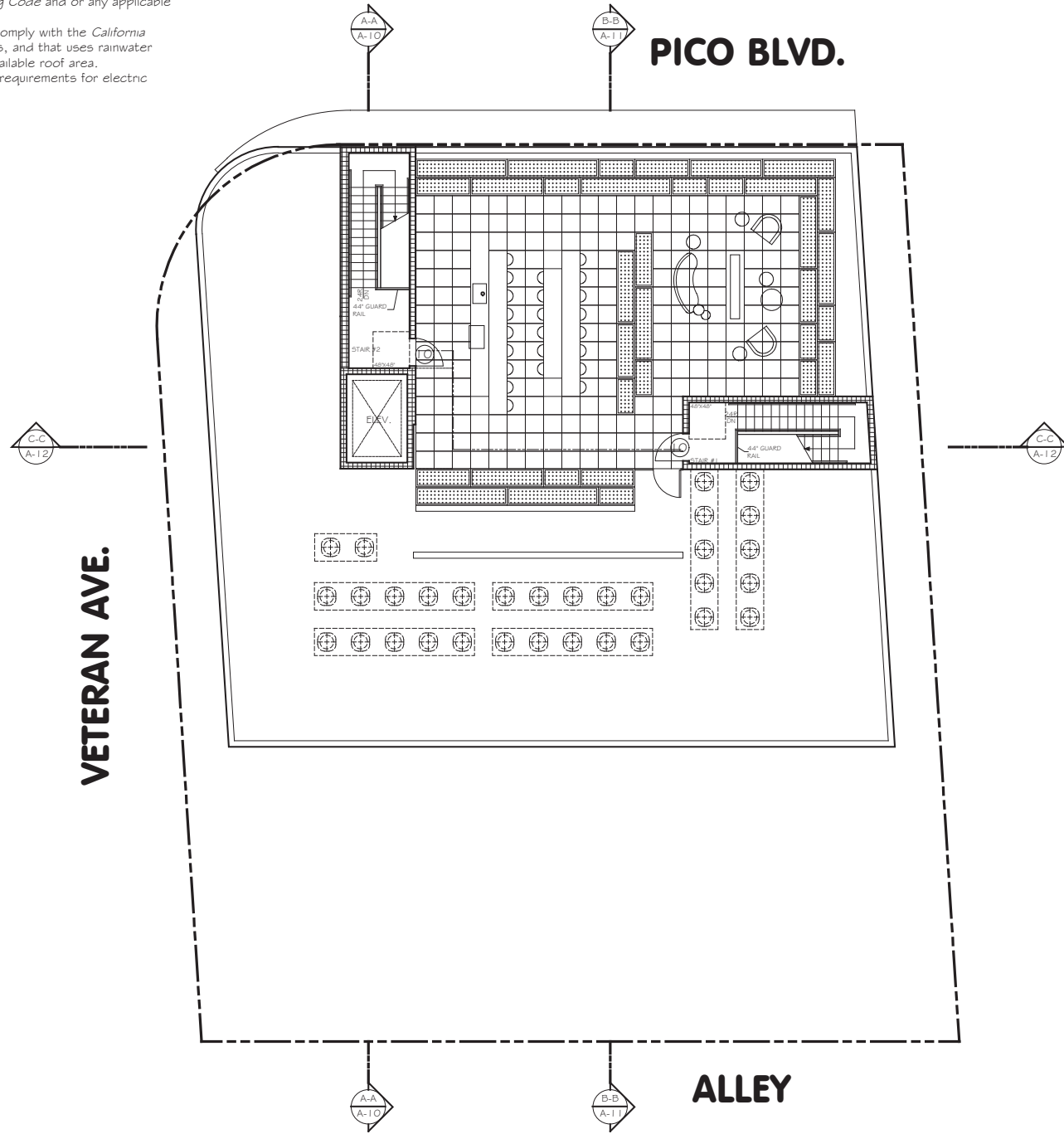
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EXCEPTION 4 to Section 110.10(b)1B: Low-rise and high-rise multifamily buildings with thermostats with all thermostats in each dwelling unit dwelling unit are demand response controls that comply with Section 110.12(a), capable, and are capable of receiving and responding to Demand Response Signals prior to granting of an occupancy permit by the enforcing enforcing agency. In addition, either A or B below:

- A. In each dwelling unit, comply with one of the following measures:
- Install a dishwasher that meets or exceeds the ENERGY STAR Program requirements with either a refrigerator that meets or exceeds the ENERGY STAR Program requirements or house or a whole house fan or fan driven by an electronically commutated motor; or
 - Install a home automation system that complies with Section 110.12(a) and is capable of, at a minimum, controlling demand controlling the appliances and lighting of the dwelling and responding to demand response signals; or
 - Install alternative plumbing piping to permit the discharge from the clothes washer and all showers and bathtubs to be used for an irrigation system in compliance with the California Code California Plumbing Code and or any applicable local ordinances; or
 - Install a rainwater catchment system designed to comply with the California Plumbing Code and any applicable local ordinances, and that uses rainwater flowing from at least 65 percent of the available roof area.
- B. Meet the Title 24, Part 11, Section A4.106.8.2 requirements for electric vehicle charging spaces.



AFCO Design, Inc.
 10635 Santa Monica Blvd. #190
 Los Angeles, California 90025
 Phone: 424.789.8001
 afcodesign.com



GLASKAP® CR
 BUR Mineral-Surfaced, Cool Roof Cap or Flashing Sheet

Meets the requirements of ASTM D 3909

Features and Components
 Glaskap CR is intended to be used as a cap sheet in built up roofing systems.

Ceramic-Coated Roofing Granules with Factory-Applied Cool Roof Coating: The cool roof technology combines the proven UV protection of ceramic-coated granules with a highly reflective coating, reflecting long-wave and short-wave radiation, resulting in energy savings. Color: Bright White only.

High-Quality Asphalt Coating: Lends elasticity and flexibility to the sheet and provides waterproofing value.

Fiber Glass Reinforcement Mat: Low moisture, excellent dimensional stability and resistance to rot make it an ideal replacement for organic cap sheets.

Color: Reflective cool roof bright white acrylic coating.

GLASKAP® CR
 Fiber Glass-Reinforced, Acrylic-Coated Cool Roof Cap Sheet

Meets the requirements of ASTM D 3909

Tested Physical Properties

Physical Property	ASTM Test Method	Standard for ASTM D 3909 (Min)	Glaskap CR
Average Mass per Roll, Exclusive of Wrapping and Packaging Material (incl. No Shingle)	D 228	± 69 lb	78 lb (35.4 kg)
Mass Per Unit Area of Mineral-Surfaced Sheet (incl)	D 228	± 63.7 lb/1000ft ²	72.2 lb/1000 ft ²
Mass Per Unit Area of Unsurfac'd Glass Felt (incl)	D 228	± 1.7 lb/1000ft ²	1.85 lb/1000 ft ² (90 g/m ²)
Mass Per Unit Area of Mineral Matter Passing a 150 µm (No. 100) Sieve and Retained on a 75 µm (No. 200) Sieve (incl)	D 228	± 24 lb/1000ft ²	24 lb/1000 ft ²
Mass of Mineral Matter Passing a 75 µm (No. 200) Sieve Based on Mass of Coating Asphalt and Mineral Matter Passing the 150 µm (No. 100) Sieve (incl)	D 228	± 55%	55%
Moisture at Point of Manufacture (incl)	D 95	1.0%	± 1.0%

System Compatibility This product may be used as a component in the following systems. Please refer to a product application for specific conditions, details and information.

System	Notes
1. BUR	CRS
2. BUR	CRS, CA, SA, SA, SA

Compatible with the selected Multi-Ply systems above. Do not use with Single-Ply systems.

Key: NA = Not Applicable CA = Cold Applied BW = Hot White SA = Self Adhesive MF = Mechanically Fastened FA = Fully Adhesive BA = Ballast

Energy and the Environment

Property	Initial	3-Year Approx*
Reflectance (ASTM E 911)	0.83	0.77
Emissivity (ASTM E 911)	0.90	0.88

Recycled Content: 30%

*Cool Roof Rating Council ratings are determined for a fixed set of conditions, and may not be applicable to all climates or building types. The actual effect of color, reflectance and thermal emittance on building performance may vary. Manufacturer of products indicates that these ratings were determined in accordance with the available Cool Roof Rating Council procedures.

Installation Application

- When installing Glaskap, it is important that the mopping asphalt be at the appropriate temperature: 207° F (111°C) above the asphalt's DIT is recommended.
- Refer to JM BUR application guides and detail drawings for instructions.

Packaging and Dimensions

Roll Size	36' x 36' (914 mm x 10.67 m)
Roll Coverage	107 SF (9.9 m ²)
Roll Weight	78 lb (35.4 kg)
Rolls per Pallet	30
Pallet Size	45 x 70 (13.632 m x 19.812 m)
Pallet Weight	2,275 lb (1,032.3 kg)
Pallets per Truck*	19

*Assumes 40' trailer.

Codes and Approvals

UL Class A and FM Class 1 approved.

CLASS "A" ROOFING
 CERTAINTED COMMERCIAL ROOFING
 MANUFACTURER'S MODEL# APP-1-3-T
 ICC-ES ESR-1388
 SRI VALUE OF AT LEAST 75 OR BOTH A
 3-YEAR SOLAR REFLECTANCE OF AT LEAST
 0.63 AND A THERMAL EMITTANCE OF AT
 LEAST 0.75

- NOTES:
- CAL-OSHA PERMIT REQUIRES THE GENERAL CONTRACTOR TO ASK THE FOLLOWING CONTRACTORS TO OBTAIN PERMIT BEFORE STARTING CONSTRUCTION:
- FRAMING CONTRACTOR
 - EXCAVATION OR GRADING CONTRACTOR
 - SCAFFOLDING CONTRACTOR
- ROOF TIE BACKS ARE REQUIRED WHEN THE BUILDING IS OVER 48 FT. IN HEIGHT TITLE 8 SEC. 3291 (f)
- SCAFFOLDING SUSPENSION DAVITS, OUTRIGGERS OR OTHER METHODS ARE REQUIRED WHEN THE BUILDING IS OVER 60 FT. IN HEIGHT. TITLE 8 SEC. 3282
- PARAPET/ GUARDRAILS SHALL BE PROVIDED ON ALL OPEN SIDES OF UNENCLOSED ELEVATED WORK LOCATIONS AS PER CCR TITLE 8 SECTION 3210(a)
- CAVE-IN PROTECTION IS REQUIRED FOR ALL EXCAVATIONS EXCEPT FOR THOSE LESS THAN 5 FT. IN DEPTH AND EXAMINATION OF THE GROUND BY A COMPETENT PERSON PROVIDES NO INDICATION OF POTENTIAL CAVE-IN PER TITLE 8 SECTION 154.1
- DAILY INSPECTIONS OF EXCAVATIONS, THE ADJACENT AREAS, AND PROTECTIVE SYSTEMS SHALL BE MADE BY A COMPETENT PERSON PER TITLE 8 SECTION 1541 (k)

GREEN BUILDING SOLAR ROOF NOTES:

ROOF AREA:	4,785	SQ. FT.
15% REQUIRED:	718	SQ. FT.
AREA PROVIDED:	720	SQ. FT.

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



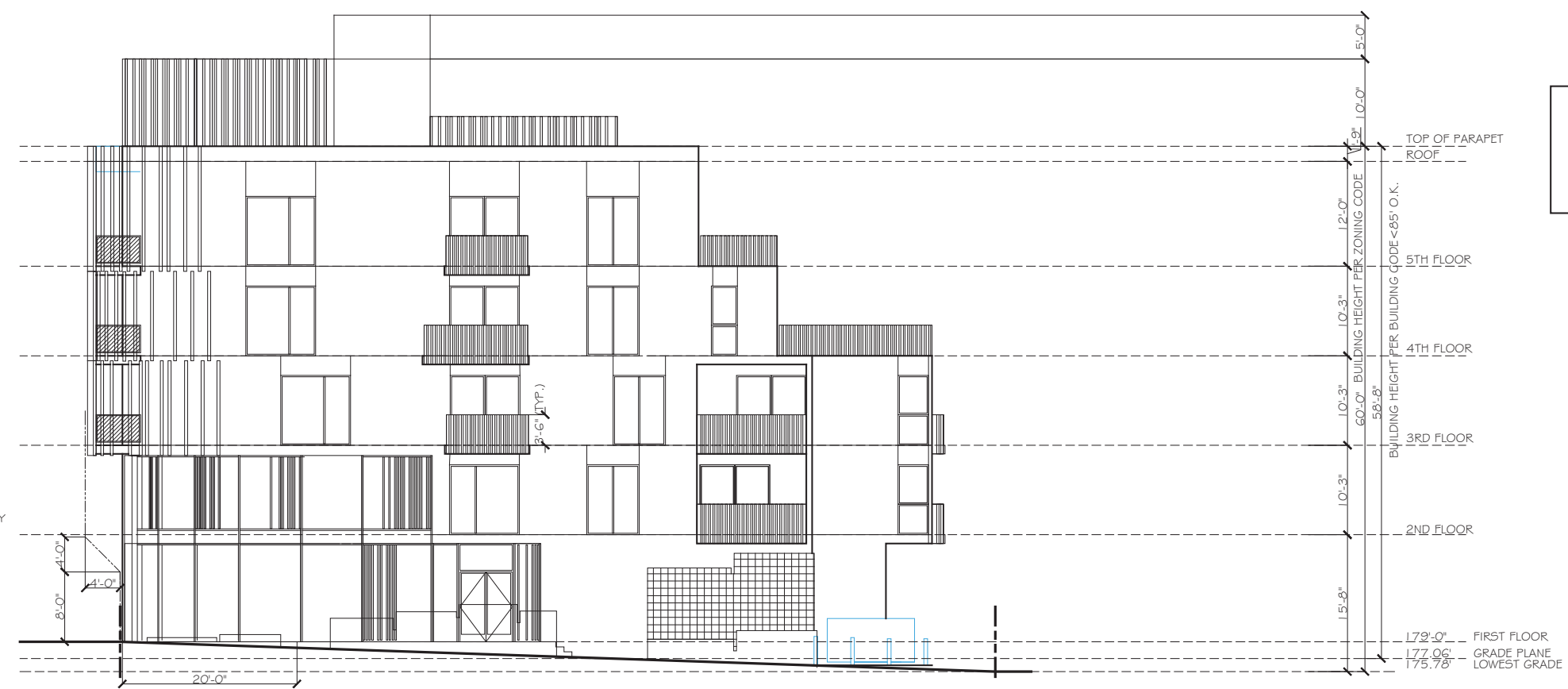


PICO BLVD.

STREET WALL CALCULATION PER EXPO 4.2.1.B	
STREET FRONTAGE PICO BLVD.	81'-8"
STREET FRONTAGE GROUND FLOOR	72'-6"
UPPER FLOORS STEPPED BACK FROM GROUND FLOOR LESS THAN 5' (ACTUAL SETBACK 0')	72'-6"
STREET WALL PERCENTAGE	100%

PICO FACADE LENGTH LENGTH:	72'-6"	
ACTIVE FLOOR AREA LENGTH:	49'-0" + 15'-6" = 64'-6"	
RATIO:	64.5/72.5 = 89% < 75%	
PICO FACADE AREA FIRST FLOOR:	21'-7" x 72'-6" = 1,559	SQ. FT.
PICO FACADE TRANSPARENT AREA:	59' x 11' + 59' x 9' = 1,180	SQ. FT.
RATIO:	1,180 / 1,559 = 75.68% > 75%	
PICO FACADE AREA UPPER FLOORS:	72'-6" x 10'-3" = 744	SQ. FT.
PICO FACADE UPPER FLOORS TRANSPARENT:	2x8'x8' + 3x3'6"x7' = 200	SQ. FT.
RATIO:	200 / 744 = 26.9% > 15%	

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



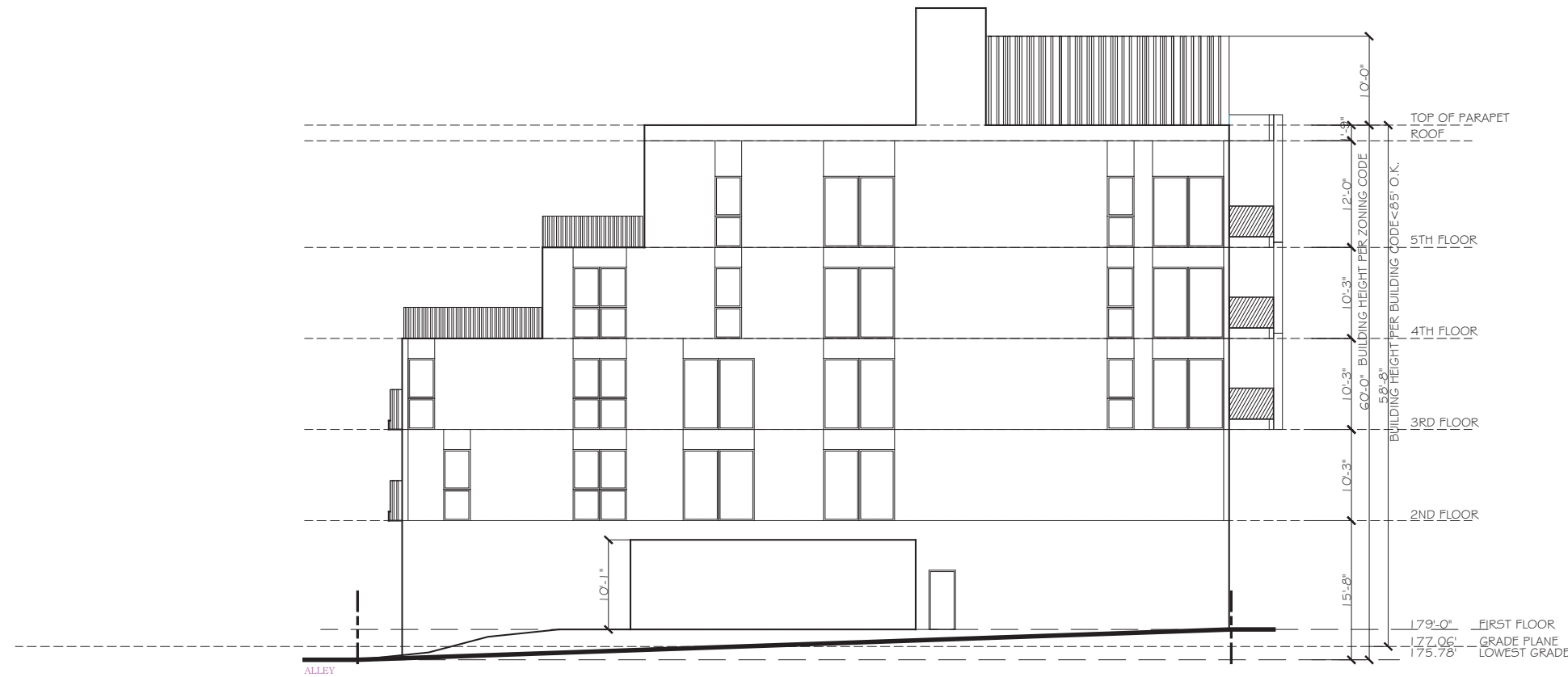
ENCROACHMENT INTO PUBLIC RIGHT OF WAY ALLOWED PER SECTION 3202.3.2 ALSO SEE WEST ELEVATION PAGE A-08

STREET WALL CALCULATION PER EXPO 4.2.1.B	
STREET FRONTAGE VETERAN AVE.	100'-0"
STREET FRONTAGE GROUND FLOOR	93'-0"
UPPER FLOORS STEPPED BACK FROM GROUND FLOOR LESS THAN 5' (ACTUAL SETBACK 0')	93'-0"
STREET WALL PERCENTAGE	100%

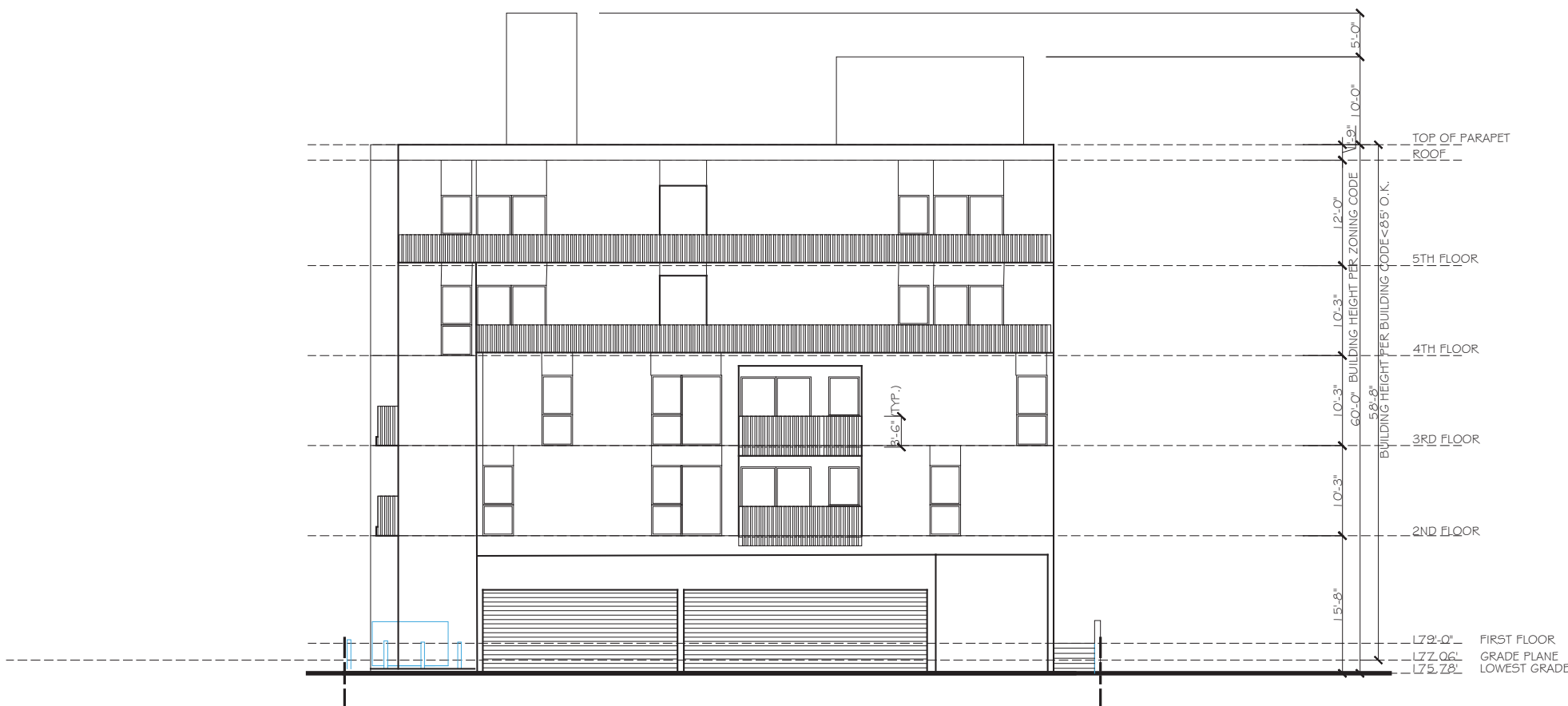
VETERAN FACADE LENGTH LENGTH:	20'-0"	
VETERAN FACADE AREA FIRST FLOOR:	21'-7" x 20'-0" = 430	SQ. FT.
VETERAN FACADE TRANSPARENT AREA:	17' x 11' + 17' x 9' = 340	SQ. FT.
RATIO:	340 / 430 = 79% > 75%	
VETERAN FACADE AREA UPPER 2ND FLOOR:	65'-0" x 10'-3" = 663	SQ. FT.
VETERAN FACADE UPPER FLOORS TRANSPARENT:	3x8'x8' + 1x3'6"x7' = 217	SQ. FT.
RATIO:	217 / 663 = 32% > 15%	
VETERAN FACADE AREA UPPER 3RD FLOOR:	95'-6" x 10'-3" = 979	SQ. FT.
VETERAN FACADE UPPER FLOORS TRANSPARENT:	3x8'x8' + 3x3'6"x7' = 266	SQ. FT.
RATIO:	266 / 979 = 27% > 15%	
VETERAN FACADE AREA UPPER 4TH FLOOR:	75'-0" x 10'-3" = 769	SQ. FT.
VETERAN FACADE UPPER FLOORS TRANSPARENT:	2x8'x8' + 3x3'6"x7' = 200	SQ. FT.
RATIO:	200 / 769 = 26% > 15%	
VETERAN FACADE AREA UPPER 5TH FLOOR:	66'-0" x 10'-3" = 677	SQ. FT.
VETERAN FACADE UPPER FLOORS TRANSPARENT:	2x8'x8' + 2x3'6"x7' = 177	SQ. FT.
RATIO:	177 / 677 = 26% > 15%	

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

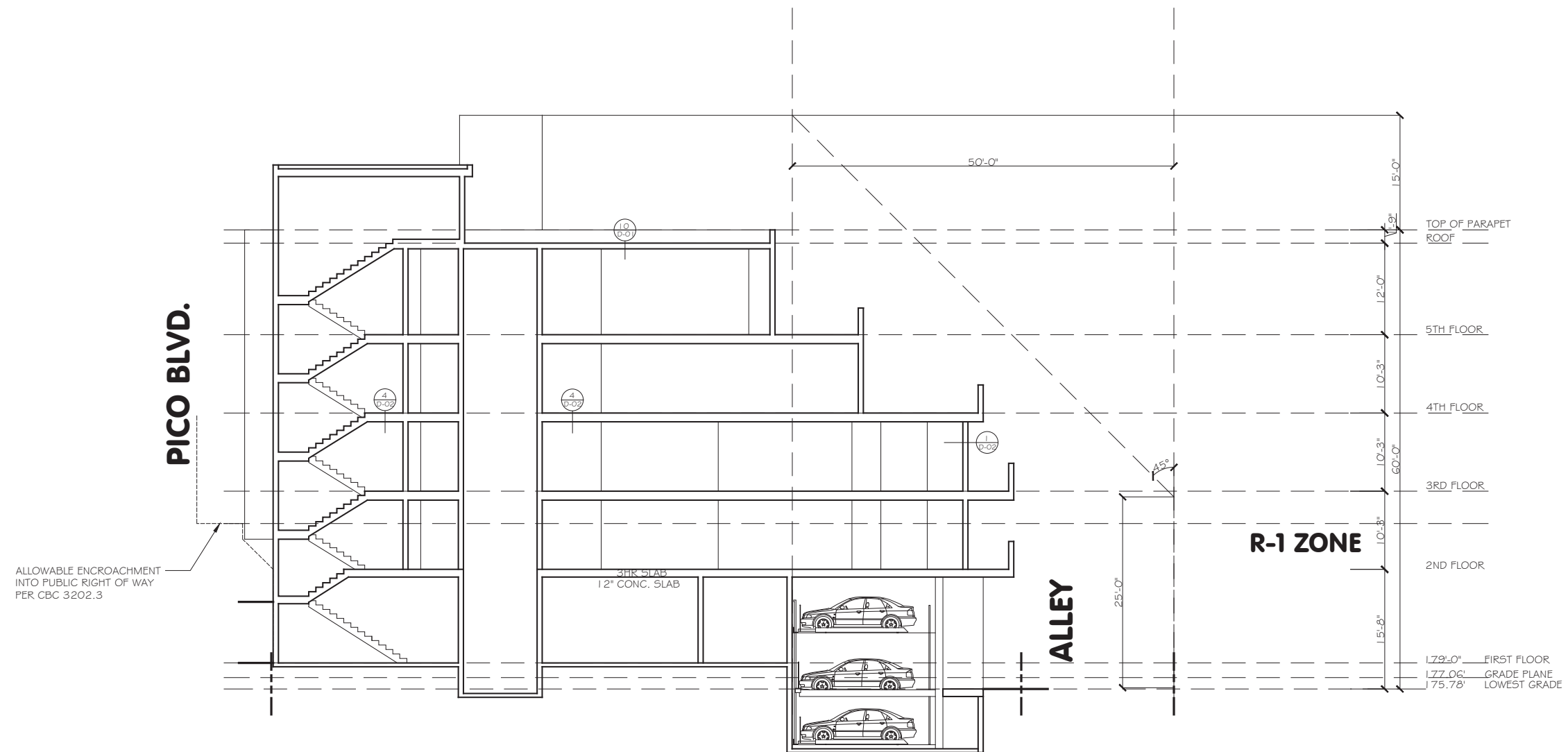
VETERAN AVE.



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



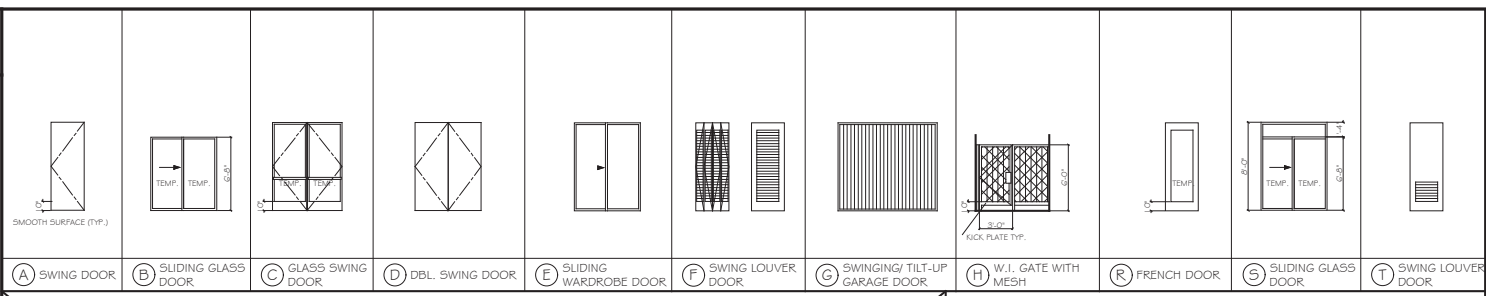
SOUTH ELEVATION
 SCALE: 1/8" = 1'-0"



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

DOOR SCHEDULE

DOOR												FRAME		GLASS	SCREEN	THRES-HOLD	FIRE RATING	CLOSER	HARDWARE	REMARKS
DOOR NO.	DOOR TYPE	WIDTH	HEIGHT	THICK	MATERIAL	CORE	FINISH	MATERIAL	FINISH											
1	C	3'-0"	7'-0"	.	ALUM.	.	ALUM.	ALUM.	ALUM.	TEMP.	.	YES	ELECTRIC STRIKER SEE NOTE IN SCHEDULES MSTR KEY		
2	T	3'-6"	6'-8"	1-3/4"	METAL	H/M	PAINT	METAL	PAINT	.	.	YES	1-HR	.	.	2	LOUVERED WITH FUSIBLE LINK			
3	T	6'-0"	6'-8"	1-3/4"	METAL	H/M	PAINT	METAL	PAINT	.	.	YES	3-HR	.	.	2	.			
4	A	3'-6"	6'-8"	1-3/4"	METAL	H/M	PAINT	METAL	PAINT	.	.	YES	1-HR	.	.	.	MAGNETIC HOLDER* SMOKE GASKET			
5	D	5'-0"	8'-0"	1-3/4"	WOOD	S/C	PAINT	METAL	PAINT	.	.	YES	3-HR	.	.	5	MAGNETIC HOLDER* SMOKE GASKET TESTED IN ACCORDANCE WITH UL 1784 WITHOUT AN ARTIFICIAL SEAL			
6	A	4'-0"	8'-0"	1-3/4"	WOOD	S/C	PAINT	METAL	PAINT	.	.	YES	1-HR	.	.	5	MAGNETIC HOLDER* SMOKE GASKET			
7	J	6'-0"	6'-8"	1-3/4"	WOOD	S/C	PAINT	METAL	PAINT	.	.	YES	1.5-HR	.	.	5	MAGNETIC HOLDER* SMOKE GASKET DBL. ACT			
8	A	3'-0"	6'-8"	1-3/4"	METAL	H/M	PAINT	METAL	PAINT	.	.	YES	1 HR	.	.	5	SMOKE GASKET *			
9	A	3'-0"	6'-8"	1-3/4"	WOOD	S/C	PAINT	METAL	PAINT	.	.	YES	1.5-HR	.	.	5	SMOKE GASKET *...			
10	A	3'-0"	6'-8"	1-3/4"	METAL	H/M	PAINT	METAL	PAINT	.	.	YES	1.5 HR	.	.	2	SMOKE GASKET *...			
11	A	3'-0"	6'-8"	1-3/4"	METAL	H/M	PAINT	METAL	PAINT	.	.	YES	3-HR	.	.	2	SMOKE GASKET *			
12	A	3'-6"	6'-8"	1-3/4"	METAL	H/M	PAINT	METAL	PAINT	.	.	YES	1.5-HR	.	.	2	MAGNETIC HOLDER* SMOKE GASKET			
13	D	6'-0"	6'-8"	1-3/4"	WOOD	S/C	PAINT	METAL	PAINT	.	.	.	3-HR	.	.	2	SMOKE GASKET *			
14	A	2'-0"	6'-8"	1-3/4"	WOOD	S/C	PAINT	METAL	PAINT	.	.	YES	45 MIN.	.	.	5	SMOKE GASKET *			
15	A	3'-6"	8'-0"	1-3/4"	METAL	H/M	PAINT	METAL	PAINT	.	.	YES	1.5 HR	.	.	.	MAGNETIC HOLDER* SMOKE GASKET TESTED IN ACCORDANCE WITH UL 1784 WITHOUT AN ARTIFICIAL SEAL			
16	A	3'-0"	7'-0"	1-3/4"	WOOD	S/C	PAINT	WOOD	PAINT	.	.	YES	20-MIN.	.	.	3	SMOKE GASKET *			
17	A	3'-0"	6'-8"	1-3/4"	WOOD	S/C	PAINT	WOOD	PAINT	.	.	.	.	.	.	5	.
18	A	2'-10"	6'-8"	1-3/4"	WOOD	S/C	PAINT	WOOD	PAINT	.	.	.	.	.	.	.	.
19	A	2'-8"	6'-8"	1-3/4"	WOOD	S/C	PAINT	WOOD	PAINT	.	.	.	.	.	.	5	* HWR 4 FOR BED AND BATH ONLY HWR 5 FOR OTHERS
20	A	2'-6"	6'-8"	1-3/4"	WOOD	S/C	PAINT	WOOD	PAINT	.	.	.	.	.	.	5	.
21	A	2'-4"	6'-8"	1-3/4"	WOOD	S/C	PAINT	WOOD	PAINT	.	.	.	.	.	.	5	.
22	A	2'-2"	6'-8"	1-3/4"	WOOD	.	PAINT	WOOD	PAINT	.	.	.	.	.	.	5	.
23	A	2'-0"	6'-8"	1-3/4"	WOOD	S/C	PAINT	WOOD	PAINT	.	.	.	.	.	.	5	.
24	A	1'-10"	6'-8"	1-3/4"	WOOD	S/C	PAINT	WOOD	PAINT	.	.	.	.	.	.	5	.
25	A	1'-8"	6'-8"	1-3/4"	WOOD	S/C	PAINT	WOOD	PAINT	.	.	.	.	.	.	5	.
26	A	1'-6"	6'-8"	1-3/4"	WOOD	S/C	PAINT	WOOD	PAINT	.	.	.	.	.	.	5	.
27	A	3'-0"	6'-8"	1-3/4"	PVC	.	.	PVC	.	.	.	.	.	.	.	6	FRENCH DOOR
28	R	2'-8"	6'-8"	.	WOOD	.	PAINT	WOOD	PAINT	.	.	.	.	.	.	5	LOUVERED-BIFOLD/ SWING
29	A	2'-0"	4'-6"	1-3/4"	WOOD	S/C	PAINT	WOOD	PAINT	.	.	.	.	.	.	5	.
30	K	4'-0"	6'-8"	.	MIRROR	.	.	WOOD	.	.	.	.	.	.	.	.	WARDROBE
31	K	5'-0"	6'-8"	.	MIRROR	.	.	WOOD	.	.	.	.	.	.	.	.	WARDROBE
32	K	6'-0"	6'-8"	.	MIRROR	.	.	WOOD	.	.	.	.	.	.	.	.	WARDROBE
33	E	7'-0"	6'-8"	.	MIRROR	.	.	WOOD	.	.	.	.	.	.	.	.	WARDROBE
34	L	8'-0"	6'-8"	.	MIRROR	.	.	WOOD	.	.	.	.	.	.	.	.	WARDROBE
35	B	5'-0"	6'-8"	.	PVC/ALUM.	.	.	PVC/ALUM.	.	TEMP.	YES	.	.	.	.	.	JELDWIN/ MILGARD
36	B	6'-0"	6'-8"	.	PVC/ALUM.	.	.	PVC/ALUM.	.	TEMP.	YES	.	.	.	.	.	JELDWIN/ MILGARD
37	S	7'-0"	8'-0"	.	PVC/ALUM.	.	.	PVC/ALUM.	.	TEMP.	YES	.	.	.	.	.	JELDWIN/ MILGARD
38	S	8'-0"	8'-0"	.	PVC/ALUM.	.	.	PVC/ALUM.	.	TEMP.	YES	.	.	.	.	.	JELDWIN/ MILGARD
39	T	9'-0"	6'-8"	.	PVC/ALUM.	.	.	PVC/ALUM.	.	TEMP.	YES	.	.	.	.	.	JELDWIN/ MILGARD
40	C	10'-0"	6'-8"	.	PVC/ALUM.	.	.	PVC/ALUM.	.	TEMP.	YES	.	.	.	.	.	JELDWIN/ MILGARD
41	C	12'-0"	6'-8"	.	PVC/ALUM.	.	.	PVC/ALUM.	.	TEMP.	YES	.	.	.	.	.	JELDWIN/ MILGARD
42	G	12'-0"	9'-0"	.	W. IRON	.	PAINT	W. IRON	PAINT	.	.	.	.	.	.	.	GARAGE TILT-UP DOOR MOTOR OPERATED WITH REMOTE CONTROL
43	G	13'-0"	9'-0"	.	W. IRON	.	PAINT	W. IRON	PAINT	.	.	.	.	.	.	.	GARAGE ROLL-UP DOOR MOTOR OPERATED WITH REMOTE CONTROL
44	H	3'-0"	6'-0"	.	W. IRON	.	PAINT	W. IRON	PAINT	.	.	.	.	.	.	2	EXIT GATE
45	H	3'-0"	4'-0"	.	W. IRON	.	PAINT	W. IRON	PAINT	.	.	.	.	.	.	.	EXIT DOOR W/ PAD LOCK
46	G	3'-0"	3'-6"	.	W. IRON	.	PAINT	W. IRON	PAINT	.	.	.	.	.	.	.	BARRIER DOOR
47	X	6'-0"	6'-8"	3/4"	METAL	.	PAINT	METAL	PAINT	.	.	.	.	.	.	.	EXT. GLUED PLYWOOD WITH GUIDES AND TRACKS ON TOP
48	M	16'-0"	8'-0"	3/4"	WOOD	.	PAINT	WOOD	PAINT	.	.	.	.	.	.	.	EXT. GLUED PLYWOOD WITH GUIDES AND TRACKS ON TOP



FINISH SCHEDULE

ROOM NAME	FLOOR	BASE	WALLS				CEILING	CEILING HEIGHT	REMARKS
			NORTH	EAST	SOUTH	WEST			
GARAGE	.	.	P-1	P-1	P-1	P-1	P-2	VARIES	.
EXTERIOR STAIRS (PUBLIC AREA)	WPF-1	WPF-1	WF-1/P-1	WF-1/P-1	WF-1/P-1	WF-1/P-1	WF-1/P-1	VARIES	.
WALK-WAYS	WPF-1	WPF-1	WF-2/P-3	WF-2/P-3	WF-2/P-3	WF-2/P-3	WF-2/P-3	8'-4"	SEE DRAWINGS FOR SPECIFIC PAINT AREAS
LIVING AREA	HWF-1	B-1	WF-1/P-1	WF-1/P-1	WF-1/P-1	WF-1/P-1	WF-1/P-2	8'-4"	.
DINING AREA	HWF-1	B-1	WF-1/P-1	WF-1/P-1	WF-1/P-1	WF-1/P-1	WF-1/P-2	8'-4"	.
KITCHEN	PT-1	B-2	WF-1/P-3	WF-1/P-3	WF-1/P-3	WF-1/P-3	WF-1/P-4	VARIES	.
BATH #1	PT-1	B-2	WF-1/P-3	WF-1/P-3	WF-1/P-3	WF-1/P-3	WF-1/P-4	7'-4"	.
BATH #2	PT-1	B-2	WF-1/P-3	WF-1/P-3	WF-1/P-3	WF-1/P-3	WF-1/P-4	7'-4"	.
BED ROOM #1	HWF-1	B-1	WF-1/P-1	WF-1/P-1	WF-1/P-1	WF-1/P-1	WF-1/P-2	8'-4"	.
BED ROOM #2	HWF-1	B-1	WF-1/P-1	WF-1/P-1	WF-1/P-1	WF-1/P-1	WF-1/P-2	8'-4"	.
CLOSET	HWF-1	B-1	WF-1/P-1	WF-1/P-1	WF-1/P-1	WF-1/P-1	WF-1/P-2	8'-4"	.
LAUNDRY	RT-1	B-1	WF-1/P-3	WF-1/P-3	WF-1/P-3	WF-1/P-3	WF-1/P-4	7'-4"	.
HALLWAY	HWF-1	B-1	WF-1/P-1	WF-1/P-1	WF-1/P-1	WF-1/P-1	WF-1/P-2	7'-4"	.
BALCONY	WPF-1	WPF-1	WF-2/P-3	WF-2/P-3	WF-2/P-3	WF-2/P-3	WF-2/P-3	8'-4"	SEE DRAWINGS FOR SPECIFIC PAINT AREAS

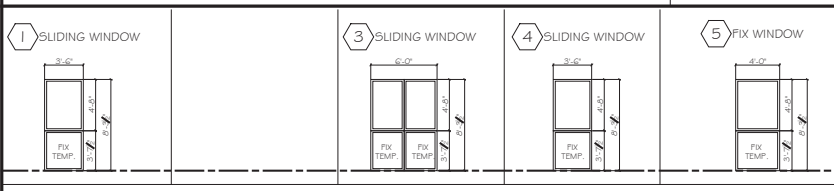
INTERIOR FINISH & COLOR LEGEND

GENERAL NOTES:

NOTE:
KEY-LOCK HARDWARE WILL BE USED AT THE MAIN EXIT DOORS, NO EXIT DEVICE PROVIDE READILY VISIBLE, DURABLE SIGN, NOT LESS THAN 1" HIGH, ON OR ADJACENT TO THE DOOR STATING "THIS DOOR MUST REMAIN UNLOCKED DURING BUSINESS HOURS"

HARDWARE TYPES (HWR):
HWR-1 SINGLE CYLINDER LEVER KNOB GENERAL MASTER KEY
HWR-2 STORE ROOM LOCK OWNER MASTER KEY
HWR-3 APARTMENT ENTRANCE LOCK DEADLOCKING LATCH BOLT BY LEVER (SEE NOTES FOR FIRE RATING)
HWR-4 BATH/ BED ROOM PRIVACY
HWR-5 PASSAGE LATCH
HWR-6 PASSAGE LATCH WITH SEPARATE SINGLE DEAD BOLT

WHERE GLAZED OPENINGS ARE PROVIDED ONE IN EACH SPACE OR AREA NEEDS TO COMPLY WITH REACH RANG 15" TO 42" AND OPERABLE PARTS 30"x48" CLEAR SPACE 1135 A.4



WINDOW SCHEDULE

NO.	TYPE	WIDTH	HEIGHT	FRAME MATERIAL	GLASS	SCREEN	FIRE RATING	NFRC U VALUE	NFRC SHGC	REMARKS
(A) 1	1	3'-6"	8'-0"	.	.	YES	.	.	.	1 LITES- EACH
(B) 2	2	8'-0"	8'-0"	.	.	YES	.	.	.	1 LITES- EACH
(C) 3	3	6'-0"	8'-0"	.	TEMP.	NO	.	.	.	1 LITES- EACH
(D) 4	4	3'-6"	8'-0"	.	.	YES	.	.	.	1 LITES- EACH
(E) 5	5	4'-0"	8'-0"	.	TEMP.	NO	.	.	.	1 LITES- EACH

COMPLY WITH ENERGY CODE REQUIREMENTS

INTERIOR FINISH MATERIAL APPLIED TO WALL AND CEILINGS SHALL BE TESTED AS SPECIFIED IN CHAPTER 8 AND APPLIED IN ACCORDANCE WITH THE FOLLOWING TABLES:

TABLE 803.5

OCCUPANCY GROUP	EXIT ENCLOSURE AND EXIT PASSAGEWAYS	CORRIDORS	ROOMS AND ENCLOSED SPACES
R-2	C	C	C
S	C	C	C

FLAME-SPREAD CLASSIFICATION

MATERIAL QUALIFIED BY:

CLASS	FLAME-SPREAD/ SMOKE DEVELOPED
A	0-25/ 0-450
B	26-75/ 0-450
C	76-200/ 0-450

THE ENTRANCE DOORS TO RESIDENTIAL UNITS FROM INTERIOR CORRIDORS ARE REQUIRED TO HAVE A MINIMUM STC RATING OF 26. (LAMINATED 1-3/4" SOLID-CORE DOORS WITH RESILIENT STOPS AND GASKET OR 1/8 GAUGE INSULATED STEEL SLAB DOORS WITH COMPRESSION SEALS ALL AROUND, INCLUDING THRESHOLDS WHICH MEETS THIS REQUIREMENT). 91.1 208A.A
* WITH APPROVED LABEL FOLLOWED BY THE LETTER "S"
** OPENABLE FROM BOTH SIDES WITHOUT KEY
*** LABELS FOR FIRE DOORS USED TO PROTECT OPENINGS INTO EXIT ENCLOSURES SHALL INDICATE THAT THE TEMPERATURE RISE ON THE UNEXPOSED SURFACE DOES NOT EXCEED 450 F ABOVE AMBIENT AT THE END OF 30 MINUTES OF THE FIRE EXPOSURE SPECIFIED IN UBC STANDARD 7-2 TO SHOW COMPLIANCE WITH SECTION 1005.3.

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10005 Santa Monica Blvd #100
Los Angeles, California 90025
afcoenvironment.com

PICO VETERAN HOLDINGS, LLC
8383 WILSHIRE BLVD 3460
BEVERLY HILLS, CA 90212

PICO VETERAN APARTMENTS
10942-10948 W. PICO BLVD.
LOS ANGELES, CA 90064

REVISION: _____
DATE: _____

DRAWN BY: F.A.
DATE: 07-21-2023
SCALE: AS SHOWN
JOB: _____
SHEET: 00

A-22
OF 00 SHEETS:

CLIENT /
 PICO VETERAN HOLDINGS, LLC
 8383 WILSHIRE BLVD. #460
 BEVERLY HILLS, CA 90210

ARCHITECT OF RECORD /
 ARCO DESIGN, INC.
 10635 SANTA MONICA BOULEVARD #190
 LOS ANGELES, CALIFORNIA 90025
 424-789-8001

SURVEYOR /
 JACK LITTLE COMPANY, INC.
 17620 SHERMAN WAY SUITE #218
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SOIL ENGINEER /
 AGI GEOTECHNICAL, INC.
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 11287 WASHINGTON BOULEVARD
 CLEVER CITY, CALIFORNIA 90230
 310-204-3500



10942 - 10948 W. PICO BOULEVARD
 LOS ANGELES, CALIFORNIA 90064

NO.	DATE	DESCRIPTION
01	07/2023	ENTITLEMENT

LANDSCAPE & HARDSCAPE LEGENDS

L091

HARDSCAPE LEGEND

SYMBOL	MATERIAL	SPECIFICATION OR APPROVED EQUAL	QUANTITY	NOTES
[Symbol]	DECOMPOSED GRANITE	CAL DG WHITE ICE DECOMPOSED GRANITE	PER PLAN	N/A
[Symbol]	POURED IN PLACE CONCRETE PAVING	SAW CUT CONTROL JOINTS PER PLAN / SLOPING & WIDTH FOR ACCESSIBILITY & DRAINAGE PER PLAN, UNCOLORED CONCRETE, SMOOTH CEMENT FINISH WITH EXPOSED AGGREGATE	PER PLAN	N/A
[Symbol]	POURED IN PLACE CONCRETE PAVING (BAJA RED)	SAW CUT CONTROL JOINTS PER PLAN / SLOPING & WIDTH FOR ACCESSIBILITY & DRAINAGE PER PLAN, UNCOLORED CONCRETE, SMOOTH CEMENT FINISH WITH EXPOSED AGGREGATE	PER PLAN	N/A
[Symbol]	POURED IN PLACE CONCRETE PAVING (PALOMINO)	SAW CUT CONTROL JOINTS PER PLAN / SLOPING & WIDTH FOR ACCESSIBILITY & DRAINAGE PER PLAN, UNCOLORED CONCRETE, SMOOTH CEMENT FINISH WITH EXPOSED AGGREGATE	PER PLAN	N/A
[Symbol]	ROOFTOP PAVERS	TILETECH 2' X 2' X 3/4" PORCELAIN ROOFTOP PAVERS / STONE SERIES SAND STONE	PER PLAN	N/A
[Symbol]	WOOD CHIP MULCH	SEPLULVEDA BUILDING MATERIALS DESIGNER WOOD CHIPS, BROWN	PER PLAN	N/A
[Symbol]	PEA GRAVEL	SEPLULVEDA BUILDING MATERIALS 3/8" PEA GRAVEL	PER PLAN	N/A

HARDSCAPE LEGEND NOTES

1. ALL QUANTITIES TO BE VERIFIED BY LANDSCAPE SUBCONTRACTOR.

02 HARDSCAPE LEGEND
 N.T.S.

PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	MATURE SIZE / SPACING	WATER USE WUCOLS REGION 3 ETPF	SUNSET CLIMATE ZONE 22	SOLAR EXPOSURE	FIRE ZONE	NOTES	QUANTITY
SHRUBS										
[Symbol]	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FOERSTERS FEATHER REED GRASS	3 GAL	2'-0"	MODERATE / .40	2B-24	FULL SUN OR PARTIAL SUN	B	N/A	PER PLAN
[Symbol]	ECHINACEA HYBRID 'TIGER'	PRIMA TIGER CONEFLOWER	1 GAL	1'-6"	MODERATE / .40	1-24	FULL SUN	A	N/A	PER PLAN
[Symbol]	ECHINACEA 'NOECTHREE'	DELICIOUS NOUGAT CONEFLOWER	1 GAL	1'-0" - 1'-6"	MODERATE / .40	1-24	FULL SUN	A	N/A	PER PLAN
[Symbol]	ECHINACEA PURPUREA 'MAGNUS'	MAGNUS PURPLE CONEFLOWER	1 GAL	3'-0"	MODERATE / .40	1-24	FULL SUN	A	N/A	PER PLAN
[Symbol]	ECHINOPS SPHAEROCEPHALLUS 'ARCTIC GLOW'	GLOBE THISTLE	1 GAL	2'-0" - 4'-0"	MODERATE / .40	1-24	FULL SUN	A	N/A	PER PLAN
[Symbol]	FESTUCA MAIREI	ATLAS FESCUE	3 GAL	2'-0" - 3'-0"	LOW / .20	2-10, 14-24	FULL SUN OR PARTIAL SUN	A	N/A	PER PLAN
[Symbol]	LIATRIS SPICATA 'KOBOLD'	KOBOLD GAYFEATHER	1 GAL	2'-0"	MODERATE / .40	1-10, 14-24	FULL SUN	B	N/A	PER PLAN
[Symbol]	MUHLENBERGIA CAPILLARIS	WHITE CLOUD	1 GAL	4'-0"	LOW / .20	4-24	FULL SUN OR PARTIAL SUN	B	N/A	PER PLAN
[Symbol]	MUHLENBERGIA CAPILLARIS 'LENICA'	REGAL MIST PINK MUHLY GRASS	1 GAL	4'-0"	LOW / .20	4-24	FULL SUN OR PARTIAL SUN	B	N/A	PER PLAN
[Symbol]	MUHLENBERGIA LINDHEIMERI	AUTUMN MUHLY	1 GAL	5'-0"	LOW / .20	6-24	FULL SUN OR PARTIAL SUN	B	N/A	PER PLAN
[Symbol]	PENNISETUM ALOPECUROIDES 'LITTLE BUNNY'	LITTLE BUNNY DWARF FOUNTAIN GRASS	3 GAL	5'-0"	MODERATE / .40	2B-24	FULL SUN OR PARTIAL SUN	B	N/A	PER PLAN
[Symbol]	PENNISETUM ORIENTALE 'KARLEY ROSE'	KARLEY ROSE FOUNTAIN GRASS	3 GAL	2'-0"	MODERATE / .40	3-10, 14-24	FULL SUN OR PARTIAL SUN	B	N/A	PER PLAN
[Symbol]	PENNISETUM SETACEUM 'RUBRUM'	PURPLE FOUNTAIN GRASS	3 GAL	5'-0"	MODERATE / .40	8-24	FULL SUN OR PARTIAL SUN	B	N/A	PER PLAN
[Symbol]	SALVIA MELLIFERA	BLACK SAGE	1 GAL	3'-0" - 6'-0"	MODERATE / .40	7-9, 14-24	FULL SUN	B	N/A	PER PLAN
[Symbol]	SALVIA NEMOROSA	APEX PINK MEADOW SAGE	3 GAL	1'-6"	MODERATE / .40	2-10, 14-24	FULL SUN	B	N/A	PER PLAN
[Symbol]	SALVIA SPATHACEA	HUMMINGBIRD SAGE	1 GAL	1'-0" - 2'-0"	MODERATE / .40	7-9, 14-24	FULL SUN	B	N/A	PER PLAN
TREES										
[Symbol]	ARBUTUS 'UNEDO'	DWARF STRAWBERRY TREE	15 GAL	8'-0"	LOW / .20	4-24	FULL SUN	A / 10'	MULTI-TRUNK & DOUBLE STAKE TREE / PER DETAIL	PER PLAN
[Symbol]	PYRUS CALLERYANA 'ARISTOCRAT'	ARISTOCRAT ORNAMENTAL PEAR	15 GAL	20'-0" - 30'-0"	MODERATE / .40	2B -9, 14-21	FULL SUN	A / 10'	N/A	PER PLAN

PLANTING LEGEND NOTES

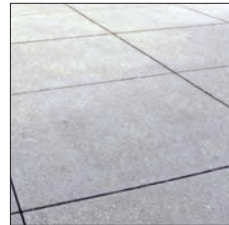
1. ALL QUANTITIES TO BE VERIFIED BY LANDSCAPE SUBCONTRACTOR.

01 PLANTING LEGEND
 N.T.S.

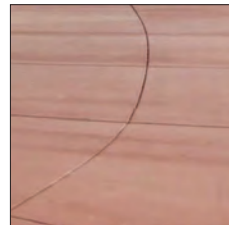
HARDSCAPE MATERIALS



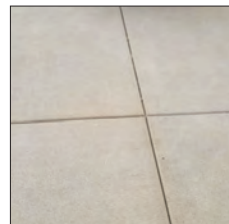
DECOMPOSED GRANITE / CAL DG WHITE ICE



POURED IN PLACE / CONCRETE PERMEABLE PAVING



POURED IN PLACE CONCRETE PERMEABLE PAVING / COLOR: DAVIS COLORS, BAJA RED



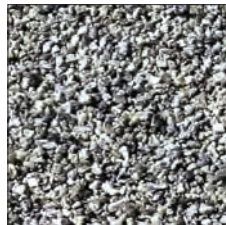
POURED IN PLACE CONCRETE PERMEABLE PAVING / COLOR: DAVIS COLORS, PALOMINO



ROOFTOP PAVERS / TILETECH 2' X 2' X 3/4\"/>

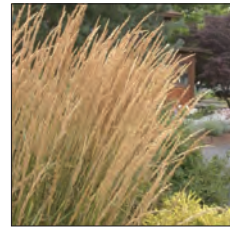


WOOD CHIP MULCH / SEPULVEDA BUILDING MATERIALS DESIGNER WOOD CHIPS, BROWN



PEA GRAVEL / SEPULVEDA BUILDING MATERIALS 3/8\"/>

SHRUBS



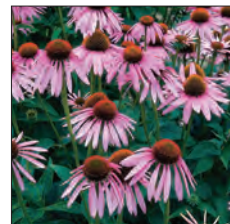
CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER' FEATHER REED GRASS



ECHINACEA HYBRID 'TIGER' PRIMA TIGER CONEFLOWER



ECHINACEA 'NOECTHREE' DELICIOUS NOUGAT CONEFLOWER



ECHINACEA PURPUREA 'MAGNUS' MAGNUS PURPLE CONEFLOWER



ECHINOPS PHAEOCEPHALUS 'ARCTIC GLOW' GLOBE THISTLE



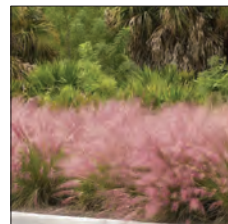
FESTUCA MAIREI ATLAS FESCUE



LIATRIS SPICATA 'KOBOLD' KOBOLD GAYFEATHER



MUHLENBERGIA CAPILLARIS WHITE CLOUD



MUHLENBERGIA CAPILLARIS 'LENCA' REGAL MIST PINK MUHLY GRASS



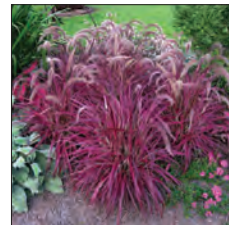
MUHLENBERGIA LINDHEIMERI AUTUMN MUHLY



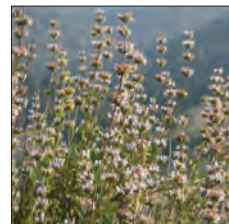
PENNISETUM ALOPECUROIDES 'LITTLE BUNNY' LITTLE BUNNY DWARF FOUNTAIN GRASS



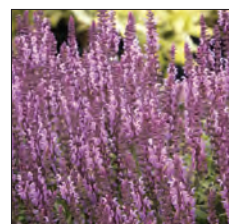
PENNISETUM ORIENTALE 'KARLEY ROSE' KARLEY ROSE FOUNTAIN GRASS



PENNISETUM SETACEUM 'RUBRUM' PURPLE FOUNTAIN GRASS



SALVIA MELLIFERA BLACK SAGE



SALVIA NEMOROSA APEX PINK MEADOW SAGE



SALVIA SPATHACEA HUMMINGBIRD SAGE

TREES



ARBUTUS 'UNEDO' DWARF STRAWBERRY TREE



PYRUS CALLERYANA 'ARISTOCRAT' ARISTOCRAT ORNAMENTAL PEAR

64NORTH
719 N. FAIRFAX AVENUE, SUITE C
LOS ANGELES, CA 90046
T 310 919 0919 / F 310 933 0550
64NORTH.COM

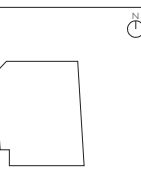
02 / CLIENT & TEAM

CLIENT /
PICO VETERAN HOLDINGS, LLC
8383 WILSHIRE BLVD. #440
BEVERLY HILLS, CA 90210
ARCHITECT OF RECORD /
ARCO DESIGN, INC.
10635 SANTA MONICA BOULEVARD #190
LOS ANGELES, CALIFORNIA 90025
424-789-8001
SURVEYOR /
JACK LITTLE COMPANY, INC.
17620 SHERMAN WAY SUITE #218
VAN NUYS, CALIFORNIA 91406
818-342-3277
SOIL ENGINEER /
AGI GEOTECHNICAL, INC.
16555 SHERMAN WAY SUITE #A
VAN NUYS, CALIFORNIA 91406
818-785-5244
LANDSCAPE ARCHITECT /
64NORTH
719 N. FAIRFAX AVENUE, SUITE C
LOS ANGELES, CA 90046
LANDUSE CONSULTANT /
THREEGATITY
11287 WASHINGTON BOULEVARD
CLEVER CITY, CALIFORNIA 90230
310-204-3500

03 / STAMP & COPYRIGHT



04 / KEY PLAN



05 / PROJECT NAME & ADDRESS

10942 - 10948 W. PICO BOULEVARD
LOS ANGELES, CALIFORNIA 90064

06 / REVISIONS

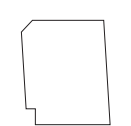
NO.	DATE	DESCRIPTION
01	07/2023	ENTITLEMENT

07 / SHEET TITLE

LANDSCAPE &
HARDSCAPE
PALETTES

08 / SHEET NUMBER

L092



10942 - 10948 W. PICO BOULEVARD
LOS ANGELES, CALIFORNIA 90064

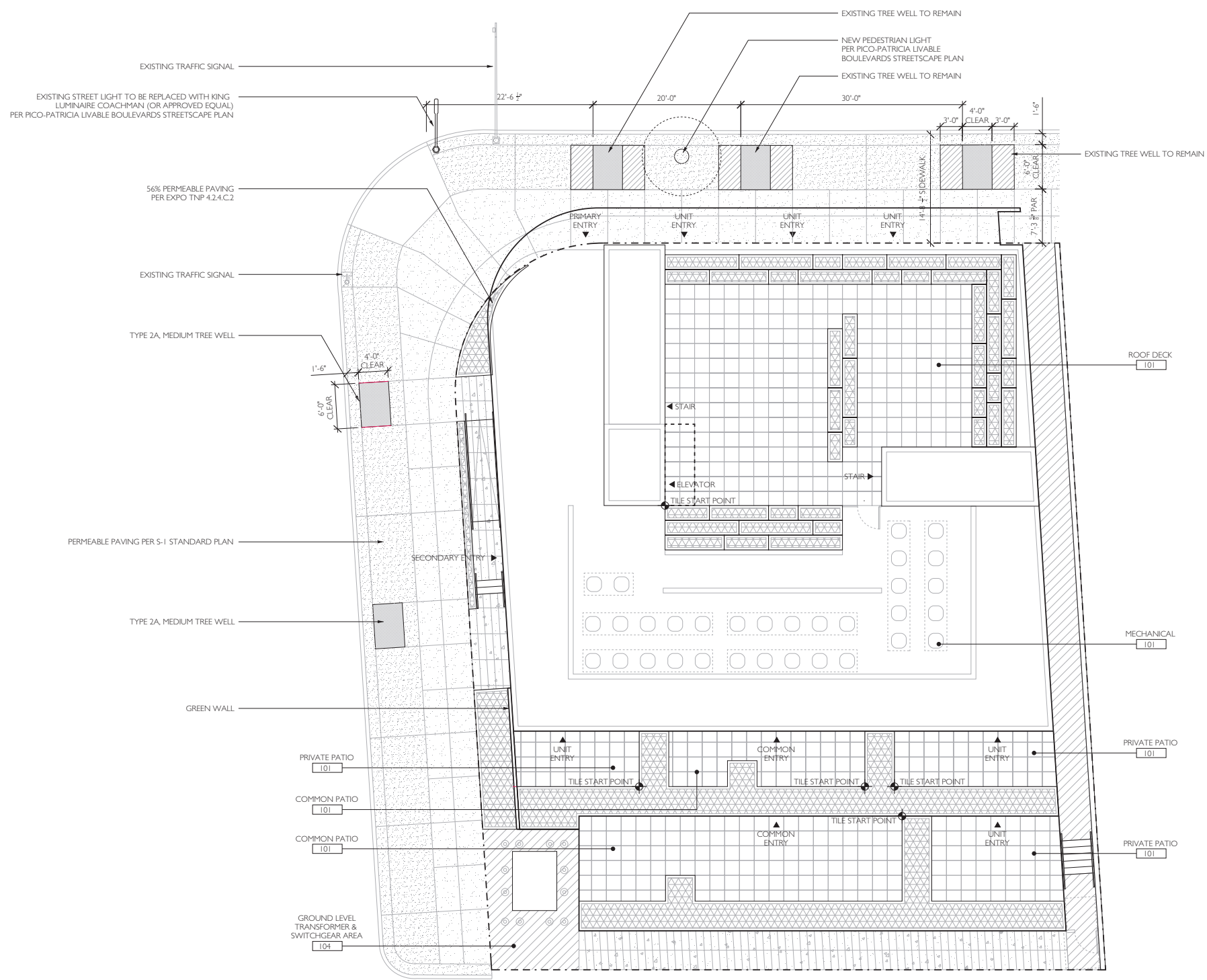
NO.	DATE	DESCRIPTION
01	07/2023	ENTITLEMENT

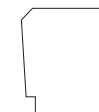
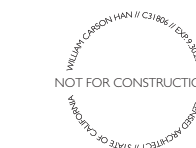
HARDSCAPE PLAN

L101

HARDSCAPE LEGEND

SYMBOL	MATERIAL
	DECOMPOSED GRANITE
	POURED IN PLACE PAVING
	POURED IN PLACE CONCRETE PAVING (BAJA RED)
	POURED IN PLACE CONCRETE PAVING (PALOMINO)
	ROOFTOP PAVERS
	WOOD CHIP MULCH
	PEA GRAVEL





NO.	DATE	DESCRIPTION
01	07/2023	ENTITLEMENT

PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME
SHRUBS		
⊗	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FOERSTER'S FEATHER REED GRASS
⊕	ECHINACEA 'NOECTH-REE'	DELICIOUS NOUGAT CONEFLOWER
⊕	ECHINACEA HYBRID 'TIGER'	PRIMA TIGER CONEFLOWER
⊕	ECHINACEA PURPUREA 'MAGNUS'	MAGNUS PURPLE CONEFLOWER
⊕	ECHINOPSIS SPHAEROCEPHALLUS 'ARCTIC GLOW'	GLOBE THISTLE
⊕	FESTUCA MAIREI	ATLAS FESCUE
⊕	LIATRIS SPICATA 'KOBOLD'	KOBOLD GAYFEATHER
⊕	MUHLENBERGIA CAPILLARIS 'LENCA'	REGAL MIST PINK MUHLY GRASS
⊕	MUHLENBERGIA LINDHEIMERI	AUTUMN MUHLY
⊕	NASELLA TENUISSIMA	MEXICAN FEATHER GRASS
⊕	PENNISETUM ALOPECUROIDES 'LITTLE BUNNY'	LITTLE BUNNY DWARF FOUNTAIN GRASS
⊕	PENNISETUM ORIENTALE 'KARLEY ROSE'	KARLEY ROSE FOUNTAIN GRASS
⊕	PENNISETUM SETACEUM 'RUBRUM'	PURPLE FOUNTAIN GRASS
⊕	SALVIA MELLIFERA	BLACK SAGE
⊕	SALVIA NEMOROSA	APEX PINK MEADOW SAGE
⊕	SALVIA SPATHACEA	HUMMINGBIRD SAGE
TREES		
⊗	ARBUTUS 'UNEDO'	DWARF STRAWBERRY TREE
⊕	PYRUS CALLERYANA 'ARISTOCRAT'	ARISTOCRAT ORNAMENTAL PEAR

NOTES

1. RECIRCULATING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES.
2. A MINIMUM 3-INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT TURF AREAS, CREEPING OR ROOTING GROUNDCOVERS, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED.
3. FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6 INCHES OF SOIL, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF THE PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL.

LANDSCAPED AREAS

TOTAL LANDSCAPED AREA (ONSITE)	1,062 SF
TURF	0 SF
PLANTED AREA (ONSITE)	1,062 SF
LANDSCAPED PARKWAY (OFFSITE)	0 SF
TURF	0 SF

TREES

PROPOSED ON-SITE TREES	8 TREES
EXISTING STREET TREES	3 TREES (LOCATED ON PICO)
PROPOSED STREET TREES	2 TREES (LOCATED ON VETERAN)

100% DROUGHT TOLERANT
LANDSCAPING PER EXPO TNP 4.2.4.C.1.
REFER TO SHEET L091 / PLANTING LEGEND

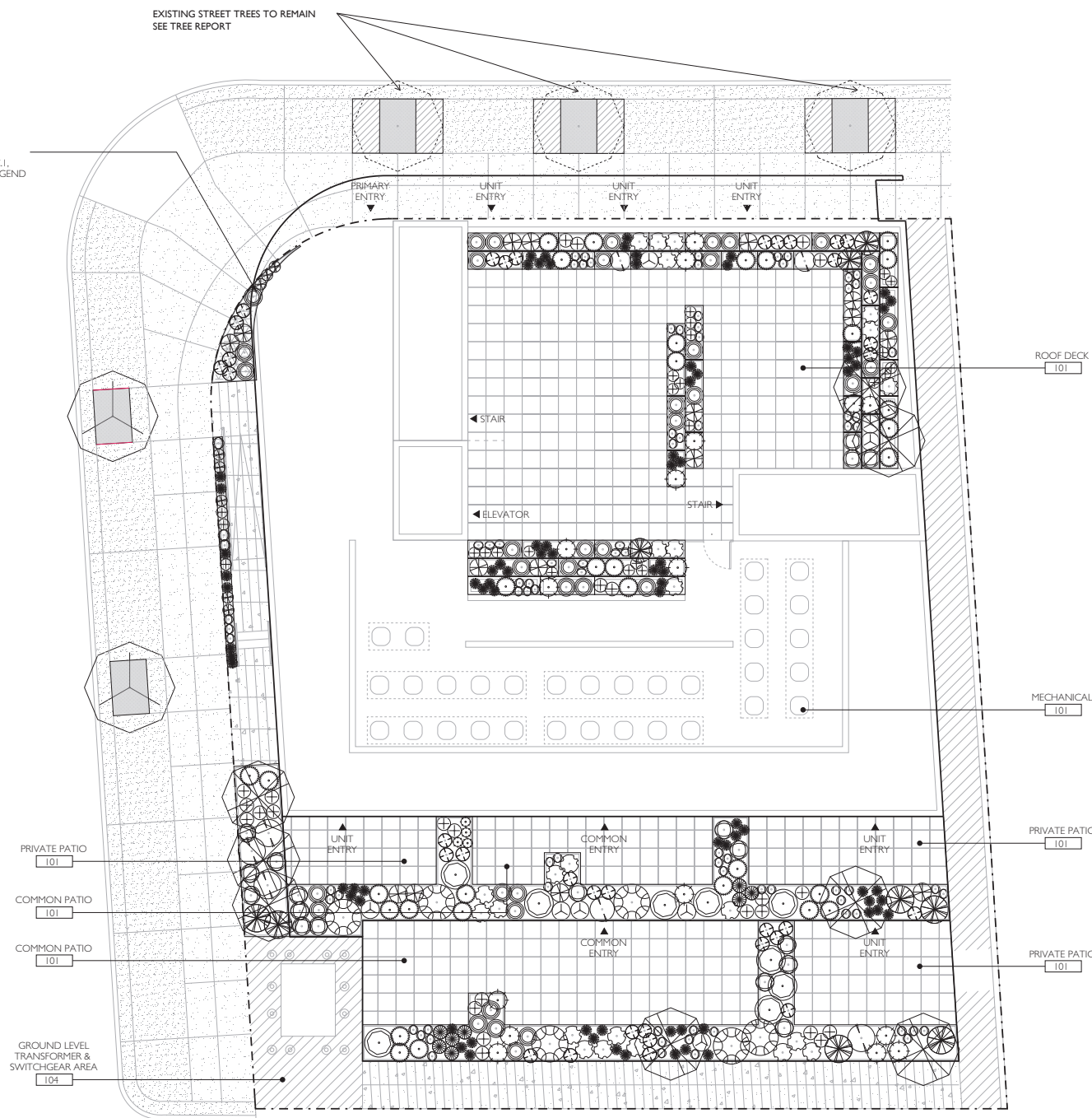


EXHIBIT B

MAPS AND PHOTOS

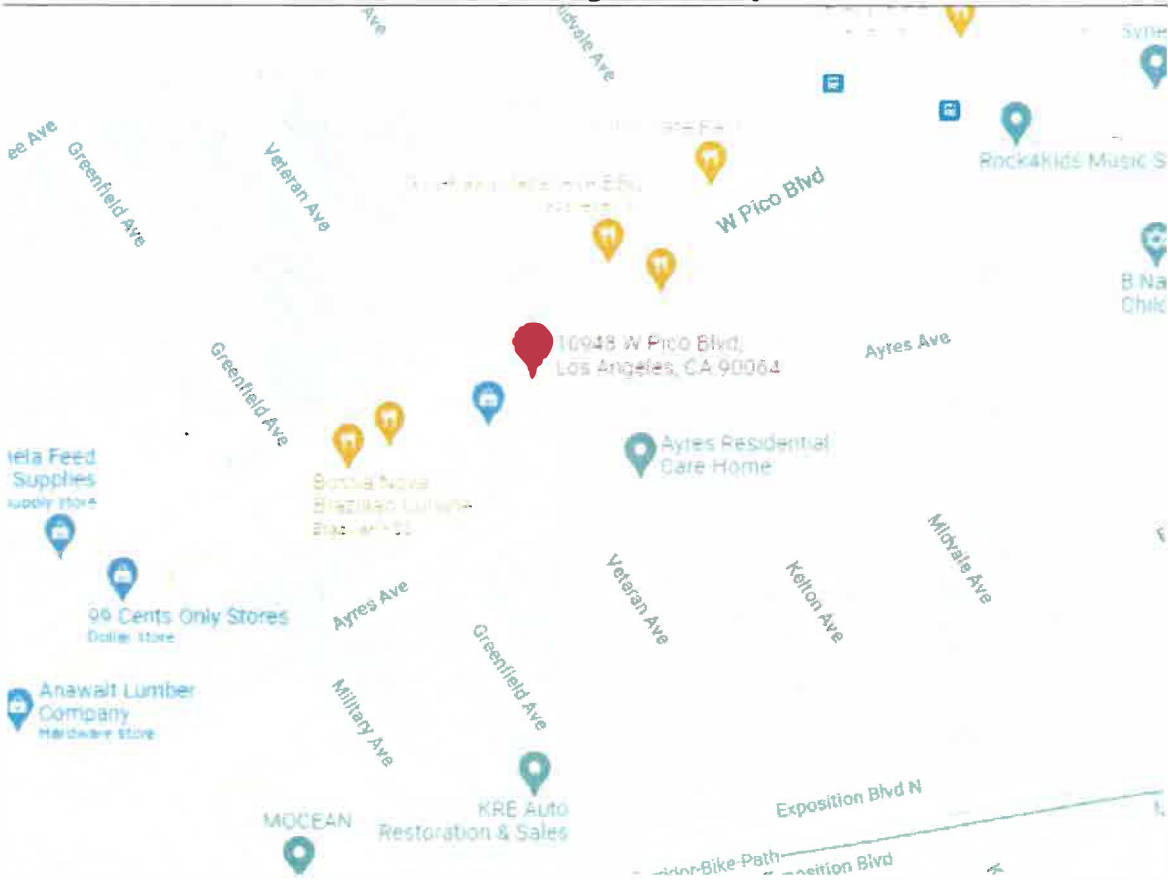
B1 – Vicinity Map

B2 – Radius Map

B3 – ZIMAS Parcel Profile Report

B4 – Site Photos

Vicinity Map



Address: 10948 W PICO BLVD

 # 22-265



DENSITY BONUS OFF MENU


Quality Mapping Service
 14549 Archwood St. Suite 301
 Van Nuys, California 91405
 Phone (818) 997-7949 - Fax (818) 997-0351
qmapping@qms.com

<p>THOMAS BROTHERS Page: 632 Grid: C-6</p> <p>LEGAL LOT: 76,77 TRACT: 6939 M.B. 93-50</p> <p>CONTACT: THREE6IXTY</p>	<p>ASSESSOR PARCEL NUMBER: 4256-001-005</p> <p>SITE ADDRESS: 10948 W. PICO BLVD.</p> <p>CD: 5 CT: 2678.00 PA: WEST LOS ANGELES USES: FIELD/RECORD</p> <p>CASE NO: SCALE: 1" = 100' D.M.: 126B157, 126B153 123B157, 123B153</p> <p>PHONE: 310-204-3500</p>	<p style="text-align: center;">DATE: 12-14-2022</p> <p>Update: _____</p> <p>NET AC: 0.91 QMS: 22-265</p>
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DATE: 12-14-2022
 Update: _____
 NET AC: 0.91
 QMS: 22-265



City of Los Angeles Department of City Planning

7/18/2023 PARCEL PROFILE REPORT

PROPERTY ADDRESSES

10942 W PICO BLVD

ZIP CODES

90064

RECENT ACTIVITY

None

CASE NUMBERS

CPC-2022-8060-DB-HCA

CPC-2018-7546-CPU

CPC-2014-1457-SP

CPC-2013-621-ZC-GPA-SP

CPC-2009-1536-CPU

CPC-1992-41-HD

CPC-1992-40-ZC

CPC-1992-39-SUD

CPC-1974-25468

CPC-12188

ORD-186402

ORD-186108

ORD-185671

ORD-183497

ORD-171859

ORD-171659

ORD-171492

ORD-171227

ORD-160340

ORD-147820

ORD-129279

ORD-120409

ENV-2022-8061-EAF

ENV-2014-1458-EIR-SE-CE

ENV-2013-622-EIR

ENV-2009-1537-EIR

ENV-2005-8253-ND

ENV-2002-478-CE

ND-93-12-ZC

ED-75-154-ZC-HD

Address/Legal Information

PIN Number	126B157 1135
Lot/Parcel Area (Calculated)	4,099.3 (sq ft)
Thomas Brothers Grid	PAGE 632 - GRID C6
Assessor Parcel No. (APN)	4256001005
Tract	TR 6939
Map Reference	M B 93-50 (SHT 1)
Block	None
Lot	77
Arb (Lot Cut Reference)	None
Map Sheet	126B157

Jurisdictional Information

Community Plan Area	West Los Angeles
Area Planning Commission	West Los Angeles
Neighborhood Council	Westside
Council District	CD 5 - Katy Young Yaroslavsky
Census Tract #	2678.00
LADBS District Office	West Los Angeles

Permitting and Zoning Compliance Information

Administrative Review	None
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Planning and Zoning Information

Special Notes	None
Zoning	NMU(EC)-POD
Zoning Information (ZI)	ZI-2256 Neighborhood Overlay District: Westwood/Pico ZI-2486 Streetscape Plan: Exposition Corridor/Livable Boulevards ZI-2498 Local Emergency Temporary Regulations - Time Limits and Parking Relief - LAMC 16.02.1 ZI-2192 Specific Plan: West Los Angeles Transportation Improvement and Mitigation ZI-2490 Specific Plan: Exposition Corridor Transit Neighborhood Plan ZI-2512 Housing Element Inventory of Sites ZI-2452 Transit Priority Area in the City of Los Angeles
General Plan Land Use	Neighborhood Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN
Subarea	None
Specific Plan Area	WEST LOS ANGELES TRANSPORTATION IMPROVEMENT AND MITIGATION
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	None

This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at zimas.lacity.org
 (*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Subarea	None
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	Westwood/Pico
RBP: Restaurant Beverage Program Eligible Area	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
AB 2334: Very Low VMT	Yes
AB 2097: Reduced Parking Areas	Yes
Streetscape	Livable Boulevards
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	High
Non-Residential Market Area	High
Transit Oriented Communities (TOC)	Tier 3
ED 1 Eligibility	Eligible Site
RPA: Redevelopment Project Area	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	4256001005
APN Area (Co. Public Works)*	0.191 (ac)
Use Code	2100 - Commercial - Restaurant, Cocktail Lounge - Restaurant, Cocktail Lounge, Tavern - One Story
Assessed Land Val.	\$3,002,615
Assessed Improvement Val.	\$504,998
Last Owner Change	09/25/2007
Last Sale Amount	\$0
Tax Rate Area	67
Deed Ref No. (City Clerk)	895449
	88439
	545926
	472151
	359468
	2208916
	206816
	1847054
	1785720
Building 1	
Year Built	1949
Building Class	D55A
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	6,259.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5

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 (*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Rent Stabilization Ordinance (RSO) No [APN: 4256001005]

Additional Information

Airport Hazard	None
Coastal Zone	None
Santa Monica Mountains Zone	No
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	None
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	Yes
Wells	None

Seismic Hazards

Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	1.56929328
Nearest Fault (Name)	Santa Monica Fault
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	1.00000000
Slip Geometry	Left Lateral - Reverse - Oblique
Slip Type	Moderately / Poorly Constrained
Down Dip Width (km)	13.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	-75.00000000
Maximum Magnitude	6.60000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	No
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No

Economic Development Areas

Business Improvement District	None
Hubzone	Not Qualified
Jobs and Economic Development Incentive Zone (JEDI)	None
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	None

Housing

Direct all Inquiries to	Los Angeles Housing Department
Telephone	(866) 557-7368
Website	https://housing.lacity.org
Rent Stabilization Ordinance (RSO)	No [APN: 4256001005]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No
Housing Crisis Act Replacement Review	Yes
Housing Element Sites	
HE Replacement Required	Yes
SB 166 Units	0.03 Units, Lower

Housing Use within Prior 5 Years No

Public Safety

Police Information

Bureau	West
Division / Station	West Los Angeles
Reporting District	884

Fire Information

Bureau	South
Battalion	18
District / Fire Station	92
Red Flag Restricted Parking	No

CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2022-8060-DB-HCA
Required Action(s):	DB-DENSITY BONUS HCA-HOUSING CRISIS ACT
Project Descriptions(s):	PURSUANT TO LAMC SECTION 12.22.A.25, DENSITY BONUS WITH BASE INCENTIVES; ON-MENU INCENTIVES FOR (1) 35% INCREASE IN ALLOWABLE FAR TO ALLOW 22,375 SF, (2) OPEN SPACE DECREASE OF 20% TO ALLOW 2,445 SF. IN LIEU OF 3,050 SF; OFF-MENU INCENTIVE FOR HEIGHT INCREASE OF 20 FT. FROM 45 FT. TO 65 FT; WAIVER OF DEVELOPMENT STANDARDS FOR (1) WAIVER FROM LAMC SECTION 12.21.A.10 TO DEVIATE FROM TRANSITIONAL HEIGHT REQUIREMENTS, (2) WAIVER FROM EXPO TNP STANDARD 4.2.5.C.1.
Case Number:	CPC-2018-7546-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	ADOPT COMMUNITY PLAN POLICY DOCUMENT, GENERAL PLAN AMENDMENTS, AND ZONE CHANGES TO APPLY RE-CODE LA ZONING.
Case Number:	CPC-2014-1457-SP
Required Action(s):	SP-SPECIFIC PLAN (INCLUDING AMENDMENTS)
Project Descriptions(s):	SPECIFIC PLAN AMENDMENT
Case Number:	CPC-2013-621-ZC-GPA-SP
Required Action(s):	ZC-ZONE CHANGE GPA-GENERAL PLAN AMENDMENT SP-SPECIFIC PLAN (INCLUDING AMENDMENTS)
Project Descriptions(s):	ZONE CHANGE AND PLAN AMENDMENT FOR THE IMPLEMENTATION OF THE EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN.
Case Number:	CPC-2009-1536-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	<p>THE COMMUNITY PLAN WILL IMPLEMENT CHANGES TO ZONING, AMENDMENTS TO LAND USE PLAN DESIGNATIONS AND ESTABLISH OVERLAY ZONES, AS APPROPRIATE. PLAN AMENDMENTS WILL POTENTIALLY CHANGE OR REFINE PLAN DESIGNATIONS, FOOTNOTES OR STREET DESIGNATIONS AND MAKE CHANGES TO OTHER CITYWIDE ELEMENTS, AS NECESSARY. IN CONCERT WITH THE PROPOSED PLAN AMENDMENTS, NEW ZONES MAY BE NECESSARY TO MAINTAIN PLAN CONSISTENCY TO REGULATE DEVELOPMENT STANDARDS SUCH AS: HEIGHTS OF STRUCTURES, SETBACKS, LOT COVERAGE, DENSITY AND INTENSITY, OPEN SPACE, USE OF LAND, PARKING AND DESIGN. OVERLAY ZONES, DISTRICTS AND OTHER PLANS WOULD ADDITIONALLY BE ESTABLISHED TO REGULATE DEVELOPMENT THAT IS CONSISTENT WITH THE GENERAL PLAN, ENHANCE THE UNIQUE CHARACTER OF NEIGHBORHOODS AND ACCOMMODATE GROWTH. AREAS OF FOCUSED STUDY WILL INCLUDE, BUT NOT BE LIMITED TO, PROTECTING ESTABLISHED SINGLE FAMILY NEIGHBORHOODS, PEDESTRIAN AND DESIGN IMPROVEMENTS TO COMMERCIAL CORRIDORS SUCH AS PICO BOULEVARD, WESTWOOD BOULEVARD, SAWTELLE BOULEVARD, SANTA MONICA BOULEVARD, AND WILSHIRE BOULEVARD, ENHANCEMENT OF THE WEST LOS ANGELES CIVIC CENTER, MIXED-USE NODES ALONG MAJOR TRANSPORTATION AND TRANSIT ROUTES, APPROPRIATE LAND USE AND STREETScape IMPROVEMENTS SURROUNDING FUTURE LIGHT-RAIL (EXPO LINE) TRANSIT STOPS, DESIGN AND USE PLANS FOR INDUSTRIAL DISTRICTS, AND DESIGN STANDARDS FOR MULTIFAMILY RESIDENTIAL AREAS.</p> <p>WITHIN THE PALMS STUDY AREA, THE CITY INTENDS TO EXTEND THE LIVABLE BOULEVARDS STUDY BEYOND THE WEST LOS ANGELES CPA TO CREATE VIABLE COMMERCIAL CENTERS AND RESIDENTIAL NEIGHBORHOODS IN THE PALMS COMMUNITY AND IMPLEMENT GOALS AND POLICIES IN THE PALMS-MAR VISTA-DEL REY COMMUNITY PLAN AND FRAMEWORK ELEMENT. WITHIN THE PALMS AREA, IMPROVEMENTS TO THE LOCAL TRANSPORTATION NETWORK FOR PEDESTRIAN, BICYCLES, AND AUTOS WILL BE RECOMMENDED. ZONING TOOLS SUCH AS OVERLAY DISTRICTS MAY BE USED IN SELECTED AREAS TO COMPLEMENT STREET ENHANCEMENTS BY IMPROVING BUILDING DESIGN AND WALKABILITY, RESULTING IN ZONE CHANGES.</p>
Case Number:	CPC-1992-41-HD
Required Action(s):	HD-HEIGHT DISTRICT
Project Descriptions(s):	HEIGHT DISTRICT CHANGE TO (Q)C4-2D-POD TO ENCOURAGE USE OF URBAN DESIGN TECHNIQUES IN NEW PROJECTS & GRANTING OF MAXIMUM FLOOR-AREA RATIO OF 1.65:1 FOR PROPERTIES WHICH INCORPORATE SPECIFIED PEDESTRIAN-ORIENTED EMENITIES BOTH SIDES WESTWOOD BET SANTA MONICA & PICO BOTH SIDES OVERLAND FROM PICO TO ASHBY THE NLY/S PICO FROM BENTLEY TO FOX HILLS & SLY/S PICO FROM MILITARY TO PATRICIA
Case Number:	CPC-1992-40-ZC
Required Action(s):	ZC-ZONE CHANGE
Project Descriptions(s):	ZONE CHANGE TO (Q)C4-2D-POD INCLUDING PROVISIONS TO ENCOURAGE USE OF URBAN DESIGN TECHNIQUES IN NEW PROJECTS & GRANTING OF MAX FLOOR-AREA RATIO OF 1.65:1 FOR THOSE PROJECTS WHICH INCORPORATE SPECIFIED PEDESTRIAN-ORIENTED AMENITIES BOTH SIDES WESTWOOD BET SANTA MONICA & PICO BOTH SIDES OVERLAND FROM PICO TO ASHBY THE NLY/S PICO FROM BENTLEY TO FOX HILLS DR & SLY/S PICO FROM MILITARY TO PATRICIA
Case Number:	CPC-1992-39-SUD
Required Action(s):	SUD-SUPPLEMENTAL USE DISTRICT ("K" DIST., "O" DISTRICT, ETC.)
Project Descriptions(s):	AMENDMENT TO "WESTWOOD-PICO NOD" (PEDESTRIAN ORIENTED DISTRICT) TO PROHIBIT NEON SIGNS, IN THE WEST LOS ANGELES COMMUNITY PLAN AREA, BOTH SIDES WESTWOOD BL BETWEEN SANTA MONICA BL & PICO BL, BOTH SIDES OFOVERLAND AV FROM PICO BL TO ASHBY AV., THE NORTHERLY SIDE OF PICO BL FROM BENTLEY AV TO FOX HILLS DR & THE SOUTHERLY SIDE OF PICO BL FROM MILITARY AV TO PATRICIA AV

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(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Case Number:	CPC-1974-25468
Required Action(s):	Data Not Available
Project Descriptions(s):	
Case Number:	ENV-2022-8061-EAF
Required Action(s):	EAF-ENVIRONMENTAL ASSESSMENT
Project Descriptions(s):	PURSUANT TO LAMC SECTION 12.22.A.25, DENSITY BONUS WITH BASE INCENTIVES; ON-MENU INCENTIVES FOR (1) 35% INCREASE IN ALLOWABLE FAR TO ALLOW 22,375 SF, (2) OPEN SPACE DECREASE OF 20% TO ALLOW 2,445 SF. IN LIEU OF 3,050 SF; OFF-MENU INCENTIVE FOR HEIGHT INCREASE OF 20 FT. FROM 45 FT. TO 65 FT; WAIVER OF DEVELOPMENT STANDARDS FOR (1) WAIVER FROM LAMC SECTION 12.21.A.10 TO DEVIATE FROM TRANSITIONAL HEIGHT REQUIREMENTS, (2) WAIVER FROM EXPO TNP STANDARD 4.2.5.C.1.
Case Number:	ENV-2014-1458-EIR-SE-CE
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT SE-STATUTORY EXEMPTIONS CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	ENVIRONMENTAL IMPACT REPORT
Case Number:	ENV-2013-622-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	ZONE CHANGE AND PLAN AMENDMENT FOR THE IMPLEMENTATION OF THE EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN.
Case Number:	ENV-2009-1537-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	<p>THE COMMUNITY PLAN WILL IMPLEMENT CHANGES TO ZONING, AMENDMENTS TO LAND USE PLAN DESIGNATIONS AND ESTABLISH OVERLAY ZONES, AS APPROPRIATE. PLAN AMENDMENTS WILL POTENTIALLY CHANGE OR REFINE PLAN DESIGNATIONS, FOOTNOTES OR STREET DESIGNATIONS AND MAKE CHANGES TO OTHER CITYWIDE ELEMENTS, AS NECESSARY. IN CONCERT WITH THE PROPOSED PLAN AMENDMENTS, NEW ZONES MAY BE NECESSARY TO MAINTAIN PLAN CONSISTENCY TO REGULATE DEVELOPMENT STANDARDS SUCH AS: HEIGHTS OF STRUCTURES, SETBACKS, LOT COVERAGE, DENSITY AND INTENSITY, OPEN SPACE, USE OF LAND, PARKING AND DESIGN. OVERLAY ZONES, DISTRICTS AND OTHER PLANS WOULD ADDITIONALLY BE ESTABLISHED TO REGULATE DEVELOPMENT THAT IS CONSISTENT WITH THE GENERAL PLAN, ENHANCE THE UNIQUE CHARACTER OF NEIGHBORHOODS AND ACCOMMODATE GROWTH. AREAS OF FOCUSED STUDY WILL INCLUDE, BUT NOT BE LIMITED TO, PROTECTING ESTABLISHED SINGLE FAMILY NEIGHBORHOODS, PEDESTRIAN AND DESIGN IMPROVEMENTS TO COMMERCIAL CORRIDORS SUCH AS PICO BOULEVARD, WESTWOOD BOULEVARD, SAWTELLE BOULEVARD, SANTA MONICA BOULEVARD, AND WILSHIRE BOULEVARD, ENHANCEMENT OF THE WEST LOS ANGELES CIVIC CENTER, MIXED-USE NODES ALONG MAJOR TRANSPORTATION AND TRANSIT ROUTES, APPROPRIATE LAND USE AND STREETScape IMPROVEMENTS SURROUNDING FUTURE LIGHT-RAIL (EXPO LINE) TRANSIT STOPS, DESIGN AND USE PLANS FOR INDUSTRIAL DISTRICTS, AND DESIGN STANDARDS FOR MULTIFAMILY RESIDENTIAL AREAS.</p> <p>WITHIN THE PALMS STUDY AREA, THE CITY INTENDS TO EXTEND THE LIVABLE BOULEVARDS STUDY BEYOND THE WEST LOS ANGELES CPA TO CREATE VIABLE COMMERCIAL CENTERS AND RESIDENTIAL NEIGHBORHOODS IN THE PALMS COMMUNITY AND IMPLEMENT GOALS AND POLICIES IN THE PALMS-MAR VISTA-DEL REY COMMUNITY PLAN AND FRAMEWORK ELEMENT. WITHIN THE PALMS AREA, IMPROVEMENTS TO THE LOCAL TRANSPORTATION NETWORK FOR PEDESTRIAN, BICYCLES, AND AUTOS WILL BE RECOMMENDED. ZONING TOOLS SUCH AS OVERLAY DISTRICTS MAY BE USED IN SELECTED AREAS TO COMPLEMENT STREET ENHANCEMENTS BY IMPROVING BUILDING DESIGN AND WALKABILITY, RESULTING IN ZONE CHANGES.</p>
Case Number:	ENV-2005-8253-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.
Case Number:	ENV-2002-478-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	AMENDMENT TO "WESTWOOD-PICO NOD" (PEDESTRIAN ORIENTED DISTRICT) TO PROHIBIT NEON SIGNS, IN THE WEST LOS ANGELES COMMUNITY PLAN AREA, BOTH SIDES WESTWOOD BL BETWEEN SANTA MONICA BL & PICO BL, BOTH SIDES OF OVERLAND AV FROM PICO BL TO ASHBY AV., THE NORTHERLY SIDE OF PICO BL FROM BENTLEY AV TO FOX HILLS DR & THE SOUTHERLY SIDE OF PICO BL FROM MILITARY AV TO PATRICIA AV
Case Number:	ND-93-12-ZC
Required Action(s):	ZC-ZONE CHANGE
Project Descriptions(s):	Data Not Available
Case Number:	ED-75-154-ZC-HD
Required Action(s):	ZC-ZONE CHANGE HD-HEIGHT DISTRICT
Project Descriptions(s):	Data Not Available

DATA NOT AVAILABLE

CPC-12188

ORD-186402

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ORD-186108
ORD-185671
ORD-183497
ORD-171859
ORD-171659
ORD-171492
ORD-171227
ORD-160340
ORD-147820
ORD-129279
ORD-120409



0.02 Miles
100 Feet

Address: 10942 W PICO BLVD
APN: 4256001005
PIN #: 126B157 1135









Tract: TR 6939
Block: None
Lot: 77
Arb: None

Zoning: NMU(EG)-POD
General Plan: Neighborhood Commercial



LEGEND

GENERALIZED ZONING

-  OS, GW
-  A, RA
-  RE, RS, R1, RU, RZ, RW1
-  R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP
-  CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU
-  CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL, HJ, HR, NI
-  P, PB
-  PF


GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL





-  Minimum Residential
-  Very Low / Very Low I Residential
-  Very Low II Residential
-  Low / Low I Residential
-  Low II Residential
-  Low Medium / Low Medium I Residential
-  Low Medium II Residential
-  Medium Residential
-  High Medium Residential
-  High Density Residential
-  Very High Medium Residential

COMMERCIAL






-  Limited Commercial
-  Limited Commercial - Mixed Medium Residential
-  Highway Oriented Commercial
-  Highway Oriented and Limited Commercial
-  Highway Oriented Commercial - Mixed Medium Residential
-  Neighborhood Office Commercial
-  Community Commercial
-  Community Commercial - Mixed High Residential
-  Regional Center Commercial

FRAMEWORK

COMMERCIAL

-  Neighborhood Commercial
-  General Commercial
-  Community Commercial
-  Regional Mixed Commercial






INDUSTRIAL

-  Commercial Manufacturing
-  Limited Manufacturing
-  Light Manufacturing
-  Heavy Manufacturing
-  Hybrid Industrial




PARKING

-  Parking Buffer

PORT OF LOS ANGELES

-  General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
-  General / Bulk Cargo - Hazard
-  Commercial Fishing
-  Recreation and Commercial
-  Intermodal Container Transfer Facility Site



LOS ANGELES INTERNATIONAL AIRPORT

-  Airport Landside / Airport Landside Support
-  Airport Airside
-  LAX Airport Northside

OPEN SPACE / PUBLIC FACILITIES















-  Open Space
-  Public / Open Space
-  Public / Quasi-Public Open Space
-  Other Public Open Space
-  Public Facilities

















INDUSTRIAL

-  Limited Industrial
-  Light Industrial






CIRCULATION

STREET





































-  Arterial Mountain Road
-  Collector Scenic Street
-  Collector Street
-  Collector Street (Hillside)
-  Collector Street (Modified)
-  Collector Street (Proposed)
-  Country Road
-  Divided Major Highway II
-  Divided Secondary Scenic Highway
-  Local Scenic Road
-  Local Street
-  Major Highway (Modified)
-  Major Highway I
-  Major Highway II
-  Major Highway II (Modified)

-  Major Scenic Highway
-  Major Scenic Highway (Modified)
-  Major Scenic Highway II
-  Mountain Collector Street
-  Park Road
-  Parkway
-  Principal Major Highway
-  Private Street
-  Scenic Divided Major Highway II
-  Scenic Park
-  Scenic Parkway
-  Secondary Highway
-  Secondary Highway (Modified)
-  Secondary Scenic Highway
-  Special Collector Street
-  Super Major Highway

FREEWAYS

-  Freeway
-  Interchange
-  On-Ramp / Off- Ramp
-  Railroad
-  Scenic Freeway Highway


























MISC. LINES

-  Airport Boundary
-  Bus Line
-  Coastal Zone Boundary
-  Coastline Boundary
-  Collector Scenic Street (Proposed)
-  Commercial Areas
-  Commercial Center
-  Community Redevelopment Project Area
-  Country Road
-  DWP Power Lines
-  Desirable Open Space
-  Detached Single Family House
-  Endangered Ridgeline
-  Equestrian and/or Hiking Trail
-  Hiking Trail
-  Historical Preservation
-  Horsekeeping Area
-  Local Street
-  MSA Desirable Open Space
-  Major Scenic Controls
-  Multi-Purpose Trail
-  Natural Resource Reserve
-  Park Road
-  Park Road (Proposed)
-  Quasi-Public
-  Rapid Transit Line
-  Residential Planned Development
-  Scenic Highway (Obsolete)
-  Secondary Scenic Controls
-  Secondary Scenic Highway (Proposed)
-  Site Boundary
-  Southern California Edison Power
-  Special Study Area
-  Specific Plan Area
-  Stagecoach Line
-  Wildlife Corridor





POINTS OF INTEREST

 Alternative Youth Hostel (Proposed)	 Horticultural Center	 Public Elementary School
 Animal Shelter	 Hospital	 Public Elementary School (Proposed)
 Area Library	 Hospital (Proposed)	 Public Golf Course
 Area Library (Proposed)	HW House of Worship	 Public Golf Course (Proposed)
 Bridge	e Important Ecological Area	 Public Housing
 Campground	 Important Ecological Area (Proposed)	 Public Housing (Proposed Expansion)
 Campground (Proposed)	 Interpretive Center (Proposed)	 Public Junior High School
 Cemetery	 Junior College	 Public Junior High School (Proposed)
HW Church	 MTA / Metrolink Station	 Public Middle School
 City Hall	 MTA Station	 Public Senior High School
 Community Center	 MTA Stop	 Public Senior High School (Proposed)
 Community Library	MWD MWD Headquarters	 Pumping Station
 Community Library (Proposed Expansion)	 Maintenance Yard	 Pumping Station (Proposed)
 Community Library (Proposed)	 Municipal Office Building	 Refuse Collection Center
 Community Park	P Municipal Parking lot	 Regional Library
 Community Park (Proposed Expansion)	 Neighborhood Park	 Regional Library (Proposed Expansion)
 Community Park (Proposed)	 Neighborhood Park (Proposed Expansion)	 Regional Library (Proposed)
 Community Transit Center	 Neighborhood Park (Proposed)	 Regional Park
 Convalescent Hospital	 Oil Collection Center	 Regional Park (Proposed)
 Correctional Facility	 Parking Enforcement	RPD Residential Plan Development
 Cultural / Historic Site (Proposed)	 Police Headquarters	 Scenic View Site
 Cultural / Historical Site	 Police Station	 Scenic View Site (Proposed)
 Cultural Arts Center	 Police Station (Proposed Expansion)	 School District Headquarters
DMV DMV Office	 Police Station (Proposed)	 School Unspecified Loc/Type (Proposed)
DWP DWP	 Police Training site	 Skill Center
 DWP Pumping Station	PO Post Office	 Social Services
 Equestrian Center	 Power Distribution Station	 Special Feature
 Fire Department Headquarters	 Power Distribution Station (Proposed)	 Special Recreation (a)
 Fire Station	 Power Receiving Station	 Special School Facility
 Fire Station (Proposed Expansion)	 Power Receiving Station (Proposed)	 Special School Facility (Proposed)
 Fire Station (Proposed)	C Private College	 Steam Plant
 Fire Supply & Maintenance	E Private Elementary School	 Surface Mining
 Fire Training Site	 Private Golf Course	 Trail & Assembly Area
 Fireboat Station	 Private Golf Course (Proposed)	 Trail & Assembly Area (Proposed)
 Health Center / Medical Facility	JH Private Junior High School	UTL Utility Yard
 Helistop	PS Private Pre-School	 Water Tank Reservoir
 Historic Monument	 Private Recreation & Cultural Facility	 Wildlife Migration Corridor
 Historical / Cultural Monument	SH Private Senior High School	 Wildlife Preserve Gate
 Horsekeeping Area	SF Private Special School	
 Horsekeeping Area (Proposed)	 Public Elementary (Proposed Expansion)	

SCHOOLS/PARKS WITH 500 FT. BUFFER

 Existing School/Park Site	 Planned School/Park Site	 Inside 500 Ft. Buffer
 Aquatic Facilities	 Other Facilities	 Opportunity School
 Beaches	 Park / Recreation Centers	 Charter School
 Child Care Centers	 Parks	 Elementary School
 Dog Parks	 Performing / Visual Arts Centers	 Span School
 Golf Course	 Recreation Centers	 Special Education School
 Historic Sites	 Senior Citizen Centers	 High School
 Horticulture/Gardens		 Middle School
 Skate Parks		 Early Education Center

COASTAL ZONE



 Coastal Commission Permit Area
 Dual Permit Jurisdiction Area
 Single Permit Jurisdiction Area
 Not in Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)






























 Tier 1	 Tier 3
 Tier 2	 Tier 4

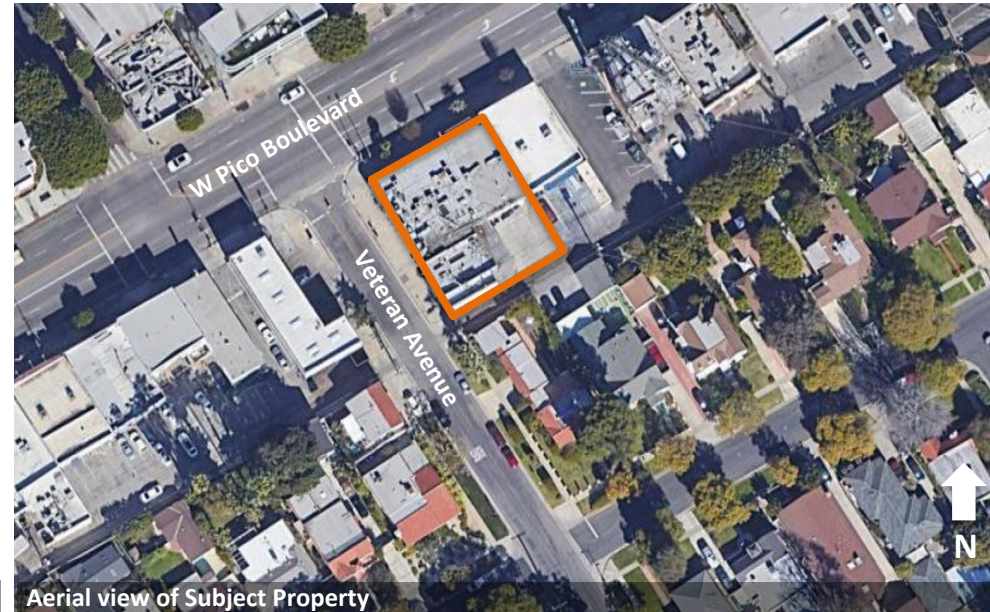
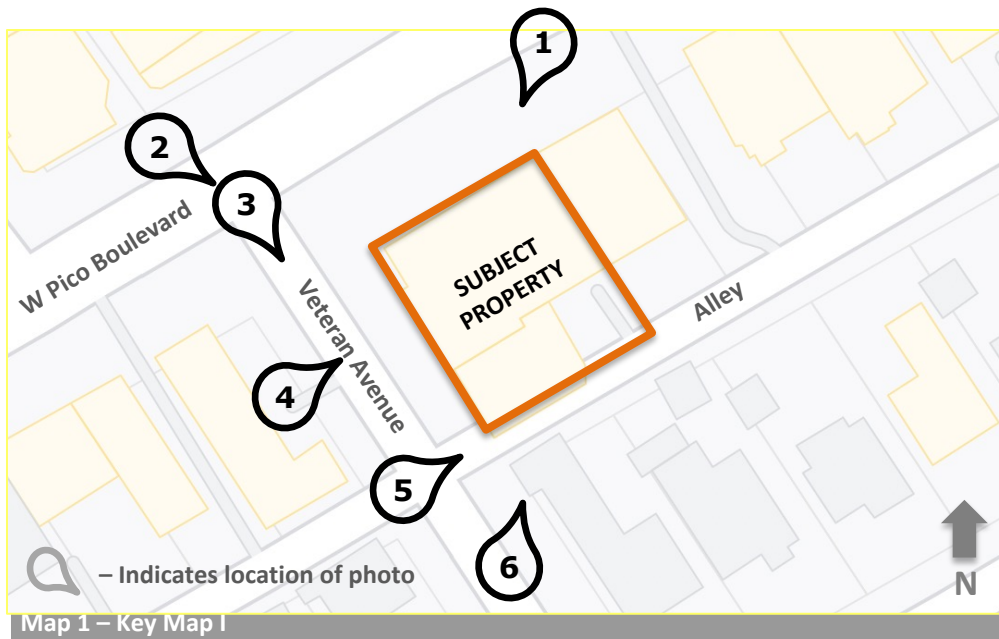
Note: TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC Incentive Areas will be updated.

WAIVER OF DEDICATION OR IMPROVEMENT

 Public Work Approval (PWA)
 Waiver of Dedication or Improvement (WDI)

OTHER SYMBOLS

 Lot Line	 Airport Hazard Zone	 Flood Zone
 Tract Line	 Census Tract	 Hazardous Waste
 Lot Cut	 Coastal Zone	 High Wind Zone
 Easement	 Council District	 Hillside Grading
 Zone Boundary	 LADBS District Office	 Historic Preservation Overlay Zone
 Building Line	 Downtown Parking	 Specific Plan Area
 Lot Split	 Fault Zone	 Very High Fire Hazard Severity Zone
 Community Driveway	 Fire District No. 1	 Wells - Active
 Building Outlines 2020	 Tract Map	 Wells - Inactive
 Building Outlines 2017	 Parcel Map	



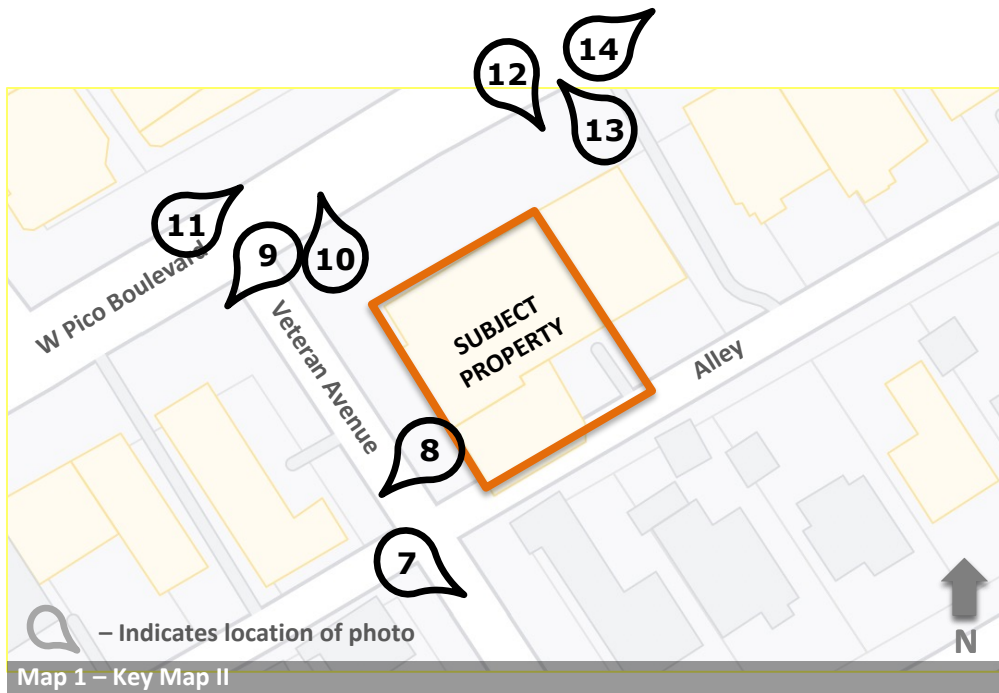


Figure 7 –View of adjacent property along Veteran Ave, facing South



Figure 8 – View of adjacent property across Veteran Ave, facing west

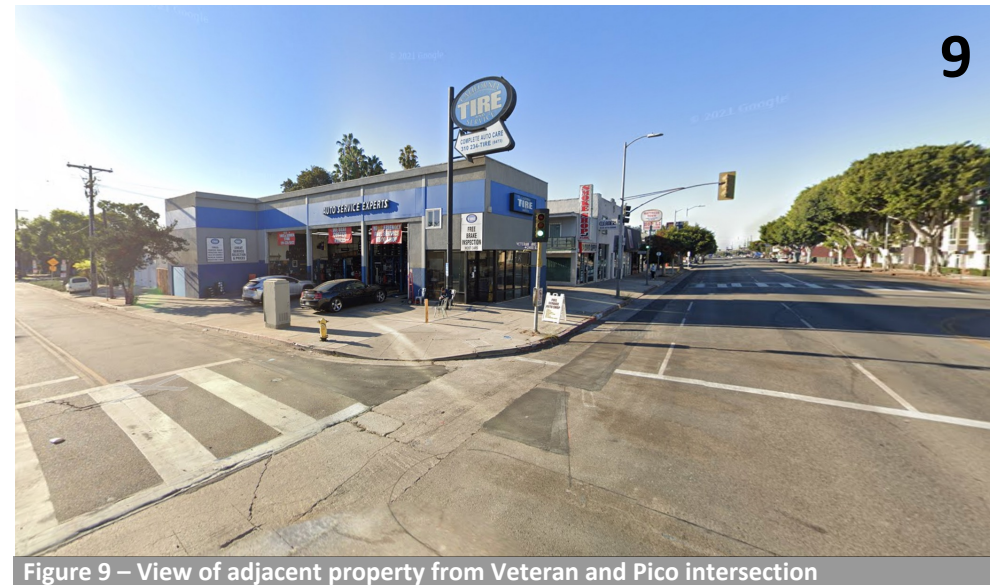


Figure 9 – View of adjacent property from Veteran and Pico intersection



Figure 10 – View of adjacent properties across Pico Boulevard, facing North



Figure 11 – View of adjacent properties along Pico Blvd, facing east

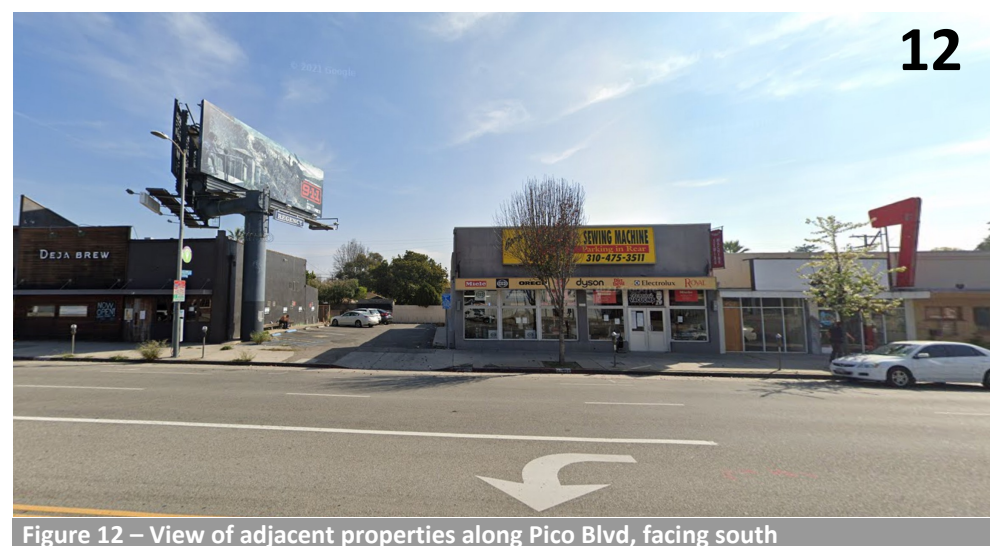


Figure 12 – View of adjacent properties along Pico Blvd, facing south

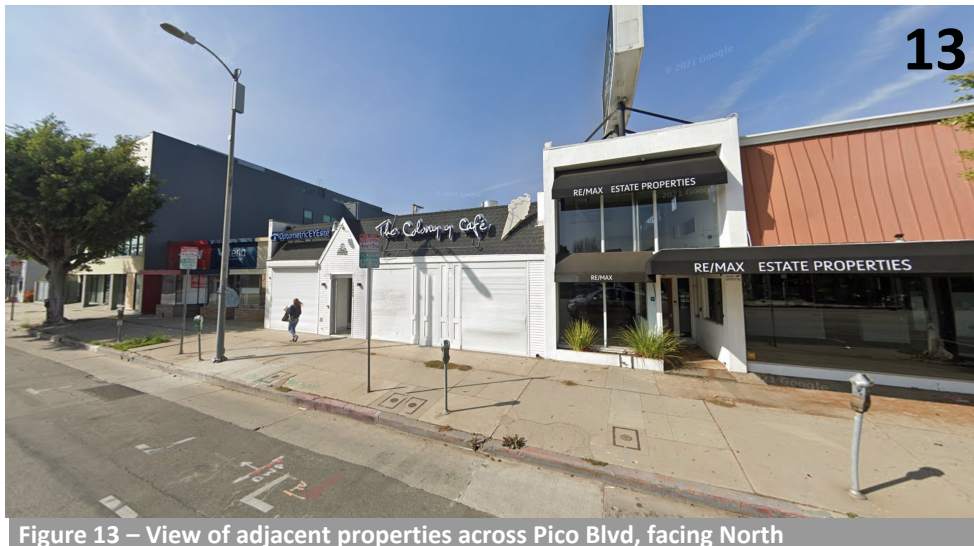


Figure 13 – View of adjacent properties across Pico Blvd, facing North



Figure 14 – View of adjacent properties along Pico Blvd, facing east

EXHIBIT C

AGENCY CORRESPONDENCE

C1 – DCP Housing Services Unit – Affordable Housing Referral Form

C2 – Department of Building and Safety – Preliminary Zoning Assessment

C3 – Los Angeles Housing Department – Replacement Unit Determination

C4 – Los Angeles Fire Department

C5 – Urban Forestry Division

C6 – Bureau of Sanitation

C7 – Bureau of Engineering



AFFORDABLE HOUSING REFERRAL FORM

This form is to serve as a referral to the Los Angeles City Planning's (LACP) Development Services Center (DSC) for Affordable Housing case filing purposes (in addition to the required Department of City Planning Application and any other necessary documentation); and to the City of Los Angeles Housing Department (LAHD), Department of Building and Safety (LADBS), or other City agency for project status and entitlement need purposes. All Applicants are required to provide a complete set of architectural plans at the time that this form is submitted for review. Any application submitted that is missing any required materials will be considered incomplete and will not be reviewed until all materials are submitted.

This form shall be completed by the Applicant and reviewed and signed by LACP DSC Housing Services Unit (HSU) Staff prior to filing an application for an entitlement, administrative review, or building permit. Any modifications to the content(s) of this form after its authorization by HSU Staff is prohibited. LACP reserves the right to require an updated Referral Form for the project if more than 180 days have transpired since the referral date, or as necessary, to reflect project modifications, policy changes, bus route changes, bus schedule changes, and/or amendments to the Los Angeles Municipal Code (LAMC), local laws, and State laws.

THIS SECTION TO BE COMPLETED BY HSU STAFF ONLY

Planning Staff Name & Title: _____

Planning Staff Signature: _____

Referral Date: _____ Expiration Date: _____

TRANSPORTATION QUALIFIERS (if applicable)

Major Transit Stop Paratransit / Fixed Bus Route

Other: _____

Location of Transit: _____

Qualifier #1: _____

Service Interval #1: _____ Service Interval #2: _____

Qualifier #2: _____

Service Interval #1: _____ Service Interval #2: _____

Service Intervals are calculated by dividing 420 (the total number of minutes during the peak hours of 6 am to 9 am and 3 pm to 7 pm) by the number of eligible trips.

Referral To:

- Planning DSC - Filing
- 100% Affordable per AB 2345¹
- SB 35
- AB 2162
- Measure JJJ
- Other: _____

Notes:

THIS SECTION TO BE COMPLETED BY THE APPLICANT

APPLICANT INFORMATION

Applicant Name: _____

Phone Number: _____

Email: _____

I. PROPOSED PROJECT

1. PROJECT LOCATION/ZONING

Project Address(es): _____

Assessor Parcel Number(s): _____

Community Plan: _____

Existing Zone: _____

Land Use Designation: _____

Number of Parcels: _____

Site Size (sf): _____

- Specific Plan
- DRB/CDO
- HPOZ
- Redevelopment Project Area
- Enterprise Zone
- Q Condition/D Limitation (Ordinance No.): _____
- Other Pertinent Zoning Information (specify): _____

¹ AB 1763 incentives were amended by AB 2345.

2. DETAILED DESCRIPTION OF PROPOSED PROJECT

3. DETAILED DESCRIPTION OF EXISTING SITE AND DEVELOPMENT

Existing Uses Dwelling Unit (DU) Square Footage (SF)	Existing No. of DUs or Non-Residential SF	Existing No. of DUs or Non-Residential SF to be Demolished	Proposed² No. of DUs or Non-Residential SF
Guest Rooms			
Studios			
One Bedrooms			
Two Bedrooms			
Three Bedrooms			
_____ Bedrooms			
Non-Residential SF			
Other			

² Per AB 2556, replacement units shall be equivalent to the number of units and number of bedrooms of the existing development.

4. APPLICATION TYPE

Density Bonus (per LAMC Section 12.22 A.25 or Government Code Section 65915) with only **Base Incentives** filed in conjunction with another discretionary approval.

Density Bonus with **On-Menu Incentives** (specify):

1) _____

2) _____

3) _____

4) _____

Density Bonus with **Off-Menu Incentives** (specify):

1) _____

2) _____

3) _____

4) _____

Density Bonus with **Waivers of Development Standards** (specify):

1) _____

2) _____

3) _____

4) _____

Greater Downtown Housing Incentive Area per LAMC Section 12.22 A.29

Affordable Housing per LAMC Section 11.5.11 (Measure JJJ)

Public Benefit Project per LAMC Section 14.00 A.2

General Plan Amendment per LAMC Section 11.5.6

Request: _____

Zone/Height District Change per LAMC Section 12.32

Request: _____

Conditional Use per LAMC Section 12.24 U.26

Site Plan Review per LAMC Section 16.05

Specific Plan Project Permit Compliance per LAMC Section 11.5.7 C

Community Design Overlay per LAMC Section 13.08

Coastal Development Permit per LAMC Section 12.20.2 or 12.20.2.1

Tract or Parcel Map per LAMC Section 17.00 or 17.50

Other (specify): _____

5. ENVIRONMENTAL REVIEW

Project is Exempt³

Not Yet Filed

Filed (Case No.): _____

6. HOUSING DEVELOPMENT PROJECT TYPE

CHECK ALL THAT APPLY:

For Rent For Sale Mixed-Use Project Residential Hotel

Extremely Low Income Very Low Income Low Income Moderate Income

Market Rate Supportive Housing Senior

Special Needs (describe): _____

Other Category (describe): _____

7. DENSITY CALCULATION

A. Base Density: Maximum density allowable per zoning

Lot size (including any 1/2 of alleys)⁴ _____ SF (a)

Density allowed by Zone _____ SF of lot area per DU (b)

No. of DUs allowed by right (per LAMC) _____ DUs (c) [c = a/b, round down to whole number]

Base Density _____ DUs (d) [d = a/b, round up to whole number]

B. Maximum Allowable Density Bonus⁵ _____ DUs (e) [e = dx1.35, round up to whole number]

Expo TNP does not set a base density; base density for calculating density bonus incentives is 1 du per 400 sq ft

³ Project may be exempt from CEQA review if it qualifies for a CEQA Exemption or is a Ministerial Project (aka, "By Right").

⁴ If there is a related subdivision case, the lot area shall be calculated based on the site area after a dedication of land has been provided.

⁵ Per AB 2345, 100% affordable housing developments may request an 80% density increase or unlimited density if the project site is within 0.5 miles of a Major Transit Stop.

C. Proposed Project: Please indicate total number of DUs requested and break down by levels of affordability set by each category (California Department of Housing and Community Development [HCD] or United States Department of Housing and Urban Development [HUD]). For information on HCD and HUD levels of affordability please contact LAHD at hcidla.landuse@lacity.org.

	Total	HCD (State)	HUD (TCAC)
Market Rate	_____	N/A	N/A
Managers Unit(s) - Market Rate	_____	N/A	N/A
Extremely Low Income (ELI)	_____	_____	_____
Very Low Income (VLI)	_____	_____	_____
Low Income (LI)	_____	_____	_____
Moderate Income	_____	_____	_____
Permanent Supportive Housing — ELI	_____	_____	_____
Permanent Supportive Housing — VLI	_____	_____	_____
Permanent Supportive Housing — LI	_____	_____	_____
Seniors — Market Rate	_____	N/A	N/A
Other _____	_____	_____	_____
Other _____	_____	_____	_____
Other _____	_____	_____	_____
Other _____	_____	_____	_____
TOTAL No. of DUs Proposed	_____	(f)	
TOTAL No. of Affordable Housing DUs	_____	(g)	
No. of Density Bonus DUs	_____	(h) [If f>c, then h=f-c; if f<c, then h= 0]	
Percent of Density Bonus Requested	_____	(i) {i = 100 x [(f/d) – 1]} (round down)	
Percent of Affordable Set Aside	_____	(j) [g/d, round down to a whole number]	

***Per the TNP, For purposes of calculating the required number of Restricted Affordable Units within Density Bonus Projects (SB 1818), a residential density of 1 dwelling unit per 400 SF of lot area shall be used**

8. SITE PLAN REVIEW CALCULATION

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

_____ units allowed by right (permitted by LAMC) – _____ existing units = _____ units

Per the TNP, for purposes of calculating the required number of Restricted Affordable Units within Density Bonus Projects (SB 1818), a residential density of 1 dwelling unit per 400 SF of lot area shall be used

YES, SPR is required.

Proposed by-right units minus existing units is equal to or greater than 50⁶

NO, SPR is not required.

Base Density units minus existing units is less than 50

Exempt.

Specify reason: _____

II. DENSITY BONUS (LAMC SECTION 12.22 A.25, ORDINANCE NO. 179,681)

9. PARKING OPTIONS

CHECK ALL THAT APPLY:

Automobile Parking Reductions via Bicycle Parking for Residential Uses⁷. Choose only one of the options, if applicable:

10%

15% (*Only for residential projects or buildings located within 1,500 feet of a Major Transit Stop*)

30% (*If selecting the 30% parking reduction, the project will be ineligible for any of the Parking Options listed below*)

If selecting the 30% parking reduction, provide the following information:

Required Parking per LAMC: _____

Required Parking after the 30% reduction: _____

⁶ Site Plan Review may also be required if other characteristics of the project exceeds the thresholds listed in LAMC Section 16.05.

⁷ Any project utilizing Parking Option 3 may not further reduce automobile parking via bicycle parking.

Automobile Parking for Residential Uses (choose only one of the following options):

Note: Any fractional numbers are rounded up.

Parking Option 1. Based on # of bedrooms, inclusive of Handicapped and Guest parking.

	# of DUs	Spaces/DU	Parking Required	Parking Provided
0-1 Bedroom		1		
2-3 Bedrooms		1.5		
4 or more Bedrooms		2.5		
Stalls Reduced via Bike Parking				Subtract:
TOTALS				

Parking Option 2. Reduced only for Restricted Affordable Units and up to 40% of required parking for Restricted Affordable Units may be compact stalls.

	# of DUs	Spaces/DU	Parking Required	Parking Provided
Market Rate (Including Senior Market Rate)		Per Code		
Restricted Affordable		1		
VLI/LI Senior or Disabled		0.5		
Restricted Affordable in Residential Hotel		2.5		
Stalls Reduced via Bike Parking				Subtract:
TOTALS				

Parking Option 3 [AB 2345 (2020)]. Applies to two types of projects:

- 100% affordable housing developments consisting solely of affordable units, exclusive of a manager’s unit(s), with an affordable housing cost to lower income families; or
- Mixed-income developments consisting of 11% VLI or 20% LI units.

100% Affordable Housing Developments. There is no minimum parking requirement for any of the following 100% affordable housing developments described below. Check all that apply:

- A housing development located within 0.5 miles of a Major Transit Stop.
- A housing development for individuals who are 62 years of age or older with either paratransit service or unobstructed access, within 0.5 miles to a fixed bus route that operates at least eight times per day.

- Special Needs Housing Development**, as defined in Section 51312 of the Health and Safety Code (H&SC), with either paratransit service or unobstructed access, within 0.5 miles to a fixed bus route that operates at least eight times per day.
- Supportive Housing Development**, as defined in Section 50675.14 of the H&SC.
- Mixed-Income Developments** consisting of 11% VLI or 20% LI units.

	Spaces/Unit	Parking Required	Parking Provided
Located within 0.5 miles of Major Transit Stop with unobstructed access to project	0.5		

Major Transit Stop is defined as a site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. It also includes major transit stops that are included in the applicable regional transportation plan.

Bus Rapid Transit is defined as public mass transit service provided by a public agency or by a public-private partnership that includes all of the following features:

- 1) Full-time dedicated bus lanes or operation in a separate right-of-way dedicated for public transportation with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.
- 2) Transit signal priority.
- 3) All-door boarding.
- 4) Fare collection system that promotes efficiency.
- 5) Defined stations.

10. INCENTIVES

A. Qualification for Incentives

Below is the minimum Required Restricted Affordable Housing Units, calculated as a percentage of the base density allowed on the date of the application. Check only one:

Incentives	% Very Low Income	% Low Income	% Moderate Income
One	<input type="checkbox"/> 5% to <10%	<input type="checkbox"/> 10% to <20%	<input type="checkbox"/> 10% to <20%
Two	<input type="checkbox"/> 10% to <15%	<input type="checkbox"/> 20% to <30%	<input type="checkbox"/> 20% to <30%
Three	<input type="checkbox"/> 15% or greater	<input type="checkbox"/> 30% or greater	<input type="checkbox"/> 30% or greater

- 100% Affordable Housing Developments may request up to four (4) incentives and one (1) Waiver of Development Standard.** Check this box if this applies to the project.

B. Project Zoning Compliance & Incentives (Only for projects requesting a Density Bonus with Incentives/Waivers)

	Permitted w/o Incentives	Proposed per Incentives	On-Menu	Off-Menu
<input type="checkbox"/> Yard/Setback (each yard counts as one incentive)				
<input type="checkbox"/> Front (1)	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Front (2)	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Side (1)	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Side (2)	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Rear	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lot Coverage	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lot Width	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Floor Area Ratio ⁸	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Height/Stories ⁹	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Overall Height	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Transitional Height(s)	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Open Space	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Density Calculation	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Averaging (all count as one incentive — check all that are needed)				
<input type="checkbox"/> FAR				
<input type="checkbox"/> Density				
<input type="checkbox"/> Parking				
<input type="checkbox"/> Open Space				
<input type="checkbox"/> Vehicular Access				
<input type="checkbox"/> Other Off-Menu Incentives (specify): _____				

Waiver of Development Standards (specify): Waiver to deviate from LAMC Section 12.21.A.10 to deviate from transitional height requirements; Waiver to deviate from TNP Standard Standard 4.2.5.C.1.

100% Affordable Housing Development shall receive a height increase of three additional stories up to 33 additional feet. Check the box if this applies to your project.

TOTAL No. of Incentives Requested: On-Menu _____ Off-Menu _____

TOTAL No. of Waivers Requested: _____

⁸ See LAMC Section 12.22 A.25(f)(4) for additional requirements.

⁹ See LAMC Section 12.22 A.25(f)(5) for additional requirements.

11. COVENANT

All Density Bonus projects are required to prepare and record an Affordability Covenant to the satisfaction of the LAHD's Occupancy Monitoring Unit **before** a building permit can be issued. For more information, please contact the LAHD at hcidla.landuse@lacity.org.

III. GREATER DOWNTOWN HOUSING INCENTIVE AREA (LAMC SEC. 12.22 A.29, ORDINANCE NO. 179,076)

12. GREATER DOWNTOWN HOUSING INCENTIVE AREA (GDHIA)

A. Eligibility for Floor Area Bonus

NOTE: The affordability levels required are set by the HUD/TCAC. For information on HCD and HUD levels of affordability please contact the LAHD at hcidla.landuse@lacity.org.

- 5% of the total number of DUs provided for VLI households; and
- One of the following shall be provided:
 - 10% of the total number of DUs for LI households; or
 - 15% of the total number of DUs for Moderate Income households; or
 - 20% of the total number of DUs for Workforce Income households, and
- Any DU or Guest Room occupied by a household earning less than 50% of the Area Median Income (AMI) that is demolished or otherwise eliminated shall be replaced on a one-for-one basis within the Community Plan area in which it is located

B. Incentives

NOTE: Must meet all three (3) eligibility requirements from 12.A above and provide a Covenant & Agreement (See #11).

CHECK ALL THAT APPLY:

- A 35% increase in total floor area
- Open Space requirement pursuant to LAMC Section 12.21 G reduced by one-half, provided that a fee equivalent to amount of the relevant park fee, pursuant to LAMC Section 19.17, shall be paid for all dwelling units. See LAMC Section 12.29 A.29(c) for exceptions
- No parking required for units for households earning less than 50% AMI
- No more than one parking space required for each dwelling unit

C. Additional Incentives to Produce Housing in the GDHIA

- No yard requirements except as required by the Urban Design Standards and Guidelines
- Buildable area shall be the same as the lot area (for the purpose of calculating buildable area for residential and mixed-use)

- Maximum number of dwelling units or guest rooms permitted shall not be limited by the lot area provisions, as long as the total floor area utilized by guest rooms does not exceed the total floor area utilized by dwelling units
- No prescribed percentage of the required open space that must be provided as either common open space or private open space

IV. MEASURE JJJ¹⁰ (LAMC Sec. 11.5.11, Ordinance No. 184, 745)

13. AFFORDABLE REQUIREMENTS

A certain percentage of affordable units is required based on the total number of units in the project.

Fill out either A or B below:

A. Rental Projects

- No less than the affordability percentage corresponding to the level of density increase requested or allowed:
 - _____ % VLI **OR** _____ % LI
- For projects requesting a General Plan Amendment, Zone Change, and/or Height District Change that results in an increased allowable density greater than 35%:
 - 5% ELI **AND** 6% VLI **OR** 15% LI
- For projects requesting a General Plan Amendment, Zone Change, and/or Height District Change that results in an increased allowable density greater than 35%:
 - 5% ELI **AND** 11% VLI **OR** 20% LI

Required Number of Affordable Units

ELI _____ VLI _____ LI _____

B. For Sale Projects

- No less than the affordability percentage corresponding to the level of density increase requested or allowed:
 - _____% VLI **OR** _____% LI **OR** _____% Moderate Income
- For projects requesting a General Plan Amendment, Zone Change, and/or Height District Change that results in an increased allowable density greater than 35% or allows a residential use where not previously allowed:
 - 11% VLI **OR** 20% LI **OR** 40% Moderate Income

Required Number of Affordable Units

VLI _____ LI _____ Moderate Income _____

¹⁰ All fractional amounts in Sections 13 and 14 shall be rounded up to the next whole number.

14. ALTERNATIVE COMPLIANCE OPTIONS

In lieu of providing the affordable units on site, there are three (3) other options available to comply with Measure JJJ Affordable Requirements. Select one, if applicable; otherwise leave this section blank.

A. Off-Site Construction – Construction of affordable units at the following rate:

- Within 0.5 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.0
- Within 2 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.25
- Within 3 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.5

Updated Required Number of Affordable Units

ELI _____ VLI _____ LI _____ Moderate Income _____

B. Off-Site Acquisition – Acquisition of property that will provide affordable units at the following rate:

- Within 0.5 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.0
- Within 1 mile of the outer edge of the Project, Affordable Units in Section 13 x 1.25
- Within 2 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.5

Updated Required Number of Affordable Units

ELI _____ VLI _____ LI _____ Moderate Income _____

C. In-Lieu Fee – From the Affordability Gaps Study published by the Los Angeles City Planning

Total In-Lieu Fee _____ (Note: Final fee TBD if/when the project is approved)

15. DEVELOPER INCENTIVES

Please describe up to a maximum of three (3) incentives:

- 1) _____

- 2) _____

- 3) _____

Disclaimer: This review is based on the information and plans provided by the applicant at the time of submittal of this form. Applicants are advised to verify any zoning issues such as height, parking, setback, and any other applicable zoning requirements with LADBS.

REFERRAL FORM



PRELIMINARY ZONING ASSESSMENT

This form is to serve as an inter-agency referral for City Planning applications associated with a project creating two or more residential units. As a part of a City Planning application, a completed Preliminary Zoning Assessment (PZA) form, accompanied by architectural plans, shall be submitted to Plan Check staff at the Department of Building and Safety (LADBS). LADBS Plan Check staff will sign the PZA form and the architectural plans once the informational Zoning Plan Check verifications are completed. Following the completion of the PZA process, a City Planning application may be filed along with all other applicable filing requirements.

Review of the referral form by City staff is intended to determine compliance with City zoning and land use requirements necessary to achieve the proposed project and to identify any zoning issues or necessary approvals that would need to be resolved through a City Planning application. The informational Zoning Plan Check done through the PZA process does not constitute a zoning approval and does not require compliance with development standards to be completed.

To check if a project type qualifies for and requires the PZA form, see the [“Housing Development Project Applicability Matrix”](#) available on the City Planning Forms [webpage](#).

CONTACT INFORMATION

Department of Building and Safety, Affordable Housing Section

201 N. Figueroa St., Ste 830

Los Angeles, CA 90012

Phone: (213) 482-0455

Web: <https://ladbs.org/services/special-assistance/affordable-housing>

Email: LADBS.AHS@lacity.org

Department of City Planning, Development Services Center

For locations and hours:

<https://planning.lacity.org/contact/locations-hours>

THIS SECTION TO BE COMPLETED BY LADBS PLAN CHECK STAFF ONLY

LADBS Plan Check Staff Name and Title KEVIN MORALES SEA III	LADBS Plan Check Staff Signature¹
Plan Check Application No.² 22010 - 10000 - 05269	Date 02.22.23
Notes CITY PLANNING TO VERIFY ALL REQUIREMENTS PER EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN	
<input type="checkbox"/> ED1 Eligible	

1 LADBS Plan Check staff will sign the Preliminary Zoning Assessment Form once the Zoning Plan Check verifications are complete.

2 This completed form shall be accompanied by plans signed by a DBS Plan Check staff following the completion of a Zoning Plan Check.

PROJECT INFORMATION

THIS SECTION TO BE COMPLETE BY THE APPLICANT³

I. PROJECT LOCATION, ZONING & LAND USE JURISDICTION

Project Address: 10942-19048 Pico Boulevard _____

Project Name (if applicable): _____

Assessor Parcel Number(s): 4256001005 _____

Legal Description (Lot, Block, Tract): _____
Lots 76-77, Tract 6939

Community Plan: West Los Angeles **Number of Parcels:** 2 **Site Area:** 8,303.6 sq. ft.

Current Zone(s) & Height District(s): NMU(EC)-POD **Land Use Designation:** Neigh. COmm.

- | | |
|--|--|
| <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO Alley in Rear | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Site Contains Historical Features |
| <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Coastal Zone | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Downtown Design Guide Area |
| <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Hillside Area (Zoning) | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Special Grading Area (BOE) Area |
| <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO Enterprise Zone | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Very High Fire Hazard Severity Zone |
| <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Greater Downtown Housing Incentive Area | |

Specific Plan: Expo TNP; Livable Boulevard Streetscape Plan _____

Historic Preservation Overlay Zone (HPOZ): _____

Design Review Board (DRB): _____

Redevelopment Project Area: _____

Overlay Zone (CPIO/CDO/POD/NSO/RIO/CUGU/etc.): _____

Q Condition/ D Limitation/ T Classification (Ordinance No. and Subarea): _____

Description of Condition: _____

Legal (Lot Cut Date) _____

Related City Planning Cases _____

Z.I.(s) ZI-2192; ZI-2490; ZI-2256; ZI-2452; ZI-2498; ZI-2486; ZI-2512 _____

Affidavits _____

Easements _____

TOC Tier⁴ (if applicable to project) _____

³ All fields in this form must be completed. If an item is not applicable, write N/A.
⁴ Must be verified by the City Planning Affordable Housing Services Section. A Tier Verification for projects using the TOC guidelines is required to initiate a Preliminary Zoning Assessment with LADBS. Contact Planning.PriorityHousing@lacity.org.

II. PROJECT DESCRIPTION

Project Description/Proposed Use Proposed construction, use and maintenance of a new 30 dwelling unit residential project with 16 parking spaces.

No. of Stories: 5 **No. of Dwelling Units:** 30 **Floor Area (Zoning):** 22,375
Present Use/No. of Units: Vacant one-story restaurant building

III. CITY PLANNING ACTION(S) REQUESTED

Provide the Los Angeles Municipal Code (LAMC) Section that authorizes the request to City Planning and (if applicable) the Section in the LAMC or the Specific Plan/Overlay from which relief is sought; follow with a description of the requested action.

Authorizing Code Section: 12.22 A.25(g)(3)

Code Section from which relief is requested (if any): _____

Action Requested, Narrative: Density Bonus request

Authorizing Code Section: 13.08

Code Section from which relief is requested (if any): _____

Action Requested, Narrative: Specific plan project permit compliance for Expo TNP

Additional Requests Attached YES NO

IV. APPLICANT INFORMATION⁵

Name: Omit Bolour; Pico Veteran Holdings LLC

Phone: 323.677.0550 Ext 103

Email: mark@bolourassociates.com

V. REPRESENTATIVE INFORMATION

Name: Dana Sayles; three6ixty

Phone: 310-204-3500

Email: dana@three6ixty.net

⁵ An applicant is a person with a lasting interest in the completed project such as the property owner or a lessee/user of a project. An applicant is not someone filing a case on behalf of a client (i.e. usually not the agent/representative).

VI. PRELIMINARY ZONING ASSESSMENT SUMMARY

THIS SECTION TO BE COMPLETED BY LADBS PLAN CHECK STAFF⁶

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable LAMC Section No. ⁷	Comments and Additional Information
1	Use	APARTMENT WITH ATTACHED GARAGE	APARTMENT WITH ATTACHED GARAGE	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	EXPO SPECIFIC PLAN	<input type="checkbox"/> Conditional Use (LAMC Section 12.24) for <hr/>
2	Height	65 FT	45 FT	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A	12.22.A.25 EXPO SPECIFIC PLAN	<input checked="" type="checkbox"/> Transitional Height applies (LAMC Section 12.21.1 A.10) <input type="checkbox"/> Commercial Corner Development/Mini-Shopping Center height applies (LAMC Section 12.22 A.23(a)(1)) AN OFF MENU INCENTIVE IS REQUESTED FOR A HEIGHT INCREASE. AN OFF MENU INCENTIVE IS ALSO REQUESTED TO NOT PROVIDE THE REQUIRED TRANSITIONAL HEIGHT PER LAMC 12.21.A.10

⁶ LADBS Plan Check staff will sign Section IV of the Preliminary Zoning Assessment (PZA) form and provide signed architectural plans once the Zoning Plan Check verifications are complete.

⁷ Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition


 (LADBS Staff Initials)

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ⁸	Comments and Additional Information
3	No. of Stories	5	N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	LAMC Section 12.21.1 (if code prevails)	
4	FAR (Floor Area Ratio)	2.7:1	2:1	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A	EXPO SPECIFIC PLAN	AN OFF MENU INCENTIVE TO ALLOW A FLOOR AREA RATIO INCREASE OF UP TO 2.7:1

8 Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

 (Initials)

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ⁹	Comments and Additional Information
5	RFAR (Residential Floor Area Ratio)			<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A		
6	Density	1/277 30 UNITS	1/400 23 UNITS	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A	12.22.A.25 EXPO SPECIFIC PLAN	Density Ratio: <input type="checkbox"/> Site Plan Review (16.05) / Major Project CUP (12.24 U.14) PER DENSITY BONUS 12.22.A.25, A MAX 35% DENSITY INCREASE IS REQUESTED.

9 Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

 (LABBS Staff Initials)

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹⁰	Comments and Additional Information
7	Setback (Front)	0 FT	0 FT	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	EXPO SPECIFIC PLAN	Lot Line Location (Street Name): PICO BLVD Lot Line Location (Street Name): EXPO SPECIFIC PLAN TO VERIFY.
8	Setback (Side)	5 FT	5 FT	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	EXPO SPECIFIC PLAN	Offset/plane break met: <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A EXPO SPECIFIC PLAN TO VERIFY.

¹⁰ Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

 (LADBS Staff Initials)

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹¹	Comments and Additional Information
9	Setback (Rear)	5 FT	5 FT	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	EXPO SPECIFIC PLAN	EXPO SPECIFIC PLAN TO VERIFY.
10	Building Line			<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	Ordinance No.:	

11 Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

 (LADBS Staff Initials)

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹²	Comments and Additional Information
11	Parking (automobile)	Residential: 16 Non-Residential:	Residential: 15 Non-Residential:	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	LAMC Section 12.21 A.4 (if code prevails)	Design standards met(12.21 A5): <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Improvement standards met (12.21 A.6 (except landscaping, to be determined by City Planning)): <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO LADBS TO REVIEW MECHANICAL PARKING LIFT ZONING REQUIREMENTS DURING FIRE LIFE SAFETY PLAN REVIEW.
12	Bicycle Parking (residential)	Long-term: 29 Short-term: 3	Long-term: 29 Short-term: 3	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	LAMC Section 12.21 A.16 (if code prevails)	Facility standards met: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO Design standards met: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

12 Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

 (LADBS Staff Initials)

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹⁴	Comments and Additional Information
15	Retaining Walls in Special Grading Areas	Max Height: Max Quantity:	Max Height: Max Quantity:	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	LAMC Section 12.21 C.8 (if code prevails)	
16	Grading (Zoning and Planning limitations)			<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A		

14 Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

 (LADBS Staff Initials)

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹⁵	Comments and Additional Information
17	Lot Coverage			<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A		
18	Lot Width			<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A		

15 Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

 (LADBS Staff Initials)

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹⁶	Comments and Additional Information
19	Space between Buildings			<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	LAMC Section 12.21 C.2(a) (if code prevails)	
20	Passageway	YES	YES	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	LAMC Section 12.21 C.2(b) (if code prevails)	LEADS TO HALLWAY WHICH OPENS TO STREET

¹⁶ Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

 (LAPBS Staff Initials)

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹⁷	Comments and Additional Information
21	Location of Accessory Buildings			<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	LAMC Section 12.21 C.5 (if code prevails)	
22	Loading Area			<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A		

17 Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

 (LAOBB Staff Initials)

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹⁸	Comments and Additional Information
23	Trash & Recycling	YES	YES	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	12.21.A.19	
24	Landscape	<i>Conformance determined by Los Angeles City Planning</i>				

18 Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

 (MOBS Sign Initials)

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹⁹	Comments and Additional Information
25	Private Street	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A		
	Other (e.g., ground floor transparency, lighting, utilities, signage, walls, lot area, minimum frontage, etc.)	See additional sheets, if applicable				Additional Sheet(s) attached: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

19 Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition

 (LADBS Staff Initials)

ADDITIONAL ZONING AND LAND USE STANDARDS REVIEWED
to be completed by LADBS Plan Check Staff

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No.	Comments and Additional Information
				<input type="checkbox"/> YES <input type="checkbox"/> NO		
				<input type="checkbox"/> YES <input type="checkbox"/> NO		
				<input type="checkbox"/> YES <input type="checkbox"/> NO		
				<input type="checkbox"/> YES <input type="checkbox"/> NO		
				<input type="checkbox"/> YES <input type="checkbox"/> NO		
				<input type="checkbox"/> YES <input type="checkbox"/> NO		

_____ (LADBS Staff Initials)

Ann Sewill, General Manager
Tricia Keane, Executive Officer

City of Los Angeles



LOS ANGELES HOUSING DEPARTMENT

1200 West 7th Street, 9th Floor
Los Angeles, CA 90017
Tel: 213.928.9071

housing.lacity.org

Daniel Huynh, Assistant General Manager
Anna E. Ortega, Assistant General Manager
Luz C. Santiago, Assistant General Manager

Eric Garcetti, Mayor

DATE: June 22, 2022

TO: PICO-VETERAN HOLDINGS, LLC, a Delaware limited liability company, Owner

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

SUBJECT: **Housing Crisis Act of 2019 (SB 8)**
(DB) Replacement Unit Determination
RE: 10942 – 10948 West Pico Boulevard, Los Angeles, CA 90064

Based on the SB 8 Application for a Replacement Unit Determination (RUD) submitted by PICO-VETERAN HOLDINGS, LLC, a Delaware limited liability company (Owner), for the above referenced property located at 10942 – 10948 W. Pico Blvd. (APN 4256-001-005, Lot 77) (Property) the Los Angeles Housing Department (LAHD) has determined that no units are subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 8). No unit(s) exist/existed on the property during the five (5) year lookback period.

PROJECT SITE REQUIREMENTS:

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

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

Replacement of Existing Dwelling Units

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

Replacement of Existing or Demolished Protected Units

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

Whether a unit qualifies as an affordable Protected Unit, is primarily measured by the INCOME level of the occupants (i.e. W-2 forms, tax return, pay stubs, etc.). The Los Angeles Housing Department (LAHD) will send requests for information to each occupant of the existing project. Requests for information can take two (2) or more

weeks to be returned. It is the owner's responsibility to work with the occupants to ensure that the requested information is timely produced.

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

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

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

Relocation, Right to Return, Right to Remain:

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

THE PROPOSED HOUSING DEVELOPMENT PROJECT:

Per the statement received by LAHD on February 23, 2022, the Owner plans to demolish the existing structure and construct a new thirty-two (32)-unit project on the Property pursuant to additional incentives under Density Bonus (DB) Guidelines from the Department of City Planning (DCP).

PROPERTY STATUS (AKA THE "PROJECT SITE"):

Owner submitted an Application for a RUD for the Property on February 23, 2022. In order to comply with the required **five (5)-year** lookback period, LAHD collected and reviewed data from February 2017 to February 2022.

Review of Documents:

Pursuant to the Quitclaim Deed, the Owner acquired the Property on September 25, 2007.

Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPAMS), DataTree database, Billing Information Management System (BIMS) database, and the Code, Compliance, and Rent Information System (CRIS) database, indicates a use code of "2100 - Commercial - Restaurant, Cocktail Lounge - Restaurant, Cocktail Lounge, Tavern - One Story" for the Property (APN 4256-001-005).

Google Earth, Google Street View, and an Internet Search confirm that the Property contains a single-story commercial property.

The Los Angeles Department of Building and Safety (LADBS) database indicates that the Owner has not applied for a Demolition Permit or a Building Permit Application.

REPLACEMENT UNIT DETERMINATION:

LAHD has determined that since at least February 2017, the Property has been used for commercial purposes. The replacement provisions of SB 8 do not apply to commercial properties if there are no residential dwelling unit(s) that exist or have existed on the property for the past five (5) years. Further, this development does not require the demolition of any prohibited types of housing, therefore, no SB 8 replacement affordable units are required.

Please note that this SB 8 determination will also apply if the proposed project is changed to a Transit Oriented Communities (TOC) project.

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

If you have any questions about this RUD, please contact Jessica Wang at jessica.wang@lacity.org.

cc: Los Angeles Housing Department File
PICO-VETERAN HOLDINGS, LLC, a Delaware limited liability company, Owner
Planning.PARP@lacity.org, Department of City Planning

MAC:jw

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

December 16, 2022

TO: Vincent Bertoni, AICP, Director of Planning
Department of City Planning
Attention: connie.chauv@lacity.org

FROM: Los Angeles Fire Department

SUBJECT: **CPC-2022-8060.:10942 Pico**

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

RECOMMENDATIONS:

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

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

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

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

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

Fire Lane Requirements:

- 1) Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- 2) The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
- 3) Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- 4) Submit plot plans indicating access road and turning area for Fire Department approval.
- 5) All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- 6) Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
- 7) Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
- 8) All public street and fire lane cul-de-sacs shall have the curbs painted red and/or be posted "No Parking at Any Time" prior to the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy for any structures adjacent to the cul-de-sac.
- 9) No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

Construction of public or private roadway in the proposed development shall not exceed 10 percent in grade.

On small lot subdivisions, any lots used for access purposes shall be recorded on the final map as a "Fire Lane".

Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.

Standard cut-corners will be used on all turns.

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

Smoke Vents may be required where roof access is not possible; location and number of vents to be determined at Plan Review.

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

The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

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

- a. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.
- b. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.
- c. This policy does not apply to single-family dwellings or to non-residential buildings.

Site plans shall include all overhead utility lines adjacent to the site.

Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.

FPB #105

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

That in order to provide assurance that the proposed common fire lane and fire protection facilities, for the project, not maintained by the City, are properly and adequately maintained, the sub-divider shall record with the County Recorder, prior to the recordation of the final map, a covenant and agreement (Planning Department General Form CP-6770) to assure the following:

- A. The establishment of a property owners association, which shall cause a yearly inspection to be, made by a registered civil engineer of all common fire lanes and fire protection facilities. The association will undertake any necessary maintenance and corrective measures. Each future property owner shall automatically become a member of the association or organization required above and is automatically subject to a proportionate share of the cost.
- B. The future owners of affected lots with common fire lanes and fire protection facilities shall be informed of their responsibility for the maintenance of the devices on their lots. The future owner and all successors will be presented with a copy of the maintenance program for their lot. Any amendment or modification that would defeat the obligation of said association as the Advisory Agency must approve required hereinabove in writing after consultation with the Fire Department.
- C. In the event that the property owners association fails to maintain the common property and easements as required by the CC and R's, the individual property owners shall be responsible for their proportional share of the maintenance.
- D. Prior to any building permits being issued, the applicant shall improve, to the satisfaction of the Fire Department, all common fire lanes and install all private fire hydrants to be required.
- E. That the Common Fire Lanes and Fire Protection facilities be shown on the Final Map.

The plot plans shall be approved by the Fire Department showing fire hydrants and access for each phase of the project prior to the recording of the final map for that phase. Each phase shall comply independently with code requirements.

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

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

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

Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.

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

Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

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

Kristin M. Crowley
Fire Chief

Orin Saunders, Fire Marshal
Bureau of Fire Prevention and Public Safety

OS:MRC:mrc

CPC-2022-8060.:10942 Pico

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: May 16, 2023

TO: Connie Chauv, City Planner
Department of City Planning

FROM: 
Bryan Ramirez, Street Tree Superintendent I
Bureau of Street Services, Urban Forestry Division

SUBJECT: CPC-2022-8060-DB- HCA – 10942 W. PICO BLVD.

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

1. STREET TREES

- a. Project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced 2:1 as approved by the Board of Public Works and Urban Forestry Division.
- b. When street dedications are required and to the extent possible, the project shall provide larger planting areas for existing street trees to allow for growth and planting of larger stature street trees. This includes and is not limited to parkway installation and/or enlargement of tree wells and parkways.
- c. Plant street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The subdivider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction for tree planting direction and instructions.

Note: Removal of street trees requires approval from the Board of Public Works. All projects must have environmental (CEQA) documents that appropriately address any removal and replacement of street trees. Contact Urban Forestry Division at: (213) 847-3077 for tree removal permit information.


BR:djm

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: February 14, 2023

TO: Vincent P. Bertoni, Director of Planning
Department of City Planning

Attn: Connie Chauv, City Planner
Department of City Planning

FROM: Rowena Lau, Division Manager 
Wastewater Engineering Services Division
LA Sanitation and Environment

SUBJECT: 10942 W PICO BLVD - FILING NOTIFICATION AND DISTRIBUTION

This is in response to your December 12, 2022 letter requesting a review of the proposed residential project located at 10942-10948 Pico Blvd, Los Angeles, CA 90064. The project will consist of a 30-unit residential building. LA Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

LA Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative capacity impacts and guide the planning process for any future sewer improvement projects needed to provide future capacity as the City grows and develops.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
<i>Proposed</i>			
Residential: APT- Studio	75 GPD/ DU	15 DU	1,125
Residential: APT- 1 BDRM	110 GPD/ DU	13 DU	1,430
Residential: APT- 2 BDRM	150 GPD/ DU	2 DU	300
Total			2,855 GPD

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes an existing 8-inch line on Veteran Ave Alley. The sewage from the existing 8-inch line feeds into a 57-inch line on Northvale Rd before discharging into a 48-inch sewer line on Jasmine Ave. Figure 1 shows the details of the

sewer system within the vicinity of the project. The current flow level (d/D) in the 8-inch line, 12-inch line and 57-inch line cannot be determined at this time without additional gauging.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Veteran Ave Alley	*	229,323 GPD
12	Military Ave.	*	931,967 GPD
57	Northvale Rd.	*	37.33 MGD
48	Jasmine Ave.	27	34.48 MGD

* No gauging available

Based on estimated flows it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer lacks sufficient capacity, then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at the time. Ultimately, this sewage flow will be conveyed to the Hyperion Water Reclamation Plant, which has sufficient capacity for the project.

All sanitary wastewater ejectors and fire tank overflow ejectors shall be designed, operated, and maintained as separate systems. All sanitary wastewater ejectors with ejection rates greater than 25 GPM shall be reviewed and must be approved by LASAN WESD staff prior to other City plan check approvals. Lateral connection of development shall adhere to Bureau of Engineering Sewer Design Manual Section F 480.

This response letter is not intended to address any potential utility conflicts associated with the wastewater or stormwater conveyance systems. Construction of any type near any wastewater or stormwater conveyance infrastructure in the public right of way, or in/near any conveyance easement must be evaluated separately.

If you have any questions, please call Christopher DeMonbrun at (323) 342-1567 or email at chris.demonbrun@lacity.org.

STORMWATER REQUIREMENTS

LA Sanitation, Stormwater Program is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

POST-CONSTRUCTION MITIGATION REQUIREMENTS

In accordance with the Municipal Separate Storm Sewer (MS4) National Pollutant Discharge Elimination System (NPDES) Permit (Order No. R4-2012-0175, NPDES No. CAS004001) and the City of Los Angeles Stormwater and Urban Runoff Pollution Control requirements (Chapter VI, Article 4.4, of the Los Angeles Municipal Code), the Project shall comply with all mandatory provisions to the Stormwater Pollution Control Measures for Development Planning (also known

as Low Impact Development [LID] Ordinance). Prior to issuance of grading or building permits, the applicant shall submit a LID Plan to the City of Los Angeles, Public Works, LA Sanitation, Stormwater Program for review and approval. The LID Plan shall be prepared consistent with the requirements of the Planning and Land Development Handbook for Low Impact Development.

Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at: www.lacitysan.org. It is advised that input regarding LID requirements be received in the preliminary design phases of the project from plan-checking staff. Additional information regarding LID requirements can be found at: www.lacitysan.org or by visiting the stormwater public counter at 201 N. Figueroa, 2nd Fl, Suite 280.

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-way to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local groundwater basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the LID requirements. Green Street standard plans can be found at: <https://eng2.lacity.org/techdocs/stdplans/index.htm>

CONSTRUCTION REQUIREMENTS

All construction sites are required to implement a minimum set of BMPs for erosion control, sediment control, non-stormwater management, and waste management. In addition, construction sites with active grading permits are required to prepare and implement a Wet Weather Erosion Control Plan during the rainy season between October 1 and April 15. Construction sites that disturb more than one-acre of land are subject to the NPDES Construction General Permit issued by the State of California, and are required to prepare, submit, and implement the Storm Water Pollution Prevention Plan (SWPPP).

If there are questions regarding the stormwater requirements, please call WPP's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 2nd Fl, Suite 280.

GROUNDWATER DEWATERING REUSE OPTIONS

The Los Angeles Department of Water and Power (LADWP) is charged with the task of supplying water and power to the residents and businesses in the City of Los Angeles. One of the sources of water includes groundwater. The majority of groundwater in the City of Los Angeles is adjudicated, and the rights of which are owned and managed by various parties. Extraction of groundwater within the City from any depth by law requires metering and regular reporting to the appropriate Court-appointed Watermaster. LADWP facilitates this reporting process, and may

assess and collect associated fees for the usage of the City's water rights. The party performing the dewatering should inform the property owners about the reporting requirement and associated usage fees.

On April 22, 2016 the City of Los Angeles Council passed Ordinance 184248 amending the City of Los Angeles Building Code, requiring developers to consider beneficial reuse of groundwater as a conservation measure and alternative to the common practice of discharging groundwater to the storm drain (SEC. 99.04.305.4). It reads as follows: "Where groundwater is being extracted and discharged, a system for onsite reuse of the groundwater, shall be developed and constructed. Alternatively, the groundwater may be discharged to the sewer."

Groundwater may be beneficially used as landscape irrigation, cooling tower make-up, and construction (dust control, concrete mixing, soil compaction, etc.). Different applications may require various levels of treatment ranging from chemical additives to filtration systems. When onsite reuse is not available the groundwater may be discharged to the sewer system. This allows the water to be potentially reused as recycled water once it has been treated at a water reclamation plant. If groundwater is discharged into the storm drain it offers no potential for reuse. The onsite beneficial reuse of groundwater can reduce or eliminate costs associated with sewer and storm drain permitting and monitoring. Opting for onsite reuse or discharge to the sewer system are the preferred methods for disposing of groundwater.

To help offset costs of water conservation and reuse systems, LADWP offers a Technical Assistance Program (TAP), which provides engineering and technical assistance for qualified projects. Financial incentives are also available. Currently, LADWP provides an incentive of \$1.75 for every 1,000 gallons of water saved during the first two years of a five-year conservation project. Conservation projects that last 10 years are eligible to receive the incentive during the first four years. Other water conservation assistance programs may be available from the Metropolitan Water District of Southern California. To learn more about available water conservation assistance programs, please contact LADWP Rebate Programs 1-888-376-3314 and LADWP TAP 1-800-544-4498, selection "3".

For more information, related to beneficial reuse of groundwater, please contact Greg Reed, Manager of Water Rights and Groundwater Management, at (213)367-2117 or greg.reed@ladwp.com.

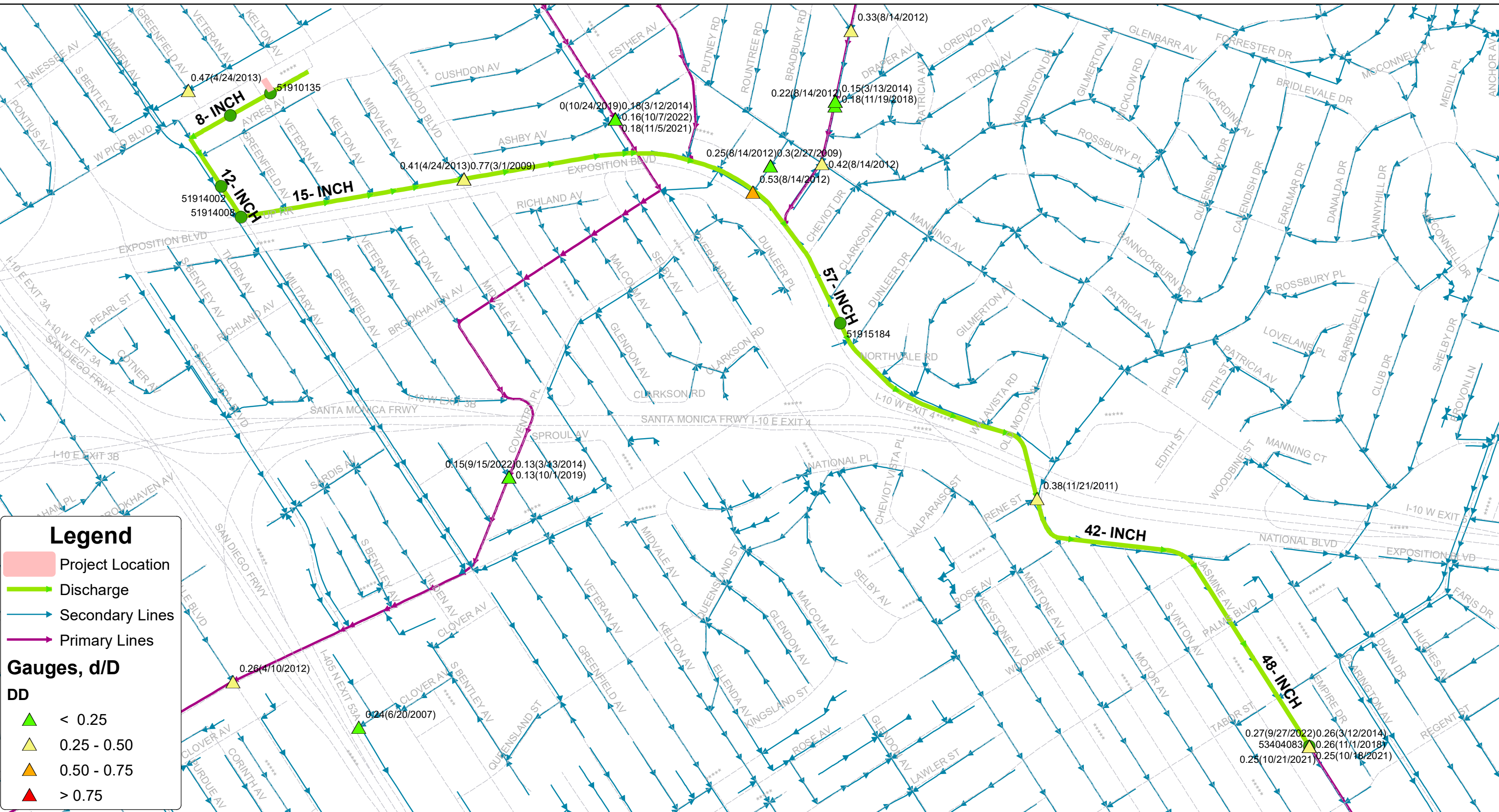
SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact LA Sanitation Solid Resources Recycling hotline 213-922-8300.

RL/CD: sa

Attachment: Figure 1 - Sewer Map

c: Julie Allen, LASAN
Michael Scaduto, LASAN
Ryan Thiha, LASAN
Christopher DeMonbrun, LASAN



Legend

- Project Location
- Discharge
- Secondary Lines
- Primary Lines

Gauges, d/D

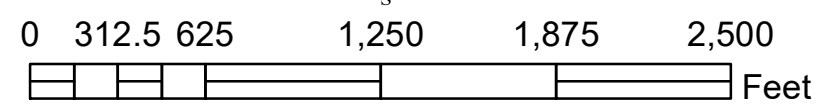
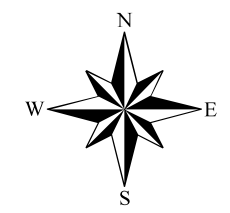
DD

- < 0.25
- 0.25 - 0.50
- 0.50 - 0.75
- > 0.75

Wastewater Engineering Services Division
 Bureau of Sanitation
 City of Los Angeles



Figure 1
10942 W Pico Blvd
Sewer Map



Thomas Brother Data reproduced with permission granted by THOMAS BROS MAP

PLANNING CASE REFERRAL FORM (PCRF)

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

Reference Number: 202100690

Part I. To be Completed by Applicant

DCP Case Number

Applicant	Zachary Andrews	Address	11827 Washington Boulevard culver city, CA 90230
Phone	310 204 3500	Email	zachary@three6ixty.net
Owner	Zachary Andrews	Address	11827 Washington Boulevard culver city, CA 90230
Project Address	10942 Pico Boulevard	APN	_____
Engineering District	West LA		

Project description (attach ZIMAS map with highlighted parcel(s))
Off-Menu Density bonus for a residential apartment building with 32 dwelling units

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

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

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

Part II. To be Completed by BOE Staff

What is/are the street classification(s) for the adjacent streets (list all)?
Pico Blvd - Avenue I Alley - Alley Veteran Ave - Local Standard Street

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

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

Apparent width of existing half right of way (street centerline to property line): Pico Blvd - 50' Alley - 8' Veteran Ave - 30' ft

Standard dimension for half right of way (from S-470-1), (street centerline to property line): Pico Blvd - 50' Alley - 10' Veteran Ave - 30' ft

Apparent width of existing half roadway (street centerline to curb face): Pico Blvd - 35' Alley - 8' Veteran Ave - 15' ft

Standard street dimension for half roadway (street centerline to curb face): Pico Blvd - 35' Alley - 10' Veteran Ave - 18' ft

Is the lot connected to the sewer? [] Yes [] No

Distance from subject lot to nearest main line sewer _____ ft

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

Preliminary Required Improvements:

Planning Case Referral Form Recommendation:

Dedication Required: [] Yes [] No

Street Widening Required: [] Yes [] No

Other Improvements Required: [] Yes [] No

If yes, please list preliminary required improvements: No dedication is required along Pico Blvd and Veteran Ave. Dedicate 2 ft along the property street frontage to complete the 10-ft half alley right-of-way. Dedicate a 20-ft corner radius or a 15-ft by 15-ft corner cut at the intersection of Pico Blvd and Veteran Ave. Widen and improve the existing 15-ft half roadway to 18-ft along property frontage along Veteran Ave with construction of new asphalt pavement, new integral concrete curb and 2-ft gutter, and full width concrete sidewalk (ADA) to abut the new property line. Construct a pedestrian access ramp at the intersection of Pico Blvd

and Veteran Ave to current ADA standards. For the Alley construct new asphalt pavement to extend to new property line with 2-ft longitudinal gutter. Close all unused driveways (with full width sidewalk, new integral concrete curb and 2-ft gutter). Repair and/or replace any broken or off-grade asphalt, sidewalk (to ADA standards) or curb and gutter along Pico Blvd. Construct a half alley intersection where the alley meets Veteran Ave. Comply with all the BOE requirements of Livable Boulevards Streetscape Plan. Comply with all the LADOT requirements ZI-2192 Specific Plan: West Los Angeles Transportation Improvement and Mitigation. All non-standard improvements and encroachments located in the public right-of-way must be removed or permitted under a Revocable permit. Install street trees to the satisfaction of the Urban Forestry Division of the Bureau of Street Services. Install street lights as required by the Bureau of Street Lighting. All improvements shall be to the satisfaction of the City Engineer. This planning case referral form is only a preliminary recommendation by Bureau of Engineering and is not to be used as official requirements of Bureau of Engineering.

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

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

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

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

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

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

Prepared by: Vladimir Arutyunyan

Date: 02/16/2022

EXHIBIT D

ENVIRONMENTAL CLEARANCE

ENV-2022-8061-CE

D1 – Notice of Exemption & Justification for
Categorical Exemption

D2 – Tree Report

D3 – DOT Referral Form & VMT Calculator

D4 – Air Quality and GHG Analysis

D5 – Noise Analysis

D6 – Phase I Environmental Site Assessment

COUNTY CLERK'S USE

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

Pursuant to Public Resources Code § 21152(b) and CEQA Guidelines § 15062, the notice should be posted with the County Clerk by mailing the form and posting fee payment to the following address: Los Angeles County Clerk/Recorder, Environmental Notices, P.O. Box 1208, Norwalk, CA 90650. Pursuant to Public Resources Code § 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS
CPC-2022-8060-DB-HCA

LEAD CITY AGENCY
City of Los Angeles (Department of City Planning)

CASE NUMBER
ENV-2022-8061-CE

PROJECT TITLE
10942 West Pico Boulevard

COUNCIL DISTRICT
5 – Yaroslavsky

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) Map attached.
10942-10948 West Pico Boulevard, Los Angeles, CA 90064

PROJECT DESCRIPTION: Additional page(s) attached.
The project is the construction of a five-story, 65-foot tall residential apartment building with 30 dwelling units (including 4 Very Low Income units). The project will be approximately 22,375 square feet in floor area with a Floor Area Ratio ("FAR") of 2.7:1. The project will provide 16 parking spaces at-grade. The site is currently improved with a one-story commercial building which will be demolished. No (0) protected trees will be removed from the subject site or adjacent public right-of-way; three (3) existing non-protected street trees will remain along the public right-of-way. The project involves the export of approximately 900 cubic yards of soil.

NAME OF APPLICANT / OWNER:
Pico Veteran Holdings LLC / ThreeSixty

CONTACT PERSON (If different from Applicant/Owner above) | (AREA CODE) TELEPHONE NUMBER | EXT.
Connie Chau | **213 978 0016**

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

STATE CEQA STATUTE & GUIDELINES

STATUTORY EXEMPTION(S)
Public Resources Code Section(s) _____

CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)
CEQA Guideline Section(s) / Class(es) **Section 15332 (Class 32)**

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

JUSTIFICATION FOR PROJECT EXEMPTION: Additional page(s) attached
Class 32: In-fill development meeting the conditions described in CEQA Guidelines 15332: (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. (e) The site can be adequately served by all required utilities and public services.

None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.

The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

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

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE | STAFF TITLE
Connie Chau | **City Planner**

ENTITLEMENTS APPROVED
Density Bonus

DISTRIBUTION: County Clerk, Agency Record
Rev. 6-22-2021

**DEPARTMENT OF
CITY PLANNING**

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

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PRESIDENT

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**CITY OF LOS ANGELES
CALIFORNIA**



KAREN BASS
MAYOR

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SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

**JUSTIFICATION FOR PROJECT EXEMPTION
ENV-2022-8061-CE**

The Planning Department determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the CEQA Guidelines designate the subject project as Categorical Exempt under CEQA Guidelines, Article 19, Section 15332 (Class 32), Case No. ENV-2022-8061-CE.

In addition, the City has determined based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, that the project is within the scope of the Exposition Corridor Transit Neighborhood Plan Program EIR No. ENV-2013-622-EIR, SCH. No. 2013031038 ("Program EIR"), pursuant to CEQA Guidelines Sections 15168 and 15162; the environmental effects of the Project were covered in the Program EIR and no new environmental effects not identified in the Program EIR will occur and no new mitigation is required; and the City has incorporated all feasible mitigation measures from the Program EIR on the Project.

The project is the construction of a five-story, 65-foot tall residential apartment building with 30 dwelling units (including 4 Very Low Income units). The project will be approximately 22,375 square feet in floor area with a Floor Area Ratio ("FAR") of 2.7:1. The project will provide 16 parking spaces at-grade. The site is currently improved with a one-story commercial building which will be demolished. No (0) protected trees will be removed from the subject site or adjacent public right-of-way; three (3) existing non-protected street trees will remain along the public right-of-way. The project involves the export of approximately 900 cubic yards of soil.

As a residential building, and a project which is characterized as in-fill development, the project qualifies for the Class 32 Categorical Exemption.

CEQA Determination – Class 32 Categorical Exemption Applies

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

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

The project site is in the West Los Angeles Community Plan, and is designated for Neighborhood Commercial land uses, with corresponding zones of C1, C1.5, C2, C4, RAS3, RAS4, and P. The site is located within the Exposition Corridor Transit Neighborhood Plan Specific Plan ("Expo TNP") Subarea 10, and is zoned NMU(EC)-POD which was established by the Expo TNP as a commercial zoning designation for Neighborhood Mixed Use: Commercial/Residential, adopted by resolution under Council

File No. 18-0437 and is therefore a corresponding zone. The Expo TNP allows a base height of 45 feet, base FAR of 2:1, and unlimited density. For a project that utilizes the density bonus program, the Expo TNP sets the base residential density in the NMU(EC) zone as one dwelling unit per 400 square feet for the purposes of calculating the required number of Restricted Affordable Units. Community Plan Map Footnote No. 1 restricts sites in the Low Residential, Low Medium Residential, Neighborhood Commercial, Community Commercial, Commercial Manufacturing, Limited Industrial, and Light Industrial land use designations to Height District No. 1, which does not apply to the NMU(EC)-POD Zone. The site is also within the Westwood/Pico Pedestrian Oriented District ("POD"), however the project is exempt from the Westwood/Pico POD as a 100 percent residential project. As demonstrated in the case file, the project is consistent with the General Plan, the applicable West Los Angeles Community Plan designation and policies, the Expo TNP, and all applicable zoning designations and regulations as permitted by Density Bonus law.

- (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 site is wholly within the City of Los Angeles, on a site that is approximately 0.191 acres (8,303 square feet) and is surrounded primarily by commercial and single-family residential uses. Neighboring properties to the east and across Veteran Avenue to the west are improved with one-and two-story commercial buildings in the NMU(EC)-POD zone including retail, barber shops, restaurant, offices, and salons; further east is the former Westside Pavilion site which is currently under redevelopment for the Google office campus. Across the alley to the south are one-story single-family dwellings in the R1-1-O zone. The subject site is within a half-mile of the Sepulveda Station of the Los Angeles County Metropolitan Transportation Authority ("Metro") Exposition ("E") line, which constitutes as a Major Transit Stop. The site is also within 1,500 feet of bus stops served by the Santa Monica Big Blue Bus 7, Rapid 7, 8, and 17 bus lines, Metro 233 and 761 bus lines, and the Culver City 6 and 6R bus lines.

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

The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. The site is currently improved with a one-story commercial building which will be demolished. There are no protected trees or shrubs on the subject site or in the adjacent public right of way that would be removed as verified in the Tree Report prepared by JTL Consultants dated April 27, 2023.

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

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

Traffic - The Project does not exceed the threshold criteria established by LADOT for preparing a traffic study. The Department of Transportation (LADOT) Referral Form dated June 1, 2022 and the Vehicle Miles Traveled (VMT) calculator indicated that the number

of daily vehicle trips will be 131 which is under the threshold of 250 or more daily vehicles trips to require VMT analysis. Therefore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study and will not have any significant impacts related to traffic.

Noise – The Project must comply with the adopted City of Los Angeles Noise Ordinances No. 144,331 and 161,574 and LAMC Section 41.40 as indicated above in RC-NO-1, LAMC Section 112.05, as well as any subsequent Ordinances, which prohibit the emission or creation of noise beyond certain levels. These Ordinances cover both operational noise levels (i.e., post-construction), and any construction noise impacts. Furthermore, the Noise Impact Analysis prepared by Urban Crossroads dated June 19, 2023 confirmed that the Project would not result in operational noise impacts or construction-related noise impacts on the environment. The analysis took into account noise from operational stationary sources such as heat pump and air conditioning units, trash enclosure activity, stacked parking, and outdoor gatherings; construction activities during demolition, site preparation, grading, building construction, paving, and architectural coating, as well as vibration, and impacts to sensitive receptors. The analysis concluded that the project would not result in any significant effects relating to noise.

Air Quality – The Project’s potential air quality effects were evaluated by estimating the potential construction and operations emissions of criteria pollutants, and comparing those levels to significance thresholds provided by the Southern California Air Quality Management District (SCAQMD). The Project’s emissions were estimated using the CalEEMod 2022.1 model (output January 9, 2023) for the purposes of evaluating air quality impacts of proposed projects and summarized in the Air Quality, Greenhouse Gas, and Energy Assessment prepared by Urban Crossroads dated January 13, 2023. The analysis took into account construction activity emissions during demolition, site preparation, grading, building construction, paving, and architectural coating, as well as operational emissions and effects to sensitive receptors. The analysis confirms that neither construction nor operation of the project would result in significant air quality impacts. In addition, there are several Regulatory Compliance Measures which regulate air quality-related impacts for projects citywide as noted above.

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

The project site will be adequately served by all public utilities and services given that the construction of a multi-family building will be on a site which has been previously developed and is consistent with the General Plan. Further, the site was previously developed with a commercial building.

Therefore, the project meets all of the Criteria for the Class 32 Categorical Exemption.

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

There are five (5) Exceptions which must be considered in order to find a project exempt under Class 32:

- (a) **Cumulative Impacts.** *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.*

There is one (1) other project approved within proximity to the site located at 11001 West Pico Boulevard for the construction of a new 5-story 89-unit apartment building

While there could potentially be a succession of known projects of the same type and in the same place as the subject project, all projects are subject to the citywide Regulatory Compliance measures as noted above, which regulate impacts related to air quality, noise, and geology to a less than significant level. There is no evidence to conclude that significant impacts will occur based on past project approvals or that the proposed Project's impacts are cumulatively considerable when evaluating any cumulative impacts associates with construction noise and transportation/traffic in the surrounding area.

Therefore, in conjunction with citywide RCMs and compliance with other applicable regulations, no foreseeable cumulative impacts are expected.

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

The project proposes a residential building in an area zoned and designated for such development. All adjacent lots are developed primarily by commercial and single-family residential uses, and the subject site is of a similar size and slope to nearby properties. The project proposes a FAR of 2.7:1 on a site that is permitted to have an FAR of 2:1 by the Expo TNP. The project is eligible for the 2.7:1 FAR through an On-Menu Density Bonus Incentive. The project size and height is not unusual for the vicinity of the subject site, and is similar in scope to other proposed future projects in the area. Furthermore, there is no substantial evidence in the administrative record that this project will cause a significant impact. Thus, there are no unusual circumstances which may lead to a significant effect on the environment, and this exception does not apply.

- (c) **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.*

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. State Route 27 is located approximately 8.4 miles west of the subject site. Therefore, the subject site will not create any impacts within a designated state scenic highway, and this exception does not apply.

- (d) **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*

According to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site.

A Phase I Environmental Site Assessment ("ESA") prepared by Environmental Solutions dated August 1, 2007 conducted a review of historical data, governmental databases, and site reconnaissance, to identify any recognized environmental conditions pertaining to the site. The Phase I ESA identified previous uses as a restaurant and vacuum cleaner store. The Phase I ESA concluded that the subject property appears to be low to moderate

environmental condition at this time, and no area of recognized environmental concern was identified at the site, therefore further investigation is not recommended at this time.

Therefore, the project is not identified as a hazardous waste site, or in the vicinity of a hazardous waste site, and this exception does not apply.

- (e) **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 is not listed in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register, and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. As such, the Project would have no impact on historical resources. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

JTL Consultants

Consulting Arborists and Biologists

952 Buena Vista Road • Duarte, CA 91010
(626) 358-5690 • info@JTLconsultants.com
JTLconsultants.com

Protected Tree Report

10948 W. Pico Boulevard
Los Angeles, CA 90064

Prepared For:

Sahil Gandhi
Head of Real Estate Development
Bolour Associates
8383 Wilshire Boulevard, Suite 460
Beverly Hills, CA 90211
(323) 677-0550, Ext. 134

Prepared By:

Ted Lubeshkoff
Registered Consulting Arborist

April 27, 2023

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Summary

Bolour Associates Real Estate Development plans to demolish two vacant buildings at 10942 and 10948 W. Pico Boulevard in Los Angeles and construct a five-story, 65-foot-tall, 30-unit residential building, which will include four very-low-income residential units. The project is seeking entitlement requests as part of the City of Los Angeles Planning Department's **Density Bonus**¹ incentive program including an open space and floor area size reduction and a maximum building height increase. Street trees in the City of Los Angeles are protected by Los Angeles Municipal Code **Chapter VI, Article 2, Section 62.161**. The City of Los Angeles Preservation of Protected Trees Ordinance 186,873 requires a Protected Tree Report be submitted outlining how street trees will be protected during development projects. Markie Anderie from Three Sixty Real Estate Consultants asked JTL Consultants to write a Protected Tree Report for this project.

JTL Consultants conducted a site inspection of the project site on April 24, 2023 and inventoried three street trees: one windmill palm (*Trachycarpus fortunei*), one Bradford pear (*Pyrus calleryana* 'Bradford'), and one evergreen pear (*Pyrus kawakamii*).

The three street trees will be protected during the project by installing tree protection fencing around the trees. The project arborist will be on-site when the tree protection fencing is installed and if any work takes place within the fenced enclosures.

Introduction

Background

Bolour Associates proposes to demolish two existing buildings located at 10942 and 10948 W. Pico Boulevard, Los Angeles, CA 90064 and build a five-story, 65-foot-tall residential building with 30 units. Four of the units will be for very low-income households. The lot is 8,320 square feet, the existing buildings are 6,615 square feet, and the proposed building will be 22,375 square feet. The City of Los Angeles Planning Department's Density Bonus is a local incentive program designed to encourage the production of on-site affordable housing. Density Bonus Project Entitlement Requests include On-Menu Incentives for the reduction in the required open space size and floor area ratio and an Off-Menu Incentive for an increase in the maximum building height. There are three street trees on the property that are protected by Los Angeles Municipal Code, Section 62.162. Los Angeles Ordinance 186,873 requires a Protected Tree Report be submitted explaining how the street trees will be protected during construction. Markie Anderie from Three Sixty Real Estate Consultants requested JTL Consultants write a Protected Tree Report for this project. JTL Consultants inventoried the three trees on April 24, 2023.

Assignment

JTL Consultants' assignment was to write a Protected Tree Report showing how three City of Los Angeles Street Trees will be protected during construction. This report will comply with the City of Los Angeles Protected Tree Ordinance 186,873.

¹ Terms appearing in boldface type are defined in the Glossary

Limits of Assignment

This report is based solely on a visual inspection of the site and trees on April 24, 2023 and a review of the project plans provided by Three Sixty Real Estate Consultants. The tree inspections were limited to ground level visual observations. Root crown inspections, aerial inspections, Tree Risk Assessments, and Tree Appraisals were not included in this assignment.

Purpose and Use of the Report

The purpose of this report is outline how three City of Los Angeles Street Trees will be protected during the construction project. This report is intended to be used by Bolour Associates and Three Sixty Real Estate Consultants to implement the recommendations outlined in it. Upon submission, this report will become the property of Bolour Associates and Three Sixty Real Estate Consultants and its use will be at their discretion.

Observations

Site Description

The project site is located at 10948 W. Pico Boulevard in Los Angeles on the corner of Veteran Avenue, south of Santa Monica Boulevard, east of Interstate 405, north of Interstate 10, and west of Overland Avenue. Pico Boulevard has a southwest to northeast orientation. There are mixed commercial and retail business along Pico Boulevard. The building to be demolished is vacant. There is a vacuum sales and repair store in an adjacent building at 10940 W. Pico Boulevard which is not part of this development project. The neighborhoods south and north of Pico Boulevard are comprised of single-family residences. (Appendix A – Tree Location Map, Appendix B – Photos, and Attachment – Site Plan Plan)

Tree Descriptions

In the following table, the tree numbers correspond to an aluminum number tag attached to the trunk of each tree and referenced on the Tree Location Map, Photos, and Site Plan. The photo letters correspond to those shown in Photos.

	Tree #	Scientific Name Common Name	Photo	Size	Condition	Comments
1	655	<i>Trachycarpus fortunei</i> Windmill palm	A, B	DBH: 8" Height: 15' Width: 5'	Fair	Slight lean in trunk. Upper trunk is wider than lower trunk.
2	656	<i>Pyrus calleryana</i> 'Bradford' Bradford pear	A, C	DBH: 8" Height: 12' Width: 10'	Fair	Topped. Multiple crossed branches. Poor branch structure.
3	657	<i>Pyrus kawakamii</i> Evergreen pear	A, D	DBH: 6" Height: 10' Width: 6'	Poor	Severely topped. Lacks branch structure.

Discussion

Mechanical Damage

Mechanical damage could occur to the three street trees during the construction of the project.

Wounds to tree branches and trunks caused by mechanical damage may reduce tree stability by decreasing the wood strength, the internal movement of water and nutrients, and the ability to defend against decay. Protecting the trees with fencing will help prevent damage from construction. (Matheny, et al, 1998 and Fite, Kelby, and Smiley, 2008)

Change in Grade

The grade will not be lowered within the **dripline** of the three street trees during construction.

The lowering or raising of the grade within the dripline can damage or kill a tree. The normal exchange of moisture and gases within the dripline is disrupted with the change in grade. The original grade should be maintained as far out from the trunk as possible. The change in grade can have immediate or long-term adverse effects on the tree. (Matheny and Clark, 1998)

Trenching

Trenching within the dripline of the three street trees will not occur during construction.

Trenching within the dripline can damage the root system of a tree and lead to tree decline or death. Ninety percent of the fine roots that absorb water and minerals are found in the upper few inches of soil. Roots require space, air, and water, and grow best where these requirements are met, which is usually at or near the soil surface. When roots are cut due to trenching, the cut should be clean, leaving no torn edges. Tunneling and bridging should be used to preserve roots wherever possible, underground lines should occupy common trenches. (Matheny, et al, 1998)

Soil Compaction

Soil compaction will not occur within the dripline of the three street trees during construction.

Soil compaction occurs when the pore space between soil particles is greatly reduced. This causes the reduction of oxygen available to the roots and can lead to decline in trees. Use of equipment, grading, digging, and heavily used walking paths can cause soil compaction in a construction area. Use of protective fencing, mulching within the protective fencing, and limiting the amount of access routes will minimize soil compaction. (Fite, et al, 2008)

Conclusion

Bolour Associates plans to demolish two existing buildings and construct a five-story, 65-foot-tall residential building with 30 units. There are three street trees on the property that are protected according to the Los Angeles Municipal Code, Section 62.162. Markie Anderie from Three Sixty Real Estate Consultants contacted JTL Consultants to write a Protected Tree Report for this project. JTL Consultants inventoried the three street trees on April 24, 2023. The following recommendations will be followed to minimize the impacts of construction on the street trees.

Recommendations

1. Install tree protection fencing around the street trees at locations shown on the Site Plan.
 - a. Chain-link fencing will be at least five-feet tall. This fencing will remain in place throughout the duration of the construction. Orange flexible fencing will not be used.
 - b. The fencing will not be moved at any time for construction work unless the work is supervised by the project arborist.
 - c. Within the fenced enclosures, no digging, trenching, soil compaction, or other soil disturbance will be allowed, and the fenced enclosures will be kept clear of building materials, waste, and excess soil.
2. The project arborist will be on-site when the tree protection fencing is installed and if any excavation, drilling, demolition, or backfilling takes place within the fenced enclosures of the three street trees. The project arborist will also make periodic site visits to ensure the tree protection fencing is in place and to monitor the condition of the trees.
3. Any roots encountered will be cleanly cut using a hand saw, leaving no rough edges.

Glossary

Condition: one of four possible ratings:

Good - no apparent **defects** or structural problems

Fair - minor defects or structural problems

Poor - major defects or structural problems

Dead - extreme defects or structural problems

DBH: diameter of a tree trunk measured at 4 ½ feet above ground.

Defect: an internal or external point of weakness which can reduce the stability of the tree and include cracks, splits, cankers, galls, girdling, codominant limbs, and wounds.

Density Bonus: a Los Angeles City Planning local incentive program designed to encourage the production of on-site affordable housing in neighborhoods where multi-family zoning is allowed. Along with the City's Transit Oriented Communities Incentive Program, the Density Bonus Program is Los Angeles's biggest driver in producing mixed-income and 100% affordable housing.

Qualifying Density Bonus projects can select from a number of pre-vetted "on-menu" incentives or request the approval of "off-menu" waivers of development standards, in addition to a density increase of up to 35% and a reduction in parking requirements. These incentives apply to projects that seek a limited increase in allowed height, floor area, and lot coverage, along with reductions to yard/setback, open space, and lot width requirements. Developers can request off-menu incentives and waivers of development standards beyond the incentives of State Density Bonus Law.

Dripline: imaginary line defined by the branch spread of a single plant or group of plants, projected onto the ground. Roots are usually found within the dripline but can extend beyond the edge of the dripline.

Los Angeles Municipal Code Chapter VI, Article 2, Section 62.161

Chapter VI, Public Safety and Protection

Article 2, Streets and Sidewalks

Section 62.161, Planting, Maintenance, and Care of Plants in City Streets -Jurisdiction of the Board

The Board of Public Works, through its authorized officers and employees, shall exercise jurisdiction and control over the planting, maintenance and care of trees, plants, and shrubs in all streets of the City.

Bibliography

Fite, Kelby, and Smiley, Thomas E., Best Management Practices, *Managing Trees During Construction*, International Society of Arboriculture, Champaign, IL 2008.

Matheny, Nelda and Clark, James R., *Trees and Development: A Technical Guide to Preservation of Trees during Land Development*, International Society of Arboriculture, Champaign, IL 1998.

Appendix A - Tree Location Map



Appendix B – Photos



Photo A, facing southeast, showing overview of the 10942 and 10948 W. Pico Boulevard properties and the location of the three City of Los Angeles street trees. The 10940 W. Pico Boulevard property is not part of this development project.

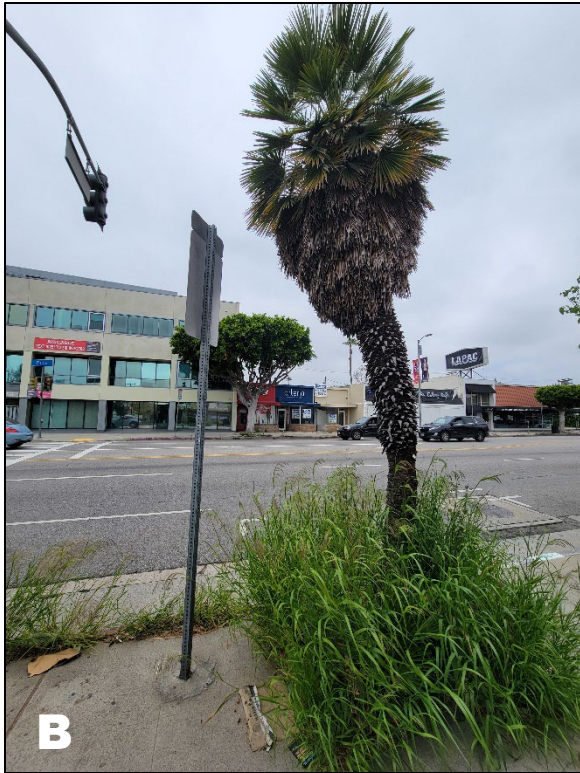
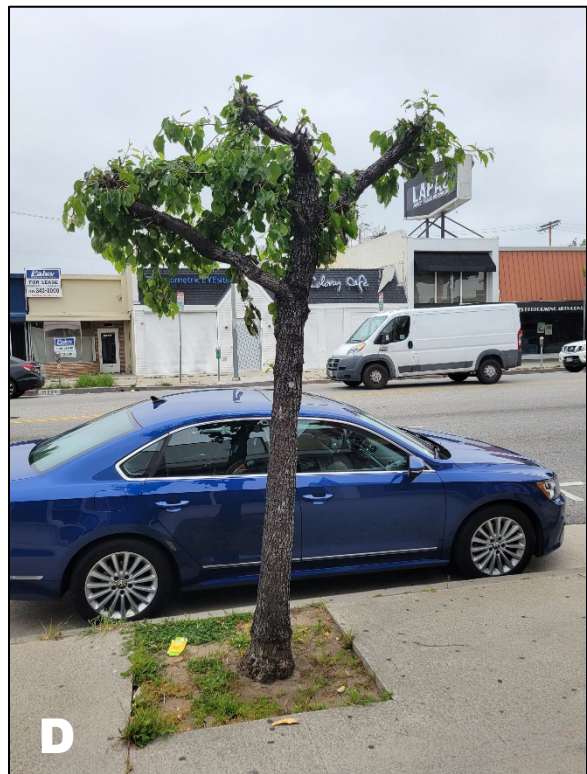


Photo B, facing northwest, showing Tree 655, a windmill palm.

Photo C, facing northwest, showing Tree 656, a Bradford pear.

Photo D, facing northwest, showing Tree 657, and evergreen pear.



Appendix C - Assumptions and Limiting Conditions

1. Any legal description provided to the consultant/appraiser is assumed to be correct. Any titles and ownerships to any property are assumed to be good and marketable.
2. Care has been taken to obtain all information from reliable sources. All data has been verified insofar as possible for the accuracy of information provided by others.
3. The consultant/appraiser shall not be required to give testimony or attend court by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services as described in the fee schedule and contract of engagement.
4. Loss or alteration of any part of this report invalidates the entire report.
5. Possession of this report or a copy thereof does not imply right of publication or use for any purpose by any other than the person to whom it is addressed, without the prior expressed written consent of the consultant/appraiser.
6. This report and values expressed herein represent the opinion of the consultant/appraiser, and the consultant's/appraiser's fee is in no way contingent upon the reporting of a specified value, a stipulated result, the occurrence of a subsequent event, nor upon any finding to be reported.
7. Sketches, diagrams, graphs, and photographs in this report, being intended as visual aids, are not necessarily to scale and should not be construed as engineering or architectural reports or surveys.
8. The tree locations in this report are not represented to be of survey quality but are sufficient to allow locating the tree in the field.
9. Unless expressed otherwise: 1) information contained in this report covers only those items that were examined and reflects the condition of those items at the time of inspection; and 2) the inspection is limited to visual examination of accessible items without dissection, excavation, probing, or coring. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the trees or property in question may not arise in the future.
10. Unless specifically stated, Tree Risk Assessments were not conducted on the trees described in this report and JTL Consultants is not responsible for the consequences of any risk associated with the trees, either inferred or implied.

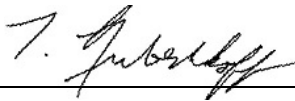
Appendix D - Certificate of Performance

I, Ted Lubeshkoff, certify:

- ✓ That I have personally inspected the tree(s) referred to in the report and have stated my findings accurately. The extent of the evaluation is stated in the attached report;
- ✓ That I have no current or prospective interest in the vegetation or the property that is the subject of this report and have no personal interest or bias with respect to the parties involved;
- ✓ That the analysis, opinions and conclusions stated herein are my own and are based on current scientific procedures and facts;
- ✓ That my analysis, opinions and conclusions were developed, and this report has been prepared according to commonly accepted arboriculture practices;
- ✓ That no one provided significant professional assistance to me, except as indicated within the report;
- ✓ That my compensation is not contingent upon the reporting of a predetermined conclusion that favors the cause of the client or any other party nor upon the results of the assignment, the attainment of stipulated results, or the occurrence of any subsequent events.

I further certify that I, Ted Lubeshkoff, am Registered Consulting Arborist #513 with the American Society of Consulting Arborists, and Certified Arborist WE-8446A with the International Society of Arboriculture. I have been involved in the practice of arboriculture and the care and study of trees for over 25 years.

Signed



Date: 4/27/2023

Appendix E – Professional Certification

The American Society of Consulting Arborists

*in recognition of fulfillment of the requirements for
Registered Consulting Arborist® status*

confers upon

Ted Lubeshkoff, RCA #513

Registered Membership

12/19/2011

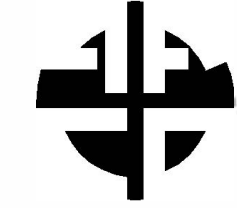


[Signature]
Dr. James R. Clark, RCA #357
President

[Signature]
Beth W. Pallys, FASAE, CAE
Executive Director

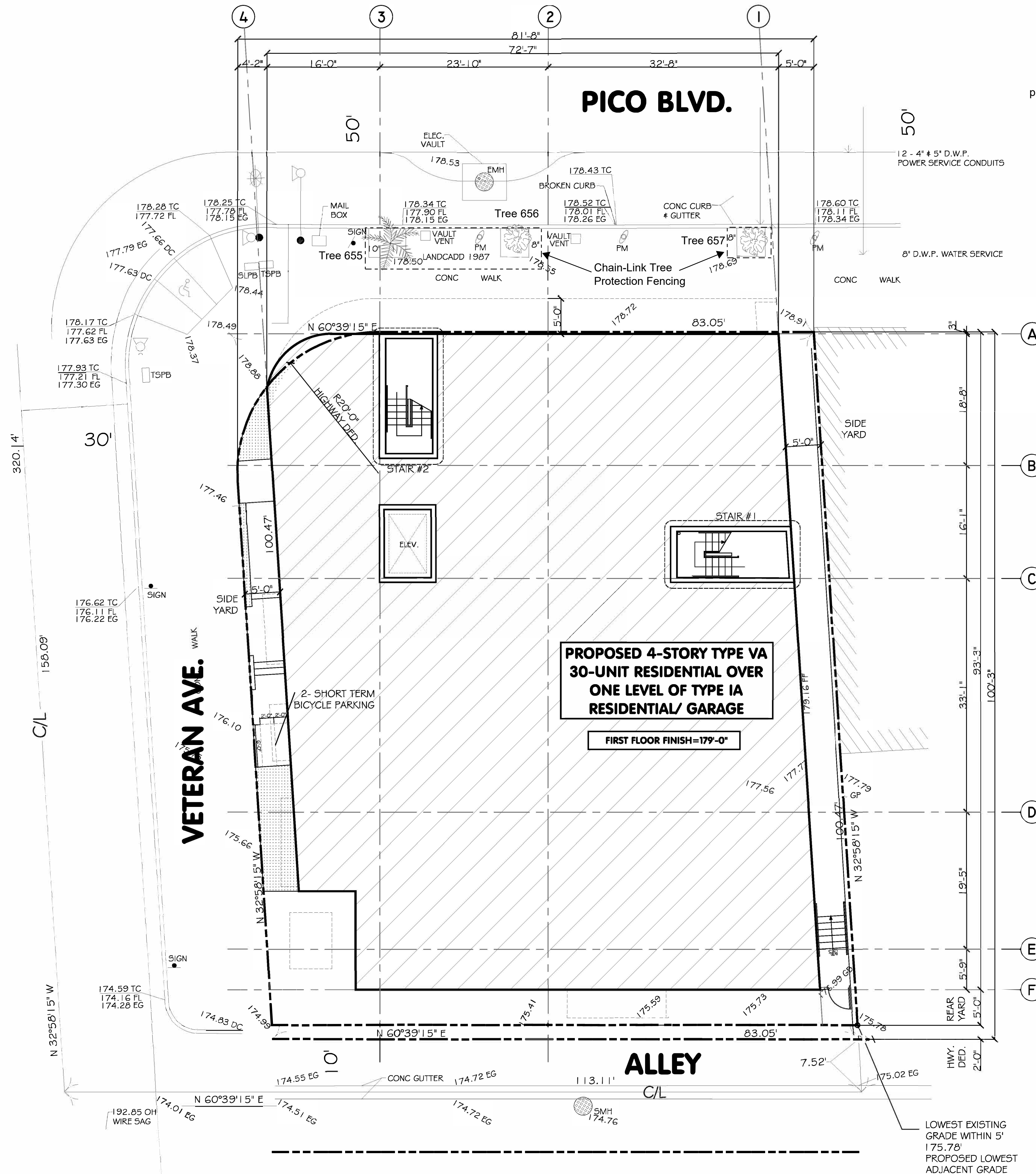
SITE PLAN

This Site Plan is an attachment to a Protected Tree Report, dated April 27, 2023 prepared by JTL Consultants, Consulting Arborists Duarte, CA (626) 358-5690 JTLconsultants.com



AFCO Design, Inc.

10635 Santa Monica Blvd. #190
Los Angeles, California 90025
Phone: 424.789.8001
afcodevelopment.com

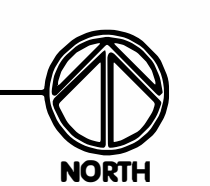


- ⊙⊙⊙ HARD WIRED SMOKE DETECTORS WITH BATTERY BACK-UP AND LOW BATTERY SIGNAL DWELLING UNITS WITHIN WHICH FUEL-BURNING APPLIANCES ARE INSTALLED SHALL HAVE AN APPROVED CARBON MONOXIDE ALARM IN THE FOLLOWING LOCATIONS:
 1. OUTSIDE OF EACH SEPARATE DWELLING UNIT SLEEPING AREA IN THE IMMEDIATE VICINITY OF BEDROOM(S)
 2. ON EVERY LEVEL OF A DWELLING UNIT INCLUDING BASEMENTS
- ⊙⊙ AIR EXCHANGE PER MINUTE MIN. EXHAUST FAN AND FLORESCENT LIGHT FANS SHALL BE ENERGY STAR COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING. FANS NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
- ⊙ WATER CURTAIN INSTALLED IN ACCORDANCE WITH SEC. 903.3.1.1
- ⊙ DOOR TYPE
- ⊙ WINDOW TYPE
- ⊙ FIRE EXTINGUISHER, RECESSED INTO WALL.
- 4-2 INTERIOR ELEVATION MARKER
- ⊙⊙⊙ EXISTING GRADE ELEVATION
- T.W. TOP OF WALL
- F.F. FINISHED FLOOR
- E.F.G. EXISTING FINISH GRADE
- T.D. TOP OF DRAIN
- A.D. AREA DRAIN
- 2-HR EXTERIOR WALL SEE DETAIL 1/A-1 G FIRE BARRIER
- 2-HR 50 STC WALL SEE DETAIL 3/A-1 G FIRE BARRIER
- 2-HR 50 STC WALL SEE DETAIL 3/A-1 G FIRE BARRIER (PLB'S WALL)
- 1-HR 50 STC WALL SEE DETAIL 2/A-1 G FIRE BARRIER
- 1-HR 50 STC WALL SEE DETAIL 2/A-1 G FIRE BARRIER (PLB'S WALL)
- 8" SOLID GROUTED CONCRETE BLOCK WALL
- 8" CONCRETE WALL
- 1-HR RATED WOOD FRAMING. PROVIDE X6 MIN. WOOD FRAMING FOR ALL PLUMBING WALLS 1 1/A-1 5.
- 14" DROP SOFFIT. VERIFY SIZE PRIOR TO CONSTRUCTION VOID SOFFITS SHALL BE FILLED WITH INSULATION AND SOFFITS WITH AIR-CONDITIONING DUCTS SHALL BE PRE-LIMED WITH 5/8" THICK GYP BD TAPED AND INSPECTED PRIOR TO INSTALLATION OF THE DUCTS. AREAS REQUIRING INSULATION ABOVE AND THE SIDE OF THE SOFFITS SHALL BE INSULATED AND INSPECTED PRIOR TO THE PRELIM DRYWALL SEE DETAIL G47/A-1 G AND 14/A-1 8
- 8'-2" HEADROOM CLERANCE
- ⊙ SECURITY CAMERA
- ⊙ AREA DRAIN AND FLOW DIRECTION
- EVS SEE NOTES
- ▬ FENCE WALL

GRADE PLANE CALCULATIONS:

	NORTH	SOUTH	EAST	WEST
	178.49	175.78	175.78	178.49
	178.72	175.78	177.77	177.46
	178.91	175.41	178.91	176.10
	-	174.99	-	175.66
	-	-	-	174.99
	-	-	-	-
	-	-	-	-
	-	-	-	-
TOTAL	536.12	701.96	532.46	882.70
AVE.	178.71	175.49	177.49	176.54
	GRADE PLANE			177.06

SITE PLAN
SCALE: 1/8"=1'-0"



SHEET NO. A-01

JOB ADDRESS: 10648 W. PICO BLVD.
THIS DOCUMENT IS THE PROPERTY AND COPY RIGHT OF AFCO DESIGN, INC. AND SHALL NOT BE USED ON ANY OTHER WORK, BE REPRODUCED OR DISCLOSED TO OTHERS EXCEPT BY LETTER AUTHORIZATION FROM AFCO DESIGN, INC.
01-12-2023



REFERRAL FORMS:

TRANSPORTATION STUDY ASSESSMENT

DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

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

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

GENERAL INFORMATION

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

SPECIAL REQUIREMENTS

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

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

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

Metro	West LA	Valley
213-972-8482 100 S. Main St, 9 th Floor Los Angeles, CA 90012	213-485-1062 7166 W. Manchester Blvd Los Angeles, CA 90045	818-374-4699 6262 Van Nuys Blvd, 3 rd Floor Van Nuys, CA 91401

TO BE VERIFIED BY PLANNING STAFF PRIOR TO LADOT REVIEW

1. PROJECT INFORMATION

Case Number: WLA22-113246 (53525)

Project Name: Pico/ Veteran Apartment

Address: 10942-10948 Pico Blvd Los Angeles CA

Project Description: Demo existing structure. Construct 30 multi-family apartment units, 26 market rate units and 4 affordable housing units

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

Applicant Name: Pico Veteran Holdings, Traffic Consultant Liz Fleming, Overland Traffic Consultants

Applicant E-mail: liz@overlandtraffic.com Applicant Phone: (310) 545-1235

2. PROJECT REFERRAL TABLE

	Land Use (list all)	Size / Unit	Daily Trips ¹
Proposed	Multi-Family Residential (5 story bldg)	26 units	131
	Multi-Family Affordable Residential	4 units	
	<i>Total trips¹:</i>			131

- a. Does the proposed project involve a discretionary action? Yes No
- b. Would the proposed project generate 250 or more daily vehicle trips¹? Yes No
- c. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station²? Yes No

If **YES** to **a.** and **b.** or **c.**, or to **all** of the above, the Project must be referred to LADOT for further assessment.

¹To calculate the project's total daily trips, use the VMT Calculator. Under 'Project Information', enter the project address, land use type, and intensity of all proposed land uses. Select the '+' icon to enter each land use. After you enter the information, copy the 'Daily Vehicle Trips' number into the total trips in this table. Do not consider any existing use information for screening purposes. For additional questions, consult LADOT's [VMT Calculator User Guide](#) and the LADOT Transportation Assessment Guidelines (available on the LADOT website).

² Relevant transit lines include: Metro Red, Purple, Blue, Green, Gold, Expo, Orange, and Silver line stations; and Metrolink stations.

Verified by: Planning Staff Name: _____ Phone: _____

Signature: _____ Date: _____

TO BE COMPLETED BY LADOT

3. PROJECT INFORMATION

	Land Use (list all)	Size / Unit	Daily Trips
Proposed	Apartment	26 DU	131
	Affordable Housing	4 DU	
	<i>Total new trips:</i>		+131
Existing	Vacant	N/A	N/A
	<i>Total existing trips:</i>		N/A
<i>Net Increase / Decrease (+ or -)</i>			+131

- a. Is the project a single retail use that is less than 50,000 square feet? Yes No
- b. Would the project generate a net increase of 250 or more daily vehicle trips? Yes No
- c. Would the project result in a net increase in daily VMT? Yes No
- d. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station? Yes No
- e. Does the project include the construction, or addition of 50 or more dwelling units or guest rooms or combination thereof, and/or 50,000 or more square feet of non-residential? Yes No
- f. Project size:
 - i. Does the project contain a lot that is 0.5-acre or more in total gross area? Yes No
 - ii. Is the project's frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City's General Plan? Yes No
 - iii. Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? Yes No

VMT Analysis

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

Access, Safety, and Circulation Assessment

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

LADOT Comments:

Please contact LABOE for any potential street right-of-way dedication and/or improvement requirements for the project. Also submit dimensioned site/driveway/parking plans (1" = 40") to the Westchester Development Review office for final driveway review and recommendation.

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

4. Specific Plan with Trip Fee or TDM Requirements: Yes No
Fee Calculation Estimate: \$144,924.00 (Fee Ordinance No.186105)
VMT Analysis Required (Question b. satisfied): Yes No
Access, Safety, and Circulation Evaluation Required (Question b. satisfied): Yes No
Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied): Yes No

Prepared by DOT Staff Name: Valeria Ceja Phone: (213)485-1062
Signature:  Date: June 1st, 2022

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



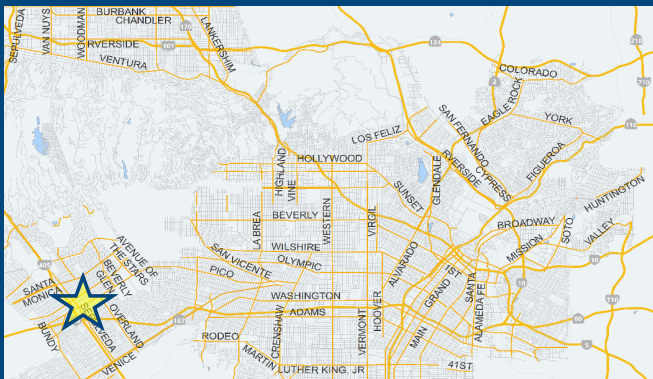
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [WWW](#)

Address:



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

Yes No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	26	DU
Housing | Affordable Housing - Family	4	DU
Housing | Multi-Family	26	DU

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

Project Screening Summary

Existing Land Use	Proposed
0 Daily Vehicle Trips	131 Daily Vehicle Trips
0 Daily VMT	970 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	131 Net Daily Trips
The net increase in daily VMT ≤ 0	970 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
The proposed project is not required to perform VMT analysis.	



DATE: January 13, 2023
TO: Markie Anderle, Bolour Associates, Inc.
FROM: Haseeb Qureshi
Shannon Wong
JOB NO: 14645-02 AQ, GHG & EA Assessment

PICO HOUSING PROJECT AIR QUALITY, GREENHOUSE GAS & ENERGY ASSESSMENT

Markie Anderle,

Urban Crossroads, Inc. is pleased to provide the following Air Quality, Greenhouse Gas & Energy Assessment for the Pico Housing Project (**Project**), which is located at 10944 - 10948 West Pico Boulevard between Veteran Avenue and Kelton Avenue in the City of Los Angeles. Los Angeles International Airport is located approximately 6 miles to the southwest.

PROJECT OVERVIEW

The Project proposes to construct a multiple-family residential building with 30 residential dwelling units (see Exhibit 1). The Project would include a gym and lobby, as well as 16 parking spaces within a five-story structure. The proposed Project is anticipated to have an opening year of 2023.

SUMMARY OF FINDINGS

Results of the assessment indicate that the Project would result in a less than significant impact with respect to air quality, greenhouse gases and energy and no mitigation is required.

PROJECT AIR QUALITY IMPACTS

AIR QUALITY SETTING

SOUTH COAST AIR BASIN (SCAB)

The Project site is located in the SCAB within the jurisdiction of South Coast Air Quality Management District (SCAQMD) (3). The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards. As previously stated, the Project site is located within the SCAB, a 6,745-square mile subregion of the SCAQMD, which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County.

The SCAB is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Los Angeles County portion of the Mojave Desert Air Basin is bounded by the San Gabriel Mountains to the south and west, the Los Angeles / Kern County border to the north, and the Los Angeles / San Bernardino County border to the east. The Riverside County portion of the Salton Sea Air Basin is bounded by the San Jacinto Mountains in the west and spans eastward up to the Palo Verde Valley.

Regional Climate

The regional climate has a substantial influence on air quality in the SCAB. In addition, the temperature, wind, humidity, precipitation, and amount of sunshine influence the air quality.

The annual average temperatures throughout the SCAB vary from the low to middle 60s degrees Fahrenheit (°F). Due to a decreased marine influence, the eastern portion of the SCAB shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the SCAB, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the SCAB have recorded maximum temperatures above 100°F.

Although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of SCAB climate. Humidity restricts visibility in the SCAB, and the conversion of sulfur dioxide (SO₂) to sulfates (SO₄) is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SCAB is 71 percent (%) along the coast and 59% inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. These effects decrease with distance from the coast.

More than 90% of the SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately nine inches in Riverside to fourteen inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SCAB with frequency being higher near the coast.

Due to its generally clear weather, about three-quarters of available sunshine is received in the SCAB. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. On the shortest day of the year there are approximately 10 hours of possible sunshine, and on the longest day of the year there are approximately 14½ hours of possible sunshine.

The importance of wind to air pollution is considerable. The direction and speed of the wind determines the horizontal dispersion and transport of the air pollutants. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Anas" each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Another characteristic wind regime in the SCAB is the "Catalina Eddy," a low level cyclonic (counterclockwise) flow centered over Santa Catalina Island which results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal sections.

In the SCAB, there are two distinct temperature inversion structures that control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing which effectively acts as an impervious lid to pollutants over the entire SCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level.

A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as nitrogen oxides (NO_x) and carbon monoxide (CO) from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline.

Wind Patterns and Project Location

The distinctive climate of the Project area and the SCAB is determined by its terrain and geographical location. The SCAB is located in a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean in the southwest quadrant with high mountains forming the remainder of the perimeter.

Wind patterns across the south coastal region are characterized by westerly and southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Winds are characteristically light although the speed is somewhat greater during the dry summer months than during the rainy winter season.

Criteria Pollutants

Both the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called “criteria” pollutants because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (O₃) (precursor emissions include NO_x and reactive organic gases (ROG), CO, particulate matter (PM), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The Riverside County portion of the SCAB is designated as a nonattainment area for the federal O₃ and PM_{2.5} standards and is also a nonattainment area for the state standards for O₃, PM₁₀, and PM_{2.5}.

Sensitive Receptor Locations

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, and individuals with pre-existing respiratory or cardiovascular illness. Structures that house these persons or places where they gather are defined as “sensitive receptors”. These structures typically include uses such as residences, hotels, and hospitals where an individual can remain for 24 hours. Consistent with the LST Methodology, the nearest land use where an individual could remain for 24 hours to the Project site has been used to determine construction and operational air quality impacts for emissions of PM₁₀ and PM_{2.5}, since PM₁₀ and PM_{2.5} thresholds are based on a 24-hour averaging time.

Receptors in the Project study area are described below. All distances are measured from the Project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the Project site. Receptors in the Project study area are shown on Exhibit 2 under the Localized Construction Emissions section later in the report.

- Receptor R1 represents Pico Veteran Senior Housing at 10961 West Pico Boulevard, approximately 226 feet northwest of the Project site.
- Receptor R2 represents the existing residence at 2370 Kelton Avenue, approximately 280 feet northeast of the Project site.
- Receptor R3 represents the existing residence at 10949 Ayres Avenue, approximately 19 feet south of the Project site.
- Receptor R4 represents the existing residence at 2415 Veteran Avenue, approximately 69 feet southwest of the Project site.
- Receptor R5 represents George’s Vacuum at 10938 West Pico Boulevard, approximately 3 feet east of the Project site.

REGULATORY BACKGROUND

FEDERAL REGULATIONS

The EPA is responsible for setting and enforcing the national ambient air quality standards (NAAQS) for O₃, CO, NO_x, SO₂, PM₁₀, and lead (Pb) (5). The EPA has jurisdiction over emissions sources that are under the authority of the federal government including aircraft, locomotives, and emissions sources outside state waters (Outer Continental Shelf). The EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission requirements of CARB.

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the federal air quality standards, the NAAQS, and specifies future dates for achieving compliance (6). The CAA also mandates that each state submit and implement state implementation plans (SIPs) for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met.

The 1990 amendments to the CAA that identify specific emission reduction goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions) (7) (8). Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants O₃, NO₂, SO₂, PM₁₀, CO, PM_{2.5}, and Pb. The NAAQS were amended in July 1997 to include an additional standard for O₃ and to adopt a NAAQS for PM_{2.5}.

Mobile source emissions are regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and NO_x. NO_x is a collective term that includes all forms of NO_x which are emitted as byproducts of the combustion process.

CALIFORNIA REGULATIONS

CARB

The CARB, which became part of the California EPA (CalEPA) in 1991, is responsible for ensuring implementation of the California Clean Air Act (AB 2595), responding to the federal CAA, and for regulating emissions from consumer products and motor vehicles. AB 2595 mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the state ambient air quality standards by the earliest practical date. The CARB established the California ambient air quality standards (CAAQS) for all pollutants for which the federal government has NAAQS and, in addition, establishes standards for SO₄, visibility, hydrogen sulfide (H₂S), and vinyl chloride (C₂H₃Cl). However, at this time, H₂S and C₂H₃Cl are not measured at any monitoring stations in the SCAB because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS (1) (2).

Local air quality management districts, such as the SCAQMD, regulate air emissions from stationary sources such as commercial and industrial facilities. All air pollution control districts have been formally designated as attainment or non-attainment for each CAAQS.

Serious non-attainment areas are required to prepare Air Quality Management Plans (AQMP) that include specified emission reduction strategies in an effort to meet clean air goals. These plans are required to include:

- Application of Best Available Retrofit Control Technology to existing sources;
- Developing control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g. motor vehicle use generated by residential and commercial development);
- A District permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions;
- Implementing reasonably available transportation control measures and assuring a substantial reduction in growth rate of vehicle trips and miles traveled;
- Significant use of low emissions vehicles by fleet operators;
- Sufficient control strategies to achieve a 5% or more annual reduction in emissions or 15% or more in a period of three years for ROG_s, NO_x, CO and PM₁₀. However, air basins may use alternative emission reduction strategy that achieves a reduction of less than 5% per year under certain circumstances.

AQMP

Currently, the NAAQS and CAAQS are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of AQMP to meet the state and federal ambient air quality standards (10). AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy.

APPLICABLE REGULATORY REQUIREMENTS

SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to Rule 403 (Fugitive Dust), Rule 445 (Wood Burning Devices), and Rule 1113 (Architectural Coatings) (3) (4) (5).

SCAQMD Rule 403

This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent and reduce fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth moving and grading activities. This rule is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM₁₀ suppression techniques are summarized below.

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- All onsite roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported offsite will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

SCAQMD Rule 445

This rule is intended to reduce the emission of particulate matter from wood-burning devices. The Project is required to comply with SCAQMD Rule 445, which prohibits the use of wood burning stoves and fireplaces in new development.

SCAQMD Rule 1113

This rule serves to limit the volatile organic compound (VOC) content of architectural coatings used on projects in the SCAQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in the SCAQMD must comply with the current VOC standards set in this rule.

METHODOLOGY

In May 2022, the California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including SCAQMD, released the latest version of the CalEEMod Version 2022.1. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}) and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures (6). Accordingly, the latest version of CalEEMod has been used for this Project to determine construction and operational air quality and greenhouse gas emissions.

Standards of Significance

The criteria used to determine the significance of potential Project-related air quality impacts are taken from the California Environmental Quality Act Guidelines (CEQA Guidelines) (14 CCR §§15000, et seq.). Based on these thresholds, a project would result in a significant impact related to air quality if it would (7):

- **Threshold 1:** Conflict with or obstruct implementation of the applicable air quality plan.
- **Threshold 2:** Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard.
- **Threshold 3:** Expose sensitive receptors to substantial pollutant concentrations.

- **Threshold 4:** Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

AIR QUALITY REGIONAL EMISSIONS THRESHOLDS

The SCAQMD has developed regional significance thresholds for criteria pollutants, as summarized at Table 1 (8). The SCAQMD’s CEQA Air Quality Significance Thresholds (April 2019) indicate that any projects in the South Coast Air Basin (SCAB) with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

TABLE 1: MAXIMUM DAILY REGIONAL EMISSIONS THRESHOLDS

Pollutant	Construction	Operations
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day

lbs/day – Pounds Per Day

AIR QUALITY LOCALIZED EMISSIONS THRESHOLDS

For this Project, the appropriate SRA for the LST analysis is the SCAQMD Northwest Los Angeles County Coastal monitoring station (SRA 2). LSTs apply to CO, NO₂, PM₁₀, and PM_{2.5}. The SCAQMD produced look-up tables for projects less than or equal to 5 acres in size. The SCAQMD’s screening look-up tables are utilized in determining localized impacts. It should be noted that since the look-up tables identify thresholds at only 1 acre, 2 acres, and 5 acres, linear regression has been utilized to determine localized significance thresholds. Consistent with SCAQMD guidance, the thresholds presented in Table 2 were calculated by interpolating the threshold values for the Project’s disturbed acreage.

The acres disturbed is based on the equipment list and days in the demolition, site preparation, and grading phase according to the anticipated maximum number of acres a given piece of equipment can pass over in an 8-hour workday. The equipment-specific grading rates are summarized in the CalEEMod user’s guide, Appendix A: Calculation Details for CalEEMod (9). It should be noted that the disturbed area per day is representative of a piece of equipment making multiple passes over the same land area. In other words, one Rubber Tired Dozer can make multiple passes over the same land area totaling 0.5 acres in a given 8-hour day. Appendix A of the CalEEMod User Manual only identifies equipment-specific grading rates for Crawler Tractors, Graders, Rubber Tired Dozers, and Scrapers; therefore, Tractors/Loaders/Backhoes equipment that was included in the site preparation and grading phase was replaced with crawler tractors. For analytical purposes, emissions associated with peak demolition, site preparation, and grading activities are considered for purposes of localized significance thresholds (LSTs) since this phase

represents the maximum localized emissions that would occur. The Project’s construction activities could disturb a maximum of approximately 0.5 acres per day for demolition, 1 acre per day for site preparation, and 1.5 acres per day for grading activities. Any other construction phases of development would result in lesser emissions and consequently lesser impacts than what is disclosed herein. As such, Table 2 presents thresholds for localized construction and operational emissions.

TABLE 2: MAXIMUM DAILY LOCALIZED EMISSIONS THRESHOLDS

Source	Activity	Emissions (lbs/day)			
		NOx	CO	PM ₁₀	PM _{2.5}
Construction	Demolition	81 lbs/day	430 lbs/day	3 lbs/day	3 lbs/day
	Site Preparation	103 lbs/day	562 lbs/day	4 lbs/day	3 lbs/day
	Grading	125 lbs/day	695 lbs/day	5 lbs/day	4 lbs/day

¹Source of localized significance threshold (LSTs) is provided on page 8.

REGIONAL CONSTRUCTION EMISSIONS SUMMARY

The estimated maximum daily construction emissions without mitigation are summarized on Table 3. Detailed construction model outputs are presented in Attachment A. Under the assumed scenarios, emissions resulting from the Project construction will not exceed thresholds established by the SCAQMD for emissions of any criteria pollutant and no mitigation is required.

REGIONAL OPERATIONAL EMISSIONS

Operational activities associated with the Project would result in emissions of CO, VOCs, NO_x, SO_x, PM₁₀, and PM_{2.5}. Operational related emissions are expected from the following primary sources: area source emissions, energy source emissions, and mobile source emissions,

The Project related operational air quality impacts derive primarily from vehicle trips generated by the Project.

The estimated operation-source emissions from the Project are summarized on Table 4. Detailed operation model outputs are presented in Attachment A. As shown on Table 4, operational-source emissions would not exceed the applicable SCAQMD regional thresholds for emissions of any criteria pollutant and no mitigation is required.

TABLE 3: OVERALL REGIONAL CONSTRUCTION EMISSIONS SUMMARY

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
2023	25.90	15.60	20.50	0.03	1.30	0.79
Winter						
2023	1.96	18.40	16.00	0.02	3.05	1.82
Maximum Daily Emissions	25.90	18.40	20.50	0.03	3.05	1.82
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

¹PM₁₀ and PM_{2.5} source emissions reflect 3x daily watering per SCAQMD Rule 403 for fugitive dust.

TABLE 4: TOTAL PROJECT REGIONAL OPERATIONAL EMISSIONS

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	0.52	0.43	4.69	0.01	0.34	0.07
Area Source	0.63	0.47	1.88	< 0.005	0.04	0.04
Energy Source	< 0.005	0.08	0.03	< 0.005	0.01	0.01
Total Maximum Daily Emissions	1.15	0.98	6.60	0.01	0.39	0.12
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Winter						
Mobile Source	0.52	0.47	4.31	0.01	0.34	0.07
Area Source	0.47	0.45	0.19	< 0.005	0.04	0.04
Energy Source	< 0.005	0.08	0.03	< 0.005	0.01	0.01
Total Maximum Daily Emissions	0.99	1.00	4.53	0.01	0.39	0.12
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

SENSITIVE RECEPTORS

The analysis uses the methodology included in the SCAQMD *Final Localized Significance Threshold Methodology* (LST Methodology) (10). The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as Localized Significance Thresholds (LSTs). The SCAQMD established LSTs in response to the SCAQMD Governing Board's Environmental Justice Initiative I-41. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses. It should be noted that SCAQMD also states that projects that are statutorily or categorically exempt under CEQA would not be subject to LST analyses. Projects exempt from CEQA also include infill projects that meet the H&S Code provisions. As such, although not required for this Project, LST analysis is presented to further underscore that there are in fact no significant impacts associated with the Project.

The SCAQMD recommends that the nearest sensitive receptor be considered when determining the Project's potential to cause an individual or cumulatively significant impact. The nearest land use where an individual could remain for 24 hours to the Project site has been used to determine localized construction and operational air quality impacts for emissions of PM₁₀ and PM_{2.5} (since PM₁₀ and PM_{2.5} thresholds are based on a 24-hour averaging time). The nearest receptor used for evaluation of localized impacts of PM₁₀ and PM_{2.5} is location R3 represented by the existing residence at 10949 Ayres Avenue, approximately 19 feet (6 meters) south of the Project site. As such, for evaluation of localized PM₁₀ and PM_{2.5}, a 25-meter distance will be used. Receptors in the Project study area shown on Exhibit 2.

As previously stated, and consistent with LST Methodology, the nearest industrial/commercial use to the Project site is used to determine construction and operational LST air impacts for emissions of NO_x and CO as the averaging periods for these pollutants are shorter (8 hours or less) and it is reasonable to assume that an individual could be present at these sites for periods of one to 8 hours. The nearest receptor used for evaluation of localized impacts of NO_x and CO is location R5 represented by George's Vacuum at 10938 West Pico Boulevard, approximately 3 feet (1 meters) east of the Project site. As such, for evaluation of localized NO_x and CO, a 25-meter distance will be used.

1 The purpose of SCAQMD's Environmental Justice program is to ensure that everyone has the right to equal protection from air pollution and fair access to the decision-making process that works to improve the quality of air within their communities. Further, the SCAQMD defines Environmental Justice as "...equitable environmental policymaking and enforcement to protect the health of all residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution."

EXHIBIT 2: SENSITIVE RECEPTOR LOCATIONS



LEGEND:

 Site Boundary

 Receptor Locations

 Distance from receptor to Project site boundary (in feet)

LOCALIZED CONSTRUCTION EMISSIONS

Table 5 identifies the localized impacts at the nearest receptor location in the vicinity of the Project. Outputs from the model runs for construction LSTs are provided in Attachment A. For analytical purposes, emissions associated with peak site preparation and grading activities are considered for purposes of LSTs since these phases represents the maximum localized emissions that would occur. Any other construction phases of development that overlap would result in lesser emissions and consequently lesser impacts than what is disclosed herein. As shown in Table 5, emissions resulting from the construction will not exceed the numerical thresholds of significance established by the SCAQMD for any criteria pollutant. Thus, a less than significant impact would occur for localized Project-related construction-source emissions and no mitigation is required.

TABLE 5: PROJECT LOCALIZED CONSTRUCTION IMPACTS

On-Site Emissions	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Demolition				
Maximum Daily Emissions	15.70	15.00	1.36	0.74
SCAQMD Localized Threshold	81	430	3	3
Threshold Exceeded?	NO	NO	NO	NO
Site Preparation				
Maximum Daily Emissions	6.84	6.20	0.73	0.44
SCAQMD Localized Threshold	103	562	4	3
Threshold Exceeded?	NO	NO	NO	NO
Grading				
Maximum Daily Emissions	18.40	15.50	2.95	1.80
SCAQMD Localized Threshold	125	695	5	4
Threshold Exceeded?	NO	NO	NO	NO

LOCALIZED OPERATIONAL EMISSIONS

The proposed project is located on approximately 0.19 acres, and the total development is proposed to consist of a multiple-family residential building with 30 residential dwelling units. The Project would include a gym and lobby, as well as 16 parking spaces within a five-story structure. According to SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project, if the project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). The proposed project does not include such uses, and thus, due to the lack of significant stationary source emissions, no LST analysis is needed for operations.

AIR QUALITY IMPACTS – CONSISTENCY WITH THRESHOLD NO. 1

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

The Project site is located within the SCAB, which is characterized by relatively poor air quality. The SCAQMD has jurisdiction over an approximately 10,743 square-mile area consisting of the four-county Basin and the Los Angeles County and Riverside County portions of what use to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

Currently, these state and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of AQMPs to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy.

In March 2017, the SCAQMD released the Final 2016 AQMP (2016 AQMP). The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels (17). Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS), a planning document that supports the integration of land use and transportation to help the region meet the federal CAA requirements (10). The Project's consistency with the AQMP will be determined using the 2016 AQMP as discussed below.

It should be noted that the draft 2022 AQMP has been prepared by SCAQMD to address the EPA's strengthened ozone standard. The draft 2022 AQMP was released in August 2022 and public comment closed on October 18, 2022. The SCAQMD Governing Board adopted the draft 2022 AQMP at its December 2, 2022, meeting. The draft 2022 AQMP requires CARB's adoption before submittal for U.S. EPA's final approval, which is expected to occur sometime in 2023.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the 1993 CEQA Handbook (18). These indicators are discussed below.

The proposed Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

The violations under this criterion refer to the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded.

CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded. As evaluated, the Project's regional and localized construction and operational-source emissions would not exceed applicable regional significance thresholds. As such, a less than significant impact is expected.

On the basis of the preceding discussion, the Project is determined to be consistent with the first criterion.

The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in City of Los Angeles General Plan is considered to be consistent with the AQMP.

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. As such, when considering that no emissions thresholds will be exceeded, a less than significant impact would result.

The City of Los Angeles designates the Project site located within the West Los Angeles Community Plan as Neighborhood Commercial. The frontage along Westwood Boulevard north to Missouri Avenue, and Pico Boulevard generally between Patricia Avenue and Military Avenue is designated as a Neighborhood District on the Community Plan Land Use Diagram. The "Neighborhood Commercial" land use designation allows for one to four story retail and office uses, with a mix of residential units (11).

The Project includes the development of a multiple-family residential building with 30 residential dwelling units consisting of a gym and lobby, as well as 16 parking spaces within a five-story structure. The Project's proposed uses are consistent with the site's land use designations, and a general plan amendment will not be required.

On the basis of the preceding discussion, the Project is determined to be consistent with the second criterion.

As the proposed Project is consistent with site's land use designation, would not exceed any applicable regional or local thresholds, and would not result in or cause NAAQS or CAAQS violations, the Project is therefore considered to be consistent with the AQMP and a less than significant impact is expected.

AIR QUALITY IMPACTS – CONSISTENCY WITH THRESHOLD NO. 2

Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?

The CAAQS designate the Project site as nonattainment for O₃, PM₁₀, and PM_{2.5} while the NAAQS designates the Project site as nonattainment for O₃ and PM_{2.5}.

The SCAQMD has published a report on how to address cumulative impacts from air pollution: White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (12). In this report the SCAQMD clearly states (Page D-3):

“...the SCAQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for TAC emissions. The project specific (project increment) significance threshold is $HI > 1.0$ while the cumulative (facility-wide) is $HI > 3.0$. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.”

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD’s recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which SCAB is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable.

Construction Impacts

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that proposed Project construction-source air pollutant emissions would not result in exceedances of regional thresholds. Therefore, the proposed Project construction-source emissions would be considered less than significant on a project-specific and cumulative basis.

Operational Impacts

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that proposed Project operational-source air pollutant emissions would not result in exceedances of regional thresholds. Therefore, the proposed Project operational-source emissions would be considered less than significant on a project-specific and cumulative basis.

AIR QUALITY IMPACTS – CONSISTENCY WITH THRESHOLD NO. 3

Would the expose sensitive receptors to substantial pollutant concentrations?

The potential impact of Project-generated air pollutant emissions at sensitive receptors has also been considered. Results of the LST analysis indicate that the Project will not exceed the SCAQMD localized significance thresholds during construction. Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations during Project construction.

Additionally, the Project will not exceed the SCAQMD localized significance thresholds during operational activity. Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations as the result of Project operations.

CO "HOT SPOT" ANALYSIS

As discussed below, the Project would not result in potentially adverse CO concentrations or "hot spots." Further, detailed modeling of Project-specific CO "hot spots" is not needed to reach this conclusion. An adverse CO concentration, known as a "hot spot", would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur.

It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment. To establish a more accurate record of baseline CO concentrations affecting the SCAB, a CO "hot spot" analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards, as shown on Table 6.

TABLE 6: CO MODEL RESULTS

Intersection Location	CO Concentrations (ppm)		
	Morning 1-hour	Afternoon 1-hour	8-hour
Wilshire Boulevard/Veteran Avenue	4.6	3.5	3.7
Sunset Boulevard/Highland Avenue	4	4.5	3.5
La Cienega Boulevard/Century Boulevard	3.7	3.1	5.2
Long Beach Boulevard/Imperial Highway	3	3.1	8.4

Notes: Federal 1-hour standard is 35 ppm and the deferral 8-hour standard is 9.0 ppm.

Based on the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SCAB were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, 8.4 ppm 8-hr CO concentration measured at the Long Beach Blvd. and Imperial Hwy. intersection (highest CO generating intersection within the "hot spot" analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 7.7 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared (20). In contrast, an adverse CO concentration, known as a "hot spot", would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour (vph)—or 24,000 vph where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (21). Traffic volumes generating the CO concentrations for the “hot spot” analysis is shown on Table 7. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vph and AM/PM traffic volumes of 8,062 vph and 7,719 vph respectively (20). The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations (4.6 ppm x 4= 18.4 ppm) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm).

TABLE 7: CO MODEL RESULTS

Intersection Location	Peak Traffic Volumes (vph)				
	Eastbound (AM/PM)	Westbound (AM/PM)	Southbound (AM/PM)	Northbound (AM/PM)	Total (AM/PM)
Wilshire Boulevard/Veteran Avenue	4,954/2,069	1,830/3,317	721/1,400	560/933	8,062/7,719
Sunset Boulevard/Highland Avenue	1,417/1,764	1,342/1,540	2,304/1,832	1,551/2,238	6,614/5,374
La Cienega Boulevard/Century Boulevard	2,540/2,243	1,890/2,728	1,384/2,029	821/1,674	6,634/8,674
Long Beach Boulevard/Imperial Highway	1,217/2,020	1,760/1,400	479/944	756/1,150	4,212/5,514

AIR QUALITY IMPACTS – CONSISTENCY WITH THRESHOLD NO. 4

Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The potential for the Project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include:

- Agricultural uses (livestock and farming)
- Wastewater treatment plants
- Food processing plants
- Chemical plants
- Composting operations
- Refineries
- Landfills
- Dairies
- Fiberglass molding facilities

The Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction

equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required (13).

PROJECT GHG ANALYSIS

CLIMATE CHANGE SETTING

Global climate change (GCC) is the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. The majority of scientists believe that the climate shift taking place since the Industrial Revolution is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of GHGs in the earth's atmosphere, including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated gases. The majority of scientists believe that this increased rate of climate change is the result of GHGs resulting from human activity and industrialization over the past 200 years.

An individual project like the proposed Project evaluated in this memo cannot generate enough GHG emissions to affect a discernible change in global climate. However, the proposed Project may participate in the potential for GCC by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on GCC. Because these changes may have serious environmental consequences, this memo will evaluate the potential for the proposed Project to have a significant effect upon the environment as a result of its potential contribution to the greenhouse effect.

GCC refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO₂, N₂O, CH₄, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages.

Gases that trap heat in the atmosphere are often referred to as GHGs. GHGs are released into the atmosphere by both natural and anthropogenic activity. Without the natural GHG effect, the earth's average temperature would be approximately 61 degrees Fahrenheit (°F) cooler than it is currently. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature.

For the purposes of this analysis, emissions of CO₂, CH₄, and N₂O were evaluated because these gases are the primary contributors to GCC from development projects. Although there are other substances such as fluorinated gases that also contribute to GCC, these fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases.

REGULATORY SETTING

Executive Order S-3-05

Former California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following reduction targets for GHG emissions:

- By 2010, reduce GHG emissions to 2000 levels.

- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80% below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

Assembly Bill (AB) 32

The California State Legislature enacted AB 32, which requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. "GHGs" as defined under AB 32 include CO₂, CH₄, N₂O, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Since AB 32 was enacted, a seventh chemical, nitrogen trifluoride, has also been added to the list of GHGs. CARB is the state agency charged with monitoring and regulating sources of GHGs. Pursuant to AB 32, CARB adopted regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. AB 32 states the following:

"Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems."

CARB approved the 1990 GHG emissions level of 427 million metric ton of CO₂ equivalent per year (MMTCO₂e) on December 6, 2007 (14). Therefore, emissions generated in California in 2020 are required to be equal to or less than 427 MMTCO₂e. Emissions in 2020 in a "business as usual" (BAU) scenario were estimated to be 596 MMTCO₂e, which do not account for reductions from AB 32 regulations (15). At that level, a 28.4% reduction was required to achieve the 427 MMTCO₂e 1990 inventory. In October 2010, CARB prepared an updated BAU 2020 forecast to account for the recession and slower forecasted growth. The forecasted inventory without the benefits of adopted regulation is now estimated at 545 MMTCO₂e. Therefore, under the updated forecast, a 21.7% reduction from BAU is required to achieve 1990 levels (16).

Progress in Achieving AB 32 Targets and Remaining Reductions Required

The State has made steady progress in implementing AB 32 and achieving targets included in Executive Order S-3-05. The progress is shown in updated emission inventories prepared by CARB for 2000 through 2012 (17). The State has achieved the Executive Order S-3-05 target for 2010 of reducing GHG emissions to 2000 levels. As shown below, the 2010 emission inventory achieved this target.

- 1990: 427 MMTCO₂e (AB 32 2020 target)
- 2000: 463 MMTCO₂e (an average 8% reduction needed to achieve 1990 base)
- 2010: 450 MMTCO₂e (an average 5% reduction needed to achieve 1990 base)

CARB has also made substantial progress in achieving its goal of achieving 1990 emissions levels by 2020. As described earlier in this section, CARB revised the 2020 BAU inventory forecast to account for new lower growth projections, which resulted in a new lower reduction from BAU to achieve the 1990 base. The previous reduction from 2020 BAU needed to achieve 1990 levels was 28.4% and the latest reduction from 2020 BAU is 21.7%.

- 2020: 545 MMTCO₂e BAU (an average 21.7% reduction from BAU needed to achieve 1990 base)

Senate Bill (SB) 32

On September 8, 2016, Governor Jerry Brown signed the SB 32 and its companion bill, AB 197. SB 32 requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80% below 1990 levels by 2050. AB 197 creates a legislative committee to oversee regulators to ensure that CARB not only responds to the Governor, but also the Legislature (18).

AB 197

A condition of approval for SB 32 was the passage of AB 197. AB 197 requires that CARB consider the social costs of GHG emissions and prioritize direct reductions in GHG emissions at mobile sources and large stationary sources. AB 197 also gives the California legislature more oversight over CARB through the addition of two legislatively appointed members to the CARB Board and the establishment a legislative committee to make recommendations about CARB programs to the legislature.

Executive Order B-55-18 and SB 100

Executive Order B-55-18 and SB 100. SB 100 and Executive Order B-55-18 were signed by Governor Brown on September 10, 2018. Under the existing RPS, 25% of retail sales are required to be from renewable sources by December 31, 2016, 33% by December 31, 2020, 40% by December 31, 2024, 45% by December 31, 2027, and 50% by December 31, 2030. SB 100 raises California's RPS requirement to 50% renewable resources target by December 31, 2026, and to achieve a 60% target by December 31, 2030. SB 100 also requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours of those products sold to their retail end-use customers achieve 44% of retail sales by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. In addition to targets under AB 32 and SB 32, Executive Order B-55-18 establishes a carbon neutrality goal for the state of California by 2045; and sets a goal to maintain net negative emissions thereafter. The Executive Order directs the California Natural Resources Agency (CNRA), California Environmental Protection Agency (CalEPA), the Department of Food and Agriculture (CDFA), and CARB to include sequestration targets in the Natural and Working Lands Climate Change Implementation Plan consistent with the carbon neutrality goal.

Title 24 California Code of Regulations (CCR)

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption.

The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on August 1, 2009, and is administered by the California Building Standards Commission.

CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that will be effective on January 1, 2023². As construction of the Project is anticipated to be completed in 2023, it is presumed that the Project would be required to comply with the Title 24 standards in place at that time.

SCAQMD

SCAQMD is the agency responsible for air quality planning and regulation in the SCAB. The SCAQMD addresses the impacts to climate change of projects subject to SCAQMD permit as a lead agency if they are the only agency having discretionary approval for the project and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. The SCAQMD acts as an expert commenting agency for impacts to air quality. This expertise carries over to GHG emissions, so the agency helps local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions.

In 2008, SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the SCAB. The Working Group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold, that could be applied by lead agencies. The working group has not provided additional guidance since release of the interim guidance in 2008. The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the lead agency in adopting its own threshold. The current interim thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
 - Residential and commercial land use: 3,000 metric ton of CO₂ equivalent (MTCO₂e/yr)

² The 2022 California Green Building Standard Code will be published July 1, 2022.

- Industrial land use: 10,000 MTCO₂e/yr
- Based on land use type: residential: 3,500 MTCO₂e/yr; commercial: 1,400 MTCO₂e/yr; or mixed use: 3,000 MTCO₂e/yr
- Tier 4 has the following options:
 - Option 1: Reduce Business-as-Usual (BAU) emissions by a certain percentage; this percentage is currently undefined.
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
 - Option 3: 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO₂e per SP per year for projects and 6.6 MTCO₂e per SP per year for plans;
 - Option 3, 2035 target: 3.0 MTCO₂e per SP per year for projects and 4.1 MTCO₂e per SP per year for plans
- Tier 5 involves mitigation offsets to achieve target significance threshold.

The SCAQMD's interim thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO₂ concentrations at 450 ppm, thus stabilizing global climate.

SCAQMD only has authority over GHG emissions from development projects that include air quality permits. At this time, it is unknown if the project would include stationary sources of emissions subject to SCAQMD permits. Notwithstanding, if the Project requires a stationary permit, it would be subject to the applicable SCAQMD regulations.

SCAQMD Regulation XXVII, adopted in 2009 includes the following rules:

- Rule 2700 defines terms and post global warming potentials.
- Rule 2701, Southern California (SoCal) Climate Solutions Exchange, establishes a voluntary program to encourage, quantify, and certify voluntary, high quality certified GHG emission reductions in the SCAQMD.
- Rule 2702, GHG Reduction Program created a program to produce GHG emission reductions within the SCAQMD. The SCAQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

SCAQMD is the agency responsible for air quality planning and regulation in the SCAB. The SCAQMD addresses the impacts to climate change of projects subject to SCAQMD permit as a lead agency if they are the only agency having discretionary approval for the project and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. The SCAQMD acts as an expert commenting agency for impacts to air quality. This expertise carries over to GHG emissions, so the agency helps local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions.

GHG IMPACTS

Standards of Significance

According to the CEQA Guidelines Appendix G thresholds, to determine whether impacts from GHG emissions are significant. Would the project:

- **Threshold 1:** Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
- **Threshold 2:** Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?

The evaluation of an impact under CEQA requires measuring data from a project against both existing conditions and a “threshold of significance.” For establishing significance thresholds, the Office of Planning and Research’s amendments to the CEQA Guidelines Section 15064.7(c) state “[w]hen adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.”

CEQA Guidelines Section 15064.4(a) further states, “. . . A lead agency shall have discretion to determine, in the context of a particular project, whether to: (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use . . .; or (2) Rely on a qualitative analysis or performance-based standards.”

CEQA Guidelines Section 15064.4 provides that a lead agency should consider the following factors, among others, in assessing the significance of impacts from greenhouse gas emissions:

- **Consideration #1:** The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
- **Consideration #2:** Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- **Consideration #3:** The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project’s incremental contribution of greenhouse gas emissions. In determining the significance of impacts, the lead agency may consider a project’s consistency with the State’s long-term climate goals or strategies, provided that substantial evidence supports the agency’s analysis of how those goals or strategies address the project’s incremental contribution to climate change and its conclusion that the project’s incremental contribution is not cumulatively considerable.

Discussion on Establishment of Significance Thresholds

Based on the foregoing guidance, the City of Los Angeles has elected to rely on compliance with a local air district threshold in the determination of significance of Project-related GHG emissions.

Specifically, the City has selected the interim 3,000 MTCO₂e per year threshold recommended by SCAQMD staff for residential and commercial sector projects against which to compare Project-related GHG emissions.

The 3,000 MTCO₂e per year threshold is based on a 90 percent emission “capture” rate methodology. Prior to its use by the SCAQMD, the 90 percent emissions capture approach was one of the options suggested by the California Air Pollution Control Officers Association (CAPCOA) in their CEQA & Climate Change white paper (2008). A 90 percent emission capture rate means that unmitigated GHG emissions from the top 90 percent of all GHG-producing projects within a geographic area – the SCAB in this instance – would be subject to a detailed analysis of potential environmental impacts from GHG emissions, while the bottom 10 percent of all GHG-producing projects would be excluded from detailed analysis. A GHG significance threshold based on a 90 percent emission capture rate is appropriate to address the long-term adverse impacts associated with global climate change because medium and large projects will be required to implement measures to reduce GHG emissions, while small projects, which are generally infill development projects that are not the focus of the State’s GHG reduction targets, are allowed to proceed. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial proportion of future development projects and demonstrate that cumulative emissions reductions are being achieved while setting the emission threshold high enough to exclude small projects that will, in aggregate, contribute approximate 1 percent of projected statewide GHG emissions in the Year 2050 (19).

In setting the threshold at 3,000 MTCO₂e per year, SCAQMD researched a database of projects kept by the Governor’s Office of Planning and Research (OPR). That database contained 798 projects, 87 of which were removed because they were very large projects and/or outliers that would skew emissions values too high, leaving 711 as the sample population to use in determining the 90th percentile capture rate. The SCAQMD analysis of the 711 projects within the sample population combined commercial, residential, and mixed-use projects. Emissions from each of these projects were calculated by SCAQMD to provide a consistent method of emissions calculations across the sample population and from projects within the sample population. In calculating the emissions, the SCAQMD analysis determined that the 90th percentile ranged between 2,983 to 3,143 MTCO₂e per year. The SCAQMD set their significance threshold at the low-end value of the range when rounded to the nearest hundred tons of emissions (i.e., 3,000 MTCO₂e per year) to define small projects that are considered less than significant and do not need to provide further analysis.

The City understands that the 3,000 MTCO₂e per year threshold for residential/commercial uses was proposed by SCAQMD a decade ago and was adopted as an interim policy; however, no permanent, superseding policy or threshold has since been adopted. The 3,000 MTCO₂e per year threshold was developed and recommended by SCAQMD, an expert agency, based on substantial evidence as provided in the Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold (2008) document and subsequent Working Group meetings (latest of which occurred in 2010). SCAQMD has not withdrawn its support of the interim threshold and all documentation supporting the interim threshold remains on the SCAQMD website on a page that provides guidance to CEQA practitioners for air quality analysis (and where all SCAQMD significance thresholds for regional and local criteria pollutants and toxic air contaminants also are listed). Further, as stated by SCAQMD, this threshold “uses the Executive Order S-3-05 goal

[80 percent below 1990 levels by 2050] as the basis for deriving the screening level” and, thus, remains valid for use in 2022 (19). Lastly, this threshold has been used for hundreds, if not thousands of GHG analyses performed for projects located within the SCAQMD jurisdiction.

Thus, for purposes of analysis in this analysis, if Project-related GHG emissions do not exceed the 3,000 MTCO₂e per year threshold, then Project-related GHG emissions would clearly have a less-than-significant impact pursuant to Threshold GHG-1. On the other hand, if Project-related GHG emissions exceed 3,000 MTCO₂e per year, the Project would be considered a substantial source of GHG emissions.

GHG IMPACTS – CONSISTENCY WITH THRESHOLD NO. 1

Would the Project have the potential to generate direct or indirect GHG emissions that would result in a significant impact on the environment?

PROJECT GHG EMISSIONS

The estimated GHG emissions for the Project are summarized on Table 9. The estimated GHG emission include emissions from Carbon Dioxide (CO₂), Methane (CH₄), Nitrous Oxide (N₂O), and Refrigerants (R). As shown on Table 9, the Project would generate a total of approximately 229.17 MTCO₂e/yr.

TABLE 9: TOTAL PROJECT GHG EMISSIONS

Source	Emission (lbs/day)				Total CO ₂ E
	CO ₂	CH ₄	N ₂ O	R	
Annual construction-related emissions amortized over 30 years	4.07	3.33E-04	0.00E+00	1.33E-03	4.10
Mobile Source	158.00	0.01	0.01	0.30	160.00
Area Source	6.96	< 0.005	< 0.005	0.00	6.97
Energy Source	47.00	< 0.005	< 0.005	0.00	47.20
Water	2.77	0.04	< 0.005	0.00	3.94
Waste	1.98	0.20	0.00	0.00	6.94
Refrigerants	0.00	0.00	0.00	0.02	0.02
Total CO ₂ E (All Sources)					229.17

A numerical threshold for determining the significance of GHG emissions in the SCAB has not been established by the SCAQMD for projects where it is not the lead agency. As an interim threshold based on guidance provided in the CAPCOA CEQA and Climate Change handbook, the City has opted to use a non-zero threshold approach based on Approach 2 of the handbook. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90% of emissions from future development. The latest threshold developed by SCAQMD using this method is 3,000 MTCO₂e/yr for all projects (20).

The Project would result in approximately 229.17 MTCO₂e/yr; the proposed Project would not exceed the SCAQMD's numeric threshold of 3,000 MTCO₂e/yr. Thus, the Project would result in a less than significant impact with respect to GHG emissions.

GHG IMPACTS – CONSISTENCY WITH THRESHOLD NO. 2

Would the Project have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?

Pursuant to 15604.4 of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions (21).

In November 2022, CARB released the Final 2022 Scoping Plan Update, which identifies the State's progress towards the statutory 2030 target, while providing a path towards carbon neutrality and reduce greenhouse gases emissions by 85% below 1990 levels by 2045. Recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40% below 1990 levels by 2030 (22). The Project would not conflict with any of the 2022 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the Project.

Finally, the Project is consistent with the general plan land use designation, density, building intensity, and applicable policies specified for the Project area in SCAG's Sustainable Community Strategy/Regional Transportation Plan, which pursuant to SB 375 calls for the integration of transportation, land-use and housing policies to plan for achievement of the GHG-emissions target for the region. Thus, a less than significant impact related to GHG emissions from Project construction and operation would occur and no mitigation is required.

PROJECT ENERGY ANALYSIS

Standards of Significance

Appendix F of the *State CEQA Guidelines* (23), states that the means of achieving the goal of energy conservation includes the following:

- Decreasing overall per capita energy consumption;
- Decreasing reliance on fossil fuels such as coal, natural gas, and oil; and
- Increasing reliance on renewable energy sources.

According to Appendix F, the analysis should include a description of energy conservation measures included as part of the project and should consider whether a project would result in inefficient, wasteful and unnecessary consumption of energy. In compliance with Appendix F and Appendix G of the *State CEQA Guidelines* (24), this report analyzes the project's anticipated energy use during construction and operations to determine if the Project would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

Emission Factors Model

Vehicle fuel efficiencies for light-duty-auto vehicles (LDA), light-duty-trucks (LDT1), and light-duty-trucks (LDT2) were estimated using information generated within the 2021 version of the EMFAC developed by the California Air Resources Board (CARB). EMFAC2021 is a mathematical model that was developed to calculate emission rates, fuel consumption, and VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by CARB to project changes in future emissions from on-road mobile sources (25). EMFAC2021 was run for the LDA, LDT1, and LDT2 vehicle class within the California Los Angeles South-Coast sub-area for the 2023 calendar year. Data from EMFAC2021 is shown in Attachment B.

CONSTRUCTION ENERGY DEMANDS

CONSTRUCTION EQUIPMENT ELECTRICITY USAGE ESTIMATES

The *2022 National Construction Estimator* identifies a typical power cost per 1,000 sf of construction per month of \$2.41, which was used to calculate the Project's total construction power cost (26).

Based on Table 10, the total power cost of the on-site electricity usage during the construction of the Project is estimated to be approximately \$246.05. As shown on Table 11, the total electricity usage from on-site Project construction related activities is estimated to be approximately 1,868 kWh.

TABLE 10: PROJECT CONSTRUCTION POWER COST

Land Use	Power Cost (per 1,000 SF of building per month of construction)	Total Building Size (1,000 SF)	Construction Duration (months)	Project Construction Power Cost
Apartment Midrise	\$2.41	19.14	5	\$230.58
Parking Lot	\$2.41	1.28	5	\$15.47
TOTAL PROJECT CONSTRUCTION POWER COST				\$246.05

TABLE 11: PROJECT CONSTRUCTION ELECTRICITY USAGE

Land Use	Cost per kWh ¹	Project Construction Electricity Usage (kWh)
Multi-Family Residential	\$0.13	1,751
Parking Lot	\$0.13	117
TOTAL PROJECT CONSTRUCTION ELECTRICITY USAGE (kWh)		1,868

¹Assumes the Project will be under the GS-1 General Service Rate under Southern California Edison

CONSTRUCTION EQUIPMENT FUEL ESTIMATES

As presented in Table 12, Project construction activities would consume an estimated 10,288 gallons of diesel fuel. Project construction would represent a “single-event” diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

CONSTRUCTION WORKER FUEL ESTIMATES

With respect to estimated VMT, the construction worker trips would generate an estimated 47,416 VMT. Based on CalEEMod methodology, it is assumed that 50% of all vendor trips are from LDA, 25% are from LDT1, and 25% are from LDT2. Data regarding Project related construction worker trips were based on CalEEMod defaults for the land use type and project location which are also utilized within the air quality assessment and CalEEMod outputs contained herein.

As shown on Table 13, it is estimated that 1,800 gallons of fuel will be consumed related to construction worker trips during full construction of the proposed Project. Project construction worker trips would represent a “single-event” gasoline fuel demand and would not require on-going or permanent commitment of fuel resources for this purpose.

TABLE 12: PROJECT CONSTRUCTION EQUIPMENT FUEL CONSUMPTIONS ESTIMATES

Activity/Duration	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption (gal. diesel fuel)
Demolition	10	Tractors/Loaders/Backhoes	2	8	84	0.37	497	269
		Rubber Tired Dozers	1	8	367	0.4	1,174	635
		Concrete/Industrial Saws	1	8	33	0.73	193	104
Site Preparation	1	Graders	1	8	148	0.41	485	26
		Crawler Tractors	1	8	87	0.43	299	16
		Graders	1	8	148	0.41	485	52
Grading	2	Rubber Tired Dozers	1	8	367	0.4	1,174	127
		Crawler Tractors	1	8	87	0.43	299	32
		Cranes	1	8	367	0.29	851	4,602
Building Construction	100	Forklifts	2	8	82	0.2	262	1,418
		Tractors/Loaders/Backhoes	2	8	84	0.37	497	2,688
		Tractors/Loaders/Backhoes	1	8	84	0.37	249	67
Paving	5	Cement and Mortar Mixers	4	8	10	0.56	179	48
		Pavers	1	8	81	0.42	272	74
		Rollers	1	8	36	0.38	109	30
Architectural Coating	5	Air Compressors	1	8	37	0.48	142	38
CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)								10,288

TABLE 13: CONSTRUCTION WORKER FUEL CONSUMPTION ESTIMATES

Year	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption
2023	LDA						
	Demolition	10	5	18.5	925	30.27	31
	Site Preparation	1	3	18.5	56	30.27	2
	Grading	2	4	18.5	148	30.27	5
	Building Construction	100	11	18.5	20,350	30.27	672
	Paving	5	9	18.5	833	30.27	27
	Architectural Coating	5	3	18.5	278	30.27	9
	LDT1						
	Demolition	10	3	18.5	555	23.81	23
	Site Preparation	1	2	18.5	37	23.81	2
	Grading	2	2	18.5	74	23.81	3
	Building Construction	100	6	18.5	11,100	23.81	466
	Paving	5	5	18.5	463	23.81	19
	Architectural Coating	5	2	18.5	185	23.81	8
	LDT2						
	Demolition	10	3	18.5	555	23.33	24
	Site Preparation	1	2	18.5	37	23.33	2
	Grading	2	2	18.5	74	23.33	3
	Building Construction	100	6	18.5	11,100	23.33	476
	Paving	5	5	18.5	463	23.33	20
	Architectural Coating	5	2	18.5	185	23.33	8
TOTAL CONSTRUCTION WORKER FUEL CONSUMPTION							1,800

CONSTRUCTION VENDOR/HAULING FUEL ESTIMATES

With respect to estimated VMT, the construction vendor trips would generate an estimated 5,680 VMT. It is assumed that 50% of all vendor trips are from medium-heavy duty trucks (MHDT) and 50% of vendor trips are from heavy-heavy duty trucks (HHDT). As shown on Table 14, it is estimated that 884 gallons of fuel will be consumed related to construction vendor trips (medium duty trucks) during full construction of the Project. Project construction vendor trips would represent a “single- event” diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

Table 14: Construction Vendor Fuel Consumption Estimates

Year	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy	Estimated Fuel Consumption
2023	MHDT						
	Building Construction	100	2	10.2	2,040	7.50	272
	HHDT (Vendor)						
	Building Construction	100	2	10.2	2,040	5.95	343
HHDT (Hauling)							
	Demolition	10	8	20	1,600	5.95	269
TOTAL CONSTRUCTION WORKER FUEL CONSUMPTION							884

CONSTRUCTION ENERGY DEMANDS SUMMARY

Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the Project’s proposed construction process that are unusual or energy-intensive, and Project construction equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies.

CCR Title 13, Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Best Available Control Measures (BACMs) inform construction equipment operators of this requirement.

With regard to construction worker trips, the 2021 IEPR released by the CEC has shown that fuel efficiencies are getting better within on and off-road vehicle engines due to more stringent government requirements. As supported by the preceding discussions, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

OPERATIONAL ENERGY DEMANDS

Transportation Energy Demands

Energy that would be consumed by Project-generated traffic is a function of total VMT and estimated vehicle fuel economies of vehicles accessing the Project site. The VMT per vehicle class can be determined by the vehicle fleet mix and the total VMT. As with worker and vendors trips,

operational vehicle fuel efficiencies were estimated using information generated within EMFAC2021 developed by CARB (25). As summarized on Table 15 the Project will result in a 427,862 annual VMT and an estimated annual fuel consumption of 18,045 gallons of fuel.

OPERATIONAL ENERGY DEMANDS SUMMARY

The Project proposes conventional residential uses reflecting contemporary energy efficient/energy conserving designs and operational programs. The Project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other residential land use projects of similar scale and configuration.

The Project will comply with the applicable Title 24 standards which will ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary.

The Project would not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. As supported by the preceding analyses, Project operations would not result in the inefficient, wasteful, or unnecessary consumption of energy.

TABLE 15: PROJECT-GENERATED VEHICLE TRAFFIC ANNUAL FUEL CONSUMPTION

Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual VMT	Estimated Annual Fuel Consumption (gallons)
LDA	30.27	221,615	7,320
LDT1	23.81	19,523	820
LDT2	23.33	95,662	4,101
MDV	19.10	58,649	3,070
LHDT1	14.80	10,809	730
LHDT2	14.22	2,603	183
MHDT	7.50	4,570	609
HHDT	5.95	3,432	577
OBUS	5.93	380	64
UBUS	3.14	269	86
MCY	40.95	8,804	215
SBUS	6.46	272	42
MH	5.60	1,273	227
TOTAL (ALL VEHICLES)		427,862	18,045

Project Energy Demands

As shown on Table 16, the Project operational energy demands are estimated to result in a 297,761 kBTU/year of natural gas; and 99,630 kWh/year of electricity. Natural gas would be supplied to the Project by Southern California Gas; electricity would be supplied by Southern California Edison.

TABLE 16: PROJECT ANNUAL OPERATIONAL ENERGY DEMAND SUMMARY

Land Use	Natural Gas Demand (kBTU/year)	Electricity Demand (kWh/year)
Apartment Midrise	297,761	98,505
Parking Lot	0	1,125
TOTAL PROJECT ENERGY DEMAND	297,761	99,630

ENERGY IMPACT 1

Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

As supported by the preceding analyses, Project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. In fact, the Project proposes to develop one warehouse building and associated parking and landscaping, consistent with the land use designation and zoning identified for the project site. Project facility operational energy demands are estimated to result in 297,761 kBTU/year of natural gas; and 99,630 kWh/year of electricity. The total electricity usage from on-site project construction activities is estimated to be approximately 1,868 kWh. Electrical energy would be available for use during construction from existing power lines and connections, precluding the use of less-efficient generators. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservation goals within the State of California.

ENERGY IMPACT 2

Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The Project will not conflict with any applicable state or local plans. The Project proposes conventional residential uses reflecting contemporary energy efficient/energy conserving designs and operational programs. The Project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other residential land use projects of similar scale and configuration.

The Project will comply with the applicable Title 24 standards which will ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary.

The existing buildings use electricity for uses including heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; lighting; and on-site equipment and appliances. The proposed project would comply with the most current Building Energy Efficiency Standards, including the California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards. The project would not result in wasteful, inefficient, or unnecessary consumption of energy resources and would not conflict with or obstruct a State or local plan for energy efficiency. Impacts would be less than significant.

AIR QUALITY, GREENHOUSE GAS, ENERGY CONCLUSION

Results of the assessment indicate that the Project is not anticipated to result in a significant impact during construction or operational activities associated with air quality, greenhouse gas and energy and no mitigation is required.

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ATTACHMENT A
CALEEMOD PROPOSED PROJECT EMISSIONS MODEL OUTPUTS

14645 - Pico Residential Detailed Report

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1.1. Basic Project Information

Data Field	Value
Project Name	14645 - Pico Residential
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	20.2
Location	10948 W Pico Blvd, Los Angeles, CA 90064, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4470
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	30.0	Dwelling Unit	0.16	19,135	962	—	89.0	—
Parking Lot	16.0	Space	0.03	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.24	25.9	15.6	20.5	0.03	0.70	0.59	1.30	0.65	0.14	0.79	—	3,759	3,759	0.15	0.06	2.94	3,783
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.33	1.96	18.4	16.0	0.02	0.97	2.08	3.05	0.89	0.93	1.82	—	2,892	2,892	0.13	0.11	0.05	2,928
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.39	0.66	3.06	3.62	0.01	0.14	0.13	0.26	0.13	0.03	0.16	—	740	740	0.03	0.01	0.22	745
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.07	0.12	0.56	0.66	< 0.005	0.03	0.02	0.05	0.02	0.01	0.03	—	122	122	0.01	< 0.005	0.04	123

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2023	2.24	25.9	15.6	20.5	0.03	0.70	0.59	1.30	0.65	0.14	0.79	—	3,759	3,759	0.15	0.06	2.94	3,783
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	2.33	1.96	18.4	16.0	0.02	0.97	2.08	3.05	0.89	0.93	1.82	—	2,892	2,892	0.13	0.11	0.05	2,928
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.39	0.66	3.06	3.62	0.01	0.14	0.13	0.26	0.13	0.03	0.16	—	740	740	0.03	0.01	0.22	745
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.07	0.12	0.56	0.66	< 0.005	0.03	0.02	0.05	0.02	0.01	0.03	—	122	122	0.01	< 0.005	0.04	123

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)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.81	1.16	0.97	6.60	0.01	0.05	0.34	0.39	0.05	0.06	0.11	14.1	1,884	1,898	1.50	0.05	4.41	1,955
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.63	0.99	0.99	4.53	0.01	0.05	0.34	0.39	0.05	0.06	0.11	14.1	1,836	1,851	1.51	0.05	0.25	1,904
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.68	1.05	0.58	5.50	0.01	0.02	0.33	0.34	0.02	0.06	0.07	14.1	1,292	1,307	1.49	0.05	1.93	1,361
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.12	0.19	0.11	1.00	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	2.34	214	216	0.25	0.01	0.32	225

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.58	0.52	0.43	4.69	0.01	0.01	0.34	0.34	0.01	0.06	0.07	—	1,013	1,013	0.05	0.04	4.27	1,030
Area	0.22	0.63	0.47	1.88	< 0.005	0.04	—	0.04	0.04	—	0.04	0.00	573	573	0.01	< 0.005	—	574
Energy	0.01	< 0.005	0.08	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	284	284	0.02	< 0.005	—	285
Water	—	—	—	—	—	—	—	—	—	—	—	2.14	14.6	16.7	0.22	0.01	—	23.8
Waste	—	—	—	—	—	—	—	—	—	—	—	12.0	0.00	12.0	1.20	0.00	—	41.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Total	0.81	1.16	0.97	6.60	0.01	0.05	0.34	0.39	0.05	0.06	0.11	14.1	1,884	1,898	1.50	0.05	4.41	1,955
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.57	0.52	0.47	4.31	0.01	0.01	0.34	0.34	0.01	0.06	0.07	—	969	969	0.05	0.04	0.11	984
Area	0.05	0.47	0.45	0.19	< 0.005	0.04	—	0.04	0.04	—	0.04	0.00	569	569	0.01	< 0.005	—	569
Energy	0.01	< 0.005	0.08	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	284	284	0.02	< 0.005	—	285
Water	—	—	—	—	—	—	—	—	—	—	—	2.14	14.6	16.7	0.22	0.01	—	23.8
Waste	—	—	—	—	—	—	—	—	—	—	—	12.0	0.00	12.0	1.20	0.00	—	41.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Total	0.63	0.99	0.99	4.53	0.01	0.05	0.34	0.39	0.05	0.06	0.11	14.1	1,836	1,851	1.51	0.05	0.25	1,904
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.55	0.50	0.46	4.29	0.01	0.01	0.33	0.33	0.01	0.06	0.06	—	952	952	0.05	0.04	1.79	968
Area	0.12	0.55	0.04	1.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	42.1	42.1	< 0.005	< 0.005	—	42.1
Energy	0.01	< 0.005	0.08	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	284	284	0.02	< 0.005	—	285
Water	—	—	—	—	—	—	—	—	—	—	—	2.14	14.6	16.7	0.22	0.01	—	23.8

Waste	—	—	—	—	—	—	—	—	—	—	—	12.0	0.00	12.0	1.20	0.00	—	41.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Total	0.68	1.05	0.58	5.50	0.01	0.02	0.33	0.34	0.02	0.06	0.07	14.1	1,292	1,307	1.49	0.05	1.93	1,361
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.10	0.09	0.08	0.78	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	—	158	158	0.01	0.01	0.30	160
Area	0.02	0.10	0.01	0.21	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	6.96	6.96	< 0.005	< 0.005	—	6.97
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	47.0	47.0	< 0.005	< 0.005	—	47.2
Water	—	—	—	—	—	—	—	—	—	—	—	0.35	2.41	2.77	0.04	< 0.005	—	3.94
Waste	—	—	—	—	—	—	—	—	—	—	—	1.98	0.00	1.98	0.20	0.00	—	6.94
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	0.12	0.19	0.11	1.00	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	2.34	214	216	0.25	0.01	0.32	225

3. Construction Emissions Details

3.1. Demolition (2023) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.92	1.61	15.7	15.0	0.02	0.70	—	0.70	0.64	—	0.64	—	2,203	2,203	0.09	0.02	—	2,211
Demolition	—	—	—	—	—	—	0.66	0.66	—	0.10	0.10	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.43	0.41	< 0.005	0.02	—	0.02	0.02	—	0.02	—	60.4	60.4	< 0.005	< 0.005	—	60.6
Demolition	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.99	9.99	< 0.005	< 0.005	—	10.0
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.06	0.69	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	137	137	0.01	< 0.005	0.02	138
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	0.01	0.74	0.27	< 0.005	0.01	0.04	0.05	0.01	0.01	0.02	—	552	552	0.03	0.09	0.03	579
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	3.80	3.80	< 0.005	< 0.005	0.01	3.86
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.1	15.1	< 0.005	< 0.005	0.01	15.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.63	0.63	< 0.005	< 0.005	< 0.005	0.64

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.50	2.50	< 0.005	< 0.005	< 0.005	2.63

3.3. Site Preparation (2023) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.92	0.77	6.84	6.20	0.01	0.45	—	0.45	0.41	—	0.41	—	916	916	0.04	0.01	—	919	
Dust From Material Movement:	—	—	—	—	—	—	0.28	0.28	—	0.03	0.03	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.51	2.51	< 0.005	< 0.005	—	2.52	
Dust From Material Movement:	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.42	0.42	< 0.005	< 0.005	—	0.42
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.03	0.35	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	68.4	68.4	< 0.005	< 0.005	0.01	69.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.19	0.19	< 0.005	< 0.005	< 0.005	0.19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.03	0.03	< 0.005	< 0.005	< 0.005	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2023) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.29	1.92	18.4	15.5	0.02	0.97	—	0.97	0.89	—	0.89	—	2,294	2,294	0.09	0.02	—	2,302
Dust From Material Movement	—	—	—	—	—	—	1.98	1.98	—	0.91	0.91	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.10	0.08	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	12.6	12.6	< 0.005	< 0.005	—	12.6
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.08	2.08	< 0.005	< 0.005	—	2.09
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.05	0.52	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	103	103	< 0.005	< 0.005	0.01	104
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.57	0.57	< 0.005	< 0.005	< 0.005	0.58
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.09	0.09	< 0.005	< 0.005	< 0.005	0.10
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2023) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.99	0.83	8.45	9.12	0.02	0.39	—	0.39	0.36	—	0.36	—	1,876	1,876	0.08	0.02	—	1,882
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.99	0.83	8.45	9.12	0.02	0.39	—	0.39	0.36	—	0.36	—	1,876	1,876	0.08	0.02	—	1,882
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.27	0.23	2.32	2.50	< 0.005	0.11	—	0.11	0.10	—	0.10	—	514	514	0.02	< 0.005	—	516
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.42	0.46	< 0.005	0.02	—	0.02	0.02	—	0.02	—	85.1	85.1	< 0.005	< 0.005	—	85.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.10	0.11	1.77	0.00	0.00	0.02	0.02	0.00	0.00	0.00	—	312	312	0.01	0.01	1.32	317
Vendor	0.01	< 0.005	0.13	0.06	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	105	105	< 0.005	0.01	0.28	110
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.10	0.13	1.50	0.00	0.00	0.02	0.02	0.00	0.00	0.00	—	295	295	0.01	0.01	0.03	299
Vendor	0.01	< 0.005	0.13	0.07	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	105	105	< 0.005	0.01	0.01	109
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.03	0.03	0.04	0.43	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	82.2	82.2	< 0.005	< 0.005	0.16	83.3
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	28.8	28.8	< 0.005	< 0.005	0.03	30.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.01	0.08	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	13.6	13.6	< 0.005	< 0.005	0.03	13.8
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.76	4.76	< 0.005	< 0.005	0.01	4.96
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2023) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	0.64	5.50	6.26	0.01	0.26	—	0.26	0.24	—	0.24	—	973	973	0.04	0.01	—	976
Paving	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.3	13.3	< 0.005	< 0.005	—	13.4
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.21	2.21	< 0.005	< 0.005	—	2.21
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.08	0.09	1.43	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	253	253	0.01	0.01	1.07	257
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	3.33	3.33	< 0.005	< 0.005	0.01	3.37
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.55	0.55	< 0.005	< 0.005	< 0.005	0.56
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2023) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	0.20	1.25	1.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	—	24.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.44	2.44	< 0.005	< 0.005	—	2.45
Architectural Coatings	—	0.33	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.40	0.40	< 0.005	< 0.005	—	0.41
Architectural Coatings	—	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.35	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	62.4	62.4	< 0.005	< 0.005	0.26	63.3

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	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	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.82	0.82	< 0.005	< 0.005	< 0.005	0.83	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.14	0.14	< 0.005	< 0.005	< 0.005	0.14	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.58	0.52	0.43	4.69	0.01	0.01	0.34	0.34	0.01	0.06	0.07	—	1,013	1,013	0.05	0.04	4.27	1,030
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Total	0.58	0.52	0.43	4.69	0.01	0.01	0.34	0.34	0.01	0.06	0.07	—	1,013	1,013	0.05	0.04	4.27	1,030
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.57	0.52	0.47	4.31	0.01	0.01	0.34	0.34	0.01	0.06	0.07	—	969	969	0.05	0.04	0.11	984
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.57	0.52	0.47	4.31	0.01	0.01	0.34	0.34	0.01	0.06	0.07	—	969	969	0.05	0.04	0.11	984
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.10	0.09	0.08	0.78	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	—	158	158	0.01	0.01	0.30	160
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.10	0.09	0.08	0.78	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	—	158	158	0.01	0.01	0.30	160

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	186	186	0.01	< 0.005	—	187
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	2.13	2.13	< 0.005	< 0.005	—	2.14
Total	—	—	—	—	—	—	—	—	—	—	—	—	188	188	0.01	< 0.005	—	189

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	186	186	0.01	< 0.005	—	187
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	2.13	2.13	< 0.005	< 0.005	—	2.14
Total	—	—	—	—	—	—	—	—	—	—	—	—	188	188	0.01	< 0.005	—	189
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	30.8	30.8	< 0.005	< 0.005	—	31.0
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35	< 0.005	< 0.005	—	0.35
Total	—	—	—	—	—	—	—	—	—	—	—	—	31.2	31.2	< 0.005	< 0.005	—	31.3

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	< 0.005	0.08	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	95.4	95.4	0.01	< 0.005	—	95.7
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	< 0.005	0.08	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	95.4	95.4	0.01	< 0.005	—	95.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartment Mid Rise	0.01	< 0.005	0.08	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	95.4	95.4	0.01	< 0.005	—	95.7
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	< 0.005	0.08	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	95.4	95.4	0.01	< 0.005	—	95.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.8	15.8	< 0.005	< 0.005	—	15.8
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.8	15.8	< 0.005	< 0.005	—	15.8

4.3. Area Emissions by Source

4.3.2. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.05	0.03	0.45	0.19	< 0.005	0.04	—	0.04	0.04	—	0.04	0.00	569	569	0.01	< 0.005	—	569
Consumer Products	—	0.41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.17	0.16	0.02	1.69	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.55	4.55	< 0.005	< 0.005	—	4.57
Total	0.22	0.63	0.47	1.88	< 0.005	0.04	—	0.04	0.04	—	0.04	0.00	573	573	0.01	< 0.005	—	574

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.05	0.03	0.45	0.19	< 0.005	0.04	—	0.04	0.04	—	0.04	0.00	569	569	0.01	< 0.005	—	569
Consumer Products	—	0.41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.05	0.47	0.45	0.19	< 0.005	0.04	—	0.04	0.04	—	0.04	0.00	569	569	0.01	< 0.005	—	569
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	6.45	6.45	< 0.005	< 0.005	—	6.45
Consumer Products	—	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.02	0.02	< 0.005	0.21	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.52	0.52	< 0.005	< 0.005	—	0.52
Total	0.02	0.10	0.01	0.21	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	6.96	6.96	< 0.005	< 0.005	—	6.97

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
----------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	2.14	14.6	16.7	0.22	0.01	—	23.8
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.14	14.6	16.7	0.22	0.01	—	23.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	2.14	14.6	16.7	0.22	0.01	—	23.8
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.14	14.6	16.7	0.22	0.01	—	23.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	0.35	2.41	2.77	0.04	< 0.005	—	3.94
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.35	2.41	2.77	0.04	< 0.005	—	3.94

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	12.0	0.00	12.0	1.20	0.00	—	41.9
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	12.0	0.00	12.0	1.20	0.00	—	41.9
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	12.0	0.00	12.0	1.20	0.00	—	41.9
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	12.0	0.00	12.0	1.20	0.00	—	41.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.98	0.00	1.98	0.20	0.00	—	6.94
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.98	0.00	1.98	0.20	0.00	—	6.94

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)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	3/1/2023	3/15/2023	5.00	10.0	10
Site Preparation	Site Preparation	3/16/2023	3/17/2023	5.00	1.00	1

Grading	Grading	3/18/2023	3/20/2023	5.00	2.00	2
Building Construction	Building Construction	3/21/2023	8/8/2023	5.00	100	100
Paving	Paving	8/2/2023	8/8/2023	5.00	5.00	5
Architectural Coating	Architectural Coating	8/2/2023	8/8/2023	5.00	5.00	5

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43
Building Construction	Cranes	Diesel	Average	1.00	8.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	8.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	8.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37

Architectural Coating	Air Compressors	Diesel	Average	1.00	8.00	37.0	0.48
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5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	7.70	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	21.6	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	3.21	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—

Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	4.32	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	38,748	12,916	0.00	0.00	77.1

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	6,615	—
Site Preparation	—	—	1.00	0.00	—
Grading	—	—	3.00	0.00	—
Paving	0.00	0.00	0.00	0.00	0.03

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Parking Lot	0.03	100%

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

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	136	137	113	48,555	1,200	1,208	997	427,862
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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	27
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	3

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
38748.375	12,916	0.00	0.00	77.1

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)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	98,505	690	0.0489	0.0069	297,761
Parking Lot	1,125	690	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	1,118,214	16,490
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	7.49	0.00
Parking Lot	0.00	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	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
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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
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5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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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	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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 emissions will continue to rise strongly through 2050 and then plateau around 2100.

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

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 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.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full 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.

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 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 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 possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.

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, 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 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 possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A

Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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 exposure.

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 greatest ability to adapt.

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	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

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 exposure.

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 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

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.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	50.5
AQ-PM	69.4
AQ-DPM	68.0
Drinking Water	52.7
Lead Risk Housing	60.3
Pesticides	0.00
Toxic Releases	75.8
Traffic	92.3
Effect Indicators	—
CleanUp Sites	11.8
Groundwater	75.2
Haz Waste Facilities/Generators	62.5
Impaired Water Bodies	0.00
Solid Waste	59.2
Sensitive Population	—
Asthma	27.1
Cardio-vascular	50.9
Low Birth Weights	51.8
Socioeconomic Factor Indicators	—
Education	17.2
Housing	77.8
Linguistic	—
Poverty	29.7

Unemployment	17.1
--------------	------

7.2. Healthy Places Index Scores

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.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	83.52367509
Employed	92.6344155
Median HI	85.06351854
Education	—
Bachelor's or higher	94.19992301
High school enrollment	7.442576671
Preschool enrollment	95.7141024
Transportation	—
Auto Access	20.53124599
Active commuting	60.74682407
Social	—
2-parent households	85.19183883
Voting	66.58539715
Neighborhood	—
Alcohol availability	41.01116387
Park access	59.60477351
Retail density	99.76902348
Supermarket access	58.09059412
Tree canopy	75.18285641
Housing	—
Homeownership	50.73784165

Housing habitability	39.44565636
Low-inc homeowner severe housing cost burden	31.93891954
Low-inc renter severe housing cost burden	68.25356089
Uncrowded housing	60.05389452
Health Outcomes	—
Insured adults	89.88836135
Arthritis	47.0
Asthma ER Admissions	89.9
High Blood Pressure	38.5
Cancer (excluding skin)	12.2
Asthma	91.1
Coronary Heart Disease	54.4
Chronic Obstructive Pulmonary Disease	81.8
Diagnosed Diabetes	84.4
Life Expectancy at Birth	67.7
Cognitively Disabled	28.0
Physically Disabled	13.7
Heart Attack ER Admissions	67.4
Mental Health Not Good	93.4
Chronic Kidney Disease	64.9
Obesity	88.4
Pedestrian Injuries	66.3
Physical Health Not Good	88.1
Stroke	70.4
Health Risk Behaviors	—
Binge Drinking	47.1
Current Smoker	93.7

No Leisure Time for Physical Activity	94.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	61.0
Elderly	21.1
English Speaking	59.2
Foreign-born	57.0
Outdoor Workers	98.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	32.9
Traffic Density	94.4
Traffic Access	87.4
Other Indices	—
Hardship	13.5
Other Decision Support	—
2016 Voting	30.4

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	52.0
Healthy Places Index Score for Project Location (b)	88.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
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	Taken from site plan.
Construction: Off-Road Equipment	T/L/B replaced with Crawler Tractor to accurately calculate disturbance for Site Preparation and Grading phases. Standard 8 hour working day.
Operations: Vehicle Data	Trip characteristics based on information from ITE.
Operations: Hearths	SCAQMD Rule 445 no wood burning devices. Wood burning devices added to gas devices.
Construction: Construction Phases	Building, Paving, and Architectural Coating overlap to present a conservative analysis.

ATTACHMENT B
EMFAC2021

Source: EMFAC2021 (v1.0.2) Emissions Inventory

Region Type: Sub-Area

Region: Los Angeles (SC)

Calendar Year: 2023

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Year	Vehicle Category	Model Year	Speed	Fuel	Population	Total VMT	Fuel_Consumption	Fuel_Consumption	Total Fuel	CVMT	Total VMT	Miles per Gallon	Vehicle Class
Los Angeles (SC)	2023	HHDT	Aggregate	Aggregate	Gasoline	52.44057302	3231.284725	0.817685124	817.6851245	1150708.95	3231.284725	6848031.632	5.95	HHDT
Los Angeles (SC)	2023	HHDT	Aggregate	Aggregate	Diesel	50357.2616	6491636.944	1088.941632	1088941.632		6491636.944			
Los Angeles (SC)	2023	HHDT	Aggregate	Aggregate	Electricity	39.63669411	2558.522067	0	0		2558.522067			
Los Angeles (SC)	2023	HHDT	Aggregate	Aggregate	Natural Gas	5415.869699	350604.881	60.94963363	60949.63363		350604.881			
Los Angeles (SC)	2023	LDA	Aggregate	Aggregate	Gasoline	3363325.814	133132108	4688.007701	4688007.701	4768519.72	133132108	144363168.6	30.27	LDA
Los Angeles (SC)	2023	LDA	Aggregate	Aggregate	Diesel	9465.936918	279606.0153	7.064261604	7064.261604		279606.0153			
Los Angeles (SC)	2023	LDA	Aggregate	Aggregate	Electricity	149786.3595	6967760.765	0	0		6967760.765			
Los Angeles (SC)	2023	LDA	Aggregate	Aggregate	Plug-in Hybrid	84855.73206	3983693.819	73.44775691	73447.75691		3983693.819			
Los Angeles (SC)	2023	LDT1	Aggregate	Aggregate	Gasoline	316618.4734	11498860.94	484.4224711	484422.4711	484804.7214	11498860.94	11544356.08	23.81	LDT1
Los Angeles (SC)	2023	LDT1	Aggregate	Aggregate	Diesel	130.6972397	2649.862279	0.115446626	115.4466257		2649.862279			
Los Angeles (SC)	2023	LDT1	Aggregate	Aggregate	Electricity	737.9430578	27045.91094	0	0		27045.91094			
Los Angeles (SC)	2023	LDT1	Aggregate	Aggregate	Plug-in Hybrid	305.3619056	15799.36792	0.266803592	266.8035922		15799.36792			
Los Angeles (SC)	2023	LDT2	Aggregate	Aggregate	Gasoline	1534013.272	63204640.7	2737.584197	2737584.197	2754064.351	63204640.7	64239939.88	23.33	LDT2
Los Angeles (SC)	2023	LDT2	Aggregate	Aggregate	Diesel	4672.025415	203904.1794	6.6400753	6640.0753		203904.1794			
Los Angeles (SC)	2023	LDT2	Aggregate	Aggregate	Electricity	7316.504913	271839.3938	0	0		271839.3938			
Los Angeles (SC)	2023	LDT2	Aggregate	Aggregate	Plug-in Hybrid	11176.08817	559555.6037	9.840078762	9840.078762		559555.6037			
Los Angeles (SC)	2023	LHDT1	Aggregate	Aggregate	Gasoline	123582.2629	4875651.462	371.233764	371233.764	485349.2734	4875651.462	7185536.732	14.80	LHDT1
Los Angeles (SC)	2023	LHDT1	Aggregate	Aggregate	Diesel	52370.85258	2309885.271	114.1155095	114115.5095		2309885.271			
Los Angeles (SC)	2023	LHDT2	Aggregate	Aggregate	Gasoline	18992.20879	707424.2091	61.52516871	61525.16871	121294.4754	707424.2091	1724518.347	14.22	LHDT2
Los Angeles (SC)	2023	LHDT2	Aggregate	Aggregate	Diesel	23383.97043	1017094.138	59.76930672	59769.30672		1017094.138			
Los Angeles (SC)	2023	MCY	Aggregate	Aggregate	Gasoline	143314.4155	942493.4885	23.0171675	23017.1675	23017.1675	942493.4885	942493.4885	40.95	MCY
Los Angeles (SC)	2023	MDV	Aggregate	Aggregate	Gasoline	930000.0312	35296866.04	1876.436347	1876436.347	1899685.574	35296866.04	36287658.57	19.10	MDV
Los Angeles (SC)	2023	MDV	Aggregate	Aggregate	Diesel	10587.09868	417108.5847	18.09042921	18090.42921		417108.5847			
Los Angeles (SC)	2023	MDV	Aggregate	Aggregate	Electricity	7870.579333	292645.8028	0	0		292645.8028			
Los Angeles (SC)	2023	MDV	Aggregate	Aggregate	Plug-in Hybrid	6232.488765	281038.1518	5.15879783	5158.79783		281038.1518			
Los Angeles (SC)	2023	MH	Aggregate	Aggregate	Gasoline	15543.05122	150959.242	31.21883005	31218.83005	36654.06903	150959.242	205080.7056	5.60	MH
Los Angeles (SC)	2023	MH	Aggregate	Aggregate	Diesel	5175.528798	54121.46359	5.43523898	5435.23898		54121.46359			
Los Angeles (SC)	2023	MHDT	Aggregate	Aggregate	Gasoline	15094.86549	818409.0416	160.6355235	160635.5235	445539.4114	818409.0416	3341721.571	7.50	MHDT
Los Angeles (SC)	2023	MHDT	Aggregate	Aggregate	Diesel	58440.26148	2482452.845	279.9263592	279926.3592		2482452.845			
Los Angeles (SC)	2023	MHDT	Aggregate	Aggregate	Electricity	27.28254751	586.3876593	0	0		586.3876593			
Los Angeles (SC)	2023	MHDT	Aggregate	Aggregate	Natural Gas	827.5429567	40273.29738	4.977528644	4977.528644		40273.29738			
Los Angeles (SC)	2023	OBUS	Aggregate	Aggregate	Gasoline	3808.788003	153201.689	30.6795829	30679.5829	57181.99164	153201.689	339364.9385	5.93	OBUS
Los Angeles (SC)	2023	OBUS	Aggregate	Aggregate	Diesel	2064.030181	166622.2233	24.23158559	24231.58559		166622.2233			
Los Angeles (SC)	2023	OBUS	Aggregate	Aggregate	Natural Gas	319.8885181	19541.02621	2.270823151	2270.823151		19541.02621			
Los Angeles (SC)	2023	SBUS	Aggregate	Aggregate	Gasoline	1333.830023	59008.65529	6.626552175	6626.552175	19862.29055	59008.65529	128377.3642	6.46	SBUS
Los Angeles (SC)	2023	SBUS	Aggregate	Aggregate	Diesel	1641.865076	33210.41415	4.550703273	4550.703273		33210.41415			
Los Angeles (SC)	2023	SBUS	Aggregate	Aggregate	Electricity	1.644084418	19.09632517	0	0		19.09632517			
Los Angeles (SC)	2023	SBUS	Aggregate	Aggregate	Natural Gas	1447.068317	36139.19841	8.685035105	8685.035105		36139.19841			
Los Angeles (SC)	2023	UBUS	Aggregate	Aggregate	Gasoline	438.7257597	31153.4128	6.805144169	6805.144169	144152.2499	31153.4128	452461.5787	3.14	UBUS
Los Angeles (SC)	2023	UBUS	Aggregate	Aggregate	Diesel	9.742965344	1269.074735	0.216797099	216.7970986		1269.074735			
Los Angeles (SC)	2023	UBUS	Aggregate	Aggregate	Electricity	53.5307883	2415.769471	0	0		2415.769471			
Los Angeles (SC)	2023	UBUS	Aggregate	Aggregate	Natural Gas	3880.598718	417623.3217	137.1303086	137130.3086		417623.3217			



Pico Housing Project

NOISE IMPACT ANALYSIS

CITY OF LOS ANGELES

PREPARED BY:

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JUNE 19, 2023

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LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
ANSI	American National Standards Institute
Calveno	California Vehicle Noise
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
dba	A-weighted decibels
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
INCE	Institute of Noise Control Engineering
L_{eq}	Equivalent continuous (average) sound level
L_{max}	Maximum level measured over the time interval
L_{min}	Minimum level measured over the time interval
mph	Miles per hour
NIOSH	National Institute for Occupational Safety and Health
OSHA	Occupational Safety and Health Administration
PPV	Peak Particle Velocity
Project	Pico Housing Project
REMEL	Reference Energy Mean Emission Level
VdB	Vibration Decibels

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EXECUTIVE SUMMARY

Urban Crossroads, Inc. has prepared this noise study to determine the potential noise impacts for the proposed Pico Housing Project (“Project”). The Project site is located at 10944 West Pico Boulevard in the City of Los Angeles and within the Exposition Corridor Transit Neighborhood Plan. The Project is proposed to consist of a five-story, 30-unit residential dwelling unit residential building.

The results of this Pico Housing Project Noise Impact Analysis are summarized below based on the significance criteria in Section 4 of this report consistent with Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (1). Table ES-1 shows the findings of significance for each potential noise and/or vibration impact under CEQA. All impacts are considered less than significant.

TABLE ES-1: SUMMARY OF CEQA SIGNIFICANCE FINDINGS

Analysis	Report Section	Significance Findings
Off-Site Traffic Noise	6	<i>Less Than Significant</i>
Operational Noise	8	<i>Less Than Significant</i>
Construction Noise	9	<i>Less Than Significant</i>
Construction Vibration		<i>Less Than Significant</i>

EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN CONSTRUCTION NOISE ABATEMENT AND CONTROL

The Exposition Corridor Transit Neighborhood Plan includes mandatory environmental standards with which the Project must comply. As related to noise, these include:

- Haul Routes. Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.
- Construction Staging Areas. The construction contractor shall locate construction staging areas away from Sensitive Land Uses.
- Construction Noise Barriers. When construction activities are located within 500 feet of Sensitive Land Uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and Sensitive Land Uses. During the demolition, site preparation and grading/excavation phases of Project construction, the contractor shall install a temporary 8-foot noise control barrier at the southwestern Project site boundary and a temporary 16-foot noise control barrier at the southeastern Project site boundary for the duration of the activities, as shown on Exhibit ES-A. During the building construction, paving, and architectural coating phases of Project construction, the contractor shall install a temporary 8-foot noise control barrier at the southeastern Project site boundary for the duration of the activities, as shown on Exhibit ES-B. The noise control barrier shall include the following:
 - The noise control barrier must present a solid face from top to bottom.

- The noise control barrier shall be maintained, and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired.
- The temporary noise control barrier shall be constructed using an acoustical blanket (e.g. vinyl acoustic curtains, quilted blankets, or equivalent) with no decorative cutouts or line-of-sight openings between shielded areas and the noise source.
- The temporary noise control barrier shall be attached to the construction site perimeter fence or equivalent temporary fence posts.
- Vibrations. The construction contractor shall manage construction phasing (scheduling demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period), use low-impact construction technologies, and shall avoid the use of vibrating equipment where possible to avoid construction vibration impacts.

As shown in the subsequent analysis, shows that the Project-related construction noise level increases will satisfy the L.A. CEQA Thresholds Guide 5 dBA noise level increase significance criteria. Therefore, the incremental Project construction noise level increase is considered *less than significant* at all receiver locations.

EXHIBIT ES-A: SUMMARY OF RECOMMENDATIONS FOR DEMOLITION, SITE PREPARATION, AND GRADING ACTIVITIES



LEGEND:
N
Temporary Noise Barrier

EXHIBIT ES-B: SUMMARY OF RECOMMENDATIONS FOR BUILDING CONSTRUCTION, PAVING, AND ARCHITECTURAL COATING ACTIVITIES



LEGEND:
N
[Red dashed line symbol] Temporary Noise Barrier

1 INTRODUCTION

This noise analysis has been completed to determine the noise impacts associated with the development of the proposed Pico Housing Project (“Project”). This noise study describes the proposed Project, provides information regarding noise fundamentals, outlines the local regulatory setting, provides the study methods and procedures for traffic noise analysis, and evaluates the future exterior noise environment. In addition, this study includes an analysis of the potential Project-related long-term operational noise and short-term construction noise impacts.

1.1 SITE LOCATION

The proposed Project is located at 10944 - 10948 West Pico Boulevard between Veteran Avenue and Kelton Avenue, in the City of Los Angeles, as shown on Exhibit 1-A. The Project is also located within the Exposition Corridor Transit Neighborhood Plan. The Project site is located approximately 2,350 feet east of Interstate 405 (I-400), 2,500 feet north of Interstate 10 (I-10), and 4,300 feet south of Highway 101. Los Angeles International Airport is located approximately 6 miles to the southwest.

1.2 PROJECT DESCRIPTION

The Project proposes to construct a multiple-family residential building with 30 residential dwelling units, as shown on Exhibit 1-B. The Project would include a gym and lobby, as well as 16 stacked parking spaces within a five-story structure. Primary noise sources associated with operation of the Project include heat pump air conditioning units, trash enclosure activity, stacked parking, and outdoor gatherings. During construction the Project will comply with the Exposition Corridor Transit Neighborhood Plan, which includes mandatory environmental standards with which the Project must comply. As related to noise, these include:

- Haul Routes. Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.
- Construction Staging Areas. The construction contractor shall locate construction staging areas away from Sensitive Land Uses.
- Construction Noise Barriers. When construction activities are located within 500 feet of Sensitive Land Uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and Sensitive Land Uses. During the demolition, site preparation and grading/excavation phases of Project construction, the contractor shall install a temporary 8-foot noise control barrier at the southwestern Project site boundary and a temporary 16-foot noise control barrier at the southeastern Project site boundary for the duration of the activities, as shown on Exhibit ES-A. During the building construction, paving, and architectural coating phases of Project construction, the contractor shall install a temporary 8-foot noise control barrier at the southeastern Project site boundary for the duration of the activities, as shown on Exhibit ES-B. The noise control barrier shall include the following:

- The noise control barrier must present a solid face from top to bottom.
- The noise control barrier shall be maintained, and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired.
- The temporary noise control barrier shall be constructed using an acoustical blanket (e.g. vinyl acoustic curtains, quilted blankets, or equivalent) with no decorative cutouts or line-of-sight openings between shielded areas and the noise source.
- The temporary noise control barrier shall be attached to the construction site perimeter fence or equivalent temporary fence posts.
- Vibrations. The construction contractor shall manage construction phasing (scheduling demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period), use low-impact construction technologies, and shall avoid the use of vibrating equipment where possible to avoid construction vibration impacts.

EXHIBIT 1-A: LOCATION MAP



EXHIBIT 1-B: SITE PLAN



2 FUNDAMENTALS

Noise is simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear. Exhibit 2-A presents a summary of the typical noise levels and their subjective loudness and effects that are described in more detail below.

EXHIBIT 2-A: TYPICAL NOISE LEVELS

COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE
THRESHOLD OF PAIN		140	INTOLERABLE OR DEAFENING	HEARING LOSS
NEAR JET ENGINE		130		
		120		
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110	VERY NOISY	SPEECH INTERFERENCE
LOUD AUTO HORN		100		
GAS LAWN MOWER AT 1m (3 ft)		90	LOUD	SPEECH INTERFERENCE
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80		
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70	MODERATE	SLEEP DISTURBANCE
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60		
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50	FAINT	NO EFFECT
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40		
QUIET SUBURBAN NIGHTTIME	LIBRARY	30		
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20	VERY FAINT	NO EFFECT
	BROADCAST/RECORDING STUDIO	10		
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0		

2.1 RANGE OF NOISE

Since the range of intensities that the human ear can detect is so large, the scale frequently used to measure intensity is a scale based on multiples of 10, the logarithmic scale. The scale for measuring intensity is the decibel scale. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. (2) The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA at approximately 100 feet, which can cause serious discomfort. (3) Another important aspect of noise is the duration of the sound and the way it is described and distributed in time.

2.2 NOISE DESCRIPTORS

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most used figure is the equivalent level (L_{eq}). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (L_{eq}) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period (typically one hour) and is commonly used to describe the “average” noise levels within the environment.

To describe the time-varying character of environmental noise, the statistical or percentile noise descriptors L_{50} , L_{25} , L_8 and L_2 , are commonly used. The percentile noise descriptors are the noise levels equaled or exceeded during 50 percent, 25 percent, 8 percent and 2 percent of a stated time. Sound levels associated with the L_2 and L_8 typically describe transient or short-term events, while levels associated with the L_{50} describe the steady state (or median) noise conditions. The relies on the percentile noise levels to describe the stationary source noise level limits. While the L_{50} describes the noise levels occurring 50 percent of the time, the L_{eq} accounts for the total energy (average) observed for the entire hour.

Peak hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time-of-day corrections require the addition of 5 decibels to dBA L_{eq} sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA L_{eq} sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when sound appears louder. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. The City of Los Angeles relies on the 24-hour CNEL level to assess land use compatibility with transportation related noise sources.

2.3 SOUND PROPAGATION

When sound propagates over a distance, it changes in level and frequency content. The way noise reduces with distance depends on the following factors.

2.3.1 GEOMETRIC SPREADING

Sound from a localized source (i.e., a stationary point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source. (2)

2.3.2 GROUND ABSORPTION

The propagation path of noise from a highway to a receiver is usually very close to the ground. Noise attenuation from ground absorption and reflective wave canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 ft. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance from a line source. (4)

2.3.3 ATMOSPHERIC EFFECTS

Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects. (2)

2.3.4 SHIELDING

A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Shielding by trees and other such vegetation typically only has an “out of sight, out of mind” effect. That is, the perception of noise impact tends to decrease when vegetation blocks the line-of-sight to nearest residents. However, for vegetation to provide a substantial, or even noticeable, noise reduction, the vegetation area must be at least 15 feet in height, 100 feet wide and dense enough to completely obstruct the line-of-sight between the source and the receiver. This size of vegetation may provide up to 5 dBA of noise reduction. The Federal Highway Administration (FHWA) does not consider the planting of vegetation to be a noise abatement measure. (4)

2.3.5 REFLECTION

Field studies conducted by the FHWA have shown that the reflection from barriers and buildings does not substantially increase noise levels. (4) If all the noise striking a structure was reflected back to a given receiving point, the increase would be theoretically limited to 3 dBA. Further, not all the acoustical energy is reflected back to same point. Some of the energy would go over the structure, some is reflected to points other than the given receiving point, some is scattered by ground coverings (e.g., grass and other plants), and some is blocked by intervening structures and/or obstacles (e.g., the noise source itself). Additionally, some of the reflected energy is lost due to the longer path that the noise must travel. FHWA measurements made to quantify

reflective increases in traffic noise have not shown an increase of greater than 1-2 dBA; an increase that is not perceptible to the average human ear.

2.4 NOISE CONTROL

Noise control is the process of obtaining an acceptable noise environment for an observation point or receiver by controlling the noise source, transmission path, receiver, or all three. This concept is known as the source-path-receiver concept. In general, noise control measures can be applied to these three elements.

2.5 NOISE BARRIER ATTENUATION

Effective noise barriers can reduce noise levels by up to 10 to 15 dBA, cutting the loudness of traffic noise in half. A noise barrier is most effective when placed close to the noise source or receiver. Noise barriers, however, do have limitations. For a noise barrier to work, it must be high enough and long enough to block the path of the noise source. (4)

2.6 LAND USE COMPATIBILITY WITH NOISE

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are more sensitive to noise intrusion than are commercial or industrial developments and related activities. As ambient noise levels affect the perceived amenity or livability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design process. The FHWA encourages State and Local government to regulate land development in such a way that noise-sensitive land uses are either prohibited from being located adjacent to a highway, or that the developments are planned, designed, and constructed in such a way that noise impacts are minimized. (5)

2.7 COMMUNITY RESPONSE TO NOISE

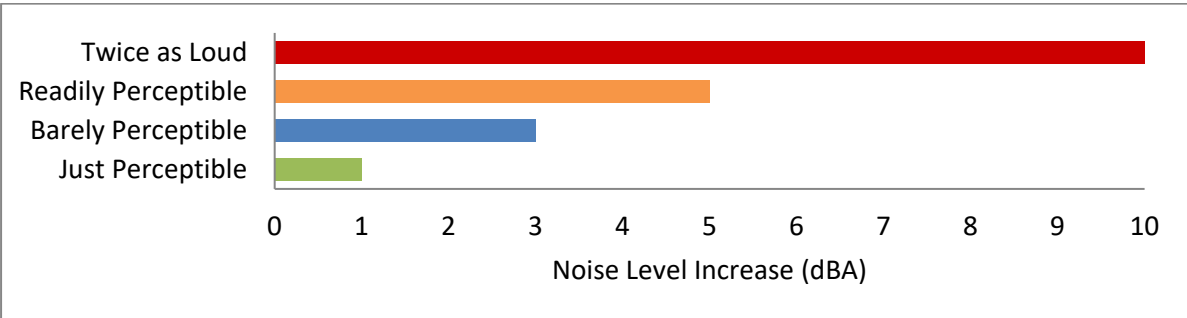
Community responses to noise may range from registering a complaint by telephone or letter, to initiating court action, depending upon everyone's susceptibility to noise and personal attitudes about noise. Several factors are related to the level of community annoyance including:

- Fear associated with noise producing activities;
- Socio-economic status and educational level;
- Perception that those affected are being unfairly treated;
- Attitudes regarding the usefulness of the noise-producing activity;
- Belief that the noise source can be controlled.

Approximately ten percent of the population has a very low tolerance for noise and will object to any noise not of their making. Consequently, even in the quietest environment, some complaints will occur. Twenty-five percent of the population will not complain even in very severe noise environments. Thus, a variety of reactions can be expected from people exposed to any given noise environment. (6) Surveys have shown that about ten percent of the people exposed to

traffic noise of 60 dBA will report being highly annoyed with the noise, and each increase of one dBA is associated with approximately two percent more people being highly annoyed. When traffic noise exceeds 60 dBA or aircraft noise exceeds 55 dBA, people may begin to complain. (6) Despite this variability in behavior on an individual level, the population can be expected to exhibit the following responses to changes in noise levels as shown on Exhibit 2-B. A change of 3 dBA are considered *barely perceptible*, and changes of 5 dBA are considered *readily perceptible*. (4)

EXHIBIT 2-B: NOISE LEVEL INCREASE PERCEPTION



2.8 VIBRATION

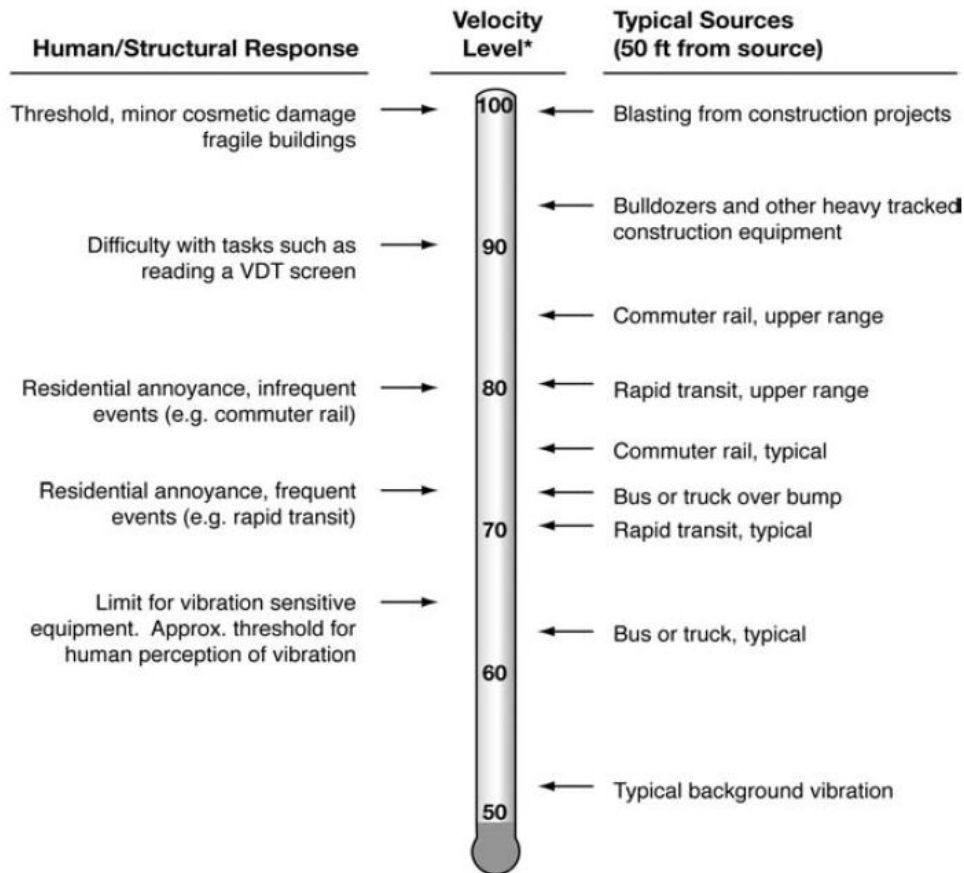
As defined in the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* (7) and the California Department of Transportation (Caltrans) *Transportation and Construction Vibration Guidance Manual* (8), vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-generated sources (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions or train pass-byes. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency. Groundborne vibration is primarily a concern inside structures, and is almost never a problem outside of structures (7)(8). Additionally, ground-borne vibration generated by man-made activities typically attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include older stone, adobe, and masonry structures, places where people reside (especially residents, the elderly, and sick), and vibration-sensitive equipment and/or activities.

There are several different methods that are used to quantify vibrations. The peak particle velocity (PPV) in inches per second (in/sec) is the most common and is defined as the maximum instantaneous peak of the vibration signal. The PPV is the was developed primarily to describe vibration impacts to buildings and is not always the most suitable for evaluating human response to vibration because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS) amplitude in in/sec. The RMS amplitude is defined as the average of the squared amplitude of the signal and may be more appropriate for describing the effect of

vibration on the human body. However, the RMS amplitude and PPV are related mathematically, and the RMS amplitude can be calculated from the PPV. The RMS amplitude is approximately 70% of the PPV (8).

While not universally accepted, vibration decibel notation (VdB) is used by the FTA in their guidance manual to describe vibration levels and provide a background of common vibration levels (9). As stated in the FTA guidance manual, the background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Exhibit 2-C illustrates common vibration sources and the human and structural response to ground-borne vibration.

EXHIBIT 2-C: TYPICAL LEVELS OF GROUND-BORNE VIBRATION



* RMS Vibration Velocity Level in VdB relative to 10^{-6} inches/second

Source: Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual.

3 REGULATORY SETTING

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise. In most areas, automobile and truck traffic is the major source of environmental noise. Traffic activity generally produces an average sound level that remains constant with time. Air and rail traffic, and commercial and industrial activities are also major sources of noise in some areas. Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies.

3.1 STATE OF CALIFORNIA NOISE REQUIREMENTS

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared per guidelines adopted by the Governor’s Office of Planning and Research (OPR). (10) The purpose of the Noise Element is to *limit the exposure of the community to excessive noise levels*. In addition, the California Environmental Quality Act (CEQA) requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

3.2 STATE OF CALIFORNIA BUILDING CODE

The State of California’s noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, and the California Building Code. These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are developed near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans for noise-sensitive land uses must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

3.3 CITY OF LOS ANGELES GENERAL PLAN NOISE ELEMENT

The City of Los Angeles has adopted a Noise Element of the General Plan to identify goals, objectives, and policies for managing noise issues within the City. (11) The following goal and objectives are identified in the General Plan Noise Element:

- Goal** *A city where noise does not reduce the quality of urban life.*
- Objective 1** *Reduce airport and harbor related noise impacts.*

- Objective 2 Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive uses.*
- Objective 3 Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.*

Exhibit I of the City of Los Angeles General Plan Noise Element identifies *Guidelines for Noise Compatible Land Use* to evaluate the potential impacts of transportation-related noise. Multi-family residential land use, such as the Project, is considered *conditionally acceptable* with unmitigated exterior noise levels of less than 65 dBA CNEL. For *conditionally acceptable* exterior noise levels, *new construction or development only after a detailed analysis of noise mitigation is made and needed noise insulation features are included in project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice.* (11)

3.4 CITY OF LOS ANGELES OPERATIONAL NOISE STANDARDS

To analyze noise impacts originating from a designated fixed location or private property such as Pico Housing Project, stationary-source (operational) noise such as the expected heat pump air conditioning units, trash enclosure activity, stacked parking, and outdoor gatherings are typically evaluated against standards established under a jurisdiction's Municipal Code or General Plan.

The City of Los Angeles Municipal Code, Chapter XI *Noise Regulation*, has set exterior noise limits to control community noise impacts from non-transportation noise sources (such as air-conditioning units, refrigeration, heating, pumping, and filtering equipment). Section 112.02 indicates that stationary noise sources shall not operate in such a manner as to cause the noise level at any sensitive use to exceed the existing ambient noise level by 5 dBA. (12) The City of Los Angeles Municipal Code, Chapter XI, is provided in Appendix 3.1.

3.5 CITY OF LOS ANGELES CONSTRUCTION NOISE STANDARDS

Section 112.05 of the City's Municipal Code identifies exterior noise level limits for construction equipment and states: *in any residential zone 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:* (12)

- *75dB(A) for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment.*

Therefore, for the purpose of this noise study, the City of Los Angeles Municipal Code 75 dBA L_{eq} threshold is used to determine potential Project-related construction noise level impacts at nearby sensitive receiver locations.

3.6 CITY OF LOS ANGELES CONSTRUCTION VIBRATION STANDARDS

Construction activity can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Construction vibration is generally associated with pile driving and rock blasting. Other construction equipment such as air compressors, light trucks, hydraulic loaders, etc., generates little or no ground vibration. (13)

To analyze vibration impacts originating from the operation and construction of the Pico Housing Project, vibration-generating activities are appropriately evaluated against standards established under a City's Municipal Code, if such standards exist. However, the City of Los Angeles does not identify specific vibration level limits. Therefore, for analysis purposes, the Caltrans *Transportation and Construction Vibration Guidance Manual*, (14 p. 38) Table 19, vibration damage are used in this noise study to assess potential temporary construction-related impacts at adjacent building locations.

The construction vibration damage potential criteria include consideration of the building conditions. (3 p. 182) Table 3-1 describes the maximum acceptable transient and continuous vibration building damage potential levels by structure type and condition. The existing buildings adjacent to the Project site can best be described as "older residential structures" with a maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec).

TABLE 3-1: BUILDING DAMAGE VIBRATION CRITERIA

Structure and Condition	Maximum Transient Vibration Levels PPV (in/sec)	Maximum Continuous Vibration Levels PPV (in/sec)
Extremely fragile historic buildings	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Tables 19, p. 38.

3.7 CITY OF LOS ANGELES THRESHOLDS OF SIGNIFICANCE

In 2006, the City of Los Angeles adopted the L.A. CEQA Thresholds Guide that outlines significance thresholds to assist in determining whether a project's impacts would be presumed to be significant under normal circumstances. According to Section I of the CEQA Thresholds Guide, a project would normally have a significant impact on noise levels from construction if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA 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 or more at a noise sensitive use; or
- Construction activities would exceed the ambient noise level by 5 dBA 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 anytime on Sunday.

4 SIGNIFICANCE CRITERIA

The following significance criteria are based on currently adopted guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (1) For the purposes of this report, impacts would be potentially significant if the Project results in or causes:

- 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?
- B. Generation of excessive ground-borne vibration or ground-borne noise levels?
- C. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

4.1 NOISE LEVEL INCREASES (THRESHOLD A)

Noise level increases resulting from the Project are evaluated based on the Appendix G CEQA Guidelines described above at the closest sensitive receiver locations. Under CEQA, consideration must be given to the magnitude of the increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise increase represents a significant adverse environmental impact. This approach recognizes that there is no single noise increase that renders the noise impact significant. (15) This is primarily because of the wide variation in individual thresholds of annoyance and differing individual experiences with noise. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted—the so-called ambient environment. Based on the L.A. CEQA Thresholds Guide previously outlined in Section 3.7, the Project would normally have a significant impact on noise levels from construction if construction activities would exceed the ambient noise level by 5 dBA 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.

4.2 VIBRATION (THRESHOLD B)

As described in Section 3.6, the vibration impacts originating from the construction of the Pico Housing Project, vibration-generating activities are considered significant if the Project-related construction activities create vibration levels which exceed the maximum acceptable continuous vibration threshold of 0.30 PPV (in/sec).

4.3 CEQA GUIDELINES NOT FURTHER ANALYZED (THRESHOLD C)

CEQA Noise Threshold C applies when there are nearby public and private airports and/or air strips and focuses on land use compatibility of the Project to nearby airports and airstrips. The Project site is not located within two miles of an airport or airstrip. As such, the Project site would not be exposed to excessive noise levels from airport operations, and therefore, impacts are

considered *less than significant*, and no further noise analysis is conducted in relation to Appendix G to the CEQA Guidelines, Noise Threshold C.

4.4 SIGNIFICANCE CRITERIA SUMMARY

Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development. Table 4-1 shows the significance criteria summary matrix.

TABLE 4-1: SIGNIFICANCE CRITERIA SUMMARY

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic	Noise-Sensitive ¹	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
		If ambient is > 65 dBA CNEL	≥ 1 dBA CNEL Project increase	
	Non-Noise Sensitive ²	if ambient is > 75 dBA CNEL	≥ 3 dBA L _{eq} Project increase	
Operational	Noise-Sensitive ¹	Exterior Noise Level Standards	Existing Ambient Noise Level plus 5 dBA L _{eq}	
Construction	Noise-Sensitive	Exterior Noise Level Standards	75 dBA L _{eq} ²	n/a
			Existing Ambient Noise Level plus 5 dBA L _{eq} ³	
		Vibration Level Threshold ⁴	78 VdB	n/a

¹ City of Los Angeles Municipal Code, Section 112.02 (Appendix 3.1).

² City of Los Angeles Municipal Code, Section 112.05 (Appendix 3.1).

³ L.A. CEQA Thresholds Guide 2006.

⁴ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

5 EXISTING NOISE LEVEL MEASUREMENTS

To assess the existing noise level environment, 24-hour noise level measurements were taken at four locations in the Project study area. The receiver locations were selected to describe and document the existing noise environment within the Project study area. Exhibit 5-A provides the boundaries of the Project study area and the noise level measurement locations. To fully describe the existing noise conditions, noise level measurements were collected by Urban Crossroads, Inc. on Monday April 25th, 2022. Appendix 5.1 includes study area photos.

5.1 MEASUREMENT PROCEDURE AND CRITERIA

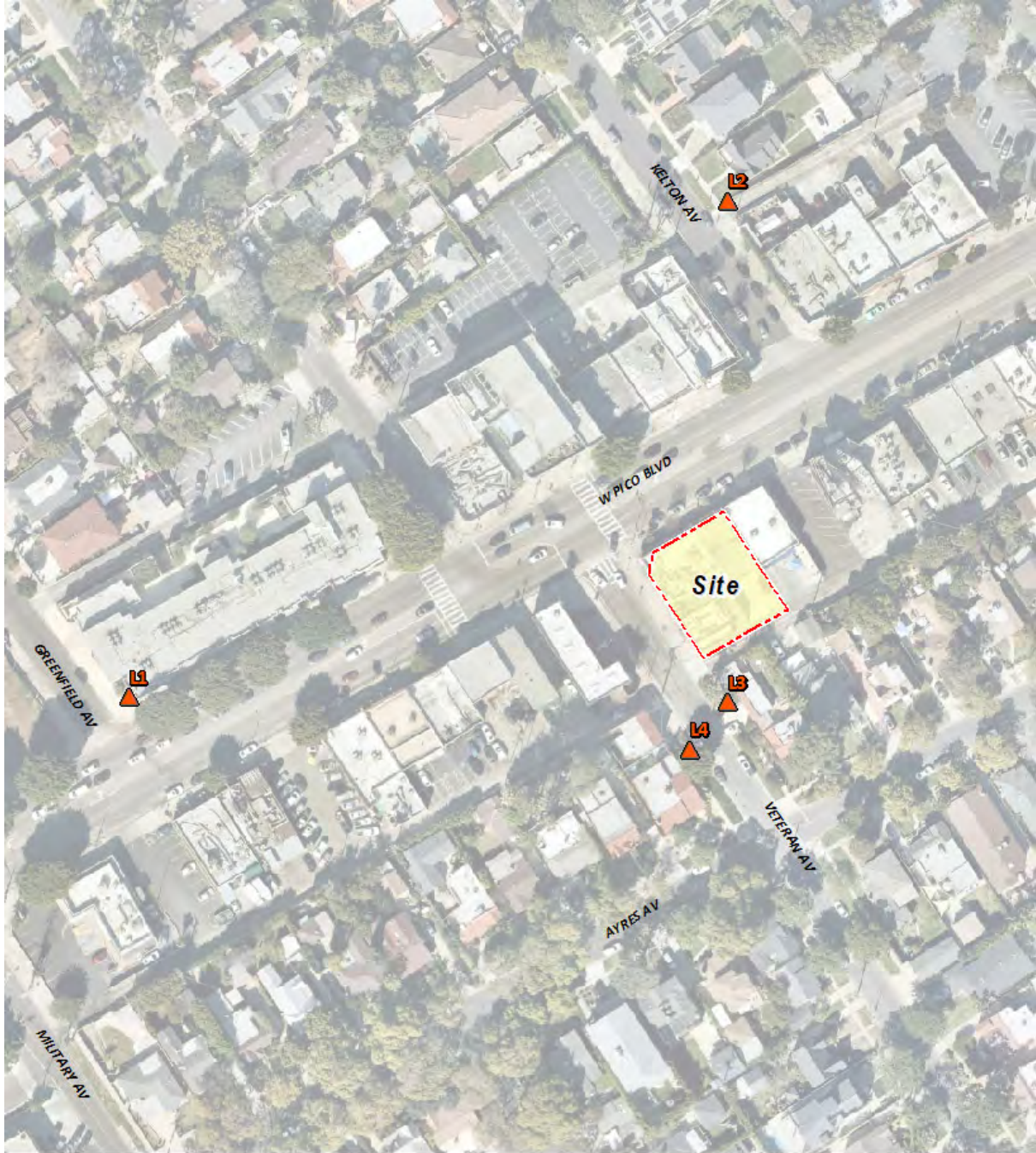
To describe the existing noise environment, the hourly noise levels were measured during typical weekday conditions over a 24-hour period. By collecting individual hourly noise level measurements, it is possible to describe the daytime and nighttime hourly noise levels and calculate the 24-hour CNEL. The long-term noise readings were recorded using Piccolo Type 2 integrating sound level meter and dataloggers. The Piccolo sound level meters were calibrated using a Larson-Davis calibrator, Model CAL 150. All noise meters were programmed in "slow" mode to record noise levels in "A" weighted form. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013. (16)

5.2 NOISE MEASUREMENT LOCATIONS

The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels surrounding the Project site. Both Caltrans and the FTA recognize that it is not reasonable to collect noise level measurements that can fully represent every part of a private yard, patio, deck, or balcony normally used for human activity when estimating impacts for new development projects. This is demonstrated in the Caltrans general site location guidelines which indicate that, *sites must be free of noise contamination by sources other than sources of interest. Avoid sites located near sources such as barking dogs, lawnmowers, pool pumps, and air conditioners unless it is the express intent of the analyst to measure these sources.* (2) Further, FTA guidance states, *that it is not necessary nor recommended that existing noise exposure be determined by measuring at every noise-sensitive location in the project area. Rather, the recommended approach is to characterize the noise environment for clusters of sites based on measurements or estimates at representative locations in the community.* (17)

Based on recommendations of Caltrans and the FTA, it is not necessary to collect measurements at each individual building or residence, because each receiver measurement represents a group of buildings that share acoustical equivalence. (17) In other words, the area represented by the receiver shares similar shielding, terrain, and geometric relationship to the reference noise source. Receivers represent a location of noise sensitive areas and are used to estimate the future noise level impacts. Collecting reference ambient noise level measurements at the nearby sensitive receiver locations allows for a comparison of the before and after Project noise levels

EXHIBIT 5-A: NOISE MEASUREMENT LOCATIONS



LEGEND:
N
▲ Measurement Locations

and is necessary to assess potential noise impacts due to the Project's contribution to the ambient noise levels.

5.3 NOISE MEASUREMENT RESULTS

The noise measurements presented below focus on the average or equivalent sound levels (L_{eq}). The equivalent sound level (L_{eq}) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. Table 5-1 identifies the highest hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location.

TABLE 5-1: 24-HOUR AMBIENT NOISE LEVEL MEASUREMENTS

Location ¹	Description	Energy Average Noise Level (dBA L_{eq}) ²	
		Daytime	Nighttime
L1	Located northwest of the Project site near Pico Veteran Senior Housing at 10961 West Pico Boulevard.	71.5	66.6
L2	Located northeast of the Project site near single-family residence at 2370 Kelton Avenue.	59.8	55.1
L3	Located south of the Project site near single-family residence at 10949 Ayres Avenue.	61.4	56.2
L4	Located southwest of the Project site near single-family residence at 10963 Ayres Avenue.	59.5	55.1

¹ See Exhibit 5-A for the noise level measurement locations.

² Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2.

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

The background ambient noise levels in the Project study area are dominated by the transportation-related noise associated with surface streets. This includes the auto and heavy truck activities on study area roadway segments near the noise level measurement locations. Appendix 5.2 provides summary worksheets of the noise levels for each hour as well as the minimum, maximum, L₁, L₂, L₅, L₈, L₂₅, L₅₀, L₉₀, L₉₅, and L₉₉ percentile noise levels observed during the daytime and nighttime periods.

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6 OFF-SITE TRAFFIC NOISE

Based on a comparison of existing and existing plus project traffic volumes, daily traffic volumes would increase by approximately 0.4 percent on Pico Boulevard, between Veteran Avenue and Midvale Avenue, and by 4 percent on Veteran Avenue. Consequently, resultant increases in traffic noise levels along area roadways is estimated at less than 1 dB(A) CNEL, or less. Typically, a doubling of vehicle traffic is required for a noticeable increase (i.e., 3 dBA or greater) in roadway traffic noise levels. Because the Project would not result in a noticeable increase in traffic noise levels on roadways in the vicinity of the Project, this impact would be considered less than significant and will no longer be discussed in this report.

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7 RECEIVER LOCATIONS




To assess the potential for long-term operational and short-term construction noise impacts, the following sensitive receiver locations, as shown on Exhibit 7-A, were identified as representative locations for analysis. Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, outpatient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

To describe the potential off-site Project noise levels, four receiver locations in the vicinity of the Project site were identified. All distances are measured from the Project site boundary to the outdoor living areas (e.g., private backyards) or at the building façade, whichever is closer to the Project site. The selection of receiver locations is based on FHWA guidelines and is consistent with additional guidance provided by Caltrans and the FTA, as previously described in Section 5.2. Other sensitive land uses in the Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the project boundary to each receiver location.

- R1: Location R1 represents existing noise sensitive Pico Veteran Senior Housing at 10961 West Pico Boulevard, approximately 226 feet northwest of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R1 is placed at the building façade. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R2: Location R2 represents the existing noise sensitive residence at 2370 Kelton Avenue, approximately 280 feet southeast of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R2 is placed at the building façade. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.
- R3: Location R3 represents the existing noise sensitive residence at 10949 Ayres Avenue, approximately 19 feet south of the Project site. Receiver R3 is placed in the private outdoor living areas (backyards) facing the Project site. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.
- R4: Location R4 represents the existing noise sensitive residence at 2415 Veteran Avenue, approximately 69 feet southwest of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R4 is placed at the building façade. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

EXHIBIT 7-A: RECEIVER LOCATIONS



- LEGEND:**
-  N
 -  Receiver Locations
 -  Distance from receiver to Project site boundary (in feet)

8 OPERATIONAL NOISE IMPACTS

This section analyzes the potential stationary-source operational noise impacts due to the Project's stationary noise sources on the off-site sensitive receiver locations identified in Section 7. Exhibit 8-A identifies the noise source locations used to assess the Project-related operational noise levels.

8.1 OPERATIONAL NOISE SOURCES

Project-related stationary-source (operational) noise sources are expected to include: heat pump air conditioning units, trash enclosure activity, stacked parking, and outdoor gatherings. Further, the proposed residential land uses are considered noise-sensitive receiving land uses and are not expected to include any specific type of operational noise levels beyond the typical noise sources associated with existing residential land use in the Project study area.

8.2 REFERENCE NOISE LEVELS

To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed Project. Table 8-1 presents a summary of the reference noise level measurements used in this analysis to describe the Project operational noise levels. It is important to note that the following projected noise levels assume the worst-case noise environment with the heat pump air conditioning units, trash enclosure activity, stacked parking, and outdoor gatherings all operating continuously. These sources of noise activity will likely vary throughout the day.

TABLE 8-1: REFERENCE NOISE LEVELS

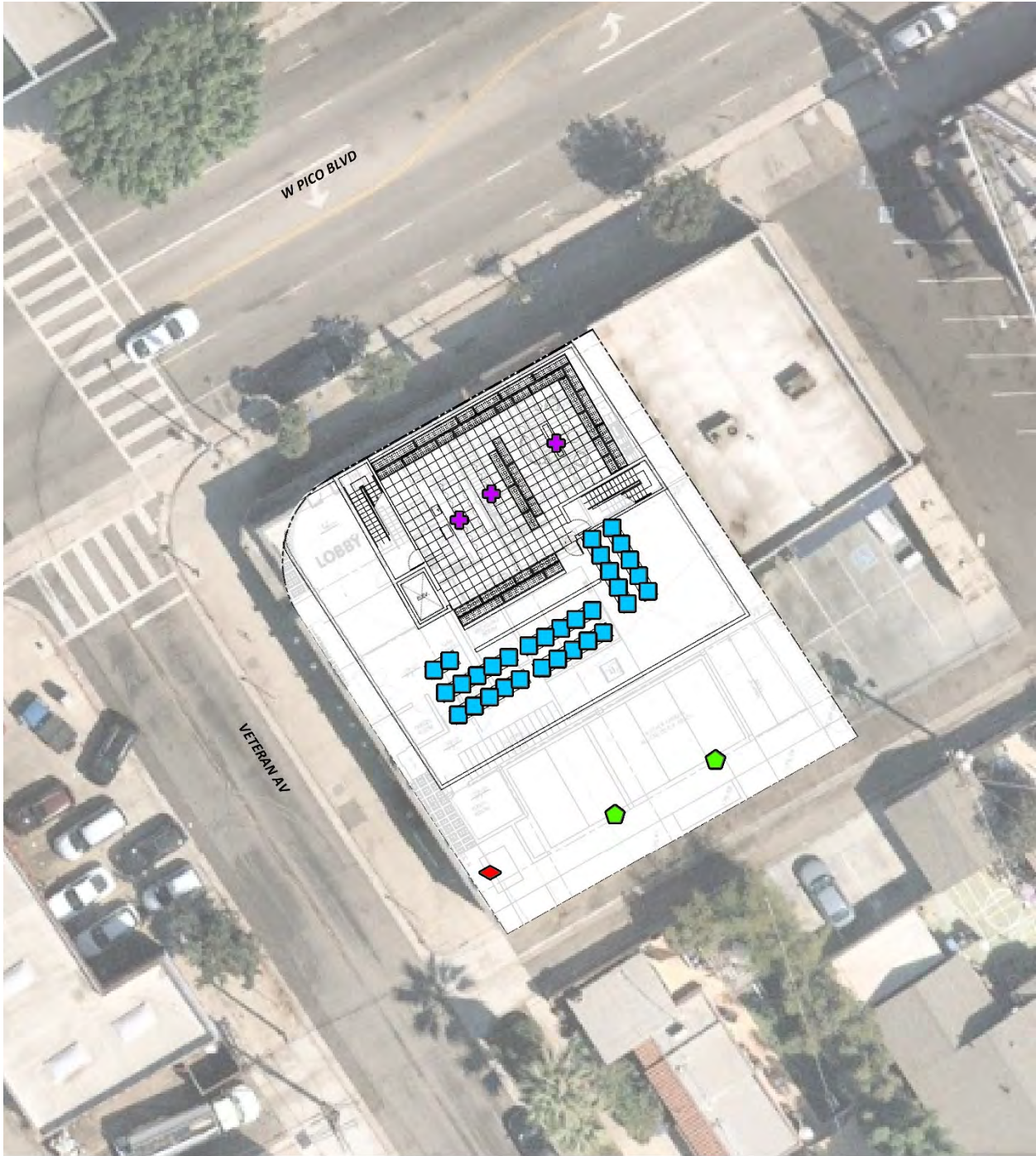
Noise Source	Noise Source Height (Feet)	Min./Hour ¹		Reference Noise Level @ 50' (dBA L _{eq})	Sound Power Level (dBA) ²
		Day	Night		
Stacked Parking	5'	60	30	33.6	65.2
Heat Pump/Air Conditioning Unit	3'	45	30	44.4	76.0
Outdoor Activity	5'	60	0	59.9	91.5
Trash Enclosure Activity	8'	10	10	57.3	88.9





¹ Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site. "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

² Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calculated using the CadnaA noise model at the reference distance to the noise source.

Each of the roof-top lounge areas and the ventilation exhaust vent are represented by individual point sources as shown in Exhibit 8-A. The Heat Pump Air Conditioning (HPAC) units do not have exterior components other than venting. These are modeled as vertical area sources at the building façade.

EXHIBIT 8-A: OPERATIONAL NOISE SOURCE LOCATIONS



- LEGEND:**
-  Roof-Top Air Conditioning Unit
 -  Outdoor Activity Area
 -  Parking Lot Vehicle Movements
 -  Trash Enclosure Activity

8.3 CADNAA NOISE PREDICTION MODEL

To fully describe the exterior operational noise levels from the Project, Urban Crossroads, Inc. developed a noise prediction model using the CadnaA (Computer Aided Noise Abatement) computer program. CadnaA can analyze multiple types of noise sources using the spatially accurate Project site plan, georeferenced Nearmap aerial imagery, topography, buildings, and barriers in its calculations to predict outdoor noise levels. This includes the additional noise attenuation provided by the existing intervening building structures and noise barriers located between the Project and the nearest receiver locations. Using the ISO 9613 protocol, CadnaA will calculate the distance from each noise source to the noise receiver locations, using the ground absorption, distance, and barrier/building attenuation inputs to provide a summary of noise level at each receiver and the partial noise level contributions by noise source. Consistent with the ISO 9613 protocol, the CadnaA noise prediction model relies on the reference sound power level (L_w) to describe individual noise sources.

While sound pressure levels (e.g. L_{eq}) quantify in decibels the intensity of given sound sources at a reference distance, sound power levels (L_w) are connected to the sound source and are independent of distance. Sound pressure levels vary substantially with distance from the source and diminish as a result of intervening obstacles and barriers, air absorption, wind, and other factors. Sound power is the acoustical energy emitted by the sound source and is an absolute value that is not affected by the environment.

The operational noise level calculations provided in this noise study account for the distance attenuation provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. A default ground attenuation factor of 0.5 was used in the CadnaA noise analysis to account for semi-hard site conditions. Appendix 8.1 includes the detailed noise model inputs used to estimate the Project operational noise levels presented in this section.

8.4 PROJECT OPERATIONAL NOISE LEVELS

Using the reference noise levels to represent the proposed Project operations that include heat pump air conditioning units, trash enclosure activity, stacked parking, and outdoor gatherings, Urban Crossroads, Inc. calculated the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. Tables 8-2 shows the Project operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 41.4 to 42.9 dBA L_{eq} .

TABLE 8-2: DAYTIME PROJECT OPERATIONAL NOISE LEVELS

Noise Source ¹	Operational Noise Levels by Receiver Location (dBA Leq)			
	R1	R2	R3	R4
Stacked Parking	26.6	0.0	39.3	0.0
Heat Pump/Air Conditioning Unit	37.2	32.3	35.9	33.9
Outdoor Activity	39.0	41.2	36.4	42.3
Trash Enclosure Activity	44.1	7.2	48.4	31.5
Total (All Noise Sources)	45.9	41.7	49.3	43.2

¹ See Exhibit 8-A for the noise source locations. CadnaA noise model calculations are included in Appendix 8.1.

Table 8-3 shows the Project operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels that include roof-top lounge areas and roof-top spa activity at the off-site receiver locations are expected to range from 38.5 to 40.5 dBA Leq. The differences between the daytime and nighttime noise levels are largely related to the duration of noise activity (Table 8-1).

TABLE 8-3: NIGHTTIME PROJECT OPERATIONAL NOISE LEVELS

Noise Source ¹	Operational Noise Levels by Receiver Location (dBA Leq)			
	R1	R2	R3	R4
Heat Pump/Air Conditioning Unit	24.8	0.0	37.2	0.0
Trash Enclosure Activity	37.5	32.6	36.2	34.2
Stacked Parking	35.1	37.2	32.4	38.3
Outdoor Activity	43.2	6.2	47.4	30.6
Total (All Noise Sources)	44.8	38.5	48.2	40.2

¹ See Exhibit 8-A for the noise source locations. CadnaA noise model calculations are included in Appendix 8.1.

8.5 PROJECT OPERATIONAL NOISE LEVEL COMPLIANCE

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of Los Angeles exterior noise level standards at nearby noise-sensitive receiver locations. Table 8-4 shows the operational noise levels associated with Project will satisfy the City of Los Angeles daytime and nighttime exterior noise level standards at all nearby receiver locations. Therefore, the operational noise impacts are considered *less than significant* at the nearby noise-sensitive receiver locations.

TABLE 8-4: OPERATIONAL NOISE LEVEL COMPLIANCE

Receiver Location ¹	Project Operational Noise Levels (dBA Leq) ²		Reference Ambient Noise Levels (dBA Leq) ³		Noise Level Standards (dBA Leq) ⁴		Noise Level Standards Exceeded? ⁵	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	45.9	44.8	71.5	66.6	77	72	No	No
R2	41.7	38.5	59.8	55.1	65	60	No	No
R3	49.3	48.2	61.4	56.2	66	61	No	No
R4	43.2	40.2	59.5	55.1	65	60	No	No

¹ See Exhibit 7-A for the receiver locations.

² Proposed Project operational noise levels as shown on Tables 8-2 and 8-3.

³ Observed ambient noise levels as shown on Table 5-1.

⁴ Ambient plus 5 dBA per the Municipal Code Section 112.02(a).

⁵ Do the estimated Project operational noise source activities exceed the noise level standards?

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

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9 CONSTRUCTION IMPACTS

This section analyzes potential impacts resulting from the short-term construction activities associated with the development of the Project. Exhibit 9-A shows the construction activity boundaries in relation to the nearby sensitive receiver locations previously described in Section 6.

9.1 CONSTRUCTION NOISE LEVELS

Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers, and portable generators operating simultaneously that when combined can reach high levels. The number and mix of construction equipment are expected to occur in the following stages:

- Demolition
- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

This construction noise analysis was prepared using reference noise level measurements taken by Urban Crossroads, Inc. to describe the typical construction activity noise levels for each stage of Project construction. The construction reference noise level measurements represent a list of typical construction activity noise levels with multiple pieces of equipment operating simultaneously to conservatively estimate Project construction noise levels.

9.2 TYPICAL CONSTRUCTION REFERENCE NOISE LEVELS

To describe construction noise activities, this construction noise analysis was prepared using reference construction equipment noise levels from the Federal Highway Administration (FHWA) published the Roadway Construction Noise Model (RCNM), which includes a national database of construction equipment reference noise emission levels, shown in Table 9-1. (18) The RCNM equipment database, provides a comprehensive list of the noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

EXHIBIT 9-A: CONSTRUCTION NOISE SOURCE AND RECEIVER LOCATIONS



LEGEND:

- Receiver Locations
- Distance from receiver to Project site boundary (in feet)
- ▨ Construction Activity

TABLE 9-1: TYPICAL CONSTRUCTION REFERENCE NOISE LEVELS

Construction Stage	Reference Construction Equipment ¹	Reference Noise Level @ 50 Feet (dBA L _{eq})	Composite Reference Noise Level (dBA L _{eq})	Reference Power Level (dBA L _w)
Demolition	Backhoe	74.0	82.6	114.3
	Jack Hammer	82.0		
Site Preparation	Backhoe	74.0	81.4	113.1
	Excavator	77.0		
Grading	Dozer	78.0	79.8	111.4
	Front End Loader	75.0		
Building Construction	Crane	73.0	80.0	110.6
	Gradall	79.0		
Paving	Paver	74.0	76.1	105.6
	Dump Truck	72.0		
Architectural Coating	Man Lift	68.0	75.0	105.6
	Compressor (air)	74.0		

¹ FHWA Road Construction Noise Model.

9.3 TYPICAL CONSTRUCTION NOISE ANALYSIS

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts at the nearest sensitive receiver locations were completed. To assess a reasonable worst-case construction scenario and account for the dynamic nature of construction activities, the Project construction noise analysis models the equipment combination with the highest reference level as a moving point source within the construction area (Project site boundary). This is simulated by modeling multiple pieces of construction as moving point sources. The modeling includes the Exposition Corridor Transit Neighborhood Plan includes mandatory environmental standards and recommended barriers along the southern and southern property lines to shield the adjacent residential land uses, as shown in Exhibit ES-A and Exhibit ES-B. As shown on Table 9-2, the construction noise levels are expected to range from 53.4 to 67.4 dBA L_{eq}, and the highest construction levels are expected to range from 60.8 to 67.4 dBA L_{eq} at the nearest receiver locations. Appendix 9.1 includes the detailed CadnaA construction noise model inputs.

The construction noise analysis presents a conservative approach with the highest noise-level-producing equipment for each stage of Project construction operating at the closest point from primary construction activity to the nearest sensitive receiver locations. This scenario is unlikely to occur during typical construction activities and likely overstates the construction noise levels which will be experienced at each receiver location.

TABLE 9-2: TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVEL SUMMARY

Receiver Location ¹	Construction Noise Levels (dBA L _{eq})						
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels ²
R1	67.3	66.1	64.4	66.9	63.1	61.9	67.3
R2	62.4	61.2	59.5	62.0	58.2	57.0	62.4
R3	64.6	63.4	61.7	64.2	60.4	59.2	64.6
R4	60.7	59.5	57.8	60.3	56.5	55.3	60.7

¹ Noise receiver locations are shown on Exhibit 7-A.

² Construction noise level calculations based on distance from the construction activity, which is measured from the Project site boundary to the nearest receiver locations. CadnaA construction noise model inputs are included in Appendix 9.1.

9.4 TYPICAL CONSTRUCTION NOISE LEVEL COMPLIANCE

To evaluate whether the Project will generate potentially significant short-term noise levels at nearest receiver locations, a construction-related daytime noise level threshold of 75 dBA L_{eq} is used as a reasonable threshold to assess the daytime construction noise level impacts at residential receivers. The construction noise analysis shows that the nearest residential receiver location, R3, will satisfy the reasonable daytime 75 dBA L_{eq} significance threshold during Project construction activities as shown on Table 9-3. Therefore, the noise impacts due to Project construction noise is considered *less than significant* at all receiver locations.

TABLE 9-3: TYPICAL CONSTRUCTION NOISE LEVEL COMPLIANCE

Receiver Location ¹	Construction Noise Levels (dBA L _{eq})		
	Highest Construction Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	67.3	75	No
R2	62.4	75	No
R3	64.6	75	No
R4	60.7	75	No

¹ Noise receiver locations are shown on Exhibit 7-A.

² Highest construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations as shown on Table 9-2.

³ City of Los Angeles Municipal Code, Section 112.05 (Appendix 3.1).

⁴ Do the estimated Project construction noise levels exceed the construction noise level threshold?

9.5 TEMPORARY CONSTRUCTION NOISE LEVEL INCREASES

To describe the temporary Project construction noise level increases to the existing ambient noise environment, the Project construction noise levels were combined with the existing ambient noise levels measurements at the off-site receiver locations. The difference between the combined Project-construction and ambient noise levels are used to describe the construction noise level increases.

Temporary noise level increases that would be experienced at sensitive receiver locations when Project construction-source noise is added to the ambient daytime are presented on Table 9-4. A temporary noise level increase of 5 dBA is considered a potentially significant impact if construction activities would exceed the ambient noise level by 5 dBA 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.

TABLE 9-4: TEMPORARY CONSTRUCTION NOISE LEVEL INCREASES (LEQ)

Receiver Location ¹	Total Construction Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded? ⁷
R1	67.3	L1	71.5	72.9	1.4	5	No
R2	62.4	L2	59.8	64.3	4.5	5	No
R3	64.6	L3	61.4	66.3	4.9	5	No
R4	60.7	L4	59.5	63.2	3.7	5	No

¹ See Exhibit 7-A for the receiver locations.

² Highest construction noise levels as shown on Table 9-2.

³ Reference noise level measurement locations as shown on Exhibit 5-A.

⁴ Highest hourly equivalent daytime ambient noise levels as shown on Table 5-1.

⁵ Represents the combined ambient conditions plus the Project construction activities.

⁶ The noise level increase expected with the addition of the proposed Project construction activities.

⁷ Significance increase criteria as shown on Table 4-1.

As indicated in Table 9-4, the Project will contribute, construction noise level increases ranging from 1.4 to 4.9 dBA L_{eq} at the nearest sensitive receiver locations. The construction noise analysis shows that the Project-related construction noise level increases will satisfy the L.A. CEQA Thresholds Guide 5 dBA noise level increase significance criteria. Therefore, the incremental Project construction noise level increase is considered *less than significant* at all receiver locations.

9.6 TYPICAL CONSTRUCTION VIBRATION IMPACTS

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Ground vibration levels associated with various types of construction equipment are summarized on Table 9-5. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential for building damage using the following

vibration assessment methods defined by the FTA. To describe the vibration impacts the FTA provides the following equation: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$

TABLE 9-5: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	Vibration Decibels (VdB) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089

Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual 2018.

Table 9-6 presents the expected Project related vibration levels at the nearby receiver locations. At distances ranging from 19 to 280 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.000 to 0.13 in/sec PPV. The Project vibration levels associated with the construction activity will satisfy the City of Los Angeles vibration threshold of 0.30 in/sec PPV. Therefore, impacts with the construction vibration will be *less than significant*.

TABLE 9-6: TYPICAL CONSTRUCTION EQUIPMENT VIBRATION LEVELS

Receiver Location ¹	Distance to Construction Activity (Feet)	Receiver Vibration Levels (VdB) ²					Threshold VdB ³	Threshold Exceeded? ⁴
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Highest Vibration Levels		
R1	226'	0.00	0.00	0.00	0.00	0.00	0.30	No
R2	280'	0.00	0.00	0.00	0.00	0.00	0.30	No
R3	19'	0.00	0.01	0.11	0.13	0.13	0.30	No
R4	69'	0.00	0.00	0.02	0.02	0.02	0.30	No

¹ Noise receiver locations are shown on Exhibit 7-A.

² Based on the Vibration Source Levels of Construction Equipment included on Table 9-5.

³ FTA Transit Noise and Vibration Impact Assessment Manual maximum acceptable vibration criteria as shown on Table 4.1.

⁴ Does the vibration level exceed the maximum acceptable vibration threshold?

10 REFERENCES

1. **State of California.** *California Environmental Quality Act, Appendix G.* 2018.
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3. **Environmental Protection Agency Office of Noise Abatement and Control.** *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety.* March 1974. EPA/ONAC 550/9/74-004.
4. **U.S. Department of Transportation, Federal Highway Administration, Office of Environment and Planning, Noise and Air Quality Branch.** *Highway Traffic Noise Analysis and Abatement Policy and Guidance.* December 2011.
5. **U.S. Department of Transportation, Federal Highway Administration.** *Highway Traffic Noise in the United States, Problem and Response.* April 2000. p. 3.
6. **U.S. Environmental Protection Agency Office of Noise Abatement and Control.** *Noise Effects Handbook-A Desk Reference to Health and Welfare Effects of Noise.* October 1979 (revised July 1981). EPA 550/9/82/106.
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20. **California Department of Transportation Environmental Program, Office of Environmental Engineering.** *Use of California Vehicle Noise Reference Energy Mean Emission Levels (Calveno REMELs) in FHWA Highway Traffic Noise Prediction.* September 1995. TAN 95-03.
21. **California Department of Transportation.** *Traffic Noise Attenuation as a Function of Ground and Vegetation Final Report.* June 1995. FHWA/CA/TL-95/23.
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24. **U.S. Department of Transportation, Federal Highway Administration, Office of Environment and Planning, Noise and Air Quality Branch.** *Highway Traffic Noise Analysis and Abatement Policy and Guidance.* December 2011.
25. **California Department of Transportation.** *Traffic Noise Analysis Protocol.* May 2011.

11 CERTIFICATION

and impacts associated with the proposed Pico Housing Project. The information contained in this noise study report is based on the best available data at the time of preparation. If you have any questions, please contact me directly at (619) 788-1971.

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EDUCATION

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California Polytechnic State University, Pomona • June 2000

PROFESSIONAL AFFILIATIONS

ASA – Acoustical Society of America
APA – American Planning Association
AWMA – Air and Waste Management Association

PROFESSIONAL CERTIFICATIONS

Approved Acoustical Consultant • County of San Diego
FHWA Traffic Noise Model of Training • November 2004
CadnaA Basic and Advanced Training Certificate • October 2008.

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APPENDIX 3.1:
CITY OF LOS ANGELES MUNICIPAL CODE

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CHAPTER XI NOISE REGULATION

(Added by Ord. No. 144,331, Eff. 3/2/73.)

Article

- 1 General Provisions
- 2 Special Noise Sources
- 3 Sanitary Operations
- 4 Vehicles
- 5 Amplified Sounds
- 6 General Noise

ARTICLE 1 GENERAL PROVISIONS

Section

- 111.00 Declaration of Policy.
111.01 Definitions.
111.02 Sound Level Measurement Procedure and Criteria.
111.03 Minimum Ambient Noise Level.
111.04 Violations: Additional Remedies, Injunctions.
111.05 Enforcement, Citations.

SEC. 111.00. DECLARATION OF POLICY.

It is hereby declared to be the policy of the City to prohibit unnecessary, excessive and annoying noises from all sources subject to its police power. At certain levels noises are detrimental to the health and welfare of the citizenry and in the public interests shall be systematically proscribed.

SEC. 111.01. DEFINITIONS.

Unless the context otherwise clearly indicates, the words and phrases used in this chapter are defined as follows:

- (a) “**Ambient Noise**” is the composite of noise from all sources near and far in a given environment, exclusive of occasional and transient intrusive noise sources and of the particular noise source or sources to be measured. Ambient noise shall be averaged over a period of at least 15 minutes at a location and time of day comparable to that during which the measurement is taken of the particular noise source being measured. (Amended by Ord. No. 156,363, Eff. 3/29/82.)
- (b) “**Commercial Purpose**” is the use, operation, or maintenance of any sound amplifying equipment for the purpose of advertising any business, goods, or services, or for the purpose of attracting the attention of the public to, advertising for, or soliciting patronage or customers to or for any performance, show, entertainment, exhibition, or event, or for the purpose of demonstrating such sound equipment. (Amended by Ord. No. 156,363, Eff. 3/29/82.)
- (c) “**Decibel**” (dB) is a unit of level which denotes the ratio between two (2) quantities which are proportional to power; the number of decibels corresponding to the ratio of two (2) amounts of power is ten (10) times the logarithm to the base (10) of this ratio. (Amended by Ord. No. 156,363, Eff. 3/29/82.)
- (d) “**Emergency Work**” is work made necessary to restore property to a safe condition following a public calamity or work required to protect persons or property from an imminent exposure to danger, or work by private or public utilities when restoring utility service. (Amended by Ord. No.

156,363, Eff. 3/29/82.)

(e) “**Impulsive Sound**” is sound of short duration, usually less than one second, with an abrupt onset and rapid decay. By way of example “**impulsive sound**” shall include, but shall not be limited to, explosions, musical base drum beats, or the discharge of firearms. (Amended by Ord. No. 156,363, Eff. 3/29/82.)

(f) “**Motor Vehicle**” includes, but shall not be limited to, automobiles, trucks, motorcycles, minibikes and go-carts. (Amended by Ord. No. 156,363, Eff. 3/29/82.)

(g) “**Noncommercial Purpose**” is the use, operation, or maintenance of any sound equipment for other than a “commercial purpose”. “Noncommercial purpose” shall mean and include, but shall not be limited to, philanthropic, political, patriotic, and charitable purposes. (Amended by Ord. No. 156,363, Eff. 3/29/82.)

(h) “**Octave Band Noise Analyzer**” is an instrument for measurement of sound levels in octave frequency bands which satisfies the pertinent requirements for Class II octave band analyzers of the American National Standard Specifications for Octave, Half-Octave, and Third-Octave Band Filters, S1.11-1966 or the most recent revision thereof. (Amended by Ord. No. 156,363, Eff. 3/29/82.)

(i) “**Person**” is a person, firm, association, co-partnership, joint venture, corporation, or any entity, private or public in nature. (Amended by Ord. No. 156,363, Eff. 3/29/82.)

(j) “**Sound Amplifying Equipment**” (Amended by Ord. No. 156,363, Eff. 3/29/82.) is any machine or device for the amplification of the human voice, music or any other sound, but shall not include:

1. Automobile radios, stereo players or television receivers when used and heard only by the occupants of the vehicle in which the same is installed.
2. Radio, stereo players, phonographs or television receivers used in any house or apartment within any residential zone or within 500 feet thereof.
3. Warning devices on emergency vehicles.
4. Horns or other warning devices authorized by law on any vehicle when used for traffic purposes.

(k) “**Sound Level**” (Noise level) in decibels (dB) is the sound measured with the “A” weighting and slow responses by a sound level meter; except for impulsive or rapidly varying sounds, the fast response shall be used. (Amended by Ord. No. 156,363, Eff. 3/29/82.)

(l) “**Sound Level Meter**” is an instrument including a microphone, an amplifier, an output meter, and “A” frequency weighting network for the measurement of sound levels which satisfies the pertinent requirements for Type S2A meters in American Standard Specifications for sound level meters in S1.4-1971 or the most recent revision thereof. (Amended by Ord. No. 156,363, Eff. 3/29/82.)

(m) “**Sound Truck**” is any motor vehicle, or any other vehicle regardless of motive power, whether in motion or stationary, which carries, is equipped with, or which has mounted thereon, or attached thereto, any sound amplifying equipment. (Amended by Ord. No. 156,363, Eff. 3/29/82.)

(n) **Supplementary Definitions of Technical Terms.** Definitions of technical terms not defined herein shall be obtained from American Standard Acoustical Terminology S1-1-1971 or the most recent revision thereof. (Amended by Ord. No. 156,363, Eff. 3/29/82.)

SEC. 111.02. SOUND LEVEL MEASUREMENT PROCEDURE AND CRITERIA.

(Title amended by Ord. No. 156,363, Eff. 3/29/82.)

(a) (Amended by Ord. No. 156,363, Eff. 3/29/82.) Any sound level measurement made pursuant to the provisions of this chapter shall be measured with a sound level meter using the “A” weighting and response as indicated in Section 111.01(k) of this article.

Except when impractical, the microphone shall be located four to five feet above the ground and ten feet or more from the nearest reflective surface. However, in those cases where another elevation is deemed appropriated, the latter shall be utilized.

Interior sound level measurements shall be made at a point at least four feet from the wall, ceiling, or floor nearest the noise source.

Calibration of the sound level meter, utilizing an acoustic calibrator shall be performed immediately prior to recording any sound level data. The ambient noise level and the level of a particular noise being measured shall be the numerical average of noise measurements taken at a given location during a given time period.

(b) (Amended by Ord. No. 156,363, Eff. 3/29/82.) Where the sound alleged to be offending is of a type or character set forth below, the following values shall be added to the sound level measurement of the offending noise:

1. Except for noise emanating from any electrical transformer or gas metering and pressure control equipment existing and installed prior to the

effective date of the ordinance enacting this chapter, any steady tone with audible fundamental frequency or overtones have 200 Hz +5

2. Repeated impulsive noise +5

3. Noise occurring more than 5 but less than 15 minutes in any period of 60 consecutive minutes between the hours of 7:00 a.m. and 10:00 p.m. of any day -5

4. Noise occurring five minutes or less in any period of 60 consecutive minutes, between the hours of 7:00 a.m. and 10:00 p.m. of any day -5
(Amended by Ord. No. 161,574, Eff. 9/8/86.)

(c) For those cases where an objectionable noise is clearly audible, but where the level of ambient noise does not permit direct quantitative sound level "A" measurements of the objectionable noise, sound measurements may be performed utilizing an octave band sound analyzer to determine sound level "A" limits as indicated in the Table I below. This table is used to convert the sound pressure level meter readings in dB for each band to SPL in dB(A) for each band.

**TABLE I
OCTAVE BAND NOISE VALUES CORRESPONDING TO SOUND LEVEL "A" VALUES**

Sound Level "A"	Octave Band Sound Pressure Level, dB re .0002 dyne/cm ² Octave Band Center Frequency in Hz								
	31.5	63	125	250	500	1000	2000	4000	8000
35	58	50	42	35	32	29	26	23	20
40	61	54	46	40	37	34	31	28	25
45	64	58	51	45	42	39	36	33	30
50	67	61	55	50	47	44	41	38	35
55	70	64	60	55	52	49	46	43	40
60	73	68	64	60	57	54	51	48	45
65	76	72	68	65	62	59	56	53	50
70	79	76	73	70	67	64	61	58	55
75	84	81	78	75	72	69	66	63	60

(d) For those cases where a sound level measurement has been made pursuant to the provisions of this chapter and two or more provisions of this chapter apply, the provision establishing the lower or lowest noise level, respectively, shall be used. (Added by Ord. No. 156,363, Eff. 3/29/82.)

SEC. 111.03. MINIMUM AMBIENT NOISE LEVEL.

(Amended by Ord. No. 156,363, Eff. 3/29/82.)

Where the ambient noise level is less than the presumed ambient noise level designated in this section, the presumed ambient noise level in this section shall be deemed to be the minimum ambient noise level for purposes of this chapter.

**TABLE II
SOUND LEVEL "A" DECIBELS**

(In this chart, daytime levels are to be used from 7:00 a.m. to 10:00 p.m. and nighttime levels from 10:00 p.m. to 7:00 a.m.)

ZONE	PRESUMED AMBIENT NOISE LEVEL (dB(A))	
	DAY	NIGHT
A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5	50	40
P, PB, CR, C1, C1.5, C2, C4, C5, and CM	60	55
M1, MR1, and MR2	60	55
M2 and M3	65	65

At the boundary line between two zones, the presumed ambient noise level of the quieter zone shall be used.

SEC. 111.04. VIOLATIONS: ADDITIONAL REMEDIES, INJUNCTIONS.

As an additional remedy, the operation or maintenance of any device, instrument, vehicle, or machinery in violation of any provision of this chapter, which

operation or maintenance causes discomfort or annoyance to reasonable persons or which endangers the comfort, repose, health, or peace of residents in the area, shall be deemed and is declared to be a public nuisance and may be subject to abatement summarily by a restraining order or injunction issued by a court order of competent jurisdiction. (Amended by Ord. No. 156,363, Eff. 3/29/82.)

SEC. 111.05. ENFORCEMENT, CITATIONS.
(Added by Ord. No. 156,363, Eff. 3/29/82.)

(a) The Department of Building and Safety shall have the power and duty to enforce the following noise control provisions of this Code: Section 12.14A-6(h), Section 12.19A-4(b)(1), Section 112.02 and Section 112.04(c). (Amended by Ord. No. 172,086, Eff. 7/30/98.)

(b) The Police Department shall have the power and duty to enforce the following noise control provisions of this Code: Section 41.32, Section 41.40, Section 41.42, Section 41.44, Section 41.57, Section 63.51(m), Section 112.01, Section 112.04, Section 112.05, Section 112.06, Section 113.01, Section 114.01 through Section 114.05, inclusive, Section 115.02, and Section 116.01. (Amended by Ord. No. 161,574, Eff. 9/8/86.)

(c) Any Building Mechanical Inspector assigned to noise enforcement inspection shall have the power, authority and immunity of a public officer and employee, as set forth in the Penal Code of the State of California, Section 836.5, to make arrests without a warrant whenever such employee has reasonable cause to believe that the person to be arrested has committed a misdemeanor in his presence which is a violation of any provision set forth in Section 111.05(a) of this chapter. The provisions of said Penal Code section regarding issuance of a written promise to appear shall be applicable to arrests authorized herein.

ARTICLE 2
SPECIAL NOISE SOURCES

Section	
112.01	Radios, Television Sets, and Similar Devices.
112.02	Air Conditioning, Refrigeration, Heating, Pumping, Filtering Equipment.
112.03	Construction Noise.
112.04	Powered Equipment Intended for Repetitive Use in Residential Areas and Other Machinery, Equipment, and Devices.
112.05	Maximum Noise Level of Powered Equipment or Powered Hand Tools.
112.06	Places of Public Entertainment.

SEC. 112.01. RADIOS, TELEVISION SETS, AND SIMILAR DEVICES.
(Amended by Ord. No. 156,363, Eff. 3/29/82.)

(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.

SEC. 112.02. AIR CONDITIONING, REFRIGERATION, HEATING, PUMPING, FILTERING EQUIPMENT.
(Amended by Ord. No. 156,363, Eff. 3/29/82.)

(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 or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than five (5) decibels

(b) This section shall not be applicable to emergency work as defined in Section 111.01(c) of this chapter, or to periodic maintenance or testing of such equipment reasonably necessary to maintain such equipment in good working order.

SEC. 112.03. CONSTRUCTION NOISE.

Noise due to construction or repair work shall be regulated as provided by Section 41.40 of this Code. (Amended by Ord. No. 161,574, Eff. 9/8/86.)

SEC. 112.04. POWERED EQUIPMENT INTENDED FOR REPETITIVE USE IN RESIDENTIAL AREAS AND OTHER MACHINERY, EQUIPMENT, AND DEVICES.

(Title and Section Amended by Ord. No. 161,574, Eff 9/8/86.)

(a) Between the hours of 10:00 p.m. and 7:00 a.m. of the following day, no person shall operate any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery, equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of a residence.

(b) Except as to the equipment and operations specifically mentioned and related elsewhere in this Chapter or for emergency work as that term is defined in Section 111.01(d), and except as to aircraft, tow tractors, aircraft auxiliary power units, trains and motor vehicles in their respective operations governed by State or federal regulations, no person shall operate or cause to be operated any machinery, equipment, tools, or other mechanical or electrical device, or engage in any other activity in such manner as to create any noise which would cause the noise level on the premises of any other occupied property, or, if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than five (5) decibels.

(c) Notwithstanding the provisions of Subsection (a) above, no gas powered blower shall be used within 500 feet of a residence at anytime. Both the user of such a blower as well as the individual who contracted for the services of the user, if any, shall be subject to the requirements of and penalty provisions for this ordinance. Violation of the provisions of this subsection shall be punishable as an infraction in an amount not to exceed One Hundred Dollars (\$100.00), notwithstanding the graduated fines set forth in L.A.M.C. § 11.00(m). (Amended by Ord. No. 171,890, Eff. 2/13/98.)

SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS.

(Amended by Ord. No. 161,574, Eff. 9/8/86.)

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) 75dB(A) for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

(b) 75dB(A) 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) 65dB(A) for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors;

The noise limits for particular equipment listed above in (a), (b) and (c) shall be deemed to be superseded and replaced by noise limits for such equipment from and after their establishment by final regulations adopted by the Federal Environmental Protection Agency and published in the Federal Register.

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.

SEC. 112.06. PLACES OF PUBLIC ENTERTAINMENT.

It shall be unlawful for any person to operate, play, or to permit the operation or playing of any radio, television receiver, phonograph, musical instrument, sound amplifying equipment, or similar device which produces, reproduces, or amplifies sound in any place of public entertainment at a sound level greater than 95dB(A) at any point that is normally occupied by a customer, unless a conspicuous and legible sign is located outside such place, near each public entrance, stating:

“WARNING: SOUND LEVELS WITHIN MAY CAUSE HEARING IMPAIRMENT.”

(Added by Ord. No. 156,363, Eff. 3/29/82.)

Section
113.01 Rubbish and Garbage Collection and Disposal.

SEC. 113.01. RUBBISH AND GARBAGE COLLECTION AND DISPOSAL.

(Amended by Ord. No. 161,574, Eff. 9/8/86.)

It shall be unlawful for any person engaged in the business of collecting or disposing of rubbish or garbage to operate any refuse disposal truck, parking lot sweeper, or vacuum truck, or to collect, load, pick up, transfer, unload, dump, discard, sweep, vacuum, or dispose of any rubbish or garbage, as such terms are defined in Section 66.00 of this Code, within 200 feet of any residential building between the hours of 9:00 p.m. and 6:00 a.m. of the following day, unless a permit therefore has been duly obtained beforehand from the Board of Police Commissioners.

The standards which shall be considered in determining whether a permit shall be granted are the following:

- (a) Whether the work to be done is in the public interest, or
- (b) Whether the applicant would suffer hardship, injustice or delay if the permit were not granted, or
- (c) Whether fuel conservation would result if the permit were issued.

No permit shall be required to perform emergency work as defined in Sec. 111.01(c) of this chapter.

**ARTICLE 4
VEHICLES**

Section
114.01 Vehicle Repairs.
114.02 Motor Driven Vehicles.
114.03 Vehicles – Loading and Unloading.
114.04 Audible Signaling Devices.
114.05 Audible Advertising Devices – Commercial Food Vendors.
114.06 Vehicle Theft Alarm Systems.
114.07 Audible Status Indicator

SEC. 114.01. VEHICLE REPAIRS.

(Amended by Ord. No. 156,363, Eff. 3/29/82.)

It shall be unlawful for any person, within any residential property located within any residential zone of the City or within 500 feet thereof, to repair, rebuild, reconstruct or dismantle any motor vehicle between the hours of 8:00 p.m. of one day and 8:00 a.m. of the next day in such manner:

- (a) That a reasonable person residing in the area is caused discomfort or annoyance;
- (b) That such activity is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source;
- (c) As to create any noise which would cause the noise level on the premises of any occupied residential property, or if a condominium, apartment house or duplex, within any adjoining unit, to exceed the ambient noise level by more than five (5) decibels.

SEC. 114.02. MOTOR DRIVEN VEHICLES.

(Amended by Ord. No. 156,363, Eff. 3/29/82.)

(a) It shall be unlawful for any person to unreasonably operate any motor driven vehicle upon any property within the City or to unreasonably accelerate the engine of any vehicle, or unreasonably sound, blow or operate the horn or other warning device of such vehicle in such manner:

- 1. As to disturb the peace, quiet and comfort of any neighborhood or of any reasonable person residing in such area

2. That such activity is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source;

3. As to create any noise which would cause the noise level on the premises of any occupied residential property, or if a condominium, apartment house or duplex, within any adjoining unit, to exceed the ambient noise level by more than five (5) decibels.

(b) This section shall not be applicable to any vehicle which is operated upon any public highway, street or right-of-way or to the operation of any off-highway vehicle to the extent it is regulated in the Vehicle Code.

SEC. 114.03. VEHICLES – LOADING AND UNLOADING.

(Amended by Ord. No. 166,514, Eff. 1/24/91.)

(a) It shall be unlawful for any person, between the hours of 10:00 p.m. and 7:00 a.m. of the following day, to load or unload any vehicle, or operate any dollies, carts, forklifts, or other wheeled equipment, which causes any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building.

(b) Irrespective of the provisions of Subsection (a), loading or unloading of vehicles of the type of activity referred to in Subsection (a) may occur between the hours of 6:00 a.m. to 11:00 p.m. of the same day pursuant to a permit issued by the Department of Transportation in accordance with a business program as defined by said department. This permit program would be limited to the area bounded by Western Avenue, Santa Monica Freeway, Central Avenue, and the San Diego Freeway, within the limits of the City of Los Angeles. Such permits will not be issued to high-noise businesses such as trash pickup.

SEC. 114.04. AUDIBLE SIGNALING DEVICES.

(Added by Ord. No. 161,574, Eff. 9/8/86.)

It shall be unlawful for any person, within any residential zone of the City or within 500 feet thereof, to sound, blow, or operate any audible signaling device, including sequential airhorns or electronically operated vehicular loud speaker music devices, which can be heard for a distance greater than 200 feet for any purpose. Violation of this section shall constitute an infraction. This section does not address horn or warning devices regulated in Article 1 of Chapter 5 of Division 12 of the Vehicle Code of the State of California, commencing at Section 27000. **(Last sentence amended by Ord. No. 165.191, Eff. 10/23/89.)**

SEC. 114.05. AUDIBLE ADVERTISING DEVICES – COMMERCIAL FOOD VENDORS.

(Added by Ord. No. 164,532, Eff. 4/20/89.)

Notwithstanding the provisions of Section 114.04, it shall be unlawful for any person, to sound, blow or operate any music, chimes or bells, or any similar sound device, amplified or otherwise, within 200 feet of any residential building between the hours of 9:00 p.m. and 7:00 a.m. the next day while operating a catering truck, as that term is defined in Section 80.73 of the Municipal Code.

SEC. 114.06. VEHICLE THEFT ALARM SYSTEMS.

(Former Sec. 114.05, Renumbered by Ord. No. 164,532, Eff. 4/20/89.)

It shall be unlawful for any person to install, operate or use any vehicle theft alarm system that emits or causes the emission of an audible sound, which is not, or does not become, automatically and completely silenced within five minutes. The time period shall be calculated based upon the emission of the first audible sound and shall end five minutes thereafter notwithstanding any variation or stoppage in the emissions of audible sound. Violation of this section shall constitute an infraction.

SEC. 114.07. AUDIBLE STATUS INDICATOR.

(Added by Ord. No. 169,785, Eff. 6/9/94.)

It shall be unlawful for any person to install, operate, use or maintain any vehicle theft alarm system which utilizes an audible status indicator emitting or causing the emission of an audible sound for a duration of more than one minute. The time period shall be calculated from the point in time of the emission of the first audible sound used in calculation and shall end one minute thereafter, notwithstanding any variation or temporary stoppage in the emission of audible sound.

As used in this section, an audible status indicator is a component of a vehicle theft alarm system which emits sound audible outside the vehicle for the purpose of warning that a vehicle theft alarm system is installed and armed or operational. The term “**audible status indicator**” shall include any device which emits a chirp, voice message or other sound when an approaching person is within a certain distance of the vehicle in which the device is installed.

In the event enforcement of a violation occurs under this section, no enforcement shall be taken under Section 80.75.1 of the Municipal Code for the same violation.

Violation of any provision of this section shall constitute an infraction.

ARTICLE 5 AMPLIFIED SOUND

Section	
115.01	Purpose.
115.02	Prohibition and Regulations.

SEC. 115.01. PURPOSE.

The Council enacts this legislation for the sole purpose of securing and promoting the public health, comfort, safety, and welfare of its citizenry. While recognizing that certain uses of sound amplifying equipment are protected by the constitutional rights of freedom of speech and assembly, the Council nevertheless feels obligated to reasonably regulate the use of sound amplifying equipment in order to protect the correlative constitutional rights of the citizens of this community to privacy and freedom from public nuisance of loud and unnecessary noise.

SEC. 115.02. PROHIBITION AND REGULATIONS.

It shall be unlawful for any person, other than personnel of law enforcement or governmental agencies, or permittees duly authorized to use the same pursuant to Sec. 103.111 of this Code, to install, use, or operate within the City a loudspeaker or sound amplifying equipment in a fixed or movable position or mounted upon any sound truck for the purposes of giving instructions, directions, talks, addresses, lectures, or transmitting music to any persons or assemblages of persons in or upon any public street, alley, sidewalk, park or place, or other public property except when installed, used or operated in compliance with the following provisions:

- (a) In all residential zones and within 500 feet thereof, no sound amplifying equipment shall be installed, operated or used for commercial purposes at any time.
- (b) The operation or use of sound amplifying equipment for noncommercial purposes in all residential zones and within 500 feet thereof, except when used for regularly scheduled operative functions by any school or for the usual and customary purposes of any church, is prohibited between the hours of 4:30 p.m. and 9:00 a.m. of the following day.
- (c) In all other zones, except such portions thereof as may be included within 500 feet of any residential zone, the operation or use of sound amplifying equipment for commercial purposes is prohibited between the hours of 9:00 p.m. and 8:00 a.m. of the following day.
- (d) In all other zones, except such portions thereof as may be included within 500 feet of any residential zone, the operation or use of sound amplifying equipment for noncommercial purposes is prohibited between the hours of 10:00 p.m. and 7:00 a.m. of the following day.
- (e) The only sounds permitted shall be either music, human speech, or both.
- (f) Sound emanating from sound amplifying equipment shall be limited in volume, tone and intensity as follows:
 - 1. The sound shall not be audible at a distance in excess of 200 feet from the sound equipment.
 - 2. In no event shall the sound be loud and raucous or unreasonably jarring, disturbing, annoying or a nuisance to reasonable persons of normal sensitiveness within the area of audibility.
- (g) Except as provided in (b) above, no sound amplifying equipment shall be operated upon any property adjacent to and within 200 feet of any hospital grounds or any school or church building while in use.
- (h) **(Amended by Ord. No. 145,691, Eff. 5/2/74.)** The operation or use of any sound amplifying equipment installed, mounted, attached or carried in or by any sound truck is further prohibited:
 - 1. Within the Central Traffic district at any time;
 - 2. Upon Hollywood Boulevard between Vermont Avenue and La Brea at any time;
 - 3. Upon Wilshire Boulevard at any time;
 - 4. Upon Sunset Boulevard at any time;
 - 5. Upon Vine Street at any time;

6. Upon any street between the hours of 4:30 p.m. and 9:00 a.m. of the following day;
7. Upon any street on any Sunday.

ARTICLE 6 GENERAL NOISE

Section

116.01 Loud, Unnecessary and Unusual Noise.

SEC. 116.01. LOUD, UNNECESSARY AND UNUSUAL NOISE.

Notwithstanding any other provisions of this chapter and in addition thereto, it shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. The standard which may be considered in determining whether a violation of the provisions of this section exists may include, but not be limited to, the following:

- (a) The level of noise;
- (b) Whether the nature of the noise is usual or unusual;
- (c) Whether the origin of the noise is natural or unnatural;
- (d) The level and intensity of the background noise, if any;
- (e) The proximity of the noise to residential sleeping facilities;
- (f) The nature and zoning of the area within which the noise emanates;
- (g) The density of the inhabitation of the area within which the noise emanates;
- (h) The time of the day and night the noise occurs;
- (i) The duration of the noise;
- (j) Whether the noise is recurrent, intermittent, or constant; and
- (k) Whether the noise is produced by a commercial or noncommercial activity.

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APPENDIX 5.1:
STUDY AREA PHOTOS

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JN: 14645 Study Area Photos



L1_E



L1_N



L1_S



L1_W



L2_E



L2_N

JN: 14645 Study Area Photos



L2_S



L2_W



L3_E



L3_N



L3_S



L3_W

JN: 14645 Study Area Photos



L4_E



L4_N



L4_S



L4_W

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APPENDIX 5.2:
NOISE LEVEL MEASUREMENT WORKSHEETS

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24-Hour Noise Level Measurement Summary

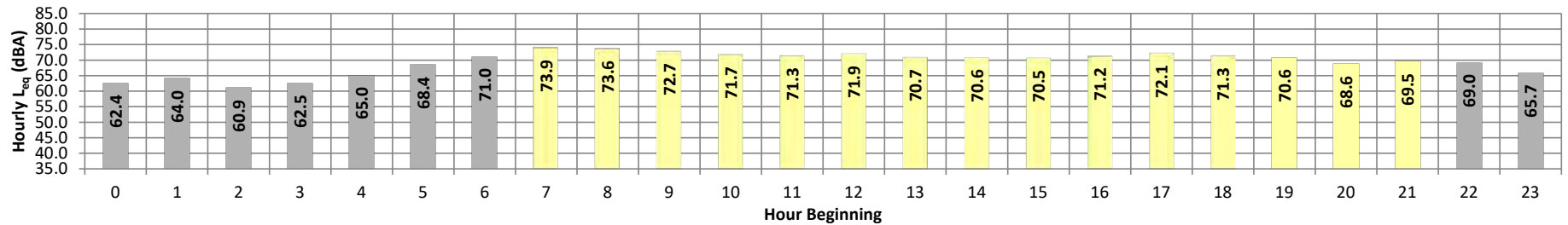
Date: Monday, April 25, 2022
Project: Pico Residential

Location: L1 - Located northwest of the Project site near Pico Veteran
Source: Senior Housing at 10961 West Pico Boulevard.

Meter: Piccolo II

JN: 14645
Analyst: A. Khan

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	62.4	72.7	53.7	72.3	71.5	69.4	67.8	61.4	56.9	54.2	54.0	53.8	62.4	10.0	72.4
	1	64.0	76.3	52.5	75.7	74.8	71.5	68.6	61.1	56.0	53.3	52.9	52.6	64.0	10.0	74.0
	2	60.9	70.9	56.1	70.4	69.6	67.3	64.9	59.7	57.7	56.3	56.2	56.1	60.9	10.0	70.9
	3	62.5	75.3	51.3	74.7	73.5	70.2	67.2	58.3	53.4	51.7	51.6	51.4	62.5	10.0	72.5
	4	65.0	75.4	57.1	74.9	74.0	72.0	70.3	63.8	59.8	57.7	57.4	57.2	65.0	10.0	75.0
	5	68.4	77.1	54.9	76.7	76.1	74.6	73.6	69.5	63.9	56.0	55.4	55.0	68.4	10.0	78.4
Day	6	71.0	79.8	57.4	79.3	78.7	76.8	75.6	72.0	67.5	59.9	58.9	57.7	71.0	10.0	81.0
	7	73.9	80.3	63.9	79.8	79.2	78.1	77.5	75.3	72.8	66.9	65.7	64.3	73.9	0.0	73.9
	8	73.6	80.7	62.8	80.4	79.9	78.3	77.3	74.9	72.1	66.0	64.6	63.3	73.6	0.0	73.6
	9	72.7	79.9	62.4	79.4	78.9	77.3	76.5	73.9	71.2	65.4	64.0	62.7	72.7	0.0	72.7
	10	71.7	79.9	61.6	79.4	78.6	76.4	75.3	72.7	70.0	64.3	63.1	62.0	71.7	0.0	71.7
	11	71.3	78.4	62.0	77.4	76.8	75.4	74.8	72.5	70.1	64.8	63.6	62.3	71.3	0.0	71.3
	12	71.9	80.2	62.9	79.7	79.0	76.9	75.7	72.5	70.1	65.3	64.3	63.2	71.9	0.0	71.9
	13	70.7	79.2	61.8	78.5	77.7	75.7	74.5	71.4	68.9	64.2	63.1	62.0	70.7	0.0	70.7
	14	70.6	79.1	61.6	78.7	78.0	75.5	74.1	71.4	68.9	64.0	63.0	61.9	70.6	0.0	70.6
	15	70.5	77.7	61.6	77.2	76.6	75.0	74.0	71.9	69.1	63.9	62.9	61.9	70.5	0.0	70.5
	16	71.2	78.5	61.8	78.0	77.5	76.0	74.9	72.3	69.6	64.5	63.5	62.2	71.2	0.0	71.2
	17	72.1	79.1	60.0	78.7	78.1	76.9	76.2	73.6	70.6	62.4	61.3	60.3	72.1	0.0	72.1
	18	71.3	78.3	60.8	78.0	77.3	76.0	75.1	72.7	69.8	62.7	61.7	60.9	71.3	0.0	71.3
	19	70.6	79.4	59.9	78.9	78.1	75.8	74.4	71.5	68.6	62.2	61.1	60.1	70.6	5.0	75.6
	20	68.6	75.8	57.5	75.5	75.0	73.8	73.0	70.1	66.5	59.4	58.2	57.7	68.6	5.0	73.6
21	69.5	78.6	58.4	78.0	77.3	75.3	73.8	70.4	66.5	59.5	58.9	58.5	69.5	5.0	74.5	
Night	22	69.0	79.2	59.3	78.7	77.5	74.8	73.3	69.4	65.5	60.4	59.8	59.4	69.0	10.0	79.0
Night	23	65.7	75.1	56.5	74.6	73.8	72.1	70.9	66.0	61.0	57.2	56.9	56.6	65.7	10.0	75.7
Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq} (dBA)		
Day	Min	68.6	75.8	57.5	75.5	75.0	73.8	73.0	70.1	66.5	59.4	58.2	57.7	24-Hour	Daytime (7am-10pm)	Nighttime (10pm-7am)
	Max	73.9	80.7	63.9	80.4	79.9	78.3	77.5	75.3	72.8	66.9	65.7	64.3			
Energy Average		71.5	Average:		78.5	77.9	76.2	75.1	72.5	69.7	63.7	62.6	61.6	70.3	71.5	66.6
Night	Min	60.9	70.9	51.3	70.4	69.6	67.3	64.9	58.3	53.4	51.7	51.6	51.4			
	Max	71.0	79.8	59.3	79.3	78.7	76.8	75.6	72.0	67.5	60.4	59.8	59.4			
Energy Average		66.6	Average:		75.2	74.4	72.1	70.3	64.6	60.2	56.3	55.9	55.5			

24-Hour Noise Level Measurement Summary

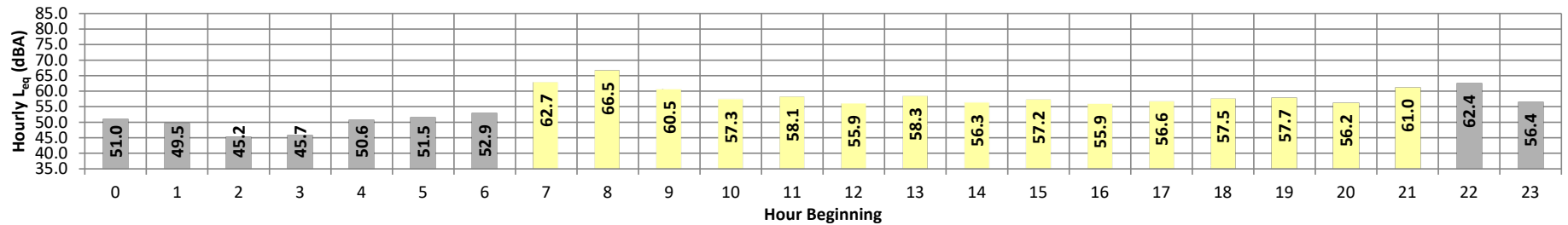
Date: Monday, April 25, 2022
Project: Pico Residential

Location: L2 - Located northeast of the Project site near single-family
Source: residence at 2370 Kelton Avenue.

Meter: Piccolo II

JN: 14645
Analyst: A. Khan

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	51.0	58.4	47.7	58.0	57.4	55.6	53.8	50.9	49.6	48.4	48.2	47.8	51.0	10.0	61.0
	1	49.5	59.8	43.7	59.3	58.5	56.9	54.2	47.1	45.4	44.2	44.0	43.8	49.5	10.0	59.5
	2	45.2	52.4	42.5	52.0	51.2	49.1	47.7	45.1	44.1	42.9	42.7	42.5	45.2	10.0	55.2
	3	45.7	55.8	41.6	55.2	54.0	50.9	49.0	44.8	43.3	42.1	41.9	41.7	45.7	10.0	55.7
	4	50.6	59.7	47.2	59.0	58.2	55.3	53.4	49.9	48.8	47.7	47.5	47.3	50.6	10.0	60.6
	5	51.5	59.4	47.0	59.0	58.3	56.2	54.8	51.8	49.6	47.7	47.5	47.1	51.5	10.0	61.5
Day	6	52.9	61.7	47.1	61.3	60.5	58.2	56.6	53.1	50.6	47.8	47.5	47.2	52.9	10.0	62.9
	7	62.7	74.1	59.9	73.1	72.1	70.2	69.3	66.3	64.2	61.1	60.7	60.1	62.7	0.0	62.7
	8	66.5	77.0	63.6	76.7	76.4	75.5	74.5	71.9	69.2	65.2	64.5	63.8	66.5	0.0	66.5
	9	60.5	76.1	46.8	75.1	72.2	65.7	61.8	55.5	52.8	48.4	47.8	47.0	60.5	0.0	60.5
	10	57.3	65.9	51.9	65.3	64.6	62.7	61.2	57.2	55.3	52.9	52.5	52.0	57.3	0.0	57.3
	11	58.1	67.8	51.3	67.5	66.8	63.6	61.7	58.1	55.0	52.3	51.9	51.4	58.1	0.0	58.1
	12	55.9	68.4	61.3	67.9	67.5	66.6	66.1	64.3	62.4	61.6	61.5	61.4	55.9	0.0	55.9
	13	58.3	69.5	60.2	69.1	68.9	67.6	66.8	64.1	61.9	60.4	60.3	60.2	58.3	0.0	58.3
	14	56.3	64.8	51.4	64.3	63.8	61.6	59.9	56.1	54.1	52.0	51.8	51.5	56.3	0.0	56.3
	15	57.2	66.5	51.8	66.0	65.6	63.3	61.3	56.5	54.4	52.6	52.3	51.9	57.2	0.0	57.2
	16	55.9	64.4	51.6	64.1	63.3	60.8	59.3	55.7	54.0	52.2	52.0	51.7	55.9	0.0	55.9
	17	56.6	65.6	52.5	65.1	64.2	61.5	59.8	56.3	54.7	53.1	52.8	52.6	56.6	0.0	56.6
	18	57.5	64.1	54.7	63.6	63.0	61.1	59.9	57.8	56.4	55.2	55.0	54.8	57.5	0.0	57.5
	19	57.7	62.8	55.8	62.4	61.8	60.3	59.4	57.9	57.1	56.2	56.1	55.9	57.7	5.0	62.7
	20	56.2	61.9	53.7	61.6	61.1	59.4	58.6	56.3	55.3	54.1	53.9	53.7	56.2	5.0	61.2
	21	61.0	75.1	56.3	73.7	71.8	67.9	66.0	60.8	59.2	56.8	56.6	56.4	61.0	5.0	66.0
Night	22	62.4	73.8	56.7	73.2	72.1	68.3	65.6	60.5	58.9	57.3	57.1	56.8	62.4	10.0	72.4
Night	23	56.4	63.3	53.6	62.8	61.9	59.8	58.7	56.5	55.5	54.2	53.9	53.7	56.4	10.0	66.4
Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq} (dBA)		
Day	Min	55.9	61.9	46.8	61.6	61.1	59.4	58.6	55.5	52.8	48.4	47.8	47.0	24-Hour	Daytime (7am-10pm)	Nighttime (10pm-7am)
	Max	66.5	77.0	63.6	76.7	76.4	75.5	74.5	71.9	69.2	65.2	64.5	63.8			
Energy Average		59.8	Average:		67.7	66.9	64.5	63.0	59.6	57.7	55.6	55.3	55.0	58.6	59.8	55.1
Night	Min	45.2	52.4	41.6	52.0	51.2	49.1	47.7	44.8	43.3	42.1	41.9	41.7			
	Max	62.4	73.8	56.7	73.2	72.1	68.3	65.6	60.5	58.9	57.3	57.1	56.8			
Energy Average		55.1	Average:		60.0	59.1	56.7	54.9	51.1	49.5	48.0	47.8	47.6			

24-Hour Noise Level Measurement Summary

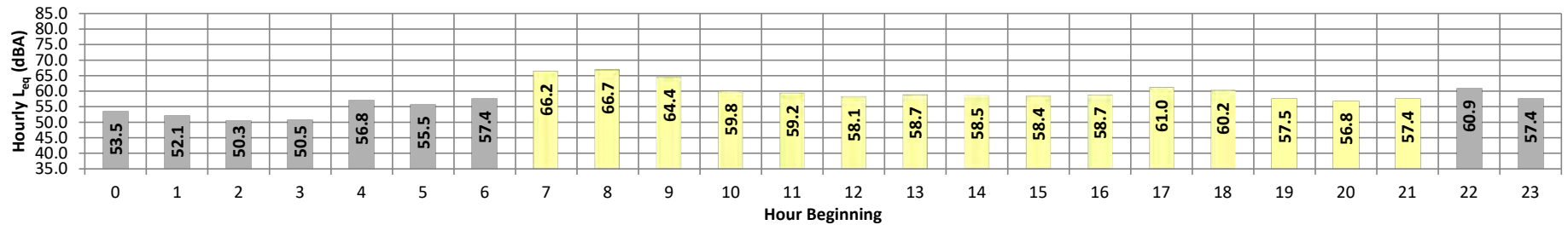
Date: Monday, April 25, 2022
Project: Pico Residential

Location: L3 - Located south of the Project site near single-family
Source: residence at 10949 Ayres Avenue.

Meter: Piccolo II

JN: 14645
Analyst: A. Khan

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	53.5	59.2	51.0	58.6	57.9	56.5	55.8	53.8	52.6	51.5	51.3	51.1	53.5	10.0	63.5
	1	52.1	62.4	46.9	62.0	61.1	58.5	56.7	50.3	48.5	47.4	47.2	47.0	52.1	10.0	62.1
	2	50.3	57.4	47.1	57.1	56.5	54.5	53.2	50.3	49.0	47.6	47.4	47.2	50.3	10.0	60.3
	3	50.5	59.3	46.7	58.9	58.2	55.8	54.1	50.0	48.4	47.2	47.0	46.8	50.5	10.0	60.5
	4	56.8	62.3	54.5	62.1	61.6	59.9	58.9	57.0	56.1	55.0	54.8	54.6	56.8	10.0	66.8
	5	55.5	62.6	51.2	62.4	61.8	60.3	59.1	56.1	53.5	51.7	51.5	51.3	55.5	10.0	65.5
Day	6	57.4	65.8	51.3	65.3	64.5	62.5	61.1	57.9	55.4	52.2	51.8	51.4	57.4	10.0	67.4
	7	66.2	74.4	55.7	73.8	73.3	72.1	71.0	67.3	63.1	57.9	56.7	55.9	66.2	0.0	66.2
	8	66.7	86.5	66.8	86.0	85.4	84.0	82.8	79.4	74.6	68.8	67.8	67.1	66.7	0.0	66.7
	9	64.4	82.0	60.4	81.4	80.6	78.5	77.0	73.2	69.3	62.7	62.1	60.7	64.4	0.0	64.4
	10	59.8	69.5	52.4	68.9	68.0	65.6	64.0	59.3	57.0	53.7	53.1	52.6	59.8	0.0	59.8
	11	59.2	68.0	52.8	67.4	66.7	65.0	63.5	59.1	56.9	54.0	53.5	52.9	59.2	0.0	59.2
	12	58.1	66.3	52.6	65.7	64.9	62.9	61.4	58.6	56.3	53.5	53.1	52.7	58.1	0.0	58.1
	13	58.7	69.8	52.1	68.9	67.9	64.5	61.8	58.1	55.6	52.9	52.6	52.2	58.7	0.0	58.7
	14	58.5	67.3	52.8	66.7	66.0	63.9	62.4	58.3	56.3	53.7	53.3	52.9	58.5	0.0	58.5
	15	58.4	67.3	52.4	66.9	65.9	63.7	62.1	58.3	56.0	53.3	52.9	52.5	58.4	0.0	58.4
	16	58.7	68.1	52.4	67.6	66.8	64.5	62.7	58.3	56.0	53.3	52.9	52.5	58.7	0.0	58.7
	17	61.0	73.9	53.2	72.9	71.2	66.9	63.8	59.0	57.1	54.2	53.7	53.3	61.0	0.0	61.0
	18	60.2	69.9	54.5	69.4	68.3	65.7	63.7	59.8	58.0	55.4	55.0	54.6	60.2	0.0	60.2
	19	57.5	64.6	53.2	64.2	63.5	61.6	60.4	57.9	56.4	54.0	53.7	53.3	57.5	5.0	62.5
	20	56.8	63.4	53.0	62.9	62.2	60.7	59.6	57.3	55.7	53.7	53.4	53.1	56.8	5.0	61.8
	21	57.4	63.4	54.7	63.1	62.5	60.9	59.7	57.8	56.6	55.2	55.0	54.8	57.4	5.0	62.4
Night	22	60.9	71.4	56.3	70.8	70.0	67.3	64.4	59.3	57.9	56.7	56.5	56.3	60.9	10.0	70.9
	23	57.4	66.7	54.0	66.0	64.9	62.2	60.0	56.8	55.6	54.5	54.3	54.1	57.4	10.0	67.4
Day	Min	56.8	63.4	52.1	62.9	62.2	60.7	59.6	57.3	55.6	52.9	52.6	52.2	24-Hour	Daytime (7am-10pm)	Nighttime (10pm-7am)
	Max	66.7	86.5	66.8	86.0	85.4	84.0	82.8	79.4	74.6	68.8	67.8	67.1			
Energy Average		61.4	Average:		69.7	68.9	66.7	65.1	61.4	59.0	55.8	55.2	54.7	60.1	61.4	56.2
Night	Min	50.3	57.4	46.7	57.1	56.5	54.5	53.2	50.0	48.4	47.2	47.0	46.8			
	Max	60.9	71.4	56.3	70.8	70.0	67.3	64.4	59.3	57.9	56.7	56.5	56.3			
Energy Average		56.2	Average:		62.6	61.8	59.7	58.1	54.6	53.0	51.5	51.3	51.1			

24-Hour Noise Level Measurement Summary

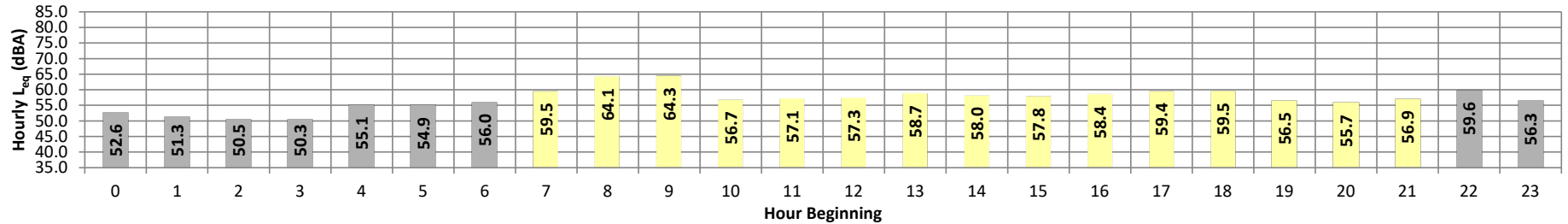
Date: Monday, April 25, 2022
Project: Pico Residential

Location: L4 - Located southwest of the Project site near single-family
Source: residence at 10963 Ayres Avenue.

Meter: Piccolo II

JN: 14645
Analyst: A. Khan

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	52.6	59.7	49.8	58.7	57.6	55.8	54.8	52.9	51.7	50.4	50.1	49.9	52.6	10.0	62.6
	1	51.3	60.6	47.0	60.0	59.6	57.4	55.0	50.2	48.7	47.5	47.3	47.1	51.3	10.0	61.3
	2	50.5	56.2	47.1	55.8	55.4	54.0	53.1	50.9	49.6	47.8	47.5	47.2	50.5	10.0	60.5
	3	50.3	56.9	46.9	56.5	56.1	54.5	53.1	50.5	49.1	47.6	47.3	47.1	50.3	10.0	60.3
	4	55.1	60.7	52.2	60.4	59.9	58.4	57.5	55.3	54.3	52.8	52.6	52.3	55.1	10.0	65.1
	5	54.9	61.4	51.8	61.0	60.4	58.7	57.7	55.3	53.7	52.3	52.1	51.9	54.9	10.0	64.9
	6	56.0	63.3	51.9	62.8	62.4	60.6	59.3	56.2	54.4	52.5	52.3	52.0	56.0	10.0	66.0
Day	7	59.5	67.4	53.6	66.9	66.1	64.5	63.4	59.7	57.7	54.7	54.2	53.8	59.5	0.0	59.5
	8	64.1	80.3	59.0	80.0	79.4	77.8	76.6	72.0	67.6	61.8	60.6	59.4	64.1	0.0	64.1
	9	64.3	71.3	58.1	70.9	70.6	69.9	69.1	66.4	64.2	59.8	59.2	58.4	64.3	0.0	64.3
	10	56.7	65.3	49.9	64.7	63.9	61.9	60.7	57.0	54.5	51.3	50.7	50.2	56.7	0.0	56.7
	11	57.1	66.7	49.5	66.1	65.4	63.2	61.3	56.7	54.2	50.9	50.2	49.6	57.1	0.0	57.1
	12	57.3	65.3	50.6	64.8	64.3	62.5	61.2	57.9	55.1	51.8	51.3	50.7	57.3	0.0	57.3
	13	58.7	69.1	50.7	68.4	67.5	64.7	62.6	58.4	55.5	51.9	51.4	50.9	58.7	0.0	58.7
	14	58.0	67.6	50.4	67.1	66.4	63.8	62.2	57.8	55.0	51.8	51.2	50.6	58.0	0.0	58.0
	15	57.8	66.5	50.3	65.9	65.3	63.4	62.3	57.9	55.2	51.8	51.0	50.4	57.8	0.0	57.8
	16	58.4	67.8	50.6	67.1	66.3	64.3	62.8	58.4	55.4	52.0	51.5	50.8	58.4	0.0	58.4
	17	59.4	71.5	50.5	70.5	69.2	65.2	63.5	58.4	55.6	51.5	51.1	50.6	59.4	0.0	59.4
	18	59.5	70.2	51.6	69.8	68.9	65.8	63.6	58.7	56.1	52.6	52.1	51.7	59.5	0.0	59.5
	19	56.5	64.9	51.5	64.4	63.8	61.3	59.6	56.6	54.7	52.3	51.9	51.6	56.5	5.0	61.5
	20	55.7	62.6	51.8	62.2	61.6	59.8	58.7	56.1	54.5	52.4	52.1	51.9	55.7	5.0	60.7
	21	56.9	62.4	54.5	62.1	61.6	60.0	59.0	57.1	56.2	55.0	54.8	54.6	56.9	5.0	61.9
Night	22	59.6	70.4	54.5	69.7	68.8	66.4	63.0	58.0	56.5	55.0	54.8	54.6	59.6	10.0	69.6
Night	23	56.3	66.3	52.5	65.5	64.1	61.1	58.9	55.6	54.2	52.8	52.7	52.6	56.3	10.0	66.3
Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq} (dBA)		
Day	Min	55.7	62.4	49.5	62.1	61.6	59.8	58.7	56.1	54.2	50.9	50.2	49.6	24-Hour	Daytime (7am-10pm)	Nighttime (10pm-7am)
	Max	64.3	80.3	59.0	80.0	79.4	77.8	76.6	72.0	67.6	61.8	60.6	59.4			
Energy Average		59.5	Average:		67.4	66.7	64.5	63.1	59.3	56.8	53.4	52.9	52.3	58.3	59.5	55.1
Night	Min	50.3	56.2	46.9	55.8	55.4	54.0	53.1	50.2	48.7	47.5	47.3	47.1			
	Max	59.6	70.4	54.5	69.7	68.8	66.4	63.0	58.0	56.5	55.0	54.8	54.6			
Energy Average		55.1	Average:		61.1	60.5	58.5	56.9	53.9	52.5	51.0	50.7	50.5			

APPENDIX 8.1:
CADNAA OPERATIONAL NOISE MODEL INPUTS

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14645 - Pico Residential - Operation

CadnaA Noise Prediction Model: 14645-02_Operation.cna

Date: 16.12.22

Analyst: B. Maddux

Calculation Configuration

Configuration	
Parameter	Value
General	
Max. Error (dB)	0.00
Max. Search Radius #(Unit,LEN)	2000.01
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section #(Unit,LEN)	999.99
Min. Length of Section #(Unit,LEN)	1.01
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Reference Time Day (min)	960.00
Reference Time Night (min)	480.00
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	5.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	2
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rcvr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613)	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	Incl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature #(Unit,TEMP)	10
rel. Humidity (%)	70
Ground Absorption G	0.50
Wind Speed for Dir. #(Unit,SPEED)	3.0
Roads (TNM)	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

Receiver Noise Levels

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height	Coordinates		
			Day	Night	CNEL	Day	Night	CNEL	Type	Auto	Noise Type		X	Y	Z
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(ft)	(ft)	(ft)	(ft)
R1		R1	48.0	47.0	53.4	0.0	0.0	0.0	x	Total	5.00	a	5900967.77	2328404.54	5.00
R2		R2	29.7	27.2	33.9	0.0	0.0	0.0	x	Total	5.00	a	5901058.34	2328856.40	5.00
R3		R3	57.8	56.8	63.3	0.0	0.0	0.0	x	Total	5.00	a	5901061.22	2328455.25	5.00
R4		R4	31.3	29.1	35.7	0.0	0.0	0.0	x	Total	5.00	a	5900746.12	2328541.81	5.00

Area Source(s)

Name	M.	ID	Result. PWL			Result. PWL"			Lw / Li			Operating Time			Height
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Special	Night	
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(min)	(min)	(min)	(ft)

Name	ID	Height		Coordinates			
		Begin	End	x	y	z	Ground
		(ft)	(ft)	(ft)	(ft)	(ft)	(ft)

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APPENDIX 9.1:

CADNAA CONSTRUCTION NOISE MODEL INPUTS

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14645 - Pico Residential

CadnaA Noise Prediction Model: 14645-02_Demolition.cna

Date: 18.06.23

Analyst: B. Maddux

Calculation Configuration

Configuration	
Parameter	Value
General	
Max. Error (dB)	0.00
Max. Search Radius #(Unit,LEN)	2000.01
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section #(Unit,LEN)	999.99
Min. Length of Section #(Unit,LEN)	1.01
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	5.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	2
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rcvr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613)	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	
	Incl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature #(Unit,TEMP)	10
rel. Humidity (%)	70
Ground Absorption G	0.50
Wind Speed for Dir. #(Unit,SPEED)	3.0
Roads (TNM)	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

Receiver Noise Levels

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height (ft)	Coordinates		
			Day (dBA)	Night (dBA)	CNEL (dBA)	Day (dBA)	Night (dBA)	CNEL (dBA)	Type	Auto	Noise Type		X (ft)	Y (ft)	Z (ft)
R1		R1	67.3	-32.7	64.3	0.0	0.0	0.0	x	Total	5.00	a	5900967.77	2328404.54	5.00
R2		R2	62.4	-37.6	59.4	0.0	0.0	0.0	x	Total	5.00	a	5901058.34	2328856.40	5.00
R3		R3	64.6	-35.4	61.6	0.0	0.0	0.0	x	Total	5.00	a	5901061.22	2328455.25	5.00
R4		R4	60.7	-39.3	57.7	0.0	0.0	0.0	x	Total	5.00	a	5900746.12	2328541.81	5.00

Point Source(s)

Name	M.	ID	Result. PWL			Lw / Li			Operating Time			Height (ft)	Coordinates		
			Day (dBA)	Evening (dBA)	Night (dBA)	Type	Value (dBA)	norm.	Day (min)	Special (min)	Night (min)		X (ft)	Y (ft)	Z (ft)

Line Source(s)

Name	M.	ID	Result. PWL			Result. PWL'			Lw / Li			Operating Time			Moving Pt. Src			Height (ft)
			Day (dBA)	Evening (dBA)	Night (dBA)	Day (dBA)	Evening (dBA)	Night (dBA)	Type	Value (dBA)	norm.	Day (min)	Special (min)	Night (min)	Number	Speed (mph)		

Name	ID	Height		Coordinates			Ground (ft)
		Begin (ft)	End (ft)	x (ft)	y (ft)	z (ft)	

Area Source(s)

Name	M.	ID	Result. PWL			Result. PWL''			Lw / Li			Operating Time			Height	
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Special	Night	(ft)	
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(min)	(min)	(min)		
Construction		CA001	114.3	14.3	14.3	85.5	-14.5	-14.5	PWL-Pt	114.3					8	a

Name	ID	Height		Coordinates			
		Begin (ft)	End (ft)	x (ft)	y (ft)	z (ft)	Ground (ft)
Construction	CA001	8.00	a	5901017.02	2328452.59	8.00	0.00
				5900971.78	2328524.55	8.00	0.00
				5900976.74	2328544.49	8.00	0.00
				5901036.67	2328577.07	8.00	0.00
				5901089.99	2328492.25	8.00	0.00

Barrier(s)

Name	Sel.	M.	ID	Absorption		Z-Ext. (ft)	Cantilever		Height		Coordinates			
				left	right		horz. (ft)	vert. (ft)	Begin (ft)	End (ft)	x (ft)	y (ft)	z (ft)	Ground (ft)
									16.00	r	5901016.89	2328452.29	16.00	0.00
											5901089.99	2328491.80	16.00	0.00
									8.00	r	5900976.53	2328544.62	8.00	0.00
											5900971.56	2328524.51	8.00	0.00
											5901016.94	2328452.32	8.00	0.00

Building(s)

Name	Sel.	M.	ID	RB	Residents	Absorption	Height (ft)	Coordinates					
								x (ft)	y (ft)	z (ft)	Ground (ft)		

Ground Absorption(s)

Name	Sel.	M.	ID	G	Coordinates	
					x (ft)	y (ft)

14645 - Pico Residential

CadnaA Noise Prediction Model: 14645-02_Building-Pave.cna

Date: 18.06.23

Analyst: B. Maddux

Calculation Configuration

Configuration	
Parameter	Value
General	
Max. Error (dB)	0.00
Max. Search Radius #(Unit,LEN)	2000.01
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section #(Unit,LEN)	999.99
Min. Length of Section #(Unit,LEN)	1.01
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	5.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	2
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rcvr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613)	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	
	Incl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature #(Unit,TEMP)	10
rel. Humidity (%)	70
Ground Absorption G	0.50
Wind Speed for Dir. #(Unit,SPEED)	3.0
Roads (TNM)	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

Receiver Noise Levels

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height (ft)	Coordinates		
			Day (dBA)	Night (dBA)	CNEL (dBA)	Day (dBA)	Night (dBA)	CNEL (dBA)	Type	Auto	Noise Type		X (ft)	Y (ft)	Z (ft)
R1		R1	66.9	-33.1	63.9	0.0	0.0	0.0	x	Total	5.00	a	5900967.77	2328404.54	5.00
R2		R2	62.0	-38.0	59.0	0.0	0.0	0.0	x	Total	5.00	a	5901058.34	2328856.40	5.00
R3		R3	64.2	-35.8	61.2	0.0	0.0	0.0	x	Total	5.00	a	5901061.22	2328455.25	5.00
R4		R4	60.3	-39.7	57.3	0.0	0.0	0.0	x	Total	5.00	a	5900746.12	2328541.81	5.00

Point Source(s)

Name	M.	ID	Result. PWL			Lw / Li			Operating Time			Height (ft)	Coordinates		
			Day (dBA)	Evening (dBA)	Night (dBA)	Type	Value (dBA)	norm.	Day (min)	Special (min)	Night (min)		X (ft)	Y (ft)	Z (ft)

Line Source(s)

Name	M.	ID	Result. PWL			Result. PWL'			Lw / Li			Operating Time			Moving Pt. Src			Height (ft)
			Day (dBA)	Evening (dBA)	Night (dBA)	Day (dBA)	Evening (dBA)	Night (dBA)	Type	Value (dBA)	norm.	Day (min)	Special (min)	Night (min)	Number	Speed (mph)		

Name	ID	Height		Coordinates			Ground (ft)
		Begin (ft)	End (ft)	x (ft)	y (ft)	z (ft)	

Area Source(s)

Name	M.	ID	Result. PWL			Result. PWL''			Lw / Li			Operating Time			Height	
			Day (dBA)	Evening (dBA)	Night (dBA)	Day (dBA)	Evening (dBA)	Night (dBA)	Type	Value	norm.	Day (min)	Special (min)	Night (min)	(ft)	
Construction		CA001	110.6	10.6	10.6	81.8	-18.2	-18.2	PWL-Pt	110.6					8	a

Name	ID	Height		Coordinates			
		Begin (ft)	End (ft)	x (ft)	y (ft)	z (ft)	Ground (ft)
Construction	CA001	8.00	a	5901017.02	2328452.59	8.00	0.00
				5900971.78	2328524.55	8.00	0.00
				5900976.74	2328544.49	8.00	0.00
				5901036.67	2328577.07	8.00	0.00
				5901089.99	2328492.25	8.00	0.00

Barrier(s)

Name	Sel.	M.	ID	Absorption		Z-Ext. (ft)	Cantilever		Height		Coordinates			
				left	right		horz. (ft)	vert. (ft)	Begin (ft)	End (ft)	x (ft)	y (ft)	z (ft)	Ground (ft)
									8.00	r	5901016.89	2328452.29	16.00	0.00
											5901089.99	2328491.80	16.00	0.00
									0.00	r	5900976.53	2328544.62	8.00	0.00
											5900971.56	2328524.51	8.00	0.00
											5901016.94	2328452.32	8.00	0.00

Building(s)

Name	Sel.	M.	ID	RB	Residents	Absorption	Height (ft)	Coordinates					
								x (ft)	y (ft)	z (ft)	Ground (ft)		

Ground Absorption(s)

Name	Sel.	M.	ID	G	Coordinates	
					x (ft)	y (ft)

Environmental Solutions

Assessment - Engineering - Management

PHASE I ENVIRONMENTAL SITE ASSESSMENT

CONDUCTED AT


The Pico Property
10948 West Pico Blvd.
Los Angeles, California 90064

FOR:

Bolour & Associates
5757 Wilshire Blvd. Suite 448
Los Angeles, California 90036
Ph: 323 - 677 - 0551
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By:

Environmental Solutions
2601 E. Chevy Chase Dr.
Glendale, California 91206
Ph: 818 - 243 - 2656
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Michael Rezvani, PE, REA, CAC
Senior Environmental Consultant



August 1, 2007

PHASE I ENVIRONMENTAL SITE ASSESSMENT

CONDUCTED AT

**The Pico Property
10948 West Pico Blvd.
Los Angeles, California 90064**

FOR:

**BOLOUR & ASSOCIATES
5757 WILSHIRE BLVD., SUITE 448
LOS ANGELES, CALIFORNIA 90036**

BY:

**ENVIRONMENTAL SOLUTIONS
2601 CHEVY CHASE DRIVE
GLENDALE, CALIFORNIA 91206**

August 1, 2007

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1.0 EXECUTIVE SUMMARY

DESCRIPTION: On July 31, 2007, Environmental Solutions performed a phase I environmental site assessment of a property known by Bolour & Associates as "The Pico Property". The subject is a complex of two adjacent rectangular single story retail & restaurant buildings built circa 1949. The building which covers an area of approximately 6,200 ft², are located on the south side of Pico Blvd., at the Southeast corner of Pico and Veteran Avenue in the City of West Los Angeles. The western space is an "Islands" restaurant and the eastern space is "George's Hoovers Vacuum Store". We have assumed the 10948 West Pico Blvd. address as the reference point for obtaining environmental data from EDR, Inc. According to available records, the property coordinates are;

Latitude (North) of 34.038900 - 34 deg 2' 20.0", and
Longitude (West) of 118.431000 - 118 deg 25' 51.6".

The elevation of site is recorded at 177 ft above sea level. The land is generally flat with a slight slope toward the South/Southwest. Our observation of the subject site is discussed in the following sections;

HAZARDOUS MATERIALS: There were no indication of presence of hazardous materials at the subject's stores during the time of our observations. According to our field observation, no explosive materials were observed or identified on site. Also, according to our on-site investigation, no explosive materials were used on-site.

PCB EQUIPMENT: No transformers or sign of PCB containing transformers were observed on-site. There is always a possibility that a site's soil may contain PCB containing oil through unauthorized dumping, accidents or other historical uses. There was no indication of leaking PCB containing transformer oils or equipment at the site.

ASBESTOS: According to the ASTM standards, asbestos survey is not a part of a phase I report. Although it is reasonable to assume that due to the age of the buildings (1949), some asbestos containing materials may have been used during the construction of the building. The subject buildings use brick, mortar, plaster and stucco as a common construction material for the exterior and mostly drywall and plaster for the interior partitions and structural members. Plaster has been found in some cases during PLM microscopic analysis to contain traces of asbestos fibers (<1%). Furthermore, due to the age of the subject building, and in accordance with our field observation, we have assumed the roofing materials, ie; penetration mastic used around the roof's equipment penetrations to be ACM.

LEAD: Due to the age of the building (1926), it is reasonable to assume that lead-base paint has been used on the building's structural members in the past. Furthermore, our observation of the building indicates use of suspected lead-glazed ceramic tiles in the buildings.

HISTORICAL USES OF PROPERTY: In order to obtain this information, we have reviewed, copies of Sanborn maps and the aerial photos. Based on our review of the aerial photos and the Sanborn maps of 1969, 1950 and 1938, the subject site (both buildings) appears to have been used as commercial/retail property, specifically the vacuum cleaner store which has been operating since 1952. The aerial photos do not indicate the use of the land or the buildings used for agricultural, industrial or adverse land-use.

Certain interior renovation and modification is evident in the Islands space which was renovated completely in 1998 (see photo). Our review of the records and aerial photos does not indicate use of the property for any industrial or manufacturing uses.

GOVERNMENTAL LISTS REVIEW: The subject site was not listed in any of the databases searched by EDR. No mapped sites were found in EDR's search of available government records either on the subject property/site or within the ASTM E-1527-05 search radius around the subject property for those databases as indicated on the attached EDR Executive Summary. More information about the identified surrounding sites is discussed as following;

RCRA: A review of the RCRA-SQG list, as provided by EDR, and dated, 06/13/2006 has revealed that there are 6 RCRA-SQG sites within approximately 0.25 miles of the subject property.

LUST: A review of the LUST list as provided by EDR and dated, 4/10/2007, has revealed that there are 4 LUST sites within 0.5 miles of the subject property.

HIST UST: A review of the HIST UST list provided by EDR and, dated 10/15/1990 has revealed that there are 2 HIST UST site within 0.25 miles of the subject property.

DRYCLEANERS: A review of the Cleaners list, as provided by EDR, and dated, 04/18/2005 has revealed that there are 3 Cleaners site within approximately 0.25 miles of the target property.

Further information regarding the governmental data base should be reviewed in the EDR's report included in the Appendix II of this report.

GEOLOGY / HYDROLOGY: The geologic information obtained by EDR indicate the geologic age category of the soil of the subject site is "Stratified Sequence" from a Cenozoic era. The dominant soil composition in the general area of the target property in accordance with our review of the Soil Conservation Service STATSGO data indicate; the soil component name as "Urban Land". The surface texture is best categorized as "variable". The Los Angeles County Department of Public Works, Hydrologic Records Division (communication, November 16, 1996) was contacted to provide groundwater information in the active wells closest to the subject site. The groundwater flow direction is recorded to be in a southerly and westerly direction following general topography toward the Los Angeles River.

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A search radius of 1.25 miles indicated no recorded status of the hydrogeological information. The aqua-flow information was obtained by EDR for a search radius of one mile around the property and the data indicates a general SW direction in four different well locations.

CONCLUSIONS: Environmental Solutions finds that according to the review of the available data and our visual observations of the site and its immediate surroundings, the subject property appears to be low to moderate environmental condition at this time. No area of recognized environmental concern was identified at this site.

FURTHER INVESTIGATION: Further investigation is not recommended at this time.

2.0 INTRODUCTION

2.1 Purpose

A Phase I environmental assessment was conducted on July 31, 2007 at the subject property located at 10948 West Pico Blvd., in the City of Los Angeles, California for Bolour & Associates. The purpose of this environmental assessment was to identify and discuss areas of recognized environmental conditions both on-site, adjacent to the site and its vicinity. We have therefore, prepared this report containing our opinion on the general environmental condition of the property at this time. Our opinion is primarily derived from the review of available EDR data and ascertained information gathered during our field observation and investigation as well as information given by the City of Los Angeles.

2.2 Special Terms and Conditions

There are no known special terms and conditions to the extent of our knowledge of the property.

2.3 Limitations and Exceptions of Assessment

The ASTM standard does not include a physical assessment of the sub-surface soil. Furthermore, assessment and/or survey for asbestos containing materials or lead containing materials are not included in the ASTM E-1527-05. However, we will disclose information regarding those materials that visually and according to age of the property can be categorized as suspected or presumed asbestos containing materials (ACM) or lead containing materials. We recommend performance of asbestos and lead survey during a phase II investigation, if deemed necessary, and according to conditions.

2.4 Limiting Conditions

It should be noted that when an environmental assessment is completed without adequate subsurface exploration or chemical screening of soil and ground water beneath the site, as in this study, no statement of scientific certainty or fact can be made regarding latent subsurface conditions which may be the result of on-site or off-site sources. The findings and conclusions of this report are not scientific certainties, but rather, probabilities based on professional judgement in regards to the significance or insignificance of the data gathered during the course of this environmental investigation.

Environmental Solutions is not able to ascertain that the site or adjoining land/properties contain no hazardous waste, oil or other latent condition beyond that which was visible or detectable during field observations of our Phase I investigation. The possibility always exists for contaminants to migrate through surface water, air or groundwater. The ability to accurately address the environmental risk associated with such phenomena is beyond the scope of standards of this investigation.

3.0 SITE DESCRIPTION

The property under phase I investigation is a complex of two adjacent and rectangular shaped single story brick/plaster/stucco buildings built circa 1949. The building is located on the south side of Pico Blvd. The two spaces of the building are and have been used for retail since the early 1950s. The exterior of the buildings consist of the original brick and mortar, later, covered by plaster and stucco. The interior partitions are all drywall. The roofs in both buildings are flat and inaccessible from inside. The property is located in a busy commercial/retail district of Pico Blvd., which is surrounded by residential homes to the south and north of Pico Blvd. corridor.

The site can be described and characterized as "commercial/retail property". There are furniture shops/stores, commercial/office buildings, restaurants and retail shops on both, the south and the north of the Pico corridor.

3.1 Location and Legal Description

Legal description of this property has not been provided by Bolour & Associates and is not part of this report.

3.2 Site Vicinity Characteristics

The vicinity of the site is best described as commercial/retail and residential. In general, the subject site is surrounded by a combination of residential/rental properties mostly to the north and south of the site along Veteran Avenue, and commercial/retail shops to its west and east along Pico Corridor.

3.3 Descriptions of Structures, Roads, other improvements, including heating/cooling system, sewage disposal, source of potable water.

Structures: There is only one structure on the site which includes the subject of this phase I assessment. The subject building is a single story wood-framed brick and mortar structures built on-slab with plaster/stucco exterior surface finish which appears to have been built circa 1949. The aerial photos confirm the building and title documents. The "Islands" restaurant building appears to have gone through several face-lifts and renovations. The roof of the buildings are flat and contain the HVAC equipment.

Roads: There is no road going through the subject site. There is an access alley on the south side of the property used for additional parking (see photos).

Heating and Cooling: The heating and cooling systems for both buildings were observed to be by gas-forced air and the HVAC or cooling system was by forced-air system and located on the roof.

Sewage: The site uses standard City of Los Angeles sewer system. The presence of an underground sewage system could not be confirmed at the time of our observation of the site.

Water & Power: Water and Power is provided by City of Los Angeles.

3.4 Information regarding Environmental Lien or Specialized Knowledge or Experience.

Environmental Solutions has no information that would indicate an environmental lien or any specialized knowledge of the subject property.

3.5 Current Uses of Property

Currently the property is fully occupied by Hoover vacuum cleaner retailer and "Islands" restaurant. The use of the building can be best described as 100% retail rental.

3.6 Past Uses of the Property, to the extent identified:

Based on our conversation with the Hoovers store manager, the review of aerial photos and other pertinent documents, ie; Sanborn Maps, it is our opinion that the property has been used as combination of restaurant and the vacuum cleaner repair shop since the 1950s.

3.7 Current and Past Uses of Adjoining Properties, to the extent identified:

Current Uses: The adjoining property is "Eclectic Avenue Furniture to the east of the Hoover store. No other adjacent property is at the site. No other sue of this property is indicated. There is a Midas auto mechanic shop on the west side of the property across Veteran Ave. This shop was built in the 1980s.

Past Uses: According to the available records and photos, the adjoining property has also being used for furniture sales and/or service. The Midas shop was previously a vacant land.

SANBORN FIRE INSURANCE MAPS

Sanborn fire insurance maps for the subject property was obtained by EDR and reviewed. The maps are from 1938, 1950 and 1969. one copy of each given year was obtained through Environmental Data Resources (EDR) and is made a part of this report under separate cover for your review.

The maps show a progressive concentration of both commercial/retail and residential buildings and development around the subject property since 1938. The 1938 map indicates the subject site and its adjacent to be vacant land.

AERIAL PHOTOGRAPHS

Aerial photographs were obtained from EDR and reviewed for photographs that would provide some indication of the past uses of the site. Photographs were viewed from 1928, 1938, 1947, 1956, 1965, 1976, 1989, 1994 and 2002.

1928 Aerial Photo indicates the site as flat vacant land. Low concentration of mostly residential and rental apartment buildings is evident to the north of the site.

1938 Aerial Photo indicates slightly more dense concentration of residential homes and apartments to the north of the site. The subject site is indicated as vacant land on this photo. There are no indications of industrial activities and or discoloration of land.

1947 Aerial Photo indicates greater concentration of commercial and residential properties in the vicinity of the site. No building is indicated at the site.

1956 Aerial photo indicates much greater development of residential buildings to the north and the south side of Pico Blvd. The construction of the freeway 10 is indicated to the south of this photo.

1965 Aerial Photo indicates a denser concentration of commercial buildings. No adverse indication of environmental condition is indicated on this photo.

1976 & 1989 Aerial Photos indicate the subject site and the surrounding areas to be very similar in nature as they are today. Greater traffic density is evident. No evidence of adverse environmental concern is indicated on these photos.

1994 Aerial Photo indicate the site and the surroundings as being much the same as the late 1980's.

2002 Aerial Photo indicate the building and its surrounding as it appears today. No indication of adverse environmental concern is evident.

4.0 RECORDS REVIEW

The information contained in this report has been compiled from the most current databases and specific lists are reviewed for currency. The information has been specified for a one mile radius around the site as per ASTM E-1527-05. More recent information or additional information may be requested from the California Department of Toxic Substances Control, the Regional Water Quality Control Board, and the EPA if deemed necessary for a specific site as per environmental professionals judgement.

4.1 Standard Environmental Record Sources, Federal and State

Governmental Databases were reviewed for properties that may possibly impact the subject site. Properties that are of concern, will be reviewed in the following text and will be listed by proximity to the site. For a completed listing and related maps please see the attached appendix containing the database information. The information regarding the RCRA, LUST and UST Sites, and DRYCLEANERS sites are presented in the EDR's executive summary section on pages 6 and 7 of the EDR's executive summary.

4.2 Physical Setting Source(s)

Topography

The subject property is located within the Beverly Hills, California Quadrangle Map, 7.5 Minute Series (topography) published by the U.S. Geological Survey (U.S.G.S.) in 1999. The average elevation of the site is approximately 177 feet above mean sea level. The subject site is relatively flat with a slight slope to the South & Southwest. Surface topography in the area slopes gently to the southwest, with a local surface gradient of roughly 0.0125 or about 1.42 vertical foot per 80 feet horizontally. The site is located immediately south of the western flank of the Santa Monica Mountains in a fluvial valley. Surface drainage consists of the channel of the Los Angeles River and the Santa Monica Bay.

Hydrology

The site is located in the central-west part of the Los Angeles - Beverly Hills Groundwater Basin. Surface drainage in the vicinity is mainly to local storm sewers. The man-made improvements hinder infiltration of rainwater and therefore recharge of local groundwater aquifers. Locally, landscape irrigation and leaking improvements and drainage systems make some contribution to groundwater replenishment. The groundwater flow is inferred to be regionally in a southerly and westerly direction following general topography toward the beach. Groundwater locations and/or depths are not available at this time.

4.3 Additional Record Sources

The City of Los Angeles Department of Building and Safety: Building permits and Certificates of Occupancy for the site were reviewed but have not been made part of this report. Our review of the data on the subject building from the Buildings Department did not indicate any environmental related violations on file. The 10948 building was renovated in 1998 and the records indicate that. Our inquiry to the LA Fire-Department in that area did not indicate presence or history of adverse environmental condition at the site.

5.0 INFORMATION FROM SITE RECONNAISSANCE

5.1 Hazardous Substances in Connection with Identified Uses (including storage, handling, disposal)

There are no indications of such information. No hazardous substance was identified.

5.2 Hazardous Substance Containers and Unidentified Substance Containers (including storage, handling, disposal)

According to our observations and our conversation with the store manager no hazardous substance or containers as such are on site.

5.3 Storage Tanks (including how contained and assessment of leakage or potential for leakage)

No storage tanks were observed at the site. No indication of UST was observed.

5.4 Indications of PCB's (including forms of containment and assessment of leakage or potential for leakage)

There were no indications of older type transformers on-site. Older transformers contain PCB containing oils. There were no indications of PCB oil leakage on-site.

5.5 Indications of Solid Waste

There were no indications of Solid Hazardous Waste or Solid Waste at the site.

5.6 Physical Setting Analysis (If migrating Hazardous Substances are an issue).

There is always the potential for migration of hazardous materials along groundwater aquifers (gradient flow is to the south/southwest).

The hydrology of the area creates the potential for contaminants to migrate but at a depth of 100 plus feet below ground surface. At this time, there are no information regarding the ground water contamination. No environmental data regarding the condition of the subsurface soil is available for the subject site.

5.7 Radon

Sixty three sites around the subject site in the Los Angeles County have been regularly tested for radon gas. In general (98% of the studied buildings) the first floors of the buildings have a level of <4 pCi/lit @ near 0.711 pCi/L. The second floors are not reported in the EDR's report. The basements are @ 0.933 pCi/lit. 5 sites around the subject property were tested for Radon and the results indicated none detected levels.

5.8 Any other Conditions of Concern

During the site investigation no significant areas of environmental concern was observed. No unusual vapor smells or odors were discernable in or around the site. The possibility always exists for contaminants to migrate through surface water, air or groundwater. The ability to accurately address the environmental risk associated with transport in these media is beyond the scope of this investigation.

6.0 FINDINGS AND CONCLUSIONS

It is our opinion that based on our visual observation of the conditions and review of the available data presented in this report, the subject property is of low environmental risk. No recognized environmental condition was present at this site.

7.0 SIGNATURES OF ENVIRONMENTAL PROFESSIONAL



Michael Rezvani, PE, REA,CAC
Senior Environmental Consultant
Registered Environmental Assessor #5140
Certified Asbestos Consultant #1225

Bolour & Associates
The Pico Property
10948 West Pico Blvd., Los Angeles, California 90064
Phase I Environmental Site Assessment Report
August 1, 2007

REFERENCES:

Beverly Hills, CA 7.5 Minute Quadrangle, 1999, U. S. Geological Survey.

Dibblee, T. W., Jr., 1991, Geologic Map of the San Gabriel (South 1/2) Quadrangles, Los Angeles County, CA., Publ. by the Dibblee Geological Foundation, Santa Barbara, in cooperation with Calif, Div, Mines & Geology and U.S. Geological Survey.

Ziony, J. I., and L.M. Jones, 1989, Map Showing Late Quaternary Faults and 1978-84 Seismicity of the Los Angeles Region, Calif., U. S. Geological Survey.

USGS Topographic Maps, Historical, EDR,

Spence Aerial Photographic Collection, EDR

Governmental Database Files, EDR's List; EPA-CERCLIS, NPL, CALIFORNIA-LUST, BEP, SWIS, LIENS, RCRA, CORTESE, CAL-SITES, WDS, SARA, WMUDS, DRY-CLEANERS, ETC.

Sanborn Fire Insurance Maps, EDR,.

City of Los Angeles Department of Building and Safety

City of Los Angeles Hazardous Material Department, Fire Division

APPENDICES

- 1) Aerial Photos**
- 2) Site Photos**
- 3) Radius Map Check
Governmental Lists (EDR)**
- 4) Sanborn Maps**

TO Connie Chauv, City Planner
Department of City Planning
City of Los Angeles

FROM Dana Sayles, AICP
three6ixty

DATE May 3, 2023

RE Phase I ESA Verification

To Connie Chauv, and the Department of City Planning:

The Department of City Planning has asked the Applicant team for the project located at 10948 West Pico Boulevard (Case Number CPC-2022-8060-DB-HCA) to verify no changes have occurred since the completion of the Phase I ESA report in 2007.

This letter constitutes verification by the Applicant team that no changes have occurred on-site since the conclusion of this report in 2007. The site has remained a one-story restaurant building with no other modifications. As such, the Phase I ESA report is still an accurate document for the purposes of the entitlement application under Case Number CPC-2022-8060-DB-HCA.

Should you have any further questions, please feel free to contact us at (310) 204-3500.

Sincerely,

three6ixty

A handwritten signature in cursive script that reads "Dana Sayles".

Dana A. Sayles, AICP

EXHIBIT E

PUBLIC CORRESPONDENCE



Connie Chauv <connie.chauv@lacity.org>

CPC22-8060 DB HCA

Terri Tippit <westsidenc@ca.rr.com>
To: connie.chauv@lacity.org

Sat, Jun 10, 2023 at 11:07 AM

Attached is letter from Westside Neighborhood Council to be submitted to the file for CPC22-8060 DB HCA

Barbara Broide, WNC LUC Chair

 **2023-06-09 WNC Letter to C. Chauv-FINAL.pdf**
227K



WESTSIDE NEIGHBORHOOD COUNCIL
P.O. Box 64370 Los Angeles CA 90064
www.wncla.org (310) 474-2326



June 9, 2023

Transmitted via email: connie.chauv@lacity.org

TO: Ms. Connie Chauv
City of Los Angeles Planning Department
1828 Sawtelle Blvd., 2nd Floor
Los Angeles, CA 90025

FROM: Barbara Broide, Land Use Committee (LUC) Chair
Westside Neighborhood Council (WNC)

RE: Proposed Pico-Veteran Apartments Project
10942-10948 Pico Blvd.
CPC 2022-8060-DB-HCA

The Westside Neighborhood Council (WNC) held its regular monthly meeting on Thursday, June 8.

This letter reports on the decision of the WNC Board adopted at that meeting to oppose the above-referenced project, as currently proposed.

On the advice of the Office of the City Attorney, Board Chair Terri Tippit recused herself from the discussion regarding this item (number 4 on the agenda) as her home is within a 500-foot radius of the subject property. Consequently, the WNC Land Use Committee presided over the discussion and the subsequent vote on agenda item number 4.b.

Please note that the following HOAs within the WNC area previously submitted letters of opposition to the proposed project:

- West of Westwood HOA
- Westwood Gardens Civic Association
- Century Glen HOA
- Country Club Estates HOA

In addition, the Westwood South of Santa Monica Blvd. (WSSM) HOA raised concerns about this project and voiced opposition to the entitlements requested by the project applicant.

The discussion at the June 8 meeting of the WNC Board included a presentation by representatives of the project applicant addressing the different program elements permitted by current zoning and those being requested as well as a review of questions submitted to them earlier. There was a question-and-answer period that followed the presentation, followed by a formal public comment period (of one minute/speaker). The applicant was able to respond to any comments made during the public comment period following that period.

The public comments expressed clear opposition to the project.

The Board then entered into discussion and deliberation. Although most members of the Board appreciated and recognized as positive certain characteristics of the project – as well as the developer’s earlier efforts to meet with neighbors and incorporate some project design changes, in the process of crafting a Board motion, a consensus emerged concluding that the project was simply too large of a building for too small of a site. Thus, a majority of those board members in attendance voted to reject the project as presented.

We continue to welcome opportunities to increase the affordability and availability of housing in our area. We acknowledge our responsibility to welcome new housing in our community and especially housing on our commercial corridors in order to preserve our existing residential single family and multi-family housing.

We trust that future developments will be respectful of and will honor the previously agreed-upon and adopted NMU standards governing development in the EXPO TNP corridor.

cc: Members of the WNC Board
City Councilmember Katy Yaroslavsky, District 5



Connie Chauv <connie.chauv@lacity.org>

CPC 2022-8060-DB-HCA 10942-48 Pico Blvd Los Angeles 90064

Terri Tippit <tmtippit@ca.rr.com>

Thu, Feb 23, 2023 at 2:14 PM

To: connie.chauv@lacity.org, Rudy Guevara <rudy.guevara@lacity.org>, michael.patonai@lacity.org

Cc: Dylan Sittig <dylan.sittig@lacity.org>, Fernando Morales <fernando.morales@lacity.org>, Patty Macias <patricia.macias@lacity.org>, Dana Sayles <dana@three6ixty.net>, Westside NC Land Use/Mobility Committee <wncluc@gmail.com>, carson@64north.com

The West Of Westwood HOA (WOWHOA) is submitting the attached letter to be included in the file for CPC2022-8060-DB-HCA.

We are also requesting that BOE and DOT do an on-site review of the proposed project as outlined in the attached letter.

Thank you for your time and consideration in this matter.

Terri Tippit

WOWHOA, President



WOWHOA Letter to City of Los Angeles re Pico-Veteran Apartments--.pdf

188K

West Of Westwood

Homeowners Association

February 23, 2023

Ms. Connie Chauv (connie.chauv@lacity.org)

City Planner

City of Los Angeles

Planning Department

1828 Sawtelle Blvd., 2nd Floor

Los Angeles, CA 90025

Mr. Rudy Guevera (rudy.guevara@lacity.org)

Transportation Engineer

City of Los Angeles

Department of Transportation, Western District

1828 Sawtelle Blvd., Room 108

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Mr. Michael Patonai (michael.patonai@lacity.org)

District Engineer

City of Los Angeles

Bureau of Engineering, West Los Angeles District

1828 Sawtelle Blvd, 3rd Floor

Los Angeles, CA 90025

RE: Proposed Pico-Veteran Apartments Project

CPC 2022-8060-DB-HCA

The above-referenced application received by the Planning Department in November 2022 proposes construction of a bonus density multi-level residential facility at 10942-10948 Pico Blvd., at the southeast corner of Veteran Avenue and Pico Blvd. The R-1 residential street immediately abutting the site to the south is Ayres Avenue, which is part of the West of Westwood HOA (WOWHOA) and the Westside Neighborhood Council.

Following discussion with various members of the Board of Directors of the WOWHA, I am submitting this letter to your office in my capacity as President of WOWHOA; for full disclosure, my residential property is located on Ayres Avenue.

The WOWHOA is in receipt of the list of Entitlement Requests which have been submitted to the City of Los Angeles for this project.

Please know that, on February 16, various members of the WOWHOA Board joined me in a 2+ hour review session of the project with the architect for the project (Wil Carson, 64 North) and with the land use consultant (Dana Sayles, three6xty) retained by the principal owner/developer, Bolour Associates (CEO: Mark Bolour) through Pico-Veteran Holdings LLC. Mr. Bolour did not attend our February 16 meeting due to a schedule conflict.

The cordial session on February 16 resulted in agreement to continue our discussions on the following timetable over the next two months:

March 8	Submittal of new modifications by Mr. Carson to WOWHOA
March 22 or 23	Consideration of final WOWHOA comments by the Land Use Committee of the Westside Neighborhood Council (WNC)
April 13	Consideration of the project by the Westside Neighborhood Council (WNC) at its regular monthly meeting.
After April 13	Submittal of WNC comments to the City of Los Angeles

We also informed Ms. Sayles and Mr. Carson that this letter would be submitted to the City of Los Angeles to ensure that the WOWHOA is on record with its initial set of comments about this project, with the caveat that the final set of comments from the WOWHOA may be different, based on the continuing discussions with the owner/developer.

For background, the property at 10948 Pico Blvd. was occupied for 36 years by the popular restaurant chain, Islands. This location was the first one established by that company, opening in May 1982. From that first restaurant at Pico-Veteran, the company has expanded to more than 50 locations in California and four other states. In 2018, the Islands Restaurant company decided to close permanently its “birthplace” location at Pico-Veteran due to disagreements regarding the cost and responsibility for property improvements and associated rent increases.

Sadly, the property and one-level building have now been vacant for more than four years, with no replacement restaurant operator identified. Fortunately, the current owner of the property, Bolour Associates, has been cooperative and responsive to

periodic concerns of the WOWHOA regarding the physical condition of the vacant property, but the property has remained unused since late 2018.

A major concern of the WOWHOA is that, since 2018, four of the seven restaurants located on the south side of Pico Blvd. between Westwood Blvd. and Veteran Ave. have permanently closed (plus the closure/demolition of the Norm's Restaurant building at Pico Blvd. and Greenfield Ave. on the north side of Pico Blvd., nearby). These closures, along with other business closures such as the Landmark Theaters, have resulted in an obvious dilution of the neighborhood profile of this specific community area on Pico Blvd., between Westwood Blvd. and Military Ave.

This will be the first project to be constructed on Pico Blvd. under the provisions of the Expo Corridor Transit Neighborhood Plan's NMU Zone.

The change in land use of this property from a neighborhood-oriented retail business (restaurant) to a high-density residential facility may be inevitable. Nonetheless, for the WOWHOA, this particular project is precedential as the first major residential facility along this portion of Pico Blvd. other than the three-level Menorah Housing Foundation/Zev Yaroslavsky Senior Apartment building at 10961 Pico Blvd. (between Greenfield Avenue and Veteran Avenue) on the north side of Pico Blvd.

Consequently, the WOWHOA is evaluating this one specific project with the contextual concern that its construction and use – abutting an R-1 residential neighborhood -- could easily and quickly be replicated at other locations in this neighborhood-oriented section of Pico Blvd. (We are aware of the multi-year efforts for residential development projects on other major roadways in the City of Los Angeles, such as Overland Ave. south of Pico Blvd. to the Culver City border).

The points of discussion and our continuing concerns that we expressed at our February 16 meeting are summarized as follows:

A. **Height and Density:** The WOWHOA believes that, for a property parcel of slightly less than 8,350sf, not only the height of this project – as a five-level facility with roof top as common space – but also the density of this project – with 30 units (a mixture of studio, 1-bedroom and 2-bedroom units) – is not consistent with the neighborhood profile of this community. We understand that the outcome of our discussions may well be “an agreement to disagree” on these concerns. We also understand that the financial feasibility of developing this project, with all of its physical constraints as discussed below, may argue – in the perspective of any developer – for the need of such density. On the other hand,

we simply point to the aforementioned Menorah Housing Foundation/Zev Yaroslavsky apartments, with its three levels across the street, as our example of what should be built – a facility with a maximum of 21 units.

- B. **Residential Characteristic # 1 – Work-Live Units:** We were informed that the three ground-level units facing Pico Blvd. will be work-live, loft-style units for which at least the front portion of the lower (ground) level will be workspace, with entry onto the Pico Blvd. sidewalk – but not meant for retail businesses such as a café, salon, barber shop, etc. Examples of appropriate categories of tenants were provided, such as, photographers, architects, fashion designers, etc. We spent considerable time discussing: (i) prevention of any renting or subletting of the lower level for short-term housing; (ii) the need for uniformity in terms of screening of the glass facades of the lower level (both for uniformity and privacy); (iii) the desirability of annual verification that the occupant-tenant has a current business license from the City of Los Angeles, as a condition of the lease agreement for the unit; and (iv) a requirement for uniform design/size of any Pico Blvd. tenant signage.
- C. **Residential Characteristic # 2 -- Fully-furnished Units:** We were informed that the building does not need to have a full loading dock for use by tenants moving in/out personal furniture, etc. since all units will be rented as fully furnished for tenants by the developer. We note that it was not clear if the “fully-furnished” arrangement would apply to the aforementioned work-live tenants; if not, the potential use of the loading dock by such tenants will add to the traffic concerns for the alley as described in # E below. Further, the ability to have sufficient space for service truck traffic (trash removal, package delivery, etc.) remains a concern.
- D. **Residential Characteristic # 3 – No-Short Term Rentals:** We were informed that the business plan is to eschew short-term rentals and to develop a tenant community based on medium-length leases. We have expressed our hope for a minimum lease term of 12 months, but we are nonetheless concerned that the mix of tenants will quickly include a large percentage of corporate tenants for which actual usage would effectively result in a short-term tenant mix, oriented to the constant turnover of temporary staff on assignment, etc.
- E. **Parking/Use of Alley:** We were informed that the building will have not more than 14 parking spaces (stacked) for the 30 units, with the parking spaces accessed from the alley on the south side of the project. This is problematic. While currently not marked and enforced, the alley was designated in the past as a one-

way WEST-bound route serving the other businesses located to the east of the proposed site. It is important to understand that this is a dead-end alley, with no access on its eastern terminus onto a public roadway. Further, the eastern terminus of this alley – at the western wall of the Westside Too building -- has NO turnaround space. Even with the widening of the alley as proposed by this project (thank you), a fundamental conflict would exist with the use of the alley by the other businesses extending east to Midvale Ave. **We strongly urge an on-site visit by city officials which would provide the opportunity to have a first-hand and immediate understanding of this concern.**

As it is the intention of transit-oriented developments (TOD) to provide convenient and accessible housing for those who frequent transit, it is important that those living TOD projects actually be those who will use transit AND forego regular use of a personal vehicle. To provide limited parking and to unbundle parking in any development, only to allow tenants to access party in nearby City Preferential Parking Districts, undermines the purpose of TOD projects; instead, the end result is a tenant group of which many would have no intention of using the nearby public transit.

We recognize that, at the present time, the City is unable to take action to preclude the issuance of preferential parking permits to TOD residents (no matter the inconsistency in the logic of their doing so). Nonetheless, we were heartened to be informed that the developer has agreed to include in all tenant agreements a provision by which the tenant would agree -- as a condition of the lease -- not to apply to the City of Los Angeles Department of Transportation for a preferential parking permit on Ayres Ave. (immediately south of the project), which is located in a preferential parking district.

- F. **Vehicle Circulation:** The current width of Veteran Avenue does not, in our view, support a multi-unit residential facility of this density on the east side of the street on Veteran Ave. The “No Parking” restriction on this portion of Veteran Avenue would need to be enhanced and frequently enforced, particularly given the aforementioned 14 spaces for 30 units. Further, the fact that a full-service automotive service repair facility is on the west side of Veteran Ave., with the frequent and constant presence of tow trucks, etc., increases our concerns.
- G. **Impact on R-1 Properties on Ayres Avenue:** We have appreciated the effort, expressed in the design of the south side of this proposed project, to provide setbacks at various levels to provide “buffer air space” between the building and the R-1 properties on Ayres Avenue, immediately to the south side of the

aforementioned alley. A commitment to forego “full balconies” on the south side and to incorporate only “Juliet” balconies is appreciated, as was a design decision to place the proposed rooftop common space on the north side of the building overlooking Pico Blvd, the farthest possible distance from the R-1 properties. But the privacy, noise, and traffic issues for the residences on Ayres Avenue remain a fundamental concern.

H. **Design Aesthetics:** We were presented with a modified approach to the exterior design (color scheme, materials) of the ground level of the proposed building. The suggested changes were, in our view, most definitely positive improvements and were well-received. Additional suggestions were offered as to how to also include a more artistic approach to the exterior design.

In conclusion, this letter is to inform the City of Los Angeles officials and departments considering this project regarding the current observations and concerns of the immediately-impacted West of Westwood HOA. In addition, this letter hopefully updates you as to our discussions with the owner/developer, et al. prior to the consideration of the project by the Westside Neighborhood Council, currently scheduled for April 2023.

We strongly urge an on-site visit by yourselves to provide a more complete first-hand understanding about this project. We look forward to working with you to make this project an asset for both the community and the City.

Sincerely,



Terri M. Tippit
President, West of Westwood HOA

cc: Members, WOWHOA Board of Directors
Mr. Barbara Broide, Chair, WNC Land-Use Committee

Mr. Wil Carson, 64 North
Ms. Dana Sayles, three6xy

Fernando Morales, Office of City Councilmember Katy Yaroslavsky (CD-5)
Dylan Sittig, Office of City Councilmember Katy Yaroslavsky (CD-5)



Connie Chauv <connie.chauv@lacity.org>

CPC 22-8060DB HCA

Terri Tippit <tmtippit@ca.rr.com>

Fri, Jun 9, 2023 at 12:17 PM

To: Connie Chauv <connie.chauv@lacity.org>

Cc: Dylan Sittig <dylan.sittig@lacity.org>, Vanessa Saldana <vanessa.saldana@lacity.org>







Connie-

Pls. see attached from West of Westwood HOA for the file.

Thanks,

T

6 attachments

-  **2023-06-09 WOWHOA Letter to C. Chauv-City of Los Angeles Planning Dept.-FINAL.pdf**
174K
-  **2023-02-23 WOWHOA Letter to City of Los Angeles re Pico-Veteran Apartments--FINAL.pdf**
188K
-  **2023-03-22 WOWHOA Letter to WNC-LUC.pdf**
130K
-  **2023-04-13 WOWHOA Letter to WNC Board-FINAL.pdf**
214K
-  **2023-05-04 WOWHOA Letter to WNC Board for May 11 Meeting-FINAL.pdf**
230K
-  **2023-05-31 WOWHOA Letter to WNC Board for June 8 Meeting-FINAL.pdf**
170K

West Of Westwood

Homeowners Association

February 23, 2023

Ms. Connie Chauv (connie.chauv@lacity.org)

City Planner

City of Los Angeles

Planning Department

1828 Sawtelle Blvd., 2nd Floor

Los Angeles, CA 90025

Mr. Rudy Guevera (rudy.guevara@lacity.org)

Transportation Engineer

City of Los Angeles

Department of Transportation, Western District

1828 Sawtelle Blvd., Room 108

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Mr. Michael Patonai (michael.patonai@lacity.org)

District Engineer

City of Los Angeles

Bureau of Engineering, West Los Angeles District

1828 Sawtelle Blvd, 3rd Floor

Los Angeles, CA 90025

RE: Proposed Pico-Veteran Apartments Project

CPC 2022-8060-DB-HCA

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Following discussion with various members of the Board of Directors of the WOWHA, I am submitting this letter to your office in my capacity as President of WOWHOA; for full disclosure, my residential property is located on Ayres Avenue.

The WOWHOA is in receipt of the list of Entitlement Requests which have been submitted to the City of Los Angeles for this project.

Please know that, on February 16, various members of the WOWHOA Board joined me in a 2+ hour review session of the project with the architect for the project (Wil Carson, 64 North) and with the land use consultant (Dana Sayles, three6xty) retained by the principal owner/developer, Bolour Associates (CEO: Mark Bolour) through Pico-Veteran Holdings LLC. Mr. Bolour did not attend our February 16 meeting due to a schedule conflict.

The cordial session on February 16 resulted in agreement to continue our discussions on the following timetable over the next two months:

March 8	Submittal of new modifications by Mr. Carson to WOWHOA
March 22 or 23	Consideration of final WOWHOA comments by the Land Use Committee of the Westside Neighborhood Council (WNC)
April 13	Consideration of the project by the Westside Neighborhood Council (WNC) at its regular monthly meeting.
After April 13	Submittal of WNC comments to the City of Los Angeles

We also informed Ms. Sayles and Mr. Carson that this letter would be submitted to the City of Los Angeles to ensure that the WOWHOA is on record with its initial set of comments about this project, with the caveat that the final set of comments from the WOWHOA may be different, based on the continuing discussions with the owner/developer.

For background, the property at 10948 Pico Blvd. was occupied for 36 years by the popular restaurant chain, Islands. This location was the first one established by that company, opening in May 1982. From that first restaurant at Pico-Veteran, the company has expanded to more than 50 locations in California and four other states. In 2018, the Islands Restaurant company decided to close permanently its “birthplace” location at Pico-Veteran due to disagreements regarding the cost and responsibility for property improvements and associated rent increases.

Sadly, the property and one-level building have now been vacant for more than four years, with no replacement restaurant operator identified. Fortunately, the current owner of the property, Bolour Associates, has been cooperative and responsive to

periodic concerns of the WOWHOA regarding the physical condition of the vacant property, but the property has remained unused since late 2018.

A major concern of the WOWHOA is that, since 2018, four of the seven restaurants located on the south side of Pico Blvd. between Westwood Blvd. and Veteran Ave. have permanently closed (plus the closure/demolition of the Norm's Restaurant building at Pico Blvd. and Greenfield Ave. on the north side of Pico Blvd., nearby). These closures, along with other business closures such as the Landmark Theaters, have resulted in an obvious dilution of the neighborhood profile of this specific community area on Pico Blvd., between Westwood Blvd. and Military Ave.

This will be the first project to be constructed on Pico Blvd. under the provisions of the Expo Corridor Transit Neighborhood Plan's NMU Zone.

The change in land use of this property from a neighborhood-oriented retail business (restaurant) to a high-density residential facility may be inevitable. Nonetheless, for the WOWHOA, this particular project is precedential as the first major residential facility along this portion of Pico Blvd. other than the three-level Menorah Housing Foundation/Zev Yaroslavsky Senior Apartment building at 10961 Pico Blvd. (between Greenfield Avenue and Veteran Avenue) on the north side of Pico Blvd.

Consequently, the WOWHOA is evaluating this one specific project with the contextual concern that its construction and use – abutting an R-1 residential neighborhood -- could easily and quickly be replicated at other locations in this neighborhood-oriented section of Pico Blvd. (We are aware of the multi-year efforts for residential development projects on other major roadways in the City of Los Angeles, such as Overland Ave. south of Pico Blvd. to the Culver City border).

The points of discussion and our continuing concerns that we expressed at our February 16 meeting are summarized as follows:

A. **Height and Density:** The WOWHOA believes that, for a property parcel of slightly less than 8,350sf, not only the height of this project – as a five-level facility with roof top as common space – but also the density of this project – with 30 units (a mixture of studio, 1-bedroom and 2-bedroom units) – is not consistent with the neighborhood profile of this community. We understand that the outcome of our discussions may well be “an agreement to disagree” on these concerns. We also understand that the financial feasibility of developing this project, with all of its physical constraints as discussed below, may argue – in the perspective of any developer – for the need of such density. On the other hand,

we simply point to the aforementioned Menorah Housing Foundation/Zev Yaroslavsky apartments, with its three levels across the street, as our example of what should be built – a facility with a maximum of 21 units.

- B. **Residential Characteristic # 1 – Work-Live Units:** We were informed that the three ground-level units facing Pico Blvd. will be work-live, loft-style units for which at least the front portion of the lower (ground) level will be workspace, with entry onto the Pico Blvd. sidewalk – but not meant for retail businesses such as a café, salon, barber shop, etc. Examples of appropriate categories of tenants were provided, such as, photographers, architects, fashion designers, etc. We spent considerable time discussing: (i) prevention of any renting or subletting of the lower level for short-term housing; (ii) the need for uniformity in terms of screening of the glass facades of the lower level (both for uniformity and privacy); (iii) the desirability of annual verification that the occupant-tenant has a current business license from the City of Los Angeles, as a condition of the lease agreement for the unit; and (iv) a requirement for uniform design/size of any Pico Blvd. tenant signage.
- C. **Residential Characteristic # 2 -- Fully-furnished Units:** We were informed that the building does not need to have a full loading dock for use by tenants moving in/out personal furniture, etc. since all units will be rented as fully furnished for tenants by the developer. We note that it was not clear if the “fully-furnished” arrangement would apply to the aforementioned work-live tenants; if not, the potential use of the loading dock by such tenants will add to the traffic concerns for the alley as described in # E below. Further, the ability to have sufficient space for service truck traffic (trash removal, package delivery, etc.) remains a concern.
- D. **Residential Characteristic # 3 – No-Short Term Rentals:** We were informed that the business plan is to eschew short-term rentals and to develop a tenant community based on medium-length leases. We have expressed our hope for a minimum lease term of 12 months, but we are nonetheless concerned that the mix of tenants will quickly include a large percentage of corporate tenants for which actual usage would effectively result in a short-term tenant mix, oriented to the constant turnover of temporary staff on assignment, etc.
- E. **Parking/Use of Alley:** We were informed that the building will have not more than 14 parking spaces (stacked) for the 30 units, with the parking spaces accessed from the alley on the south side of the project. This is problematic. While currently not marked and enforced, the alley was designated in the past as a one-

way WEST-bound route serving the other businesses located to the east of the proposed site. It is important to understand that this is a dead-end alley, with no access on its eastern terminus onto a public roadway. Further, the eastern terminus of this alley – at the western wall of the Westside Too building -- has NO turnaround space. Even with the widening of the alley as proposed by this project (thank you), a fundamental conflict would exist with the use of the alley by the other businesses extending east to Midvale Ave. **We strongly urge an on-site visit by city officials which would provide the opportunity to have a first-hand and immediate understanding of this concern.**

As it is the intention of transit-oriented developments (TOD) to provide convenient and accessible housing for those who frequent transit, it is important that those living TOD projects actually be those who will use transit AND forego regular use of a personal vehicle. To provide limited parking and to unbundle parking in any development, only to allow tenants to access party in nearby City Preferential Parking Districts, undermines the purpose of TOD projects; instead, the end result is a tenant group of which many would have no intention of using the nearby public transit.

We recognize that, at the present time, the City is unable to take action to preclude the issuance of preferential parking permits to TOD residents (no matter the inconsistency in the logic of their doing so). Nonetheless, we were heartened to be informed that the developer has agreed to include in all tenant agreements a provision by which the tenant would agree -- as a condition of the lease -- not to apply to the City of Los Angeles Department of Transportation for a preferential parking permit on Ayres Ave. (immediately south of the project), which is located in a preferential parking district.

- F. **Vehicle Circulation:** The current width of Veteran Avenue does not, in our view, support a multi-unit residential facility of this density on the east side of the street on Veteran Ave. The “No Parking” restriction on this portion of Veteran Avenue would need to be enhanced and frequently enforced, particularly given the aforementioned 14 spaces for 30 units. Further, the fact that a full-service automotive service repair facility is on the west side of Veteran Ave., with the frequent and constant presence of tow trucks, etc., increases our concerns.
- G. **Impact on R-1 Properties on Ayres Avenue:** We have appreciated the effort, expressed in the design of the south side of this proposed project, to provide setbacks at various levels to provide “buffer air space” between the building and the R-1 properties on Ayres Avenue, immediately to the south side of the

aforementioned alley. A commitment to forego “full balconies” on the south side and to incorporate only “Juliet” balconies is appreciated, as was a design decision to place the proposed rooftop common space on the north side of the building overlooking Pico Blvd, the farthest possible distance from the R-1 properties. But the privacy, noise, and traffic issues for the residences on Ayres Avenue remain a fundamental concern.

H. **Design Aesthetics:** We were presented with a modified approach to the exterior design (color scheme, materials) of the ground level of the proposed building. The suggested changes were, in our view, most definitely positive improvements and were well-received. Additional suggestions were offered as to how to also include a more artistic approach to the exterior design.

In conclusion, this letter is to inform the City of Los Angeles officials and departments considering this project regarding the current observations and concerns of the immediately-impacted West of Westwood HOA. In addition, this letter hopefully updates you as to our discussions with the owner/developer, et al. prior to the consideration of the project by the Westside Neighborhood Council, currently scheduled for April 2023.

We strongly urge an on-site visit by yourselves to provide a more complete first-hand understanding about this project. We look forward to working with you to make this project an asset for both the community and the City.

Sincerely,



Terri M. Tippit
President, West of Westwood HOA

cc: Members, WOWHOA Board of Directors
Mr. Barbara Broide, Chair, WNC Land-Use Committee

Mr. Wil Carson, 64 North
Ms. Dana Sayles, three6xy

Fernando Morales, Office of City Councilmember Katy Yaroslavsky (CD-5)
Dylan Sittig, Office of City Councilmember Katy Yaroslavsky (CD-5)

West Of Westwood
Homeowners Association

March 22, 2023

TO: Westside Neighborhood Council – Land Use Committee (WNC-LUC)

FROM: John R. Sandbrook
Secretary, Board of Directors, West of Westwood HOA

RE: March 22, 2023 Meeting
Agenda Item No. 2
CPC 2022-8060-DB-HCA
Proposed Project for 10942-10948 Pico Blvd.

This is to provide comments regarding the aforementioned project on behalf of the Board of Directors of West of Westwood HOA (WOWHOA), which is the HOA most directly impacted by the project.

For the record:

- Attached with this submittal are three letters dated January 30, 2023; February 6, 2023 and February 23, 2023 regarding this project. Both the January 30 letter and the detail descriptive package about the project provided by the developer, were posted on the WOWHOA website (<http://www.wowhoa.org/development-projects-in-our-area>) to inform all residents within the WOWHOA about this project.
- Two meetings were held by members of the WOWHOA Board with the project's representatives on February 16, 2023 (2.5 hours) and March 8, 2023 (1.0 hour). Both meetings were cordial and constructive.

WNC-LUC agenda item # 2 lists the entitlement requests from the developer for this project. This letter repeats the concerns that the WOWHOA has already indicated to the developer about each of the requests.

Of most particular concern is the height increase/density bonus requested by the developer:

- ❖ First, the WOWHOA believes that the height of the proposed building should be limited to 45 feet and not the 65 feet requested by the developer.
- ❖ Second, the WOWHOA believes that the proposed scope of 30 dwelling units should be rejected and, instead, limited to 21 dwelling units.

Additional concerns of the WOWHOA relate to: (i) the open space reduction requested by the developer; (ii) the waivers requested for development standards; and (iii) the increase in Floor Area Ratio (FAR), from 2.0 to 2.7, requested by the developer.

Other concerns relate to: (a) the proposed allowance of 14 parking spaces for the 30 dwelling units; and (b) the assumption that the alley that separates the Ayres Avenue residences and the proposed project can adequately be a 2-way alley (even with the widening proposed) can be safely operated since this alley has only one entrance (on Veteran Avenue), with a dead-end on the eastern terminus.

The WOWHOA has offered the above observations directly to the developer in the aforementioned two meetings.

The WOWHOA also offered to the developer its comments on specific design elements of the proposed 30-unit project. These specific design comments have been addressed by the developer and integrated into a revised design. The WOWHOA is grateful for the responsive approach on these design details that has been forthcoming to date.

That being said, the WOWHOA continues to believe that this project, based on the entitlements and waivers that have been requested, would establish a potentially harmful precedent for the future development of Pico Blvd. No one questions the need for a revitalization of Pico Blvd. from Sepulveda Blvd. to Westwood Blvd., incorporating a mixture of residential, retail and commercial solutions. Nonetheless, the revitalization needs to enhance the adjoining neighborhoods on the south and north sides of Pico Blvd., and, most importantly, not be intrusive or damaging to the quality of life of the single-family homes in these neighborhoods.

For the WOWHOA, “an agreement to disagree” as to the scope of the project and the acceptability of the entitlement requests inherent in this proposal falls short of the basic decisions that, in our opinion, need to be made by the City of Los Angeles Planning Department as to the most appropriate future and vision for this section of Pico Blvd.

Thank you for the opportunity to provide these comments.

Attachments:

Letter of January 30, 2023

Letter of February 6, 2023

Letter of February 23, 2023

Copies to:

WOWHOA Board of Directors

Ms. Marilyn Tusher, President, Westwood Gardens Civic Association

April 13, 2023

WESTSIDE NEIGHBORHOOD COUNCIL GOVERNING BOARD (WNC)

**RE: CPC 2022-8060-DB-HCA
Proposed Project for 10942-10948 Pico Blvd.
Pico-Veteran Apartments**

In my capacity as Secretary of the Board of Directors of the West of Westwood HOA (WOWHOA) and on behalf of the Board, I am submitting this letter about the above-referenced proposed project. As you are aware, the WOWHOA represents approximately 1,200 households in the Westwood-Rancho Park area.

At the March 22, 2023 meeting of the WNC Land-Use Committee, I submitted the attached letter.

The applicant requests the following Entitlements:

A. Density Bonus, pursuant to LAMC Section 12.22.A 25, for a project with 30 dwelling units including 4 units (15% of by-right density) for Very Low-Income Households for a period of 55 years with the following On and Off Menu Incentives:

1. One Menu Incentives:

- Open Space: A reduction in the required open space of up to 20%, to allow 2,440 in lieu of the otherwise required 3,050 square feet; and,
- Floor Area Ratio: An increase in Floor Area Ratio (FAR) to 2.7:1 in lieu of an FAR of 2.0:1 otherwise permitted by the NMU(EC)-POD zone.

2. Off Menu Incentives:

- Height: An increase in the maximum height requirement to allow 65 feet in lieu of the 45 feet otherwise allowed by the NMU(EC) zone.

3. Waivers:

- Waiver of Development Standard, for relief from Transitional Height requirements pursuant to LAMC Section 12.21.1 A.10 to permit 65 feet within 0-99 feet of an R1 zone instead of a maximum 33 feet; and,
- Waiver of Development Standard, for relief from Exposition Corridor Transit Neighborhood Plan (TNP) Standard 4.2.5.C.1, to allow 0 feet in lieu of 25 feet for a portion (28%) of parking and loading areas.

B. Specific Plan Project Permit Compliance, pursuant to LAMC Section 11.5.7, for a project located within the Exposition Corridor Transit Neighborhood Plan (TNP).

C. Class 32 Categorical Exemption, pursuant to the State of California Environmental Quality Act and CEQA Guidelines, Section 15300.

The WOWHOA Board of Directors continues to maintain the same position as set forth in the March 22 statement. Notwithstanding the two cordial meetings held with the representatives of the developer applicant, this project, as currently proposed, should not be approved by the City of Los Angeles for three primary reasons.

- I. The scope of the project –30 residential units – is too large for the very constrained and limited footprint (8,350 sf) of the property. Only 14 parking spaces for 30 units – all in a stacked mechanical system at grade -- is an unrealistic allocation. By the developer’s admission, underground parking could not be provided due to the small footprint.

The developer should be instructed by the City of Los Angeles that approval of the project cannot be provided unless and until the developer acquires a larger footprint of property to construct the 30 residential units and an adequate amount of underground parking.

- II. The concept that the residential units would be fully-furnished units for 6-month, by the developer’s own statements, targeted towards a demographic that is not intended to provide primary residential facilities. Rather, this facility would

effectively, if not actually, become corporate-style temporary housing not for residents of the City of Los Angeles but for others conducting short-term business in the city. This is fully inconsistent with the publicly-stated goals of the City of Los Angeles to increase the housing supply.

- III. The exclusion of any neighborhood-oriented retail commercial space on the ground level does a disservice to the neighborhoods on the south and north side of Pico Blvd. The inclusion of live-work spaces not intended to provide retail services for the adjoining residential communities is a slap in the face for the long-term residents of the single-family homes in our neighborhoods that have seen over the past decade the deterioration and closure of so many retail establishments that allow neighborhoods to utilize and enjoy their communities.

The WOWHOA would be negatively impacted if approval of this project, as proposed, is approved. The WOWHOA very much hopes for a rebirth of commercial redevelopment along Pico Blvd.; a residential/commercial mixed-use project would be welcomed, but only if the single-family neighborhoods – and their quality of life – are able to share in the positive upsides of such a project.

As proposed, the WOWHOA foresees only negative impacts and, respectfully, urge the WNC to forego any approval or statement of positive support for this project as currently proposed.

Thank you for your time and consideration in this matter.



John Sandbrook
Secretary
WOWHOA Board of Directors

Enclosure: Statement of March 22 to WNC-Land Use Committee

May 4, 2023

WESTSIDE NEIGHBORHOOD COUNCIL GOVERNING BOARD (WNC)

**RE: CPC 2022-8060-DB-HCA
Proposed Project--10942-10948 Pico Blvd. (Pico-Veteran Apartments)**

In my capacity as Secretary of the Board of Directors of the West of Westwood HOA (WOWHOA) and on behalf of the Board, I am submitting this letter about the above-referenced proposed project. As you are aware, the WOWHOA represents approximately 1,200 households in the Westwood-Rancho Park area.

This letter supplements my earlier letter dated April 13, 2023 that was presented to you on that date.

Please know that the annual meeting of the WOWHOA was held on April 26, 2023, with approximately 90 in attendance. Representatives of the applicant were invited to attend the meeting and make a presentation; due to scheduling conflicts, no representatives of the applicant attended the WOWHOA annual meeting.

Instead, in order for the attendees to have the ability to have an in-person opportunity to learn more about the project, the WOWHOA Board displayed all of the descriptive material previously submitted by the applicant; as has been previously reported to you, the material had already been posted on the WOWHOA website since late January.

This is to inform you that at the meeting of April 26:

- I. Members of the WOWHOA Board led a 25-minute discussion about the referenced proposed project and answered questions from the attendees.
- II. The upshot of the discussion and comments from attendees were that:
 - (a) redevelopment of the project site – now vacant for more than 4 ½ years since the former (beloved) restaurant was unable to renew its lease in October 2018 with the property owner after 36 years of operation – is greatly desired;

- (b) the density bonus and other incentives/waivers (described in my letter of April 13 and repeated in the attachment to this letter) are inappropriate for the proposed project on that site; and
 - (c) the project should be limited to 21 units, as allowed, on three [3] levels (not five [5] levels), without any bonus or other accommodations for expansion as a result of manipulation of spreadsheet data regarding housing statistics.
- III. Upon the conclusion of that discussion, the WOWHOA Board asked for a show of hands among the estimated 90 attendees as to:
- (a) those who supported (a), (b) and (c) above (i.e., 21 units, three levels), and
 - (b) those who were supportive of the project as proposed by the applicant (i.e., 30 units, five levels).

Please know that the unanimous view of the attendees was agreement with (a), (b) and (c) in II. above and in complete opposition to any proposal for a number of more than 21 units and three levels on this site.

The comments from the attendees can best be summarized that the quality of life impacts on the surrounding R-1 neighborhood – and the vehicle safety issues at the Pico-Veteran corner -- need to have a higher importance than – or, at a minimum, not be subordinated to -- arbitrary housing goals set from afar in forums not close to this neighborhood and simply calculated on spreadsheets.

The attendees at the WOWHOA annual meeting on April 26 also explicitly rejected the attempt by any third-party to characterize such a position as a NIMBY (Not-In-My-Back Yard) position; the attendees were emphatic that housing redevelopment on the Pico-Veteran site is indeed welcome, but only to the degree and in a manner that is appropriate for all. The attendees simply concurred with the statement expressed in my letter of April 13, i.e., the project as proposed is incompatible with the 8,350 sf footprint of the project.....either the footprint needs to be increased (to allow for underground parking) or the scope of the project decreased.

I believe it is accurate to state that the members of the WOWHOA wish to ask their elected representatives in and the City of Los Angeles planning department administrative staff – and the WNC -- to consider the totality of

this 30-unit proposal, particularly the negative quality-of-life impacts on the adjacent residential neighborhood and the vehicle safety impacts at the Pico-Veteran corner, even with its proposed widening.

To repeat, the WOWHOA supports a 21-unit, three-level proposal, but not the current 30-unit, five-level proposal. The 30-unit proposal should only be approved if the applicant is able to increase the footprint of the project by the amount needed to allow for underground parking.

Thank you for your time and consideration in this matter.



John Sandbrook
Secretary
WOWHOA Board of Directors

Cc: Members, WOWHOA Board of Directors
Ms. Barbara Broide, Chair, WNC-LUC
Mr. Fernando Morales, CD-5
Mr. Dylan Sittig, CD-5

CPC 2022-8060-DB-HCA

Proposed Project for 10942-10948 Pico Blvd. -- Pico-Veteran Apartments

The applicant for the above-referenced proposed project has requested the following Entitlements:

A. **Density Bonus**, pursuant to LAMC Section 12.22.A 25, for a project with 30 dwelling units including 4 units (15% of by-right density) for Very Low-Income Households for a period of 55 years with the following On and Off Menu Incentives:

1. **On Menu Incentives:**

- Open Space: A reduction in the required open space of up to 20%, to allow 2,440 in lieu of the otherwise required 3,050 square feet; and
- Floor Area Ratio: An increase in Floor Area Ratio (FAR) to 2.7:1 in lieu of an FAR of 2.0:1 otherwise permitted by the NMU(EC)-POD zone.

2. **Off Menu Incentives:**

- Height: An increase in the maximum height requirement to allow 65 feet in lieu of the 45 feet otherwise allowed by the NMU(EC) zone.

3. **Waivers:**

- Waiver of Development Standard, for relief from Transitional Height requirements pursuant to LAMC Section 12.21.1 A.10 to permit 65 feet within 0-99 feet of an R1 zone instead of a maximum 33 feet; and
- Waiver of Development Standard, for relief from Exposition Corridor Transit Neighborhood Plan (TNP) Standard 4.2.5.C.1, to allow 0 feet in lieu of 25 feet for a portion (28%) of parking and loading areas.

B. **Specific Plan Project Permit Compliance**, pursuant to LAMC Section 11.5.7, for a project located within the Exposition Corridor Transit Neighborhood Plan (TNP).

c. **Class 32 Categorical Exemption**, pursuant to the State of California Environmental Quality Act and CEQA Guidelines, Section 15300.

May 31, 2023

WESTSIDE NEIGHBORHOOD COUNCIL GOVERNING BOARD (WNC)

**RE: CPC 2022-8060-DB-HCA
Proposed Project--10942-10948 Pico Blvd. (Pico-Veteran Apartments)**

In my capacity as Secretary of the Board of Directors of the West of Westwood HOA (WOWHOA) and on behalf of the Board, I am submitting this letter about the above-referenced proposed project. As you are aware, the WOWHOA represents approximately 1,200 households in the Westwood-Rancho Park area.

It has come to my attention that the Westside Neighborhood Council (WNC) Board may have further discussion of this project at its next meeting on June 8.

This letter reiterates the information provided in my letters of April 13 and May 4 that were previously submitted to you; copies of those letters are attached with this letter again. As you recall, I appeared before the WNC Board at both its meetings of April 13 and May 11 to ensure that the contents of those letters – **specifically, the opposition of the WOWHOA to the current scope of the proposed project** -- were fully understood.

I wish to restate again that the unanimous view of the WOWHOA homeowners that attended the April 26 annual meeting of the HOA was:

- **The Pico-Veterans site, now vacant for 4.5 years, needs to be redeveloped.**
- **The current proposal for a residential facility of 30 units on five levels needs to be limited to 21 units and three levels.**
- **The density bonus and other incentives/waivers are inappropriate for the proposed project on that 8,350sf site (see my letter of May 4).**

The comments from the attendees can best be summarized that the quality of life impacts on the surrounding R-1 neighborhood – and the vehicle safety issues at the Pico-Veteran corner -- need to have a higher importance than – or, at a minimum, not be subordinated to -- arbitrary housing goals set from afar in forums not close to this neighborhood and simply calculated on spreadsheets.

The attendees simply concurred with the statement expressed in my letter of April 13, i.e., the project as proposed is incompatible with the 8,350 sf footprint of the project.....either the footprint needs to be increased (to allow for underground parking) or the scope of the project decreased.

I believe it is accurate to state that the members of the WOWHOA wish to ask their elected representatives and the City of Los Angeles planning department administrative staff -- AS INFORMED BY THE WNC -- to consider the totality of this 30-unit proposal, particularly the negative quality-of-life impacts on the adjacent residential neighborhood and the vehicle safety impacts at the Pico-Veteran corner, even with its proposed widening.

Thank you for your time and consideration in this matter.



John Sandbrook
Secretary
WOWHOA Board of Directors

Attachments (2)

Letter of April 13, 2023

Letter of May 4, 2023

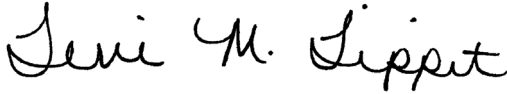
Cc: Members, WOWHOA Board of Directors
Ms. Barbara Broide, Chair, WNC-LUC
Mr. Fernando Morales, CD-5
Mr. Dylan Sittig, CD-5

West Of Westwood
Homeowners Association

June 9, 2023

TO: Ms. Connie Chauv (connie.chauv@lacity.org)
City of Los Angeles
Planning Department
1828 Sawtelle Blvd., 2nd Floor
Los Angeles, CA 90025

FROM: Terri M. Tippit
President, West of Westwood Homeowners Association (WOWHOA)



RE: Proposed Pico-Veteran Apartments Project
10942-10948 Pico Blvd.
CPC 2022-8060-DB-HCA

This letter about the above-referenced project submitted by Bolour Associates is being submitted in my capacity as President of the West of Westwood HOA (WOWHOA), representing approximately 1,200 households in the Westwood-Rancho Park area.

This letter documents the fact that, at the annual meeting of the WOWHOA held on April 26, approximately 90 homeowners attended. While they were invited to make a presentation, representatives of Bolour Associates were unable to attend due to other commitments.

The WOWHOA Board had previously posted the details of the proposed project on the WOWHOA website. Printed copies were displayed at the meeting.

Please know that, after a 30-minute discussion of the project, a vote was taken about the scope of the proposed project. The unanimous view of the homeowners was:

1. The site at 10948 Pico Blvd., which has been vacant since October 2018 since the closure of the (beloved) Islands restaurant after more than 30 years of operation, needs to be redeveloped.

2. Redevelopment as a residential facility is acceptable to the WOWHOA members.
3. The scope of the proposed project --30 units, five levels -- on a footprint of 8,350sf needs to be reduced to not more than 21 units and three levels. The manipulation of spreadsheet calculations to justify a scope of 30 units is inconsistent with the real-life impacts that such a project would bring.

I also understand that several other HOAs in the neighborhoods of the Westside Neighborhood Council have submitted similar letter.

To document the good-faith efforts that the WOWHOA undertook for communications with Bolour Associates:

- February 16 – A meeting was held between a subset of the Board of Directors of the WOWHOA and representatives of Bolour Associates. This was documented in a letter sent on February 23 to you and other City of Los Angeles officials. A second meeting was held on March 8.

(The upshot of those meetings was a basic disagreement as to the size/scope of the project -- “an agreement to disagree” -- so the discussions focused solely on certain design elements of the project in the event that the City of Los Angeles decides to proceed with the project as proposed, contrary to the wishes of the WOWHOA and the other neighborhood HOAs.)

- March 22 – The Secretary of the WOWHOA, Mr. John Sandbrook, sent a letter to the WNC Land-Use Committee reiterating the objections of the WOWHOA Board of Directors.
- April 13, May 4 and May 31 – Mr. Sandbrook submitted letters to the Westside Neighborhood Council (WNC) Board of Directors to advise the WNC Board of the position of the WOWHOA.

Also, the WNC Land Use Committee discussed this project on January 19 and March 22 and the WNC Board discussed this projection at its meeting of April 13, May 11 and June 8. I serve as Chair of the WNC Board, but my home is located within a 500-foot radius of the project at 10948 Blvd. As a result, upon the advice of the office of the City Attorney, I recused myself from the discussion at the WNC Board meetings on each of the three occasions at which the proposed project was discussed.

(I was subsequently informed that at the WNC Board Meeting of June 8 the board voted to oppose the project.)

This letter to you reiterates the Board of Directors of the WOWHOA believes it important to communicate to the City of Los Angeles Planning Department and to City Councilmember Katy Yaroslavsky (copied here) that the WOWHOA continues to be in opposition to this project, as presently proposed.

The WOWHOA would be negatively impacted if approval of this project, as proposed, is approved. The WOWHOA very much hopes for a rebirth of commercial redevelopment along Pico Blvd.; a residential/commercial mixed-use project would be welcomed, but only if the single-family neighborhoods – and their quality of life – are able to share in the positive upsides of such a project. As proposed, the WOWHOA foresees only negative impacts and, respectfully, urge the City of Los Angeles to reject the project as proposed.

Thank you for your consideration of the concerns of the WOWHOA. We hope to be able to work constructively with the developer of this proposed project – as well as other possible developers – to have a win-win for the renaissance of Pico Blvd.

Enclosures (5):

February 23, 2023 Letter
March 22, 2023 Letter
April 13, 2023 Letter
May 4, 2023 Letter
May 31, 2023 Letter

cc: Members of the Board of Directors, WOWHOA
Marilyn Tusher, President, Westwood Gardens Civic Association
The Honorable Katy Yaroslavsky, City Councilmember for District No. 5



Connie Chauv <connie.chauv@lacity.org>

response to proposed development, CPC2022-8060-DB-HCA

Paul Humphreys <pwhumphreys@gmail.com>
To: connie.chauv@lacity.org
Cc: Terri Tippit <tmtippit@ca.rr.com>

Mon, Feb 27, 2023 at 3:48 PM

Dear Ms. Chauv:

I write on behalf of my wife Susan and myself in response to the proposed development at Pico Boulevard and Veteran Avenues by Pico/Veteran Holdings LLC. We are members of the West of Westwood HOA and residents within 420' of the project. Our concerns are summarized in the letter included here as a PDF attachment.

Many thanks for your kind attention.

Yours sincerely,

Paul Humphreys



TO Connie Chauv (City Planner, City of LA), 27 February 2023; FROM Paul Humphreys (WOWHOA resident).pdf
497K

27 February 2023

Ms. Connie Chauv
City Planner
City of Los Angeles
Planning Department
1828 Sawtelle Blvd., 2nd Floor
Los Angeles, CA 90025
connie.chauv@lacity.org

Re: CPC2022-8060-DB-HCA

Dear Ms. Chauv:

I write on behalf of my wife Susan and myself in response to the proposed development at Pico Boulevard and Veteran Avenues by Pico/Veteran Holdings LLC. We are members of the West of Westwood HOA and residents within 420' of the project (by Google Maps reckoning). Our concerns are summarized under the four headings that appear below:

1. *The need for retail space along the Westwood – Sepulveda (WW/SPV) corridor of Pico Boulevard.* Before March 2020, the corridor between Westwood and Sepulveda Boulevards hosted a variety of shops, restaurants and stores serving the residents of neighborhoods within walking or easy driving distance, especially, though not limited to, those living directly north (as far as Olympic) and south (as far as Exposition). As we know, the pandemic saw many of these businesses close their doors, beginning a cycle of decline for what had previously been a thriving retail environment. With the COVID emergency now largely behind us, it would be a long-term mistake to “repurpose” retail space that became shuttered during the pandemic. New businesses should be encouraged to start up, take hold, and contribute to a revival of commerce within the WW/SPV corridor of Pico Boulevard.
2. *Obstructions to pedestrian thoroughfare.* With three living units on the ground floor with front doors that open (with no setback) onto the sidewalk of Pico Boulevard, it is not hard to imagine that the living areas of these units would extend informally beyond the front doors and onto the sidewalk. This poses a likely risk of both physical and ‘territorial’ obstruction to pedestrian thoroughfare.
3. *Appearance.* The architect’s diagrams for the project show vertical shade panels that are mounted on the exterior walls of the building. In the case of the upper floors these panels overhang the sidewalk. The disordered, even threatening appearance of these panels presents yet another deterrent to the pedestrian traffic that is essential to the revival of commerce along the Pico WW/SPV corridor.
4. *Additional concerns.* The height of this property is not consistent with the neighborhood profile. There are other Transit Oriented Community (TOC) projects that have been approved within our community that stay within the revised height limit for

developer has requested a waiver that would allow for an increase in the number of overall units beyond an already granted "bonus" waiver for density.

The concerns we voice here do not stand in contradiction to the efforts of Mayor Karen Bass and many others to address the crisis of unhoused individuals finding refuge on the streets and sidewalks of our city. This crisis is, in fact, readily apparent along the Westwood-Sepulveda corridor of Pico Boulevard. Well-considered proposals for development in mixed-zone areas that encourage small businesses, which in turn create jobs and stimulate commerce, have the potential to make substantial contributions to that effort. It is unfortunately the case that the proposal submitted by Pico/Veteran LLC fails to qualify as such a proposal.

Many thanks for your kind attention.

Yours sincerely,



Paul Humphreys
11003 Ayres Ave., LA 90064
pwhumphreys@gmail.com

copy: Terri Tippit, Chair, Westside Neighborhood Council (WNC)



Connie Chauv <connie.chauv@lacity.org>

FW: CPC 2022-8060-DB-HCA

Gina Kruger <ginakruger@ca.rr.com>
To: connie.chauv@lacity.org

Tue, Apr 11, 2023 at 3:41 PM



Virus-free. www.avast.com



Islands letter.docx
17K

April 11, 2023

Connie Chauv
City of Los Angeles
Planning Department
200 N. Spring
Los Angeles, CA 90012

RE: Proposed Pico-Veteran Apartments Project
CPC 2022-8060-DB-HCA

The above-referenced application is for construction of a multi-level residential facility at 10942-10948 Pico Blvd., at the southeast corner of Veteran Avenue and Pico Blvd. I live at 2525 Veteran Avenue within 500' of the project .

This project, at 8327.09sf in size with 4 floors and a roof top deck common area, is not consistent with the neighborhood profile of this community. The footprint of the project is too big for the site. Thirty units are proposed but twenty-one units is more appropriate for the site. An example of what should be built is the Zev Yeoslavsky Menorah Foundation Senior Apartment Building across the street that has 3 levels and a maximum of 21 units.

Veteran Avenue is too narrow to support a multi-unit residential facility of this density on the east side of Veteran. The "No Parking" restriction on this portion of Veteran Avenue would need to be enhanced and frequently enforced, particularly given there are only 14 spaces for 30 units. Further, the fact that a full-service automotive service repair facility is on the other side of Veteran Avenue, with the frequent and constant presence of tow trucks, etc., increases my concern.

All units will be 6-month lease and fully furnished for the tenants by the develop. This is an abuse of our laws to build second homes - call it corporate housing - it is not housing for Angelenos. TOC and Density Bonus are designed to help those who already live here and need housing - at all levels. Frequently we get so wrapped up in our need for affordable housing that we forget, we do not even have enough housing at market levels. Will the 4 low-income units turn over every 6 months and displace those who need housing?

When asked why they couldn't address more of the community's concerned they answered "because the lot is too small". The developer is trying to fit a square peg in a round hole.

I urge you to deny the proposed project as presented.

Sincerely,

Gina Kruger



Connie Chauv <connie.chauv@lacity.org>

CPC 2022-8060-DB-HCA

Cindy Clark <cindyclark01@gmail.com>
To: connie.chauv@lacity.org

Wed, Apr 12, 2023 at 9:39 AM

See below and attached:

~~~~~  
April 10, 2023

Connie Chauv  
City of Los Angeles  
Planning Department  
[200 N. Spring](#)  
[Los Angeles, CA 90012](#)

### RE: Proposed Pico-Veteran Apartments Project CPC 2022-8060-DB-HCA

The above-referenced application is for construction of a multi-level residential facility at [10942-10948 Pico Blvd.](#), at the southeast corner of Veteran Avenue and Pico Blvd. I live at [2526 Veteran Avenue](#) in the R-1 residential street within 500' of the project.

The footprint of the project is too large for the site and not consistent with the neighborhood profile of this community. Thirty units are proposed but twenty-one units is more appropriate for the site. A more appropriate construction size is the Zev Yeoslavsky Menorah Foundation Senior Apartment Building across the street that has 3 levels and a maximum of 21 units.

**Veteran Avenue is too narrow to support a multi-unit residential facility of this density.** Given that there are only 14 parking spaces allotted for 30 units, the "No Parking" restriction on this portion of Veteran Avenue would need to be enhanced and frequently enforced. Additionally, there is a full-service automotive service repair facility on the other side of Veteran Avenue, that constantly has frequent presence of tow trucks, cars, etc. This is problematic and increases my traffic and parking concerns.

Finally, all units will be 6-month lease and fully furnished for the tenants. Will the 4 low-income units turn over every 6 months and displace those who need housing?

A 8327.09sf construction with 4 floors and a rooftop deck is far too large for this small site on this narrow street. I urge you to deny the proposed project as presented.

Sincerely,

*Cindy Clark*

[2526 Veteran Avenue, LA, CA 90064](#)  
(310) 617-8338  
[cindyclark01@gmail.com](mailto:cindyclark01@gmail.com)

---

Cindy CLARK

(310) 617-8338 cell  
[cindyclark01@gmail.com](mailto:cindyclark01@gmail.com)

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 **CPC 2022-8060-DB-HCA\_C CLARK.docx**  
14K

April 10, 2023

Connie Chauv  
City of Los Angeles  
Planning Department  
200 N. Spring  
Los Angeles, CA 90012  
RE: Proposed Pico-Veteran Apartments Project  
CPC 2022-8060-DB-HCA

The above-referenced application is for construction of a multi-level residential facility at 10942-10948 Pico Blvd., at the southeast corner of Veteran Avenue and Pico Blvd. I live at **2526 Veteran Avenue** in the R-1 residential street within 500' of the project.

The footprint of the project is too large for the site and not consistent with the neighborhood profile of this community. Thirty units are proposed but twenty-one units is more appropriate for the site. A more appropriate construction size is the Zev Yeoslavsky Menorah Foundation Senior Apartment Building across the street that has 3 levels and a maximum of 21 units.

**Veteran Avenue is too narrow to support a multi-unit residential facility of this density.** Given that there are only 14 parking spaces allotted for 30 units, the "No Parking" restriction on this portion of Veteran Avenue would need to be enhanced and frequently enforced. Additionally, there is a full-service automotive service repair facility on the other side of Veteran Avenue, that constantly has frequent presence of tow trucks, cars, etc. This is problematic and increases my traffic and parking concerns.

Finally, all units will be 6-month lease and fully furnished for the tenants. Will the 4 low-income units turn over every 6 months and displace those who need housing?

A 8327.09sf construction with 4 floors and a roof top deck is far too large for this small site on this narrow street. I urge you to deny the proposed project as presented.

Sincerely,

*Cindy Clark*

2526 Veteran Avenue, LA, CA 90064  
(310) 617-8338  
cindyclark01@gmail.com



Connie Chauv <connie.chauv@lacity.org>

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## From a resident RE:Proposed Pico-Veteran Apartments Project CPC 2022-8060-DB-HCA

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Melissa Kaye <galaga68@mac.com>

Wed, Apr 12, 2023 at 12:04 PM

To: connie.chauv@lacity.org

Cc: Chris Kaye <ckaye9630@gmail.com>, Melissa Kaye <galaga68@mac.com>

April 12, 2023

Connie Chauv (sent via email)

City of Los Angeles

Planning Department

[200 N. Spring](#)

[Los Angeles, CA 90012](#)

RE: Proposed Pico-Veteran Apartments Project **CPC 2022-8060-DB-HCA**

Dear Ms Chauv,

I am writing to you as a resident at 10937 Ayres (owner for over 20 years) which is the street behind the proposed Pico-Veteran Apartments Project CPC 2022-8060-DB-HCA. I strongly oppose the construction of this building as it's currently proposed (5 stories - 30 units - 15 parking spaces).

Traffic on Veteran has already increased with addition of light rail with more and more people cutting through my neighborhood all throughout the day and night because of the increase in traffic. Adding a 30 unit building will add to that as the developer said the exit and entrance would be via the alley to Veteran. That alley is extremely narrow and the added traffic would be a detriment to the business that is right next door, Georges Vacuum which is been in that spot for decades.

The developer said they would be giving residents of the proposed building access to permit parking 26 which will make it nearly impossible for me to park in front of my house which on some days is already an issue. 30 units means 60 parking permits plus two visitors permits. I did hear the developer said that they would perhaps put a addendum to whoever purchased said unit that they are not to apply for permit parking. Who is going to enforce that? Allowing said residents access to permit parking will drastically affect my neighborhood of over 20 years. This is a neighborhood of HOUSES not apartments.

What the developer is proposing is TOO BIG for the current space. Just take a look at the Senior Apartment Building between Pico and Greenfield. That takes up an entire block and has 21 units much less than the 30 units the developer is proposing.

Why not build on site of old Norms which has been a dirt lot for a few years now? Please deny this project as currently presented and stop this developer from building this behemoth on such a small area. It's insane what the developer is proposing on this small property not to mention building it practically on top of a well established decade long thriving business. The site the developer wants to build on is too small for what you are proposing and will negatively affect my neighborhood.

Sincerely,

Melissa and Chris Kaye  
Owners of 10937 Ayres Avenue







Connie Chauv <connie.chauv@lacity.org>

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## Pico/Veteran project

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Terri Tippit <tmtippit@ca.rr.com>

Fri, May 12, 2023 at 4:11 PM

To: Connie Chauv <connie.chauv@lacity.org>

Any idea when the hearing might be?

The WNC just made quorum last night and did not get answers to questions abt on off menu, waivers, TOC vs TNP from developer so they voted No Position but will do reconsideration next month once they have more detailed info on questions that weren't answered.

Our next WNC is June 8<sup>th</sup> do you think hearing is before then?

T



Connie Chauv <connie.chauv@lacity.org>

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**RE: CPC 2022-8060-DB-HCA Proposed Project 10942 - 10948 Pico Blvd.**

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**Marilyn Tusher** <mltusher@att.net>

Tue, Jun 6, 2023 at 12:06 PM

To: "Connie.chauv@lacity.org" <Connie.chauv@lacity.org>

Cc: Westwood Gardens <westwoodgardens@gmail.com>

Dear Ms. Chauv,

Attached please find out letter regarding the above listed proposed project at the corner of Pico and Veteran Ave. in West Los Angeles.

Please enter this letter into the files for the proposed project.

Thank you,

Marilyn Tusher, President  
Westwood Gardens Civic Association, Inc.  
PO Box 642001, LA 90064



**WGCA 6-5-2023 Pico Veteran apt.project.pdf**

289K



**Westwood Gardens Civic Association**

Since 1948

P.O. Box 642001 Los Angeles, Ca. 90064

westwoodgardens@gmail.com

June 5, 2023

Westside Neighborhood Council Governing Board (WNC)

RE: CPC 2022-8060-DB-HCA

Proposed Project – 10942-10948 Pico Blvd. (Pico –Veteran Apartments)

I am writing on behalf of our Board of Directors, and as President of Westwood Gardens Civic Association, Inc., a non-profit Homeowner's Association, which is comprised of over 620 single family homes. Our boundaries run from Midvale Avenue on the West to Overland Avenue and Dunleer Place on the East, from Ayres Avenue on the North to National Blvd. on the South. This proposed project is one block to the west of our Association.

As the immediate neighbors of WOWHOA to the east, we too feel that although there is a need for more housing within the city, this project as presented with the incentives and density bonuses, is not in keeping with this area, and will affect the quality of life and increase the traffic safety issues for our entire neighborhood.

WOWHOA supports an alternative of a 21-unit, three level proposal, but not the current 30 unit, five-level proposal. We, Westwood Gardens (WGCA), support the WOWHOA's 30-unit proposal only if the applicant is able to increase the footprint of the project by the amount needed to allow for underground parking.

Westwood Gardens supports our neighbors West of Westwood and their letter of May 4, 2023 to you.

Thank you,

Marilyn Tusher, President

c.c: Dylan Sittig, CD5 Planning Deputy  
Fernando Morales, CD 5  
Vanessa Saldana, CD 5

Transmitted electronically



Connie Chauv <connie.chauv@lacity.org>

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## Re CPC 2022-8060-DB-HCA Proposed Project – 10942-10948 Pico Blvd.

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Jane Wishon <janewishon@gmail.com>

Tue, Jun 6, 2023 at 10:59 AM

To: Terri Tippit <westsidenc@ca.rr.com>, Westside NC Land Use/Mobility Committee <wncluc@gmail.com>

Cc: Allyson Saunders <allyson@agsaunderslaw.com>, Connie Chauv <connie.chauv@lacity.org>, dillon.sittig@lacity.org

June 6, 2023

To: Westside Neighborhood Council

Re: CPC 2022-8060-DB-HCA

Proposed Project – [10942-10948 Pico Blvd.](#)

The California Country Club Homes Association Board has voted to oppose the project as presented to the Westside Neighborhood Council in April 2023 and May 2023. We support an alternative project that would build 21 units on three levels unless underground parking can be built as part of the project.

As the HOA that lies just east of the Westwood Gardens Civic Association and the West of Westwood HOA we further support our neighbors in their letters of May 4, 2023, and June 5, 2023.

Thank you,

Jane Wishon  
Vice President

cc: Connie Chauv  
Dillon Sittig  
Allyson Saunders, President

transmitted electronically

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 **CCCHA letter re CPC 2022-8060-DB-HCA.docx**  
333K



## CALIFORNIA COUNTRY CLUB HOMES ASSOCIATION

June 6, 2023

To: Westside Neighborhood Council

Re: CPC 2022-8060-DB-HCA  
Proposed Project – 10942-10948 Pico Blvd.

The California Country Club Homes Association Board has voted to oppose the project as presented to the Westside Neighborhood Council in April 2023 and May 2023. We support an alternative project that would build 21 units on three levels unless underground parking can be built as part of the project.

As the HOA that lies just east of the Westwood Gardens Civic Association and the West of Westwood HOA we further support our neighbors in their letters of May 4, 2023, and June 5, 2023.

Thank you,

Jane Wishon  
Vice President

cc: Connie Chauv  
Dillon Sittig  
Allyson Saunders, President

transmitted electronically

### BOARD OF DIRECTORS

Allyson Saunders  
*President*

Jane Wishon  
*Vice-President*

Irene Kitamura  
*Treasurer*

Derek Barton  
*Secretary*

Marilyn Braunstein

Jerry Davison

Alexis Dumortier

Lawrence Grey

Bob Guerin

Tamir Nadborny

Mike Quinn

Bruce Russell

Steve Shpilsky

Oksana Volod

### OFFICE

CCCHA  
9854 National Blvd., #244  
Los Angeles, CA 90034

### PHONE/FAX

424-248-7542

### EMAIL

info@cccha.org

### WEB

[WWW.CCCHA.ORG](http://WWW.CCCHA.ORG)



Connie Chauv <connie.chauv@lacity.org>

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## Public Hearing - 10942 Pico (CPC-2022-8060-DB-HCA)

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**Marilyn Tusher** <mltusher@att.net>  
To: Connie Chauv <connie.chauv@lacity.org>

Thu, Jul 20, 2023 at 12:43 PM

I cannot get the agenda or document info to be able to call in for this meeting.

Can you send me a list of phone numbers I can try. problems with my 'server' or yours?

Thanks, Marilyn Tusher  
Westwood Gardens

[Quoted text hidden]



Connie Chauv <connie.chauv@lacity.org>

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## people having problems signing in to hearing today

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**Terri Tippit** <tmtippit@ca.rr.com>  
To: Connie Chauv <connie.chauv@lacity.org>

Thu, Jul 20, 2023 at 12:52 PM



Connie Chauv <connie.chauv@lacity.org>

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## request to offer comments during 20 July meeting

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**Paul Humphreys** <pwhumphreys@gmail.com>  
To: Connie Chauv <connie.chauv@lacity.org>  
Cc: WOWHOA <wowhoa@ca.rr.com>

Thu, Jul 20, 2023 at 1:11 PM

Dear Ms. Chauv,

Included here are comments that I would like to offer during the meeting.

I will appreciate your acknowledgement of having received this communication.

Many thanks,

Paul Humphreys  
(310) 351- 2157



**Three points in relation to the proposed project at Pico and Veteran.pdf**

34K



Three points in relation to the proposed project at Pico and Veteran  
Submitted by Paul and Susan Humphreys, West Los Angeles  
20 July 2023

1. Allowing the project to go forward as ‘corporation housing’ sacrifices an opportunity for strengthening Westside community. This allowance would create a bubble of strangers, individuals with no stake or interest in the quality of life of members of the Westside community. In a recent LA Times op-ed piece, film producer Robert Lawrence calls attention to the sense of community that has taken root in a West Los Angeles apartment building (Barrington Plaza, the residents of which are now sadly threatened by eviction). Shared concerns that shape a healthy community cannot be expected to grow from a ‘bedroom community’ in our midst.
2. Allowing the project to go forward with no provision for retail space sacrifices the opportunity to build a stronger network of commerce along the Pico corridor between Westwood and Sepulveda. This allowance takes us in the direction of decline rather than growth of merchants and restaurants that contribute to a lively business community. In a report published online by the U.S. Chamber of Commerce in December of last year, a Senior Writer and Editor outlines four ways in which small businesses give back to local communities, even in the face of post-pandemic economic realities. These kinds of interaction are off the radar screen of the proposed project.
3. Allowing the project to go forward with no consideration of Work Force housing is a symptom of thinking about homelessness that fails to match up with real solutions. In the absence of new awards for Work Force projects, the Housing and Community Development appear to have turned developers loose on the problem with no motivation but their own profit.

References for items cited above

1. LINK for LA Times op-ed piece by Robert Lawrence (July 2023): <  
<https://www.latimes.com/opinion/story/2023-07-17/barrington-plaza-los-angeles-housing-eviction>>
2. LINK for “New Survey Shows Most Small Businesses Prioritize Giving Back to Local Communities” (December 2022): <<https://www.uschamber.com/small-business/new-survey-shows-most-small-businesses-prioritize-giving-back-to-their-local-communities>>
3. LINK for Workforce Housing Reward Program Update (2023): <  
<https://www.hcd.ca.gov/grants-and-funding/programs-archived/workforce-housing-reward>>



Connie Chauv <connie.chauv@lacity.org>

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## CPC 2022-8060-DB-HCA

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**Dany Margolies** <dmargolies@verizon.net>  
To: "Connie.chauv@lacity.org" <Connie.chauv@lacity.org>

Thu, Jul 20, 2023 at 1:41 PM



**CPC 2022-8060-DB-HCA Margolies 2.docx**  
17K

July 20, 2023

Connie Chauv  
City of Los Angeles  
Planning Department  
200 N. Spring  
Los Angeles, CA 90012

RE: Proposed Pico-Veteran Apartments Project  
**CPC 2022-8060-DB-HCA**

Dear Ms. Chauv,

I reside several houses away from the above-referenced application, at 10960 Ayres Ave.

This project not only will overwhelm the streets while undergoing construction but also will also increase traffic and parking congestion on the already overtaxed several streets surrounding it. On street-cleaning days, I already cannot find parking next to my house. On workday mornings, there are times when I need to wait a green light or two to pull away from my house.

Additionally, during construction, the already-choked street will be further clogged. The corner at Ayres and Veteran is a mere one lane in each direction, already giving slow ingress and egress to the neighborhood.

The project has termed itself "low-income housing," yet it proposes to offer leases at a minimum of six-months. What will stop the units from being packed with students using them for a quarter or two at UCLA, adding not only to daily traffic but increasing the likelihood of noise complaints on evenings and weekends? Additionally, the presence of moving vans for these units, rotating through six-month periods, will cause further congestion on the barely-two-lane Veteran Avenue.

I urge you to deny the proposed project as presented.

Sincerely,

Dany Margolies



Connie Chauv <connie.chauv@lacity.org>

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## Confusion at July 20th hearing

---

Terri Tippit <tmtippit@ca.rr.com>

Fri, Jul 21, 2023 at 12:09 PM

To: Dana Sayles <dana@three6ixty.net>

Cc: Dylan Sittig <dylan.sittig@lacity.org>, Connie Chauv <connie.chauv@lacity.org>

Dana:

Several stakeholders are taking issue with your statement from the hearing in which you stated "never, never, never was it going to be Corp Housing".

Please see the attached letter.

T



**WOWHOA concerns following July 20 2023 Hearing.pdf**

129K

West Of Westwood  
Homeowners Association

July 21, 2023

Dana Sayles  
ThreeSixty  
11287 W. Washington Boulevard  
Culver City, CA 90230

Via Email

Re: Public Hearing for CPC-2022-8060-DB-HCA July 20, 2023

Dana:

On behalf of the community, I want to thank you and your team for meeting with West Of Westwood HOA and Westside Neighborhood Council. Working together we improved the design and addresses some, but not all, concerns and issues raised.

After the July 20<sup>th</sup> Public Hearing, I received many emails from WOWHOA Board Members and stakeholders who attended the meeting.

There seems to be some confusion as to you comment – “it was **never, never, never** said it was going to be Corp Housing. That was misinformation”.

Perhaps you do not recall the following:

WOWHOA LUC met with you and your team at my house February 16<sup>th</sup>. We learned that the units would be furnished. When asked if going to be short-term rentals your response was “**more like a second home for business people that targeted clients coming to LA for business**”. Then Joanne asked if **like Corp Housing, your reply was “yes**”. That’s when the term began to be used. We asked that the tenants sign a year lease and your reply was “**my client will do 6 months but not a year**”. We had a follow up meeting at my house March 22<sup>nd</sup> with the design changes.

We contacted CD5 and asked how this would address the housing issues if tenants have a permanent home elsewhere and only have a 6-month lease. We later learned that the lease was now one year.

The WNC board could not take action at the April 13<sup>th</sup> meeting because of your equipment problems. The agenda item was carried over to the May 11<sup>th</sup> meeting. However, many questions were raised and answered. Notes were being taken during the board discussion and you once again made reference to Corp Housing:

Joanne: These won’t have Air BnB?

Dana: No. That is not legal in new buildings. Really, these are fully furnished apartments for corporate users.

At the May 11<sup>th</sup> WNC meeting, the presentation by your team was confusing. Again, your team stated that it would be a six-month lease not one-year. The WNC voted to take no position until questions that were raised were answered.

The WNC June 8<sup>th</sup> meeting provided the answers and were told it would be one-year lease and it was not Corp Housing. The board voted to oppose the project as presented.

We acknowledge that your team did correct the length of the lease and type of tenant but for you to say Corp Housing was never, never, never said by your team needs to be corrected.

A new apartment building on Westwood has tenants who are experiencing other tenants using their unit as short-term rentals. What safeguards are in place that would prevent the tenants (whoever they are) to sublease or rent their unit or a room in their unit? Who will be monitoring this?

As far as Islands Restaurant. This was the first and the one nearest and dearest to the founder Tony DeGraizer's, heart. They tried to work with your client. But when your rent is raised, no long-term lease, and owner won't help with Tenant Improvements it is very difficult to stay. And also, very difficult to find a new tenant.

Once again, we thank you and your team for making yourselves available to the community. We were disappointed that we were unable to meet the developer. Please thank him for finally removing all the poster that were plastered all over his building.

Warm Regards,

*Terri*

Terri Tippit, President

Cc: Councilwoman Katy Yaroslavsky  
Hearing Officer Connie Chauv



Connie Chauv <connie.chauv@lacity.org>

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## Pico/Veteran

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Terri Tippit <tmtippit@ca.rr.com>  
To: Connie Chauv <connie.chauv@lacity.org>

Sat, Jul 22, 2023 at 1:04 PM

Thanks for a very nice hearing. No loud voices or rudeness but then that's how my people tend to be.

Barbara Broide was unable to attend (fam problem) but wanted to know due date for submitting comments. Sorry I don't recall by then I was too upset with "never, never, never".

T