DEPARTMENT OF CITY PLANNING

APPEAL REPORT

City Planning Commission

Date: September 26, 2019
Time: After 8:30 a.m.*
Place: Van Nuys City Council Chamber
14410 Sylvan St., 2nd Floor
Van Nuys, CA 91401

Public Hearing: Required
Appeal Status: Not further appealable to Council
Expiration Date: October 22, 2019

Case No.:	DIR-2018-4135-TOC-SPR-1A
CEQA No.:	ENV-2018-4136-CE
Incidental Cases:	None
Related Cases:	None
Council No.:	1
Plan Area:	Westlake
Specific Plan:	None
Certified NC:	MacArthur Park
GPLU:	Highway Oriented Commercial and Community Commercial
Zone:	R4-1 and R4-2
Applicant:	Grandview Apartments, L.P.
Representative:	Jim Ries, Craig Lawson & Co., LLC
Appellant:	Alejandra M. Castro
Representative:	None

PROJECT LOCATION: 714-760 South Grand View Street, legally described as Lots FR 7, FR 8, FR 9, FR 10, FR 11, FR 12; Dodd and O'Gara's Resubdivision of BLK "B" of the Lake Shore Tract

PROPOSED PROJECT: Demolition of 18 duplexes containing a total of 36 units for the construction, use and maintenance of a six-story, multi-family residential building containing 100 dwelling units, including a market-rate manager's unit, 25 units restricted to Extremely Low Income Households and 74 units restricted to Low Income Households. The proposed building will have a maximum height of 85 feet, as measured from grade to roof structures, and contain a total of 120,000 square feet of floor area. The project will provide 25 automobile parking spaces, 75 long-term bicycle parking stalls, and seven (7) short-term bicycle parking stalls. A total of 9,105 square feet of open space will be provided within two (2) courtyards and two (2) roof decks.

REQUEST: An appeal of the following Director of Planning's Determination:

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

2. **Approve with Conditions** a **Transit Oriented Communities (TOC) Affordable Housing Incentive Program Compliance Review** for a qualifying Tier 3 project, totaling 100 dwelling units, reserving 25 units for Extremely Low Income Household occupancy and 74 units for Low Income Household occupancy for a period of 55 years, with the following Base and Additional Incentives:

   Base Incentives

   a. Floor Area Ratio (FAR). An increase in the FAR to permit a maximum of 3.97:1 in lieu of 3:1 as otherwise permitted by LAMC Section 12.21.1 A.1 for the R4-1-zoned lots (Lots FR 10, FR 11, and FR 12 of Dodd and O'gara's Resubdivision of BLK "B" of the Lake Shore Tract);

   b. Parking. No required vehicular parking for all residential units;

   Additional Incentives

   c. Front and Rear Yards. A reduction in the minimum front yard setback to permit a 7 feet in lieu of 15 feet as otherwise required by LAMC Section 12.11 C.1, and a reduction in the minimum rear yard setback to permit 14.4 feet in lieu of 18 feet as otherwise required by LAMC Section 12.11 C.3;

   d. Open Space (Usable Open Space). A reduction in the minimum usable open space to require 9,094 square feet in lieu of 12,125 square feet as otherwise required by LAMC Section 12.21 G.2; and

   e. Open Space (Trees). A reduction in the minimum number of trees to require 19 trees in lieu of 25 trees as otherwise required by LAMC Section 12.21 G.2.;

3. **Approve with Conditions** a **Site Plan Review** for a 100-unit multi-family residential development project which results in an increase of 50 or more dwelling units; and

4. **Adopt** the Findings and Conditions of Approval.

RECOMMENDATION:

1. **Deny** the appeal;

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

3. **Sustain** the Director of Planning's Determination as follows:

   a. **Approve with Conditions** a **Transit Oriented Communities (TOC) Affordable Housing Incentive Program Compliance Review** for a qualifying Tier 3 project, totaling 100 dwelling

units, reserving 25 units for Extremely Low Income Household occupancy and 74 units for Low Income Household occupancy for a period of 55 years, with the following Base and Additional Incentives:

Base Incentives

i. **Floor Area Ratio (FAR).** An increase in the FAR to permit a maximum of 3.97:1 in lieu of 3:1 as otherwise permitted by LAMC Section 12.21.1 A.1 for the R4-1-zoned lots (Lots FR 10, FR 11, and FR 12 of Dodd and O'gara's Resubdivision of BLK "B" of the Lake Shore Tract);

ii. **Parking.** No required vehicular parking for all residential units;

Additional Incentives

iii. **Front and Rear Yards.** A reduction in the minimum front yard setback to permit a 7 feet in lieu of 15 feet as otherwise required by LAMC Section 12.11 C.1, and a reduction in the minimum rear yard setback to permit 14.4 feet in lieu of 18 feet as otherwise required by LAMC Section 12.11 C.3;

iv. **Open Space (Usable Open Space).** A reduction in the minimum usable open space to require 9,094 square feet in lieu of 12,125 square feet as otherwise required by LAMC Section 12.21 G.2; and

v. **Open Space (Trees).** A reduction in the minimum number of trees to require 19 trees in lieu of 25 trees as otherwise required by LAMC Section 12.21 G.2;

b. **Approve with Conditions** a **Project Permit Compliance Review**, pursuant to LAMC Section 11.5.7 C and the Central City West Specific Plan, Ordinance No. 173,455, for the construction of a seven-story multi-family residential building consisting of 64 dwelling units; and

c. **Approve with Conditions** a **Site Plan Review** for a 100-unit multi-family residential development project which results in an increase of 50 or more dwelling units; and

4. **Adopt** the Director of Planning's Conditions of Approval and Findings, as modified by the Technical Modifications herein.

VINCENT P. BERTONI, AICP
Director of Planning

Jane Choi, AICP, Senior City Planner

Kevin Golden, City Planner

Nuri Cho, City Planning Associate
(213) 978-1177

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 *Central Los Angeles Area Planning Commission Secretariat, 200 North Spring Street, Room 272, Los Angeles, CA 90012* (Phone No.213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the 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 its programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request no later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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[1] An electronic copy of the Attachments to the Categorical Exemption Justification is available via Hightail and the CPC meeting agenda. A hard copy of the Attachments are available in the case file, Case No. ENV-2018-4136-CE.

APPEAL REPORT

PROJECT SUMMARY

The proposed project involves the demolition of 18 duplexes containing a total of 36 units for the construction, use and maintenance of a six-story, multi-family residential building containing 100 dwelling units, including a market-rate manager's unit, 25 units restricted to Extremely Low Income Households and 74 units restricted to Low Income Households (Exhibit C). The proposed building will have a maximum height of 85 feet, as measured from grade to roof structures, and contain a total of 120,000 square feet of floor area, including 60,000 square feet of floor area on the R4-1-zoned properties and 60,000 square feet of floor area on the R4-2-zoned properties with a maximum floor area ratio (FAR) of 3.97:1 and 3.98:1, respectively. The project will provide 25 non-required automobile parking spaces and 75 long-term bicycle parking stalls in the semi-subterranean parking garage, and seven (7) short-term bicycle parking stalls at the center of the site within the front yard, adjacent to the sidewalk. A total of 9,105 square feet of open space will be provided within two (2) courtyards and two (2) roof decks. The project will provide 19 trees on-site.

BACKGROUND

Site Characteristics and Existing Buildings

The project site consists of six (6) contiguous, rectangular lots with approximately 280 feet of street frontage along the east side of Grand View Street and a depth of approximately 136 feet, for a total lot size of 38,326 square feet (pre-dedication). The subject site is bounded by Grand View Street to the west and three (3) alleys to the north, east and south (Exhibit D).

The site is currently improved with 18 duplexes containing a total of 36 units. According to the Historic Resources Assessment Report prepared by LSA Associates, Inc., the subject property does not meet the criteria for listing in the National Register or California Register or for designation as a local Historic-Cultural Monument (Exhibit F – Attachment 2). Therefore, the proposed demolition of the duplexes would not result in significant impacts to historical resources as defined by CEQA. On February 14, 2019, the Department of City Planning, Office of Historic Resources reviewed and concurred with the analysis and conclusion of the Historic Resources Assessment Report (Exhibit G.1).

Per the Tree Report prepared by The Tree Resource, a total of 19 non-protected trees are located on the subject property (Exhibit F – Attachment 7). All 19 trees will be removed as part of the proposed project and replaced at a 1:1 ratio with at least 24-inch box size trees.

Land Use and Zoning

The three (3) southernmost lots (FR 10, FR 11, and FR 12) are zoned R4-1 and designated for Highway Oriented Commercial land uses, and the three (3) northernmost lots (FR 7, FR 8, and FR 9) are zoned R4-2 and designated for Community Commercial land uses (Exhibit D).

The site is located within the Los Angeles Community Redevelopment Agency's (CRA/LA) Westlake Recovery Redevelopment Project Area, Los Angeles State Enterprise Zone, and the City of Los Angeles Transit Priority Area. The site is also located within Tier 3 of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program.

Surrounding Properties

The surrounding neighborhood is characterized by various urban land uses, including commercial, residential, office, church, school, and medical uses and surface parking lots. Properties to the north are zoned C2-2 and developed with one- to two-story commercial buildings. Properties to the east are zoned R4-1 and R4-2 and developed with a surface parking lot and a two-story multi-family residential building. Properties to the south are zoned C2-1 and improved with a surface parking lot. Properties to the west are zoned C2-1, R4-1 and R4-2 and developed with MacArthur Park Elementary School, LA New Times Western School and Los Angeles Onnuri Church.

Streets

Grand View Street, abutting the subject property to the west, is a Local Street per the Mobility Plan 2035, designated for a 60-foot full right-of-way width consisting of a 36-foot roadway and 12-foot sidewalks. This street is currently dedicated to a 60-foot full right-of-way, a 40-foot roadway and 10-foot sidewalks.

Alleys, abutting the subject property to the north, east and south, are designated for a 20-foot full right-of-way width. The two alleys to the north and south are currently dedicated to a 15-foot full right-of-way, and the alley to the east is dedicated to 15- to 17.5-foot full right-of-way widths.

APPROVED ACTIONS

On July 24, 2019, the Director of Planning issued a Letter of Determination, determining that the project is categorically exempt from CEQA and approving Base and Additional Incentives under the TOC Affordable Housing Incentive Program and a Site Plan Review (Exhibit B). The Director's Determination are described in detail below.

Categorical Exemption per CEQA

The Director determined that the proposed project is exempt from CEQA pursuant to State CEQA Statute and Guidelines, Article 19, Section 15332, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to State CEQA Statute and Guidelines, Section 15300.2 applies.

Transit Oriented Communities

Measure JJJ was adopted by the Los Angeles City Council on December 13, 2016 and created the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, which establishes incentives for residential or mixed-use projects located within one-half mile of a major transit stop, as defined under existing State law.

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

The project site is located approximately 890 feet from the Metro Westlake/MacArthur Park Rail Station, which qualifies the site as Tier 3 TOC Affordable Housing Incentive Area. The TOC Guidelines allow three (3) Base Incentives for increased residential density, increased floor area ratio (FAR), and reduced automobile parking requirements. Based on the amount of affordable housing offered as well as its proximity to transit, a project may qualify for up to three (3) Additional Incentives for yards and setbacks, open space, lot coverage, lot width, averaging, density calculation, height, and developments in public facilities zones. As authorized by the TOC Guidelines, a project may also qualify for two (2) further Additional Incentives for a total of up to five (5) Additional Incentives, because it adheres to the labor standards required in LAMC Section 11.5.11. The project has been granted the following Base and Incentives by the Director of Planning:

Base Incentives

1. **Floor Area Ratio (FAR):** As mentioned, the three (3) southernmost lots (FR 10, FR 11, and FR 12) are zoned R4-1, and the three (3) northernmost lots (FR 7, FR 8, and FR 9) are zoned R4-2. While the R4-2-zoned lots are allowed a maximum FAR of 6:1, the R4-1-zoned lots are limited to a maximum FAR of 3:1. The TOC Guidelines allow a percentage increase of up to 50 percent in the maximum FAR in Tier 3. The Director granted a 33-percent increase in the maximum FAR to permit 3.97:1 in lieu of 3:1 for the R4-1 zoned properties.

2. **Automobile Parking:** The TOC Guidelines states that there shall be no required parking for all residential units for a project that consists of 100 percent On-Site Restricted Affordable Units. The Director granted a Base Incentive to allow no automobile parking requirement for all residential units for the proposed project consisting of 100 percent On-Site Restricted Affordable Units, excluding a manager's unit.

Additional Incentives

1. **Front and Rear Yard Setbacks:** R4 Zone requires a front yard setback of 15 feet and a rear yard setback of 18 feet for a six-story building. The TOC Guidelines allow a reduction in the required front yard to be an average of the front yards of adjoining buildings along the same street frontage. For a project that is adjacent to a vacant lot, the front yard setback may align with the façade of the adjoining building along the same front lot line. The project site abuts a surface parking lot to the south and a building with a zero-foot front yard setback to the north. Per the TOC Guidelines, the project may reduce the required front yard setback to zero feet based on the adjacent building to the north. In Tier 3, the front yard reduction may be paired with one other individual yard reduction with the use of only one Additional Incentive. In addition, the TOC Guidelines allow a 30-percent decrease in the required width or depth of a rear yard setback. The Director granted an Additional Incentive to reduce the required front yard setback to seven (7) feet, and the required rear yard setback to 14.4 feet.

2. **Open Space (Usable Open Space).** The project proposes 53 one-bedroom, 28 two-bedroom, and 19 three-bedroom units, which requires a minimum of 12,125 square feet of usable open space on-site per LAMC Section 12.21 G.2. The TOC Guidelines allow a 25-percent reduction in the required open space. The Director granted an Additional Incentive for a 25-percent reduction in the required open space to allow a minimum of 9,094 square feet in lieu of 12,125 square feet.

3. **Open Space (Trees).** LAMC Section 12.21 G "Open Space Requirement for Six or More Residential Units" requires at least one (1) 24-inch box tree for every four (4) dwelling units on-site. The project proposes 100 dwelling units, requiring a minimum of 24, 24-inch box trees. The TOC Guidelines allow a 25-percent reduction in the required open space. The Director granted an Additional Incentive for a 25-percent reduction in the number of required trees to allow 19 trees in lieu of 25 trees. The reduction in the number of trees required is an extension of the reduction of open space. Specifically, the reduction in the area to provide open space necessitates the reduction in the number of trees, as the reduction in the area reduces available space to place trees.

Site Plan Review

LAMC Section 16.05 C.1 requires a Site Plan Review for any development project which creates, or results in an increase of, 50 or more dwelling units or guest rooms, or combination thereof. The project site is currently improved with 36 dwelling units, and the project proposes 100 new dwelling units, resulting in a net increase of 64 dwelling units. The project has been granted a Site Plan Review for a net increase of 64 dwelling units on the subject site.

TECHNICAL MODIFICATIONS

Planning staff requests the City Planning Commission consider the following Technical Modifications. Condition of Approval No. 5 in the Letter of Determination inadvertently showed incorrect numbers of dwelling units and income levels for the proposed project. The Technical Modifications serve to correct the dwelling units and income levels in Condition of Approval No. 5 to require 25 units available to Extremely Low Income Households and 74 units available to Low Income Households. In addition, Site Plan Review Findings No. 2 in the Letter of Determination erroneously referenced the Hollywood Community Plan. The Technical Modifications serve to correct the title of the Community Plan to Westlake. The following technical modifications are requested for the City Planning Commission's consideration. Deleted text is shown in ~~*italicized strikethrough*~~ and added text is shown in *italicized* *underline*.

Condition of Approval No. 5 Housing Requirements on Page 3 of the Determination:

5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute and record a covenant and agreement running with the land to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA). The covenant shall bind the owner to reserve ~~*seven (7) units available to Very Low Income Households*~~ *25 units available to Extremely Low Income Households* for rental as determined to be affordable to such households by HCIDLA for a period of 55 years. The remaining ~~*33 affordable units shall be reserved for Low Income Households*~~ *74 units shall be reserved for Low Income Households* as determined by HUD for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the TOC Guidelines and any monitoring requirements established by the HCIDLA. Refer to the TOC Affordable Housing Incentive Program and Housing Replacement (AB 2556 Determination) Background sections of this determination.

Site Plan Review Findings No. 2 on Page 18 of the Determination:

> **Land Use Element – ~~Hollywood~~ *Westlake* Community Plan**
>
> The Westlake Community Plan was adopted by the City Council on September 16, 1997 as one of the 35 Community Plans comprising the Land Use Element of the City's General Plan. The proposed project would be in conformance with following goals of the Land Use Element – Westlake Community Plan as described below. […]

APPEAL AND APPELLATE BODY

On August 8, 2019, an appeal was filed by an aggrieved party, challenging the entire Determination of the Director. The appeal application and justification are provided in Exhibit A. Pursuant to Sections 12.22 A.25(g), 12.22 A.31(e), and 12.36 C.4(b) of the Los Angeles Municipal Code (LAMC), the City Planning Commission is the appellate body for a project requesting multiple approvals involving a Transit Oriented Communities Affordable Housing Incentive Program Review and a Site Plan Review. The decision of the City Planning Commission is not further appealable.

APPEAL POINTS AND STAFF RESPONSE

Excerpts from the appeal justification and staff response are provided as follows.

Appeal Point 1: "The Director has cited the Land Use Element as pertaining to the Hollywood Community Plan. The proposed project doesn't exist in the Hollywood Community Area."

Staff Response: Site Plan Review Findings No. 2 in the Letter of Determination erroneously referenced the Hollywood Community Plan in the heading of the Finding only. Staff requests the City Planning Commission to consider the Technical Modifications provided herein to correct the heading of the Community Plan to Westlake. The Technical Modifications to correct the heading does not change the findings for the Site Plan Review, as the Objective and Policy cited in the Site Plan Review Findings are excerpts from the correct Westlake Community Plan, and the Findings correctly reference the proposed project. As such, the project will continue to be consistent with Objective 1 and Policy 2 of the Westlake Community Plan. Therefore, with the Technical Modifications, the project will continue to be consistent with the Westlake Community Plan, and the Director did not err or abuse his discretion in approving the Site Plan Review.

Appeal Point 2: "Proposed Project conflicts with Objective 2 under Residential Objectives [of the Westlake Community Plan, which] clearly states to conserve and improve existing housing. […] Proposed project exacerbates the cited Residential issue: Displacement of residents by gentrification or demolition of housing units. […] The Proposed Project conflicts with Policy 5: That the City shall discourage the demolition of affordable housing unless there is adequate assurance that suitable equivalent replacement units will be made available."

Staff Response: Objective 2 states: "To conserve and improve existing viable housing for persons desiring to live in Westlake, especially low- and moderate-income

families." Because policies in a general plan reflect a range of competing interests, the City is allowed to weigh and balance the plan's policies and exercise broad discretion in construing the policies given the plan's purposes. As found in the Director's Determination (Exhibit B), the proposed project is in conformance with numerous goals, objectives, and policies in the City's General Plan addressing the quality of life for the City's existing and future residents in multi-family neighborhoods, production of an adequate supply of rental housing in order to meet current and projected needs, expansion of affordable rental housing for all income groups that need assistance, and fostering the development of new affordable housing units citywide and within each Community Plan area. Therefore, while the project does propose to demolish 36 existing units, it will construct a new multi-family residential building containing 100 dwelling units, resulting in a net increase of 64 units on the project site.

The existing 36 units are subject to the Rent Stabilization Ordinance. As such, the applicant is required to provide relocation assistance to the current tenants under the purview of HCIDLA pursuant to local, state and federal laws. Additionally, pursuant to the AB 2556 (TOC) Determination Letter dated August 17, 2018 and prepared by the Los Angeles Housing and Community Investment Department (HCIDLA) (Exhibit G.2), 25 of 36 existing units must be replaced with equivalent type including 12 units restricted to Extremely Low Income Households, seven (7) units restricted to Very Low Income Households, and six (6) units restricted to Low Income Households. The applicant proposes to reserve 25 units for Extremely Low Income Households, which satisfies the AB 2556 replacement units, as the Extremely Low Income level is more restrictive in terms of affordability than Very Low and Low Income levels. Additionally, the applicant will reserve 74 units for Low Income Households in addition to the 25 units for Extremely Low Income Households.

Condition of Approval No. 5 of the Director's Determination (Exhibit B), as modified by the Technical Modification herein, states that prior to issuance of a building permit, the owner shall execute and record a covenant and agreement running with the land to the satisfaction of the HCIDLA. Per the Condition, the covenant shall bind the owner to reserve 25 units for Extremely Low Income Households for rental as determined to be affordable to such households by HCIDLA for a period of 55 years, and the remaining 74 units must be reserved for Low Income Households for a period of 55 years. As such, the Condition of Approval suitably guarantees that replacement units will be made available, consistent with Policy 5.

Appeal Point 3: "The Proposed Project also conflicts with the Purpose of the Community Plan: Maximizing the development opportunities of future transit systems while minimizing any adverse impacts. Displacement of current residents who are barred from utilizing First Right of Refusal is an adverse impact that doesn't outweigh the benefits of the Proposed Project."

Staff Response: The re-rental rights of displaced tenants are regulated by the Ellis Act provisions in Chapter XV Rent Stabilization Ordinance, Section 151.27 of the Municipal Code. As such, this appeal point is not within the purview of the land use entitlements before the City Planning Commission. HCIDLA, in

determining the re-rental rights of displaced tenants, will follow the provisions of the Rent Stabilization Ordinance. Furthermore, Condition of Approval No. 6 in the Director's Determination (Exhibit B) states that prior to the issuance of a Certificate of Occupancy, the owner shall obtain approval from HCIDLA regarding replacement of affordable units, provision of RSO units, and qualification for the Exemption from the RSO with Replacement Affordable Units in compliance with Ordinance No. 184,873. Per this Condition, the applicant is required to submit an executed and recorded covenant and agreement approved by HCIDLA to the Department of City Planning.

The proposed project does conform to the said Purpose of the Community Plan, as the project site is located approximately 890 feet from the Metro Westlake/MacArthur Park Rail Station, and maximizing the development opportunity by utilizing the TOC Guidelines for development incentives to accommodate 100 dwelling units on the project site, 100 percent of which are affordable to Extremely Low Income and Low Income Households excluding a manager's unit.

Appeal Point 4: "The Proposed Project has varying buffers and transitions between the commercial usage and the current density and height of the Project. It doesn't conform with the neighborhood in the current proposed location."

Staff Response: The appellant contends that the proposed project conflicts with Policy 2 in Chapter III Land Use Plan Policies and Programs - Residential of the Westlake Community Plan, which encourages medium density housing near commercial corridors where access to public transportation and shopping services is convenient. The proposed project is located on Grand View Street between 7th Street and 8th Street, which are both designated as Avenue II per the Mobility Plan 2035. Both 7th and 8th Streets are commercial corridors with various retail, office and commercial buildings fronting the streets. The project site is also located approximately 0.1 miles from Alvarado Street, designated as Avenue II per the Mobility Plan 2-35, which is also lined with various retail and commercial stores. 7th Street and 8th Streets have bus stations providing service to Metro Bus Lines 51, 52, 66, 200, 351, and 603. The Westlake/MacArthur Park Metro Station providing service to Purple and Red Lines is located on Alvarado Street, approximately 800 feet east of the project site. As such, the project is providing medium density housing near commercial corridors where access to public transportation and shopping services is convenient. Therefore, the project is consistent with the Westlake Community Plan.

Appeal Point 5: "The affordable units of the Proposed Project are not available to those who are not full citizens […] While I agree we do need more affordable housing, we don't need affordable housing that is potentially discriminatory against those seeking citizenship in a community with a large number of people seeking citizenship. The housing choices for the people who will be displaced are already limited. This project will just continue to make our homeless crisis worse as our affordable housing is used to create discriminatory barriers."

Staff Response: This appeal point is not within the purview of the land use entitlements before the City. HCIDLA, in determining tenant eligibility for available affordable

housing will follow local, state and federal laws, including the Fair Housing Act, which prohibits discrimination in housing, including refusing to rent or sell housing, because of race, color, national origin, religion, sex, familial status or disability.

STAFF RECOMMENDATION

For reasons stated herein and in the findings of the Director's Determination, the proposed project is eligible for the Base and Additional Incentives requested under the TOC Guidelines and a Site Plan Review, and categorically exempt from CEQA pursuant to CEQA Guidelines Section 15332, Class 32. Therefore, staff recommends that the City Planning Commission: deny the appeal; determine that the project is categorically exempt from CEQA; sustain the Director of Planning's Determination in approving the two (2) Base Incentives and three (3) Additional Incentives under the TOC Affordable Housing Incentive Program and a Site Plan Review; and adopt the Director of Planning's Conditions of Approval and Findings, as modified by the Technical Modifications herein.

EXHIBIT A
DIR-2018-4135-TOC-SPR-1A
Appeal Documents

ORIGINAL

APPLICATIONS:

APPEAL APPLICATION

This application is to be used for any appeals authorized by the Los Angeles Municipal Code (LAMC) for discretionary actions administered by the Department of City Planning.

1. APPELLANT BODY/CASE INFORMATION

Appellant Body:

☐ Area Planning Commission ☒ City Planning Commission ☐ City Council ☐ Director of Planning

Regarding Case Number: DIR-2018-4135-TOC-SPR

Project Address: 714-760 Grand View Street, Los Angeles CA 90057

Final Date to Appeal: 8/8/2019

Type of Appeal:
☐ Appeal by Applicant/Owner
☒ Appeal by a person, other than the Applicant/Owner, claiming to be aggrieved
☐ Appeal from a determination made by the Department of Building and Safety

2. APPELLANT INFORMATION

Appellant's name (print): Alejandra M. Castro

Company:

Mailing Address: 746 Grand View Street

City: Los Angeles State: CA Zip: 90057

Telephone: (213) 909-5051 E-mail: ms.castroalex@gmail.com

- Is the appeal being filed on your behalf or on behalf of another party, organization or company?

  ☒ Self ☐ Other:

- Is the appeal being filed to support the original applicant's position? ☐ Yes ☒ No

3. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable):

Company:

Telephone:

State: Zip:

E-mail:

4. JUSTIFICATION/REASON FOR APPEAL

Is the entire decision, or only parts of it being appealed? ☒ Entire ☐ Part

Are specific conditions of approval being appealed? ☐ Yes ☐ No

If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

5. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: _____ Date: 8/8/2019

6. FILING REQUIREMENTS/ADDITIONAL INFORMATION

- Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
  - Appeal Application (form CP-7769)
  - Justification/Reason for Appeal
  - Copies of Original Determination Letter
- A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
  - Original applicants must provide a copy of the original application receipt(s) (required to calculate their 85% appeal filing fee).
- All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of the receipt.
- Appellants filing an appeal from a determination made by the Department of Building and Safety per LAMC 12.26 K are considered Original Applicants and must provide noticing per LAMC 12.26 K.7, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt.
- A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.
- Appeals of Density Bonus cases can only be filed by adjacent owners or tenants (must have documentation).
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. [CA Public Resources Code ' 21151 (c)].

This Section for City Planning Staff Use Only		
Base Fee: 489.00	Reviewed & Accepted by (DSC Planner): Anna Van	Date: 08/08/2019
Receipt No: 0103076405	Deemed Complete by (Project Planner):	Date:
☑ Determination authority notified	☐ Original receipt and BTC receipt (if original applicant)	

Planning Department
200 N Spring Street
Los Angeles, CA 90028

RE: Director Determination
DIR-2018-4136-CE
ENV-2018-4136-CE
714-760 Grand View Street
Los Angeles CA 90057

8/7/2019

I find that the Director has erred in their determination and am aggrieved by the determination of granting the project on the whole, the density bonus justifications, as well as the categorical exemption of the environmental findings as a resident at Grand View apartments at 746 Grand View.

The Director has cited the Land Use Element as pertaining to the Hollywood Community Plan. The proposed project doesn't exist in the Hollywood Community Area.

Furthermore, the proposed project doesn't conform to the intent of the Westlake Community Plan for the following reasons:

A. Proposed Project conflicts with Objective 2 under Residential Objectives.

Chapter III,
Residential
Objectives
1. To designate a supply of residential land adequate to provide housing of the types, sizes, and densities required to satisfy the varying needs and desires of all segments of the community's population.
2. To conserve and improve existing viable housing for persons desiring to live in Westlake, especially low- and moderate-income families.
3. To sequence housing development so as to provide a workable, efficient, and adequate balance between land use, circulation, and service system facilities at all times.

Objective 2 clearly states to conserve and improve existing housing. The proposed project wants to demolish current RSO housing to then build affordable housing. While the city does need affordable housing, it is not logical to remove RSO housing stock for affordable housing stock due to the limited deed restrictions. Once the deed restriction time has ended, the units then become market-rate, resulting in dramatic rent increases for the tenants. Affordable housing is only affordable during the coveted time frame. Once that time frame has ended, the housing is no longer affordable thus displacing tenants twice over for the creation of market-rate housing.

B. Proposed project exacerbates the cited Residential issue (bullet point 6):

- Displacement of residents by gentrification or demolition of housing units.

As in 1997 as we are facing today, there is a large and growing concern of displacement of residents due to demolition.

C. The Proposed Project also conflicts with of the Purpose of the Community Plan (bullet point 4):

- Maximizing the development opportunities of future transit systems while minimizing any adverse impacts.

Displacement of current residents who are barred from utilizing First Right of Refusal is an adverse impact that doesn't outweigh the benefits of the Proposed Project. However, if the project was to be moved to a true "Infill" site that doesn't currently have residents, then the benefit of the Proposed Project would remove the adverse impacts.

D. The Proposed Project conflicts with Policies 2 and 5

2) That medium density housing be located near commercial corridors where access to public transportation and shopping services is convenient and where a buffer from or a transition between low density housing can be achieved.

The Proposed Project has varying buffers and transitions between the commercial usage and the current density and height of the Project. It doesn't conform with the neighborhood in the current proposed location.

5) That the City shall discourage the demolition of affordable housing unless there is adequate assurance that suitable equivalent replacement units will be made available.

The current housing use is providing a rare and much needed type of housing for those on their path to citizenship in this country. The affordable units of the Proposed Project are not available to those who are not full citizens, and there is a current push by the Federal Administration to bar anyone in a "mixed-family" from living in affordable housing that has not already received full citizenship. Unless equivalent replacement housing is produced for the tenants facing displacement from the Proposed Project is produced at the same monthly rental rate and that is allowable for those seeking citizenship, then the Proposed Project conflicts with Policy 5.

In summary, if we can not protect our most vulnerable residents then we are failing the heart and soul of our community. While I agree we do need more affordable housing, we don't need

affordable housing that is potentially discriminatory against those seeking citizenship in a community with a large number of people seeking citizenship. The housing choices for the people who will be displaced are already limited. This project will just continue to make our homeless crisis worse as our affordable housing is used to create discriminatory barriers.

Alejandra M. Castro
746 Grand View Street
Los Angeles, CA 90057

WESTLAKE

Community Plan

TABLE OF CONTENTS

WESTLAKE

ACTIVITY LOG

ADOPTION DATE	PLAN	CPC FILE NO.	COUNCIL FILE NO.
Sept. 16, 1997	**Westlake Community Plan**	**94-0212 CPU**	**95-1234**
Feb. 20, 1991	**Central City West Specific Plan**	**87-0182 SP**	**87-0168-S2**

ADOPTION DATE	AMENDMENT	CPC FILE NO.	COUNCIL FILE
May 15, 1992	**Central City West Specific Plan Modification**	**87-0182 SP**	**97-0168-S4, S5**
Sept. 7, 2016	Mobility Plan 2035 Update	CPC-2013-910-GPA-SPCA-MSC	15-0719

WESTLAKE
Community Plan

Chapter I
INTRODUCTION

COMMUNITY BACKGROUND

SETTING

The Westlake Community Plan Area is located south of the Hollywood Freeway (Interstate 101) and north of the Santa Monica Freeway (Interstate 10).

The Westlake Community Plan is surrounded by the community of Wilshire, Silverlake-Echo Park, Central City and south Central Los Angeles. The area is comprised of several sub-areas, the most prominent areas being Central City West, Pico-Union and MacArthur Park.

PLAN AREA

The Westlake Community Plan Area contains approximately 1900 acres which is less than one percent of the land in the City of Los Angeles. The area saw its greatest development during the turn of the century and well into the 1920's and 30's as the city grew and the need for residences grew.

The Westlake recreation area was given to the city in exchange for land in the 1860's. Mayor Workman created the park and gardens and by the 1890's the area had become a prime tourist attraction. The name was changed to MacArthur Park in 1942 in honor of General Douglas MacArthur. As one of the oldest communities in the city.

Westlake has a diagonal grid pattern that is shifted slightly from the downtown grid. Existing residential land use is 654 acres with approximately 34,536 dwelling units. Residential development is almost entirely multi-family. Concentrations of single-family homes can be found between First and Temple Streets and for a few blocks north of Pico Boulevard and east of Alvarado Street. Mixed residential areas occurs in scattered locations south of Pico Boulevard and west of Alvarado Street. Multi-family housing is concentrated between Wilshire Boulevard and First Street and can be found in scattered locations in the plan area.

Westlake contains a substantial amount of commercial development. Existing commercial land use is 377 acres with approximately 13,115,000 square feet of existing commercial development. Commercial activity is concentrated in a district extending from Wilshire Boulevard on the north to Olympic Boulevard on the south through the entire plan area. Wilshire Boulevard consists of a mix of mid-rise and low-rise buildings with some pedestrian oriented activity. MacArthur Park has historically been a focus

for pedestrian activity. Low-rise commercial corridors consisting of mixed building types are located along Temple Street, Beverly Boulevard, Third Street and Pico and Washington Boulevards. A narrow industrial corridor is located along Venice Boulevard east of Hoover Street and along the Harbor Freeway south of Olympic Boulevard. Existing industrial land use is 39 acres with approximately 743,600 square feet of existing industrial development.

Westlake also has an impressive collection of older historic buildings although many are in a state of deterioration. The ability to restore these buildings is hampered by a costly and long regulatory process, accentuated by the high degree of absentee owners. The lack of historic designation protection and a well organized constituency makes protection of the buildings all the more difficult.

The Westlake community is composed of several main areas each with special planning priorities and concerns.

- **Central City West** bounded by the Harbor Freeway on the east, Temple Street to the north, Olympic Boulevard to the south, and Glendale Boulevard, Witmer Street, Union Avenue on the west. The land use in the area is governed by the Central City west Specific Plan (Ordinance 167,944) and was approved in 1991 as a means of balancing high intensity commercial and residential uses that was occurring in downtown Los Angeles. The southern end of Central City West is characterized by office uses, while its northern half is less developed and dominated by multiple-family residential. Central City West is the only area in Westlake that still contains large tracts of vacant land. It's proximity to downtown and access to transportation systems make Central City West the most suitable location in Westlake for regional commercial development.

- **Pico-Union** is an area generally bounded by Olympic Boulevard to the north, Hoover Street to the west, the Santa Monica Freeway to the south, and the Harbor Freeway on the east. The Community Redevelopment Agency (CRA) has further divided the Pico-Union area into two districts, Pico-Union I and Pico-Union 2. The CRA is responsible for providing low and moderate income housing as well as assisting the development of commercial ventures. Residential rehabilitation and public improvements are also part of the CRA's efforts in Pico Union. Pico Union has the largest concentration of Historic-Cultural Monuments in Westlake. These homes mostly located along Alvarado Terrace represent a variety of Victorian era architectural styles built during the late nineteenth and early twentieth century.

- **MacArthur Park** bounded by Sixth Street to the north Seventh Street to the west and Witmer Street to the east is the commercial hub and heart of Westlake. Many of the activities surrounding the park cater to the predominantly Latino population of Westlake. A Red Line Metro Rail Station is located across from the park on Alvarado Street. MacArthur Park is the largest public open space in the Community Plan Area. The MacArthur Park area is also one of eight special vending districts established by ordinance in 1994. The Ordinance establishes a two-year trial period for the establishment of specific sidewalk vending districts and sets criteria for community input, approval and implementation.

These districts will be designed to improve economic opportunities for local residents, vendors and merchants.

The Westlake Recovery Project Study Area under the jurisdiction of the Community Redevelopment Agency (CRA) is an area irregularly confined by Olympic Boulevard to the south, Hoover Street and Benton Way to the west, Third Street, Burlington Avenue and Beverly Boulevard on the north and Witmer Street, Union Avenue and Albany Street to the east. The CRA, at the request of the City Council is assisting in the redevelopment and revitalization of the Westlake Community as a result of the civil disturbance which occurred during the Spring of 1992. The CRA through the adoption of the Recovery Plan must determine ways to alleviate the impacts of the disturbance on the community and alleviate other pre-existing conditions requiring revitalization which may have contributed to the unrest. The Recovery Plan must comply with the Westlake Community Plan and the General Plan and will assist both residential and commercial development.

COMMUNITY PARTICIPATION

The State of California requires citizen participation in the preparation of the General Plan, Government Code Section 65351 reads "During the preparation or amendment of the general plan. The planning agency shall provide opportunities for involvement of citizens, public agencies, public utility companies, and civic, education, and other community groups, through public hearings and any other means the city or county deems appropriate."

Community participation will occur through an Open House and Public Hearing process to assist in identifying community issues and formulating the land use policies and objectives contained in the Westlake Community Plan.

COMMUNITY ISSUES AND OPPORTUNITIES

The following summarizes the most significant planning land use issues and opportunities facing the Westlake Community.

RESIDENTIAL

The plan encourages the preservation and enhancement of the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing.

Issues

- Need to preserve single family neighborhoods.
- Lack of open space in apartment projects.
- Cumulative effects of development exceeding infrastructure capacity.
- Need to preserve and enhance historic residences.

- Need for more affordable housing.
- Displacement of residents by gentrification or demolition of housing units.
- Appropriate buffering between residential and industrial uses.

Opportunities

- Access and proximity to employment for community residents.
- Potential for residential and mixed use development along Commercial Corridors.
- Potential for appropriately scaled new housing in proximity to transit facilities.
- Initiate programs to promote home ownership.
- Develop implementation guidelines which promote community making by encouraging the design of neighborhoods rather than isolated buildings.
- Provide for a variety of housing opportunities by income, with an emphasis on the creation of middle-income neighborhoods especially targeted for downtown workers.

COMMERCIAL

The Plan seeks to improve the function, design and economic vitality of the commercial corridors.

Issues

- Lack of continuity and cohesiveness along commercial frontages.
- Lack of overall parking and access within commercial strips due to physical constraints.
- Unsightliness of new construction due to the lack of landscaping, architectural character and scale.
- Inadequate transition between commercial and residential uses.

Opportunities

- Active support for efforts to preserve and rehabilitate historic structures.
- New development should complement existing developments/uses.
- Ensure appropriate transitions between commercial (mixed use) and adjoining uses, especially residential.
- Create user friendly shopping areas by incorporating street trees, benches, convenient parking/access, and maintaining commercial frontage at ground level.

TRANSPORTATION

The plan seeks to maximize the development opportunities of the subway transit system while minimizing any adverse impacts.

Issues

The Metro Rail Red Line Subway runs through the Westlake area, with a station at MacArthur Park. Development around the station stop should be compatible with existing character.

Opportunities

- Potential for joint development between private and public funds to integrate, optimize and coordinate new construction.
- Potential to manage the intensity and density of development in proximity to the station stops.
- Potential to incorporate needed facilities conveniently near the station stop such as child care, senior housing, vendors district.

MAJOR DEVELOPMENT OPPORTUNITY SITES

The Central City West Specific Plan Area and the Metropolitan Transit Authority (MTA) holdings surrounding the Red Line station are two major opportunity development sites in the Westlake Plan area. All new development or changes should be planned for needed jobs producing uses that improves the economic and physical condition of the area.

Issues

- Costs to remove any hazardous wastes.
- Costs associated with tenant relocation.
- Inconsistent incremental development.
- Proximity to nearby residential uses.

Opportunities

- Business that generate employment for the local work force.
- Location and access to downtown.
- Access to the Metro Rail Red Line and to major freeways.

NEIGHBORHOOD CHARACTER

- Preserve and enhance the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.

Issues

- Scale, density and character of multiple family housing adjacent to single family homes.

- Impact on street parking from new high density apartments.
- Effects of residential development on commercial corridors.
- The need to preserve and rehabilitate historic areas with sensitivity to the character of established neighborhoods.
- New development that complements significant historic structures.

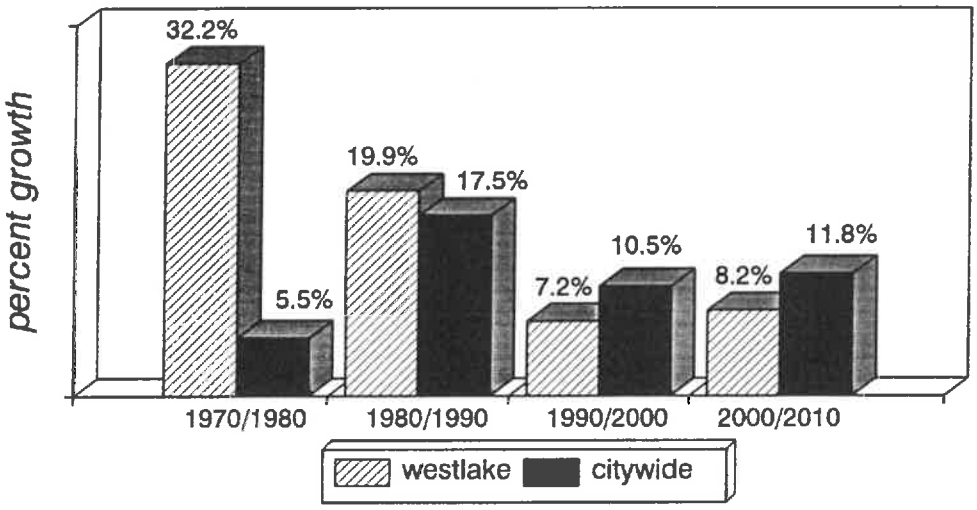
Opportunities

- Clusters of historic structures could form a district providing numerous examples for new projects to complement existing structures.
- Potential development of large parcels provide opportunities to reflect, enhance community identity.

WESTLAKE
COMMUNITY PROFILE

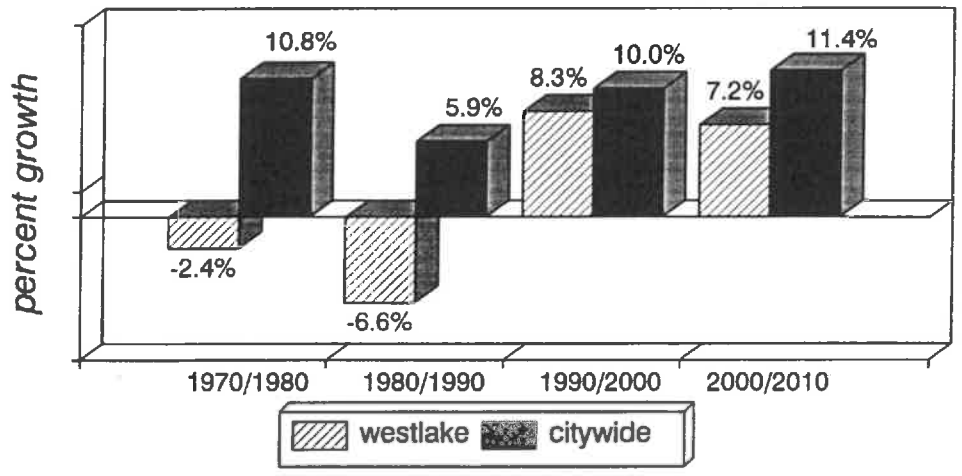
	estimated data (from U.S. Census)			projections (from SCAG) *	
total population	**1970**	**1980**	**1990**	**2000**	**2010**
westlake	67473	89224	106972	114640	124040
citywide	2811801	2966850	3485398	3852993	4306564
growth rate		**1970 to 1980**	**1980 to 1990**	**1990 to 2000**	**2000 to 2010**
westlake		32.2%	19.9%	7.2%	8.2%
citywide		5.5%	17.5%	10.5%	11.8%

population growth rate comparison
(includes group quarters population) **



total households	**1970**	**1980**	**1990**	**2000**	**2010**
westlake	34931	34083	31840	34474	36973
citywide	1024873	1135491	1203052	1323882	1474514
growth rate		**1970 to 1980**	**1980 to 1990**	**1990 to 2000**	**2000 to 2010**
westlake		-2.4%	-6.6%	8.3%	7.2%
citywide		10.8%	5.9%	10.0%	11.4%

household growth rate comparison
(occupied dwelling units only)



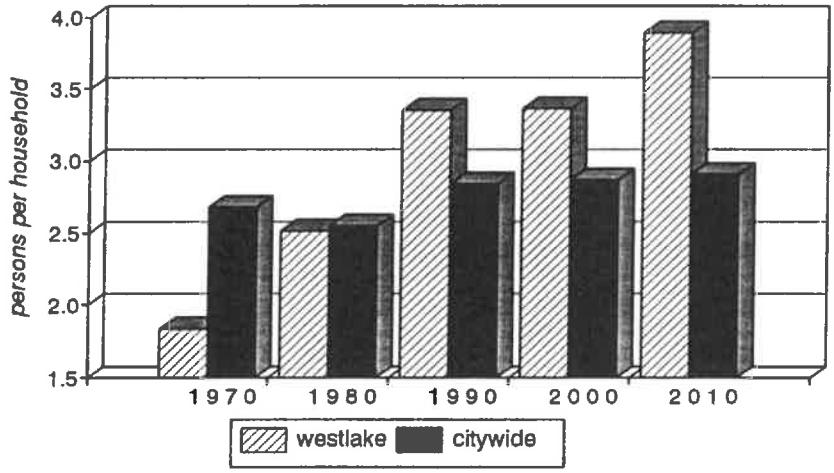
* Southern California Association of Governments; a regional council of county and municipal governments that includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.

** Population in group quarters includes institutionalized individuals, students in dormitories, and persons in emergency shelters, migrant worker housing, halfway houses, nursing homes, military quarters, etc.

WESTLAKE – COMMUNITY PROFILE

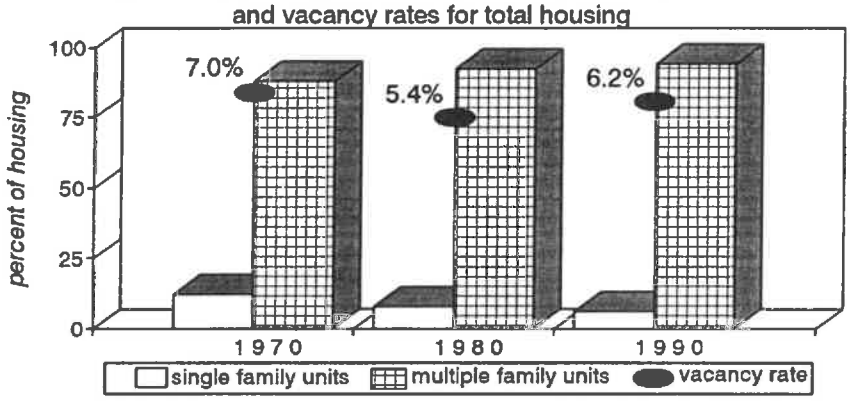
household size (persons per dwelling unit) *	estimated data (from U.S. Census) 1970	1980	1990	projections (from SCAG) 2000	2010
westlake	1.84	2.52	3.35	3.36	3.89
citywide	2.68	2.55	2.84	2.87	2.91

household size comparison



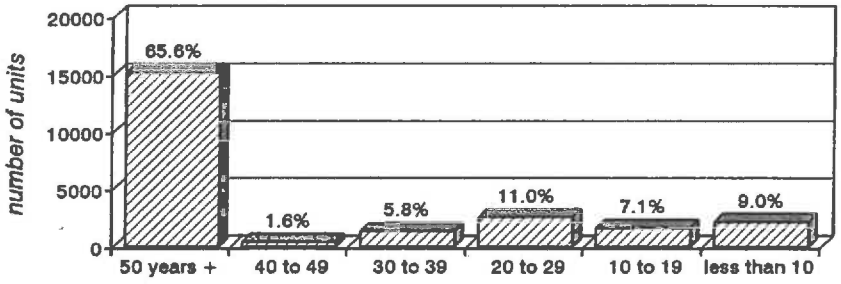
housing splits / vacancy factors ** (westlake only)	1970	1980	1990
single family dwellings	12%	8%	6%
multiple family dwellings	88%	92%	94%
vacancy rate (total housing)	7.0%	5.4%	6.2%

single family dwelling units, multiple family dwelling units, and vacancy rates for total housing



age of housing as of 1994 ***
total dwellings in westlake (includes vacant and occupied units).

age of housing



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* Count of all persons in occupied dwellings. Does not include group quarters population.

** Housing splits are defined by the presence of a common wall between two or more dwelling units. Typical multiple family units include condominiums and apartments. Typical single family units include detached structures.

*** Source of this information is the Los Angeles County Assessor. Data derived from the Assessors LUPAMS (Land Use Planning and Management Subsystem) file. File date is mid 1994.

WESTLAKE – COMMUNITY PROFILE

HOUSING and OCCUPANCY FACTORS

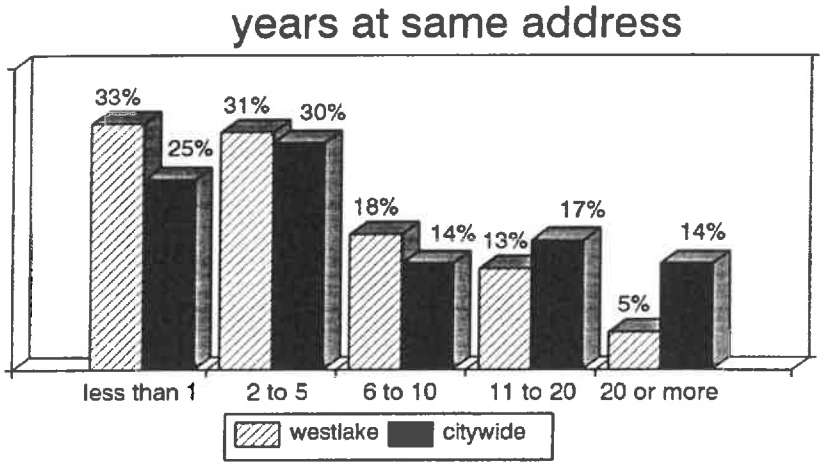
1990 census data;

cost of housing (as a percent of income) *	20% or less	20% to 29%	30% or more
owner occupied housing units	49.2%	17.7%	33.1%
renter occupied housing units	23.3%	24.0%	52.7%

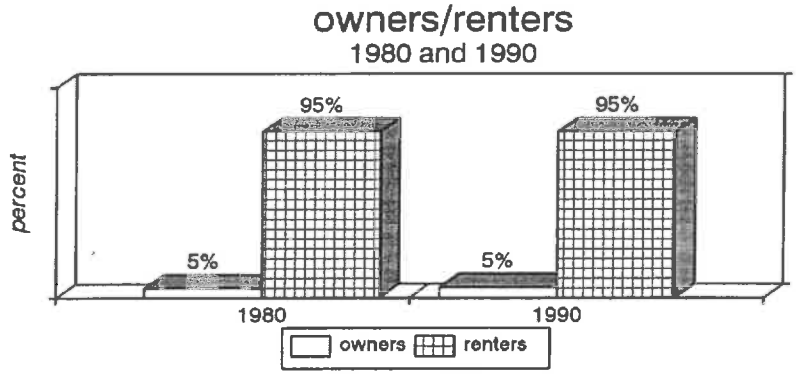
cost of housing (owner occupied units) (value estimated by owner)	under $100,000	$100,000 to $200,000	$200,000 to $300,000	$300,000 to $500,000	$500,000 or more
westlake	15.0%	42.5%	30.0%	9.8%	2.7%
citywide	8.4%	28.5%	25.9%	21.4%	15.8%

cost of housing (renter occupied units) (monthly cost estimated by resident)	under $300	$300 to $500	$500 to $750	$750 to $1,000	$1,000 or more
westlake	20.0%	52.8%	23.8%	2.9%	0.4%
citywide	10.9%	29.9%	38.3%	13.1%	7.9%

stability indicator (percent) ** (length of time in the community)	less than 1 year	2 to 5 years	6 to 10 years	11 to 20 years	20 years or more
westlake	32.6%	31.4%	17.8%	13.3%	4.9%
citywide	25.1%	30.3%	13.7%	16.9%	14.1%



residential tenure (ownership status)



NOTE: All information included on this sheet calculated on basis of householders response to census questionaire.

* Sums to 100% by type of housing. This is a distributed calculation of all householders who responded to census questions about cost of housing. Approximately 90% of all householders responded.

** Describes length of time living at the same location. Owners and renters combined.

WESTLAKE – COMMUNITY PROFILE
SOCIO/DEMOGRAPHICS

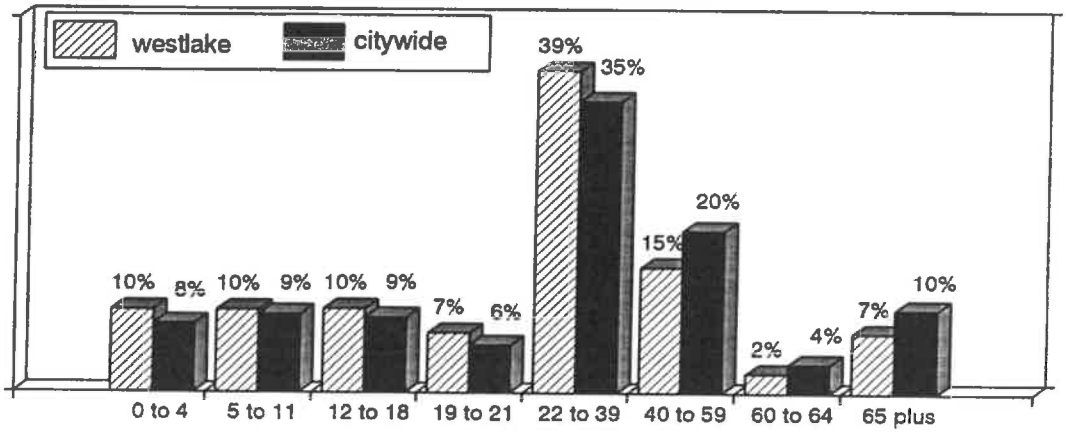
1990 census data;

employment (percent) *	
females employed	38.3%
males employed	61.7%
employment participation rate	68.4%
(citywide rate)	67.3%

household income (1989) **	
average	$21,179
(citywide)	$45,701
poverty (percent)	36.5%
(citywide)	18.9%

education (percent) ***	high school	beyond high school	college graduate
westlake	35.9%	21.8%	8.8%
citywide	67.0%	47.8%	23.0%

age of the general population

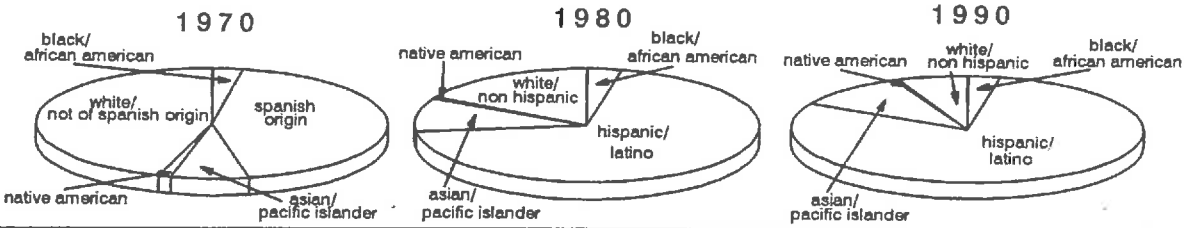


language and citizenship (percent) ****	foreign language spoken at home: spanish	asian	other language	foreign born
westlake	71.7%	12.3%	1.5%	85.3%
citywide	24.3%	6.0%	5.6%	44.9%

means of transportation to work (percent) *****	drive alone	vanpool/ carpool	public transit	other means
westlake	30.8%	17.4%	39.6%	12.2%
citywide	65.2%	15.4%	10.5%	10.5%

head of household ******	live alone	married with children	married no children	single parent	single non family
westlake	29.4%	27.1%	12.8%	20.6%	10.1%
citywide	31.0%	24.3%	22.0%	12.7%	10.0%

race/ethnicity (percent) *******	1970	1980	1990
asian/pacific islander	7.1%	9.5%	10.7%
black/african american	2.7%	3.2%	2.9%
hispanic/latino	43.9%	69.8%	79.7%
native american	1.1%	0.6%	0.3%
white–non hispanic	45.2%	17.0%	6.5%



NOTE: All information included on this sheet calculated on basis of householders response to census questionaire.

* Civilian persons 16 years or older. Employment participation measures only persons eligible to work; therefore, students, retirees, housewives, military personnel, etc. are not included in this calculation.

** See the note above. Poverty is calculated on the basis of all persons surveyed (98% of citywide population).

*** Only persons 25 years or older are included in this calculation.

**** Persons 5 years or older (except for foreign born which excludes anyone under the age of 18).

***** Total workers 16 years of age or older. Includes military personnel.

****** Adult person acknowledged as representing the household in response to census questionaire. Household may consist of any number of persons or families.

******* Census definition of hispanic/latino persons changed after 1970. Previously described as "spanish origin".

Chapter II
FUNCTION OF THE COMMUNITY PLAN

STATUTORY REQUIREMENTS

California State law (Government Code Section 65300) requires that each city prepare and adopt a comprehensive, long-term general plan for its development. It must contain seven mandatory elements including land use, circulation, housing, conservation, open space, noise and safety. In the City of Los Angeles thirty-five Community Plans comprise the City's Land Use Element.

State of California law requires that the Land Use Element be prepared as part of the City's General Plan, and that the Land Use Element be correlated with the Circulation Element.

The Land Use Element has the broadest scope of the General Plan elements required by the State. Since it regulates how land is to be utilized, many of the issues and policies contained in all other plan elements are impacted and/or impact this element.

Government Code Section 65302(a) requires land use element which designates the proposed general distribution and general location and extent of uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and territory covered by the plan.

The Westlake Community Plan consists of this text and the accompanying map. The Community Plan text states the goals, objectives, policies and programs. The Community Plan Map outlines the arrangement and intensities of land uses, the street system, and the locations and characteristics of public service facilities.

The Community Plan addresses all the Elements of the General Plan and is internally consistent with the Citywide Elements of the General Plan. The Citywide Elements take precedence except where unique needs and requirements of the community are called out in the District Plan.

ROLE OF THE COMMUNITY PLAN

The General Plan is the fundamental policy document of the City of Los Angeles. It defines the framework by which the City's physical and economic resources are to be managed and utilized over time. Decisions by the City with regard to the use of its land; design and character of buildings and open

spaces, conservation of existing and provision of new housing provision of supporting infrastructure and public and human services, protection of environmental resources, protection of residents from natural and man-caused hazards, and allocation of fiscal resources are guided by the Plan.

The Community Plans are intended to promote an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live and work in the Community. The plans are also intended to guide development in order to create a healthful and pleasant environment. The plans are intended to coordinate development among the various parts of the City of Los Angeles and adjacent municipalities in a fashion both beneficial and desirable to the residents of the community.

The General Plan and the Community Plans clarify and articulate the City's intentions with respect to the rights and expectations of the general public, property owners, and prospective investors and business interests. Through the Community Plan, the City can inform these groups of its goals, policies and development standards, thereby communicating what is expected of the City government and private sector to meet its objectives.

The Community Plan ensures that sufficient land is designated which provides for the housing, commercial, employment, educational, recreational, cultural, social and aesthetic needs of the residents of the District. The Plan identifies and provides for the maintenance of any significant environmental resources within the District. The Plan also seeks to enhance community identity and recognizes unique neighborhoods within the community.

PURPOSE OF THE COMMUNITY PLAN

The last update of the Westlake Community Plan was the AB283 Plan Consistency Program completed in 1988. Since that time, considerable growth has occurred, new issues have emerged, and new community objectives regarding the management of new development and community preservation have evolved. Consequently, it is necessary to update the Community Plan to not only reflect current conditions, but to accurately reflect the prevailing visions and objectives of the area's residents and property and business owners.

This Community Plan was developed in the context of promoting a vision of the Westlake area as a community that looks at its past with pride and approaches its future with eagerness, while maintaining its individual identity by:

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety o housing opportunities with compatible new housing.
- Improving the function, design and economic vitality of the commercial corridors.

- Preserving and enhancing the positive characteristics of existing uses which provided the foundation for community identity, such as scale, height, bulk, setbacks and appearance.

- Maximizing the development opportunities of future transit systems while minimizing any adverse impacts.

- Planning the remaining commercial and industrial development and industrial development opportunity sites for needed job producing uses that improves the economic and physical condition of the Westlake area.

ORGANIZATION AND CONTENT OF COMMUNITY PLAN

The Plan sets forth goals, objectives, policies, and implementation programs that pertain to Westlake. Broader issues, goals, objectives, and policies are provided by the Citywide General Plan Framework.

The Plan is organized and formatted to facilitate periodic updates. The State recommends that the short-term portions of the General Plan, including the Community Plans, be reviewed annually and revised as necessary to reflect the availability of new implementation tools, changes in funding sources, and the results of monitoring the effectiveness of past decisions. The State also recommends that the entire plan be comprehensively reviewed every five years to reflect new conditions, local attitudes, and technological advances.

The principal method for the implementation of the Land Use Map is the Zoning Ordinance. The City's Zoning Map must be updated to remain consistent with the adopted Land Use Map. Together, the Zoning Ordinance and the Zoning Map intensity of us and development standards applicable to specific areas and parcels of land within the community.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The City of Los Angeles has the responsibility to revise and implement the City's General Plan. Since State law requires that the General Plan have internal consistency, the Westlake Community Plan (which is a portion of the City's Land Use Element) is consistent with the other Elements and components of the General Plan.

The Citywide General Plan Framework is the umbrella concept of the General Plan which will provide the overall guiding vision for Los Angeles into the 21st Century. It is based on a directed growth strategy which targets residential and commercial growth along boulevards and corridors and clustered around community focal points and high activity centers. The directed growth strategy expands the Centers concept, which was adopted by the City Council in 1974 as the City's long-range development strategy.

The General Plan Framework provides the following projections to the year 2010 for the Westlake Plan area:

Population:	*121,987*
Employment:	*66,780*
Housing:	*38,860*

The above population, employment and housing numbers are provided as reference during the Community Plan revision. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data which are disaggregated to the City and the community level. Population, jobs and housing could grow more quickly, or slowly, than anticipated depending on economic trends. Regional forecasts do not always reflect the adopted community plan land use capacity or buildout is also an imprecise estimate and depends on specific assumptions about future density of development and household size, which may be more, or less, than actually occur. It should also be noted that the community plan capacity does not include housing in commercial districts nor the current residential vacancy rate.

In addition, to the seven state mandate elements, the City's General Plan includes a service system element, a cultural element and a major public facilities areas elements. All the provisions and requirements of the General Plan elements apply to the Westlake Community Plan.

The Community Plans which constitute the Land use element, are intended to guide the location and intensity of the private and public uses of land and to promote an arrangement of land uses, streets and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live and work in the Community.

Neighborhood Plans involve the preparation of special plans which blend both policy and implementation functions for unique neighborhoods within

a community or district plan area. In addition to these specific plans, overlay zones also combine policy and implementation functions for unique neighborhoods within a community or district plan area. In addition to these specific plans, overlay zones also combine policy and implementation functions to address issues peculiar to a specific neighborhood.

PLAN MONITORING AND PLAN PROJECTIONS

The Plan sets forth goals, objectives, policies and programs, and designates a potential land use capacity larger than is anticipated to be built during the life of the Plan. During the life of the Plan, it will be monitored by the Congestion Management Program (CMP), adopted in December 1993 by the Los Angeles County Transportation Authority, the Year 2000 Market Forecast Review, and other appropriate measures.

Each Plan category indicates the corresponding zones permitted by the Plan unless further restricted by the Plan text, footnotes, adopted Specific Plans or other specific limitations on discretionary approvals. The Plan recognizes that the residential densities and the commercial and industrial intensities

depicted on the Plan Map will not occur due to Plan restrictions and economic limitations.

PLAN CONSISTENCY

For each plan category, the Plan permits all identified corresponding zones, as well a those zones which are more restrictive as referenced 12.23 of the Los Angeles Municipal Code (LAMC). Any subsequent action that modified the plan or any monitoring review that results in changes to the Plan must make new Plan consistency findings at the time of that decision.

Chapter III
LAND USE PLAN POLICIES AND PROGRAMS

RESIDENTIAL

The Westlake community has the highest population density, the lowest percentages of owner occupied units, and one of the largest percentage of multiple-family residential units in the city. According to the 1990 census data, Westlake has 85 persons per acre compared to the citywide average of 14 persons per acre. In addition, over 94 percent of the area is improved with multiple-family residential development averaging a net density of 71 units per acre. Concentrations of single-family homes can be found between First and Temple Streets and for a few blocks north of Pico Boulevard and east of Alvarado Street. Mixed residential areas occur in scattered locations south of Pico Boulevard and west of Alvarado Street. Multi-family housing is concentrated between Wilshire Boulevard and First Street and can be found in scattered locations elsewhere in the plan area.

The housing objectives and policies are based on an analysis of existing zoning, housing characteristics, and the socio-economic makeup of the community. Westlake like many of the older communities of Los Angeles could benefit greatly from housing rehabilitation. Many homeowners would require financial assistance to rehabilitate their homes. The physical decay of housing is a complex problem not unique to Westlake. The community has a variety of housing styles although multi-family housing is most dominant. The overall density in Westlake is high compared to the rest of the city, built on small parcels with insufficient parking.

The type and degree of assistance needed will vary with the age of the housing and the complexity of the problem. Until an alternative means of providing new housing for lower income families is developed, conservation and improvement of existing housing stock is the only feasible alternative.

PLAN POPULATION AND DWELLING UNIT CAPACITY

Residential Land Use Category	Dwelling Units Per Net Acre Midpoint (Range)	Number of Dwelling Units	Net Acres	Persons Per Dwelling Unit (2010)	Reasonable Exp. Population
Low Medium	19 (9-29)	1,881	99	4.23	7,957
Medium	42 (29-55)	10,500	250	3.33	34,965
High Medium	82 (55-109)	16,974	207	3.32	56,354
High	163.5 (109-218)	10,464	64	3.32	34,740
TOTALS		**39,819**	**620**		**134,016**

Objectives

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

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

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

Policies

1. That the existing Low and Low Medium density housing be preserved where such housing is in relatively good condition or can be made so with moderate improvements.

2. That medium density housing be located near commercial corridors where access to public transportation and shopping services is convenient and where a buffer from or a transition between low density housing can be achieved.

3. That housing for the elderly have convenient access to public transportation, commercial services, recreational and health facilities.

4. That the City shall support continued affordability of units subject to termination of Federal mortgage or rent subsidies and expiring bond projects.

5. That the City shall discourage the demolition of affordable housing unless there is adequate assurance that suitable equivalent replacement units will be made available.

Programs

1. Initiation of residential zone redesignations to conform with the land use policies of this plan as indicated on the Plan Map.

2. Formulate an Affordable Housing Ordinance to encourage the production of affordable housing, to preserve existing housing capacity in the city, and to reduce potential for the overconcentration of affordable housing units in particular parts of the city.

3. Provide housing assistance payments to private landlords on behalf of eligible families, senior citizens, homeless, and disabled/handicapped through the Housing and Urban Developments (HUD) Section 8 Housing Assistance Program.

4. Encourage HUD through the Residential Rehabilitation Loan Program, to make funds available for the rehabilitation of low income multi-family rental housing.

COMMERCIAL

The Westlake Community Plan Area has very broad corridors of commercial uses connecting the residential areas with the higher intensities grouped around commercial areas at primary intersections.

Commercial uses dominate the central portion of the plan area with Fifth Street, Wilshire Boulevard, Seventh Street, and Olympic Boulevard being the major east-west commercial corridors. Wilshire Boulevard consists of a mix of mid-rise and low-rise buildings with some pedestrian oriented areas. It is also one of the most famous of the Citys' boulevards and was one of the prime streets for many of the Citys' large department stores. Alvarado Street is the major north-south commercial corridor and is also one of the busiest streets in Los Angeles. It is the spine of the planning area, with the intersection at Wilshire serving as the main crossroad of the Westlake area.

Major commercial development opportunities exist around the MTA subway station at MacArthur Park and the Central City West Specific Plan area adjacent to the Harbor Freeway and downtown. Less intense community commercial uses currently exist and can be accommodated along Temple Street, Beverly Boulevard, Third Street, Pico Boulevard, Venice Boulevard, and Washington Boulevard.

In some instances commercially zoned areas have been developed with residential uses or public facilities. Consequently these streets contain mixtures of uses creating in certain situations conflicting needs and service requirements. The pattern of zoning and smaller parcel sizes has hampered the expansion or consolidation of businesses.

Objectives

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

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

3. To improve the compatibility between commercial and residential uses.

4. To encourage all new large scale commercial development to provide adequate parking and access to public transportation.

Policies

1. That commercial facilities be located on existing traffic arteries and commercial corridors.

2. That the pedestrian oriented commercial centers around MacArthur Park continue to serve as a focal point for shopping, social, and entertainment activities.

3. That the neighborhood commercial areas along Temple Street, Beverly Boulevard, and Third Street continue to serve the everyday shopping

needs of residents providing supermarkets, drugstores, retail shops, and other neighborhood oriented services.

4. That neighborhood markets and retail and service establishments oriented to the residents be retained throughout the community, within walking distance of residents.

5. That Highway-Oriented commercial uses such as drive-thru establishments, auto-repair, and other similar uses be located away from pedestrian oriented areas.

6. That development of new high intensity uses activities be designed to emphasize service or employment of local residents.

7. That new commercial development be oriented so as to facilitate pedestrian access by locating parking to the rear of structures.

8. That adequate parking be provided for all types of retail and office commercial development, and that all parking areas adjacent to residential lands be appropriately buffered by a wall and/or landscaped setback.

Programs

1. A study to initiate commercial zone designations to zones that conform with the land use policies of this plan.

2. A study to determine where one stop, auto-oriented uses such as auto repair shops and drive-thru establishments can be located in order to preserve the existing pedestrian oriented areas and the existing streetscape.

3. A study to determine the opportunities and feasibility of public improvements at neighborhood and community shopping areas.

INDUSTRIAL

Existing industrial uses are concentrated in the southern section of Westlake along the Harbor Freeway and Venice Boulevard. Industrial zoning accounts for less than three percent of Westlake's total plan area. Because of Westlake's high concentration of residential units and its lack of access to the major railroad lines, industrial uses have never been a major land use issue. However, since the existing industrial uses are in an older area, there are some unique problems and disadvantages. Many industrial buildings lack the design and amenities of newer developments. The industrial sector is characterized by smaller parcels, piecemeal development and substandard streets, restricting the potential for site expansions to increase storage or production space. New industrial development is further discouraged by the absence of vacant land.

In spite of these disadvantages, the industrial sector needs to be encouraged and protected. Attempts should be made to attract new employment generating industries.

Objectives

1. To preserve designated industrial lands for industrial uses.

2. To conserve the existing industrial uses in order to contribute to the tax base for the City and as a potential employment resource for community residents.

3. To encourage and provide opportunities for new industrial uses that generate intensive employment.

4. To improve the quality of industrial developments and to protect the amenities of adjacent areas.

Policies

1. That the City encourage the use of public and private resources designed to stimulate industrial rehabilitation, intensification, and new development.

2. That the existing industrial areas be maintained and improved as a means of providing revenue to the City and employment opportunities for its residents.

Program

A study to determine the feasibility of providing an efficient and adaptive reuse of existing industrial areas containing vacant land or abandoned buildings, and along freeway rights-of-way and marginal industrial uses.

PUBLIC AND INSTITUTIONAL SERVICE SYSTEMS

The City of Los Angeles provides and administers a number of public services and facilities such as parks, libraries, police, fire protection, and paramedic ambulance service. Other services such as health care, welfare, and education, are administered by County or State agencies and consequently are not under City control. However, in determining needed services, setting priorities, and allocating resources, the City Council makes the city's concerns known to these higher level jurisdictions through the adoption of appropriate policies.

The demand for new or improved public facilities has grown far beyond available City resources. Land for new sites or the expansion of existing sites requires the acquisition of residential properties thereby decreasing the housing stock in the community. Given this constraint, the improvement of existing facilities should be given prime consideration. Whenever possible, concepts of intensification, rehabilitation, reuse, and multiple use of facilities and sites should be utilized.

RECREATION AND PARKS FACILITIES/OPEN SPACE

In the Westlake Plan Area, public parks and recreation areas are managed by the City of Los Angeles Recreation and Parks Department. There are three types of parks' regional, community, and neighborhood parks. There are no regional parks serving Westlake. MacArthur Park is the only community park with approximately 32 acres. Two neighborhood parks serve the Pico-Union areas; they are Terrace Park and Toberman Recreation Center.

There are two classification of Open Space, publicly owned and privately owned open space. Open Space is broadly defined as land which is essentially free of structures and buildings or is natural in character and which functions in one or more of the following ways:

1. Recreational and educational opportunities.
2. Scenic, cultural, and historic values.
3. Public health and safety.
4. Preservation and creation of community identity.
5. Rights-of-way for utilities and transportation facilities.
6. Preservation of physical resources.

Objectives

1. To provide adequate recreation and park facilities which meet the needs of the residents in the community.
2. To conserve, maintain, and better utilize existing recreation and park facilities which promote the recreational experience.

Policy

Preserve and improve the existing recreation and park facilities and park space.

Program

The Plan assists in preserving recreation and park space by designating such sites as Open Space Zones which provides protection from other land uses. In addition, the Plan amends to the Open Space designation and zone, certain lands which are existing park land but which were previously planned and zoned for other unrelated uses.

SCHOOLS

In the Westlake Plan area the public schools are administered by the Los Angeles Unified School District (LAUSD). There are currently five elementary schools; Union, Betty Plasencia, Belmont #5, and 10th Street. Belmont High School is the only high school in Westlake although the LAUSD is currently

looking into the possibility of expanding Belmont High School onto a site in Central City West. There are two continuation high schools in the area, Downtown Business Magnet High and the McAlister Continuation High, a special purpose facility for school aged mothers. In addition, there are two privately operated colleges, Loyola Law School and the Otis Parsons Art Institute.

The Plan encourages dual use of existing school facilities for the general public after hours and on weekends. School grounds should be made available so as to facilitate after hour recreational uses.

Objectives

1. To secure appropriate locations and adequate facilities for schools to serve the needs of the existing and future population.

2. To site schools in locations complementary to existing land uses and in locations which will enhance community identity.

Policy

Encourage compatibility in school locations, site layout, and architectural design with adjacent land uses and community character, and as appropriate, use schools to create a logical transition and buffer between different uses.

Program

The City Department of Recreation and Parks shall work with the Los Angeles Unified School District to develop a program for shared use of school and park sites for recreation, and to encourage siting of new schools adjacent to parks.

LIBRARIES

The Westlake plan area is served by two public libraries. They are the Pio Pico-Koreatown Library just outside the plan area on Olympic Street, and the Felipe De Neve Library on Rampart Street in MacArthur Park. The Echo Park Branch Library is currently under construction in Central City West on Temple Street and when completed will serve the Westlake community in the eastern section of the plan area.

Objectives

1. To ensure adequate library facilities are provided to the area's residents.

2. To encourage the City Library Department to provide adequate library service which responds to the needs of the community.

Policies

1. Support construction of new libraries and rehabilitation and expansion of existing libraries as required to meet the changing needs of the community.

2. Encourage flexibility in siting libraries in mixed use projects, pedestrian oriented areas, transit oriented districts, and similarly accessible facilities.

Program

The Plan redesignates the existing library sites to the Public Facilities plan category and changes the zone to Public Facility (PF). This new designation provides the libraries with more protection to retain the existing uses on site which allows for greater certainty for needed City approvals when rehabilitating or expanding structures on site.

POLICE PROTECTION

Police protection services are provided by the Los Angeles Police Department (LAPD). There is one police station in Westlake, the Rampart Station, located on Temple Street at Benton Street.

Objectives

1. To protect the community's residents from criminal activity, reduce the incidence of crime and provide other necessary services.

2. To provide adequate police facilities and personnel to correspond with population and service demands.

Policy

To consult with Police Department staff as part of the review of significant development projects and major land use plan changes to determine service demands.

Program

Require a decision maker to include a finding as to the impact on police service demands of the proposed project or land use plan change.

FIRE PROTECTION

The Fire Protection and Preservation Plan of the City of Los Angeles provides an official guide to City departments, other governmental agencies, developers, and interested citizens for the construction, maintenance, and operation of fire facilities. It is intended to promote fire preservation by maximizing fire safety education and minimizing loss of life through fire prevention programs.

Objectives

1. To protect the community through a comprehensive fire and life safety program.

2. To ensure that fire facilities and protective services are sufficient for the existing and future population and land uses.

Policy

To consult with the Fire Department as part of the review of significant development projects and major land use plan changes to determine service demands.

Programs

Required a decision maker to include a finding as to the impact on fire service demands of the proposed project or land use plan change.

CIRCULATION

The Westlake Community Plan Area is bounded by three major freeways, the Hollywood, Harbor, and a brief segment of the Santa Monica Freeway. Routes designated as Boulevards in the east-west direction are Beverly Boulevard, Olympic Boulevard, and Washington Boulevard. Hoover Street and Glendale Boulevard are north-south boulevards.

Roadways are required to be developed in accordance with standards and criteria contained in the Mobility Plan, an element of the General Plan, and the City's standard street dimensions except where environmental issues and planning practices warrant alternate standards consistent with street capacity requirements.

The full residential, commercial, and industrial densities and intensities proposed in the plan are predicted upon the eventual development of the designated transportation infrastructure. No increase in density shall be effected by zone change or subdivision unless it is determined that the transportation infrastructure serving the property can accommodate the traffic generated.

As many of the problems of the Westlake community are directly related to automobile traffic with both origin and destination located outside the community, the plan encourages citywide as well as local solutions to traffic problems.

The City of Los Angeles does not administer the public transportation system but can lend support and assistance to the Metropolitan Transit Authority (MTA) by evaluating travel needs of residents and making recommendations for modifications and improvements to public transportation service. Generally, the level of bus service in an east-west direction has been adequate, mainly as a result of the community's proximity to the downtown area.

The Metro-Red Line subway system will eventually link Union Station to North Hollywood with stops in the mid-City and Hollywood areas. In Westlake, a subway station is currently operating on the eastside of MacArthur Park on Alvarado Street. Since many of the residents of Westlake rely on mass transit as their only means of transportation, the location of the subway station is crucial to the mobility of the residents.

Objectives

1. To maximize the effectiveness of public transportation to meet the travel needs of transit dependent residents.

2. To provide for a circulation system coordinated with land uses and densities in order to accommodate the movement of people and goods.

3. To minimize the conflict between vehicular and pedestrian traffic.

4. To encourage alternate modes of travel and provide an integrated transportation system that is coordinated with land uses and which can accommodate the total travel needs of the community.

5. To encourage the creation of a local auxiliary transit system which would link the residential areas of Westlake to the high and medium intensity commercial areas and with the Red-Line subway station.

6. To encourage new businesses and companies to provide carpooling as a means of providing access to Westlake.

7. To continue development of the street system in conformance with the city's five year capital program.

8. To cooperate with the State and Federal Governments to work toward improved access to the freeways, particularly the Harbor Freeway.

Policies

1. That no residential, commercial, or industrial zone changes be approved unless it is determined that transportation facilities, existing or assured, are adequate to accommodate the traffic generated.

2. That any unique character of a community street be maintained and enhanced by improved design characteristics such as street trees, landscaped median strips, traffic islands, and special paving.

3. That the city continue to encourage and assist the MTA in analyzing the community's transit needs in order to increase bus service and improve its efficiency and comfort.

4. That public transportation, including rapid transit be accessible to transit dependent residents.

Programs

1. Formulate and periodically update the Citywide Transportation Element addressing the needs of the city's transportation and circulation system.

2. Develop Transportation Improvement and Mitigation Plans (TIMP) for selected growth areas that will expedite approvals of new development procedures.

3. Cooperate with regional agencies such as the Metropolitan Transit Authority and others to establish transportation control measures and other transportation demand management strategies, since many of the most effective measures to reduce vehicle trips require regional implementation.

CULTURAL AND ARCHITECTURAL HISTORY

COMMUNITY HISTORY

Westlake was developed during the real estate boom of the 1880's when Los Angeles experienced a substantial increase in population as people began to respond to claims of superior climate, cheap land, and advantageous job opportunities in the growing city. By 1894, large portions of Westlake had been subdivided and whole neighborhoods were under construction.

Prominent local families built large homes in the area and by the mid-1880's neighborhoods in Westlake were dotted with Victorian homes from two- and three-story mansions to small exquisitely detained cottages.

In 1892, oil was discovered by E.L. Doheny and Charles A. Canfield on a residential lot near present day Second Street and Glendale Boulevard. The resulting Los Angeles City Oil Field had over 500 wells by 1897. The area became a curious mixture of residential and industrial uses. There was no limit to the number of wells a property owner could drill, and derricks competed with Victorian towers as elements of the built environment.

In the early years of the twentieth century, fashionable multi-family housing was added to the Westlake neighborhoods especially south of First Street. Some of these complexes were courts, which might house several families in individual units clustered together on a double lot; others were "fireproof" brick apartment buildings. These multi-family units remain part of the areas streetscape to this day. Institutions such as the Evangeline residence, a Salvation Army owned residence for women built in 1923; the Los Angeles Nurses Residences and Apartments, a residential facility designed for the Good Samaritan Hospital; and the Mary Andrews Clark YWCA facility dedicated in 1913, were also built at this time. By the 1940's, the Westlake area began to lose its exclusiveness as residents continued to move westward.

Objective

To ensure that the Plan area's significant cultural and historical resources are protected, preserved, and/or enhanced.

Policy

Identify all designated City of Los Angeles Historical and Cultural Monuments in order to foster public appreciation of the City of Los Angeles' valuable historic resources and to promote education of the public by preserving Los Angeles' historic past and to promote that any other appropriate landmarks of unique architectural and historic significance continue to be identified for the purpose of inclusion in the list.

Program

The Plan includes in the Appendix, a complete list of sites which have been designated by the Los Angeles City Council as Historic and Cultural Monuments in the Westlake Plan Area. In addition through the inclusion of this plan policy, the plan supports the continued identification of appropriate landmarks.

SUMMARY OF LAND USE

CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	% AREA	TOTAL NET ACRES	TOTAL % AREA
RESIDENTIAL						
Single Family						
Multiple Family					649	33.4
	Low Medium	RD1.5, RD2, RD3, RD4, RD5, RU, RZ2.5, RZ3, RZ4, RZ5	199.06	30.7		
	Medium	R3	195.30	30.1		
	High Medium	R4	219.22	33.8		
	High	R5	35.58	5.5		
COMMERCIAL					532	27.4
	Limited	C1, CR, P	20.55	3.9		
	Limited mixed	CW	3.71	0.7		
	Highway	C2, C1, CR, P	232.24	43.7		
	Highway mixed	CW	4.84	0.9		
	Community	C4, C2, C1, CR, P, PB	126.95	23.9		
	Community	CW	17.52	3.3		
	Regional Center	C2, C4, C5, P, PB	126.09	23.7		
INDUSTRIAL					57	2.9
	Commercial	CM, P	44.02	77.8		
	Limited	M1, MR1, P	12.55	22.2		
OPEN SPACE/PUBLIC FACILITIES					130	6.7
	Open Space	OS	37.11	28.6		
	Public Facilities	PF	92.68	71.4		
STREETS					575	29.6
	Public Street		575.28	100.0		
TOTAL					1,943	100.0

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April 21, 2005

All Interested Parties:

RAS INTERPRETATION TO COMMUNITY PLAN FOOTNOTES
DIRECTOR'S INTERPRETATION

Attached is a copy of the Department of City Planning's interpretation of Ordinance 174,999, effective January 15, 2003, which established the RAS Zones. This published interpretation becomes final and effective 20-days from the date of this communication unless an appeal to the City Planning Commission is filed within this time period. Appeals shall be filed in duplicate on forms provided at any of the following public offices of the Department of City Planning, along with the required filing fee:

Planning Department – Public Counter
201 North Figueroa Street, 3rd Floor
Los Angeles, CA 90012
Phone: (213) 482-7077

San Fernando Valley Office
6262 Van Nuys Boulevard
Van Nuys, CA 91401
Phone: (818) 374-5050

If you have any questions regarding this case, please contact Jane Blumenfeld at (213) 978-1372 of myself at (213) 978-1274.

Sincerely,

CON HOWE
Director of Planning

ROBERT H. SUTTON
Deputy Director

CH/RHS:hkt

Attachment

cc: Council Planning Deputies
Ray Chan, Building and Safety Department
David Kabashima, Department of City Planning
Jane Blumenfeld, Department of City Planning

April 21, 2005

RAS RELATIONSHIP TO COMMUNITY PLAN FOOTNOTES
DIRECTOR'S INTERPRETATION

All Interested Parties:

SUBJECT:

Inquiries have been made regarding potential conflicts between Footnotes on the Community Plans and the RAS 3 and RAS 4 (hereafter referred to as RAS) Zones.

BACKGROUND:

The Residential/Accessory Services Zones (RAS) allow a greater floor area than commercial zones and greater height than otherwise allowed in height district 1VL.

> "An example is:
> Where a traditional C2-1VL with a Commercial plan designation is limited to a 1.5:1 FAR and a 45 height limit, the RAS 3-1VL and RAS 4-1VL shall not exceed a 3:1 FAR and 50 feet in height in accordance with the LAMC 12.10.5, 12.11.5 and 12.21.1."

The Community Plans as recommend by the City Planning Commission and adopted by City Council are a general guide to development for the community and city as a whole. Rarely do the Community Plans specify special planning rights or restrictions for particular parcels.

Some community plan maps contain footnotes regarding height and floor area. Footnotes appear on the map legend next to the commercial land use categories or in some cases on specific properties or areas. The footnotes that are attached to the commercial land use categories generally relate in a broad-brushed manner to all areas of the plan designated for that particular use. Typically such footnotes are not site specific, and as such, do not relate to specific locations, blocks, or parcels within the community plan area.

> "An example of such a footnote which appears in most Community Plans reads:
> Footnote 1: 'Height District 1VL'
> This means all properties within the commercial land use category that have this footnote are limited to an FAR of 1.5:1 with a 45-foot height limit."

DISCUSSION:

When the City Council adopted the RAS Zones in 2002, their purpose was to promote mixed use development in the city's commercial zones, particularly in the commercial corridors which provide the greatest access to transit. In their adoption of the RAS Zones, the City Council recognized that

the additional floor area and height allowed by the RAS zones are necessary to make such primarily residential projects viable. However to protect the integrity of the Community Plans, the Council limited the residential density permitted in the RAS 3 and RAS 4 Zones to correspond to the residential densities permitted in the R3 and R4 Zones, respectively. Thus, they permitted RAS 3 and RAS 4 Zones in Plans that permit R4 and higher zoning but only permitted the RAS 3 Zone (and not RAS 4) in Plans that previously had R3 as the highest zoning category.

In one particular plan, the Plan Footnote on a Neighborhood Commercial area states:

"Floor Area Ratio 1:1."

In this specific situation it cannot be the intent of Council to allow a 3:1 FAR since they knowingly restricted the property to a 1:1 FAR.

INTERPRETATION:

It is hereby interpreted that the RAS Zones can exceed a Community Plan Footnote when that footnote is general in nature and generally refers to all parcels under that plan category. Where there is a specific footnote that refers to (a) specific parcel(s) that is more restrictive, the RAS Zone would not be permitted without a corresponding Plan Amendment.

CITY OF LOS ANGELES
CALIFORNIA

EXHIBIT B
DIR-2018-4135-TOC-SPR-1A
Director's Determination

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

July 24, 2019

Applicant/Owner
Grandview Apartments, L.P.
1149 South Hill Street, #7800
Los Angeles, CA 90015

Representative
Jim Ries
Craig Lawson & Co., LLC
3221 Hutchison Avenue, Unit D
Los Angeles, CA 90034

Case No.	DIR-2018-4135-TOC-SPR
CEQA:	ENV-2018-4136-CE
Location:	714, 716, 718, 720, 722, 724, 728, 730, 734, 734 ½, 736, 736 ½, 738, 738 ½, 740, 740 ½, 742, 744, 746, 748, 750, 750 ½, 752, 752 ½, 754, 756, 758, 760 S. Grand View Street
Council District:	1 – Cedillo
Neighborhood Council:	MacArthur Park
Community Plan Area:	Westlake
Land Use Designation:	Highway Oriented Commercial and Community Commercial
Zone:	R4-1 and R4-2
Legal Description:	Lots FR 7, FR 8, FR 9, FR 10, FR 11, and FR 12; Dodd and O'gara's Resubdivision of BLK "B" of the Lake Shore Tract

Last Day to File an Appeal: August 8, 2019

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

Determine that based on the whole of the administrative record as supported by the justification prepared and found in the environmental case file, the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332, Class 32, and there is no substantial evidence

demonstrating that any exceptions contained in CEQA Guidelines, Section 15300.2 regarding cumulative impacts, significant effects or unusual circumstances, scenic highways, hazardous waste sites, or historical resources applies;

Approve with Conditions a **Transit Oriented Communities (TOC) Affordable Housing Incentive Program Compliance Review** for a qualifying Tier 3 project, totaling 100 dwelling units, reserving 25 units for Extremely Low Income Household occupancy and 74 units for Low Income Household occupancy for a period of 55 years, with the following Base and Additional Incentives:

Base Incentives

a. **Floor Area Ratio (FAR).** An increase in the FAR to permit a maximum of 3.97:1 in lieu of 3:1 as otherwise permitted by LAMC Section 12.21.1 A.1 for the R4-1-zoned lots (Lots FR 10, FR 11, and FR 12 of Dodd and O'gara's Resubdivision of BLK "B" of the Lake Shore Tract);

b. **Parking.** No required vehicular parking for all residential units;

Additional Incentives

c. **Front and Rear Yards.** A reduction in the minimum front yard setback to permit a 7 feet in lieu of 15 feet as otherwise required by LAMC Section 12.11 C.1, and a reduction in the minimum rear yard setback to permit 14.4 feet in lieu of 18 feet as otherwise required by LAMC Section 12.11 C.3;

d. **Open Space (Usable Open Space).** A reduction in the minimum usable open space to require 9,094 square feet in lieu of 12,125 square feet as otherwise required by LAMC Section 12.21 G.2;

e. **Open Space (Trees).** A reduction in the minimum number of trees to require 19 trees in lieu of 25 trees as otherwise required by LAMC Section 12.21 G.2.;

Approve with Conditions a **Site Plan Review** for a 100-unit multi-family residential development project which results in an increase of 50 or more dwelling units; and

Adopt the attached Findings and Conditions of Approval.

CONDITIONS OF APPROVAL

TOC Affordable Housing Incentives Program Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped Exhibit "A," and attached to the subject case file. No change to the plans shall be made without prior review by the Department of City Planning, Central Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions.

2. **Residential Density**. The project shall be limited to a maximum density of 100 residential dwelling units.

3. **Affordable Units.** A minimum of 99 units, that is 99 percent of the 100 total units, shall be reserved as affordable units as follows: a minimum of 25 units shall be reserved for Extremely Low Income Households as determined by the California Department of Housing and Community Development (HCD), and the remaining 74 units shall be reserved for Low Income Households as determined by the U.S. Department of Housing and Urban Development (HUD).

4. **Changes in On-Site Restricted Units**. Deviations that increase the number of restricted affordable units or that change the composition of units or parking numbers shall be consistent with LAMC Section 12.22 A.31 and TOC Guidelines.

5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute and record a covenant and agreement running with the land to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA). The covenant shall bind the owner to reserve seven (7) units available to Very Low Income Households for rental as determined to be affordable to such households by HCIDLA for a period of 55 years. The remaining 33 affordable units shall be reserved for Low Income Households as determined by HUD for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the TOC Guidelines and any monitoring requirements established by the HCIDLA. Refer to the TOC Affordable Housing Incentive Program and Housing Replacement (AB 2556 Determination) Background sections of this determination.

6. **Rent Stabilization Ordinance (**RSO**).** Prior to the issuance of a Certificate of Occupancy, the owner shall obtain approval from the Los Angeles Housing and Community Investment Department (HCIDLA) regarding replacement of affordable units, provision of RSO Units, and qualification for the Exemption from the Rent Stabilization Ordinance with Replacement Affordable Units in compliance with Ordinance No. 184,873. In order for all the new units to be exempt from the Rent Stabilization Ordinance, the applicant will need to either replace all withdrawn RSO units with affordable units on a one-for-one basis or provide at least 20% of the total number of newly constructed rental units as affordable, whichever results in the greater number. The executed and recorded covenant and agreement submitted and approved by HCIDLA shall be provided.

7. **Floor Area Ratio (FAR).** The project shall be permitted a maximum FAR of 3.97:1 on the R4-1-zoned lots (Lots FR 10, FR 11, and FR 12 of Dodd and O'gara's Resubdivision of BLK "B" of the Lake Shore Tract).

8. **Parking.** No automobile parking shall be required for residential units.

9. **Front Yard.** The project shall provide a minimum front yard setback of 7 feet.

10. **Rear Yard.** The project shall provide a minimum rear yard setback of 14.4 feet.

11. **Open Space (Usable Open Space).** The project shall provide a minimum of 9,094 square feet of usable open space.

12. **Open Space (Trees).** The project shall provide a minimum of 19 24-inch box trees on-site.

Site Plan Review Conditions

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

14. **Landscaping.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect. The landscape plan shall indicate landscape points for the project equivalent to 25 percent more than otherwise required by LAMC Section 12.40 and the Landscape Ordinance Guidelines. The project shall provide an automatic irrigation system.

15. **Trash.** All trash collection and storage areas shall be located on-site and not be visible from the public right-of-way. Trash receptacles shall be enclosed and covered at all times.

Environmental Conditions (Project Design Features)

16. **Sound Barrier.** The project contractor will erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound wall will be a minimum of 8 feet in height to block the line-of-site of construction equipment and off site receptors at the ground level. The sound barrier shall include sound absorbing material capable of achieving a minimum of 15 dBA reduction in sound level.

17. **Noise.** The project contractor shall utilize temporary portable acoustic barriers, partitions, or acoustic blankets to effectively block the line-of-sight between noise producing equipment and the adjacent residential land uses for purposes of ensuring noise levels at the adjacent residential land uses do not exceed 75 dBA Leq over the ambient noise levels.

Administrative Conditions

18. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building

permit by the Department of Building & Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.

19. **Notations on Plans.** Plans submitted to the Department of Building & Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.

20. **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.

21. **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.

22. **Department of Building & Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building & Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building & Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

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

24. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

25. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.

26. **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, in whole or in part, of the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

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

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

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

PROJECT BACKGROUND

The project site consists of six (6) contiguous, rectangular lots with approximately 280 feet of street frontage along the east side of Grand View Street and a depth of approximately 136 feet, for a total lot size of 38,326 square feet (pre-dedication). The subject site is bounded by Grand View Street to the west and three (3) alleys to the north, east and south. The three (3) southernmost lots (FR 10, FR 11, and FR 12) are zoned R4-1 and designated for Highway Oriented Commercial land uses, and the three (3) northernmost lots (FR 7, FR 8, and FR 9) are zoned R4-2 and designated for Community Commercial land uses.

The project site is located within the Westlake Community Plan Area, the Los Angeles Community Redevelopment Agency's (CRA/LA) Westlake Recovery Redevelopment Project Area, and a Transit Priority Area. The site is not located within the boundaries of or subject to any specific plan, community design overlay, or interim control ordinance. The project site is currently developed with 18 one-story duplexes containing a total of 36 dwelling units, all of which are subject to the Rent Stabilization Ordinance.

The surrounding neighborhood is characterized by various urban land uses, including commercial, residential, office, church, school, and medical uses and surface parking lots. Properties to the north are zoned C2-2 and developed with one- to two-story commercial buildings. Properties to the east are zoned R4-1 and R4-2 and developed with a surface parking lot and a two-story multi-family residential building. Properties to the south are zoned C2-1 and improved with a surface parking lot. Properties to the west are zoned C2-1, R4-1 and R4-2 and developed with MacArthur Park Elementary School, LA New Times Western School and Los Angeles Onnuri Church.

The proposed project is for the demolition of 18 duplexes containing a total of 36 units, and the construction, use and maintenance of a six-story, multi-family residential building containing 100 dwelling units, including a market-rate manager's unit, 25 units restricted to Extremely Low Income Households and 74 units restricted to Low Income Households. The proposed building will have a maximum height of 85 feet, as measured from grade to roof structures, and contain a total of 120,000 square feet of floor area, including 60,000 square feet of floor area on the R4-1-zoned properties and 60,000 square feet of floor area on the R4-2-zoned properties with a maximum floor area ratio (FAR) of 3.97:1 and 3.98:1, respectively. The project will provide 25 non-required automobile parking spaces and 75 long-term bicycle parking stalls in the semi-subterranean parking garage, and seven (7) short-term bicycle parking stalls at the center of the site within the front yard, adjacent to the sidewalk. The project will provide a total of 9,105 square feet of open space within two (2) courtyards and two (2) roof decks, and 19 trees on-site.

The applicant is seeking approval of a Site Plan Review for a 100-unit multi-family residential project which results in an increase of 50 or more dwelling units, and the following Base and Additional Incentives of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program.

Base Incentives

a. Floor Area Ratio (FAR). An increase in the FAR to permit a maximum of 3.97:1 in lieu of 3:1 as otherwise permitted by LAMC Section 12.21.1 A.1 for the R4-1-zoned lots (Lots FR 10, FR 11, and FR 12 of Dodd and O'gara's Resubdivision of BLK "B" of the Lake Shore Tract);

b. Parking. No required vehicular parking for residential units;

Additional Incentives

c. Front and Rear Yards. A reduction in the minimum front yard setback to permit a 7 feet in lieu of 15 feet as otherwise required by LAMC Section 12.11 C.1, and a reduction in the minimum rear yard setback to permit 14.4 feet in lieu of 18 feet as otherwise required by LAMC Section 12.11 C.3;

d. Open Space (Usable Open Space). A reduction in the minimum usable open space to require 9,094 square feet in lieu of 12,125 square feet as otherwise required by LAMC Section 12.21 G.2; and

e. Open Space (Trees). A reduction in the minimum number of trees to require 19 trees in lieu of 25 trees as otherwise required by LAMC Section 12.21 G.2.

HOUSING REPLACEMENT (AB 2556 DETERMINATION) BACKGROUND

On September 27, 2014, Governor Jerry Brown signed Assembly Bill (AB) 2222, as amended by AB 2556 on August 19, 2016, to amend sections of California's Density Bonus Law (Government Code Section 65915). AB 2556 requires applicants of Density Bonus projects filed as of January 1, 2015 to demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households.

Pursuant to the AB 2556 (TOC) Determination Letter dated August 17, 2018 and prepared by the Los Angeles Housing and Community Investment Department (HCIDLA), a total of 25 units must be replaced with equivalent type including 12 units restricted to Extremely Low Income Households, seven (7) units restricted to Very Low Income Households, and six (6) units restricted to Low Income Households. The applicant proposes to reserve 25 units for Extremely Low Income Households, which satisfies the AB 2556 replacement units, as the Extremely Low Income level is more restrictive in terms of affordability than Very Low and Low Income levels.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND

Measure JJJ was adopted by the Los Angeles City Council on December 13, 2016. Section 6 of the Measure instructed the Department of City Planning to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program. The measure required that the Department adopt a set of TOC Guidelines, which establishes incentives for residential and mixed-use projects located within ½ mile of a major transit stop. Major transit stops are defined under existing State law.

The TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines), released on September 22, 2017, establish a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher

tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

The project site is located approximately 890 feet from the Metro Westlake/MacArthur Park Rail Station, which qualifies the site as Tier 3 TOC Affordable Housing Incentive Area. As such, the project is eligible for Tier 3 Base and Additional Incentives.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS

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

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

    a. *Tier 1 - 8% of the total number of dwelling units shall be affordable to Extremely Low Income (ELI) Households, 11% of the total number of dwelling units shall be affordable to Very Low (VL) Income Households, or 20% of the total number of dwelling units shall be affordable to Lower Income Households.*
    b. *Tier 2 - 9% ELI, 12% VL or 21% Lower.*
    c. *Tier 3 - 10% ELI, 14% VL or 23% Lower.*
    d. *Tier 4 - 11% ELI, 15% VL or 25% Lower.*

    The project proposes to set aside 25 percent, or 25 units, of the total 100 units for Extremely Low Income Households in Tier 3. As such, the project meets the eligibility requirement for On-Site Restricted Affordable Units.

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

    The project site is located approximately 890 feet from the Metro Westlake/MacArthur Park Rail Station. As such, the project meets the eligibility requirement for proximity to a Major Transit Stop.

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

    Pursuant to the AB 2556 (TOC) Determination Letter dated August 17, 2018 and prepared by the Los Angeles Housing and Community Investment Department (HCIDLA), a total of 25 units must be replaced with equivalent type including 12 units restricted to Extremely Low Income Households, seven (7) units restricted to Very Low Income Households, and six (6) units restricted to Low Income Households. The applicant proposes to reserve 25 units for Extremely Low Income Households, which satisfies the AB 2556 replacement

units, as the Extremely Low Income level is more restrictive in terms of affordability than Very Low and Low Income levels.

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

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

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

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

   The project is seeking three (3) Additional Incentives for reduced front and rear yard setbacks, usable open space, and the number of trees, which requires at least 11 percent, or six (6) units, of the 53 base units to be set aside for Extremely Low Income Households. The project proposes to set aside 25 units for Extremely Low Income Households, which is 47 percent of the 53 base units. As such, the project meets the eligibility requirement for three (3) Additional Incentives.

The project requests the following Base and Additional Incentives:

BASE INCENTIVES

Floor Area Ratio (FAR). As mentioned, the three (3) southernmost lots (FR 10, FR 11, and FR 12) are zoned R4-1, and the three (3) northernmost lots (FR 7, FR 8, and FR 9) are zoned R4-2. While the R4-2-zoned lots are allowed a maximum FAR of 6:1, the R4-1-zoned lots are limited to a maximum FAR of 3:1. The TOC Guidelines allow a percentage increase of up to 50 percent in the maximum FAR in Tier 3. The applicant requests a Base Incentive to increase the FAR of the R4-1-zoned lots by approximately 33 percent to allow a 3.97:1 FAR in lieu of a 3:1 FAR to accommodate a maximum floor area of 60,000 square feet.

Parking. Per Section VI.2.a.i.2 of the TOC Guidelines, there shall be no required parking for all residential units for an Eligible Housing Development that consists of 100 percent On-Site Restricted Affordable Units excluding a manager's unit. The applicant requests a Base Incentive to allow no parking requirements for all residential units for the proposed project consisting of 100 percent On-Site Restricted Affordable Units, excluding a manager's unit.

ADDITIONAL INCENTIVES

Front and Rear Yards. R4 Zone requires a front yard setback of 15 feet and a rear yard setback of 18 feet for a six-story building. The TOC Guidelines allow a reduction in the required front yard to be an average of the front yards of adjoining buildings along the same street frontage. For a project that is adjacent to a vacant lot, the front yard setback may align with the façade of the adjoining building along the same front lot line. The project site abuts a surface parking lot to the south and a building with a zero-foot front yard setback to the north. Per the TOC Guidelines, the project may reduce the required front yard setback to zero feet based on the adjacent building to the north. In Tier 3, the front yard reduction may be paired with one other individual yard reduction with the use of only one Additional Incentive. In addition, the TOC Guidelines allow a 30-percent decrease in the required width or depth of a rear yard setback. The applicant requests an Additional Incentive to reduce the required front yard setback to seven (7) feet, and the required rear yard setback to 14.4 feet.

Open Space (Usable Open Space). The project proposes 53 one-bedroom, 28 two-bedroom, and 19 three-bedroom units, which requires a minimum of 12,125 square feet of usable open space on-site per LAMC Section 12.21 G.2. The TOC Guidelines allow a 25-percent reduction in the required open space. The applicant requests an Additional Incentive for a 25-percent reduction in the required open space to allow a minimum of 9,094 square feet in lieu of 12,125 square feet.

Open Space (Trees). LAMC Section 12.21 G "Open Space Requirement for Six or More Residential Units" requires at least one (1) 24-inch box tree for every four (4) dwelling units on-site. The project proposes 100 dwelling units, requiring a minimum of 24, 24-inch box trees. The TOC Guidelines allow a 25-percent reduction in the required open space. The applicant requests an Additional Incentive for a 25-percent reduction in the number of required trees to allow 19 trees in lieu of 25 trees.

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

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

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

   The project site consists of six (6) lots, all of which are located within a Tier 3 TOC Affordable Housing Incentive Area. As such, this eligibility requirement does not apply.

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

   The applicant has not selected a Lower Tier and is not providing the percentage of On-Site Restricted Affordable Housing units required for any lower Tier. As such, this eligibility requirement does not apply.

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

   While the project is an Eligible Housing Development that consists of 100 percent On-Site Restricted Affordable Units excluding a manager's unit, the project does not request an increase in Tier. As such, this eligibility requirement does not apply.

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

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

1. Pursuant to Section 12.22 A.25(g) of the LAMC, the Director shall approve a density bonus and requested incentives unless the Director finds that:

a. The incentives are not required to provide for affordable housing costs 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 Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Extremely Low, 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.

The list of Additional Incentives in the TOC Guidelines were pre-evaluated at the time the TOC Affordable Housing Incentive Program Ordinance was adopted to include relief mechanisms that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the on-menu incentives are required to provide for affordable housing costs because the Incentives by their nature increase the scale of the project. The following incentives allow the developer to reduce the required front yard and rear yard setbacks, usable open space and the number of trees so that affordable housing units reserved for Extremely Low and Low Income Households can be constructed and the overall space dedicated to residential uses is increased. These incentives support the applicant's decision to reserve 99 of 100 total units for Extremely Low and Low Income Households.

Front and Rear Yards. The applicant requests an Additional Incentive to reduce the required front yard setback to seven (7) feet, and the required rear yard setback to 14.4 feet. This incentive is expressed in the Menu of Incentives in the TOC Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs.

Open Space (Usable Open Space). The applicant requests an Additional Incentive for a 25-percent reduction in the required open space to allow a minimum of 9,094 square feet in lieu of 12,125 square feet. The requested open space incentive is expressed in the Menu of Incentives in the TOC Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. The requested incentive allows the inclusion of affordable housing while still providing usable open space as intended by the Code.

Open Space (Trees). The applicant requests an Additional Incentive for a 25-percent reduction in the number of required trees to allow 19 trees in lieu of 25 trees. The requested open space incentive is expressed in the Menu of Incentives in the TOC Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. The requested incentive allows the inclusion of affordable housing while still providing trees for common open space as intended by the Code.

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

There is no evidence in the record that the proposed incentive will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed

complete" (LAMC Section 12.22 A.25(b)). A Historic Resources Assessment, dated January 2019 and prepared by LSA Associates, Inc., the project site is not eligible for listing in the National Register or California Register or for local designation under the local ordinance. The finding that there is no evidence in the record that the proposed incentives will have a specific adverse impact is further supported by the CEQA findings. The findings to deny an Incentive are not equivalent to the findings for determining the existence of a significant unavoidable impact under CEQA. However, under a number of CEQA impact thresholds, the City is required to analyze whether any environmental changes caused by the project have the possibility to result in health and safety impacts. For example, CEQA Guidelines Section 15065(a)(4), provides that the City is required to find a project will have a significant impact on the environment and require an EIR if the environmental effects of a project will cause a substantial adverse effect on human beings. The proposed project and potential impacts were analyzed in accordance with the CEQA Guidelines. Analysis of the proposed project determined that the project is Categorically Exempt from environmental review pursuant to CEQA Guidelines Section 15332, Class 32. Furthermore, the project was evaluated against the exceptions to use of Categorical Exemptions pursuant to Section 15300.2 of the CEQA Guidelines and determined that none of the exceptions apply to the proposed project. Therefore, there is no substantial evidence that the proposed project will have a specific adverse impact upon public health and safety or the environment, or on any real property that is listed in the California Register of Historical Resources.

SITE PLAN REVIEW FINDINGS

2. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and does not conflict with any applicable regulations, standards, and an applicable specific plan.

The Los Angeles General Plan sets forth goals, objectives and programs that guide both citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated and optional elements, including Framework, Housing, Mobility and Land Use Elements. The City's Land Use Element is comprised of 35 Community Plans that establish parameters for land use decisions within the 35 communities of the City.

The project is in compliance with the following Elements of the General Plan: Framework Element, Housing Element, Mobility Element and the Land Use Element – Westlake Community Plan.

Framework Element

The Citywide General Plan Framework Element is a guide for communities to implement growth and development policies by providing a comprehensive long-range view of the City as a whole. The Element establishes categories of land use that are broadly described by ranges of intensity/density, heights, and lists of typical uses. The definitions reflect a range of land use possibilities found in the City's already diverse urban, suburban, and rural land use patterns. The proposed project would be in conformance with following goals of the Framework as described below.

Chapter 3: Land Use

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

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

The proposed project involves the construction, use and maintenance of a six-story, multi-family residential building containing 100 dwelling units, including a market-rate manager's unit, 25 units restricted to Extremely Low Income Households and 74 units restricted to Low Income Households. The project will provide a total of 9,105 square feet of open space within two (2) courtyards and two (2) roof decks, and 19 trees on-site. The project site is located approximately 0.2 mile (walking distance) west of the Westlake/MacArthur Park Metro Station, which is a transit hub served by Metro's Red and Purple Lines, providing access to other areas within the City and greater metropolitan area. The site is also within walking distance of numerous bus routes including Metro 51/52/351, Metro 66, Metro Shuttle 603, Metro 200, Metro 20, Metro Rapid 720, Metro Express 487, Metro 18, Metro 28, Metro Rapid 728, and LADOT DASH – Pico Union – Echo Park. The site is also surrounded by various commercial and retail uses located along major commercial corridors including 7th Street, 8th Street, Wilshire Boulevard, and Alvarado Street. Therefore, the project would conform to the Land Use Chapter of the Framework Element.

Housing Element

The City's Housing Element for 2013-2021 was adopted by City Council on December 3, 2013. The proposed project would be in conformance with following goals of the Housing Element as described below.

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

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

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

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

Policy 2.5.2: *Foster the development of new affordable housing units citywide and within each Community Plan area.*

The proposed project will replace 36 existing residential units that are subject to the Rent Stabilization Ordinance with 100 residential dwelling units, which reserves 25 units for Extremely Low Income Households and 74 units for Low Income Households. As such, the project will result in a 63 net increase in affordable units on-site and not result in a net loss of the City's stock of affordable housing.

The project site is an infill site within a Transit Priority Area pursuant to Senate Bill 743 and located approximately 0.2 mile (walking distance) west of the Westlake/MacArthur Park Metro Station, which is a transit hub served by Metro's Red and Purple Lines, providing access to other areas within the City and greater metropolitan area. The site is also within walking distance of numerous bus routes including Metro 51/52/351, Metro 66, Metro Shuttle 603, Metro 200, Metro 20, Metro Rapid 720, Metro Express 487, Metro 18, Metro 28, Metro Rapid 728, and LADOT DASH – Pico Union – Echo Park. The site is also surrounded by various commercial and retail uses located along major commercial corridors including 7th Street, 8th Street, Wilshire Boulevard, and Alvarado Street. As such, the project is located in close proximity to transit, services and amenities.

The Housing Element encourages more housing units to accommodate the City's projected growth and also envisions a variety of unit types and sizes and amenities that can satisfy the needs and demand of people of all income levels, races, and ages. The Housing Element indicates that not only are more housing units needed to accommodate the City's growth, but that these units need to be a broader array of typologies to meet evolving household types and sizes. The project will offer a range of apartment types and sizes, with 53 one-bedroom, 28 two-bedroom, and 19 three-bedroom units. To ensure the livability of these housing units, especially in such an urban location, the project includes 9,105 square feet of open space for residents, including two courtyards and two roof decks. Therefore, the project conforms to the objectives and policies of the Housing Element.

Mobility Element

The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities. The Mobility Element sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. The proposed project would be in conformance with following goals of the Mobility Element as described below.

Chapter 3: Access for All Angelenos

Objective: *Ensure that 90 percent of households have access within one mile to the Transit Enhanced Network by 2035.*

Policy 3.3: *Promote Equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.*

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

As previously mentioned, the project site is an infill site within a Transit Priority Area pursuant to Senate Bill 743 and located approximately 0.2 mile (walking distance) west of the Westlake/MacArthur Park Metro Station, which is a transit hub served by Metro's Red and Purple Lines, providing access to other areas within the City and greater metropolitan area. The site is also within walking distance of numerous bus routes including Metro 51/52/351, Metro 66, Metro Shuttle 603, Metro 200, Metro 20, Metro Rapid 720, Metro Express 487, Metro 18, Metro 28, Metro Rapid 728, and LADOT DASH – Pico Union – Echo Park. The site is also surrounded by various commercial and retail uses located along major commercial corridors including 7th Street, 8th Street, Wilshire Boulevard, and Alvarado Street. As such, the project site is located in close proximity to jobs, destinations and other neighborhood services. The project will provide 75 long-term bicycle parking stalls in the

semi-subterranean parking garage, and seven (7) short-term bicycle parking stalls at the center of the site within the front yard, adjacent to the sidewalk, thereby providing bicyclists with convenient and secure bicycle parking facilities. Therefore, the project would conform to the Mobility Element.

Land Use Element – Hollywood Community Plan

The Westlake Community Plan was adopted by the City Council on September 16, 1997 as one of the 35 Community Plans comprising the Land Use Element of the City's General Plan. The proposed project would be in conformance with following goals of the Land Use Element – Westlake Community Plan as described below.

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

Policy 2: *That medium density housing be located near commercial corridors where access to public transportation and shopping services is convenient […].*

The Westlake Community Plan designates the site for Community commercial land uses with corresponding zones of CR, C1, C2, C4, RAS3, RAS4, P and PB. The project proposes a multi-family residential development containing 100 dwelling units, including a market-rate manager's unit and 99 units restricted to Extremely Low and Low Income Households. The project will consist of a variety of unit types, including 53 one-bedroom, 28 two-bedroom, and 19 three-bedroom units. As such, the project will provide housing of various types and sizes to satisfy the varying needs and desires of all segments of the community's population. Additionally, the proposed project will be located near commercial corridors where access to public transportation and shopping services is convenient. For example, the Westlake/MacArthur Park Metro Station providing service to Purple and Red Lines is located on Alvarado Street, approximately 800 feet east of the project site. The site is located less than two blocks away from 7th Street and 8th Street, which have bus stations providing service to Metro Bus Lines 51, 52, 66, 200, 351, and 603. Furthermore, the site is surrounded by commercial and retail stores making access to shopping services convenient. Therefore, the project conforms to the Westlake Community Plan.

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

The surrounding neighborhood is characterized by various urban land uses, including commercial, residential, office, church, school, and medical uses and surface parking lots. Properties to the north are zoned C2-2 and developed with one- to two-story commercial buildings. Properties to the east are zoned R4-1 and R4-2 and developed with a surface parking lot and a two-story multi-family residential building. Properties to the south are zoned C2-1 and improved with a surface parking lot. Properties to the west are zoned C2-1, R4-1 and R4-2 and developed with MacArthur Park Elementary School, LA New Times Western School and Los Angeles Onnuri Church. Development of the project site into a multi-family residential building would be compatible with existing and future development on neighboring properties.

Building Arrangement (Height, Bulk and Setbacks)

The proposed building reaches a maximum height of 85 feet, as measured from grade to the roof structures, with six (6) stories, as permitted by the underlying Height District Nos. 1 and 2 of the site which allow for unlimited height. As mentioned, the three (3) southernmost lots (FR 10, FR 11, and FR 12) are zoned R4-1, and the three (3) northernmost lots (FR 7, FR 8, and FR 9) are zoned R4-2. While the R4-2-zoned lots are allowed a maximum FAR of 6:1, the R4-1-zoned lots are limited to a maximum FAR of 3:1; however, as permitted by the TOC Guidelines, projects in Tier 3 of the TOC Guidelines may qualify for a FAR increase of up to 50 percent in exchange for setting aside the requisite percentage for affordable housing units. The applicant requests a Base Incentive to increase the FAR of the R4-1-zoned lots by approximately 33 percent to allow a 3.97:1 FAR in lieu of a 3:1 FAR to accommodate a maximum floor area of 60,000 square feet. Additionally, R4 Zone requires a front yard setback of 15 feet and a rear yard setback of 18 feet for a six-story building. The project is eligible for an Additional Incentive per the TOC Guidelines to reduce the front yard and rear yard setbacks to seven (7) feet and 14.4 feet, respectively.

The project has been designed with various arrangements of building mass to reduce the effect of height and bulk. The building mass will be broken up by an open courtyard located on the first floor area as well as variations in building planes, void spaces, and recessed balconies. The building will have two main building materials including fiber cement ribbed panels and stucco and additional materials that accentuate the building facades, including decorative metal guardrail and concrete. The building facades will be further articulated with a roof trellis and angled projection. In addition, the first floor façade facing the street will have ample glazing with a storefront glazing system, and landscaping is utilized to create a buffer between the sidewalk and a concrete wall. As such, a variety of building materials and articulation and changes in the building mass and planes will result in a design that is complementary to the existing and future development in the neighborhood.

Off-Street Parking Facilities

Per the Base Incentive in the TOC Guidelines, the proposed project, consisting of 100 percent affordable units excluding a manager's unit, is not required to provide any automobile parking spaces for all residential uses. Nonetheless, the project will provide 25 non-required automobile parking spaces within a semi-subterranean parking garage. The project is required to provide seven (7) short-term and 75 long-term bicycle parking stalls. The project will provide seven (7) short-term bicycle parking stalls at the center of the site within the front yard, adjacent to the sidewalk, and 75 long-term bicycle parking stalls in a bicycle room within the semi-subterranean parking garage. The project provides an ingress and egress driveway from the rear alley located along the easterly property line.

Lighting

The applicant has not submitted a lighting plan; however, the project has been conditioned to design and install lighting with shielding, such that the light source does not illuminate adjacent residential properties, the public right-of-way, nor the sky above. As conditioned, the lighting will be compatible with the existing and future developments in the neighborhood.

Landscaping

The project involves the removal of 19 non-protected trees located on-site; however, as shown in the Landscape Plan, the project will provide attractive landscaping on the ground floor as well as the fifth floor. There will be 19 crape myrtle and tipu trees planted at the first floor. The project will provide a variety of shrubs and groundcover, including kangaroo paw, cast-iron plant, little John bottlebrush, and lantana. The roof decks will be landscaped with planters and community gardens. Furthermore, the project has been conditioned to require that all open areas not used for buildings, driveways, parking areas, recreational facilities, or walks be attractively landscaped. Therefore, as designed and conditioned, the on-site landscaping of the proposed project will be compatible with the existing and future developments in the neighborhood.

Trash Collection

The project will provide a trash room and a recycle room within the semi-subterranean parking garage. The project has been conditioned to enclose and cover trash receptacles at all times. Additionally, all trash collection and storage areas must be located on-site and not be visible from the public right-of-way. As proposed and conditioned, the project is compatible with existing and future development on neighboring properties.

4. Any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.

The project proposes a total of 9,105 square feet of usable open space, including two (2) courtyards totaling 3,395 square feet of usable open space and two (2) roof decks totaling 5,710 square feet of usable open space. In addition, the project two (2) multi-purpose rooms and a laundry room on the first floor, and private balconies throughout the building. As such, the proposed project provides recreational and service amenities that would improve habitability for the residents and minimize impacts on neighboring properties.

ENVIRONMENTAL FINDINGS

The Department of City Planning determined that the proposed project is exempt from CEQA pursuant to State CEQA Statute and Guidelines, Article 19, Section 15332, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to State CEQA Statute and Guidelines, Section 15300.2 applies.

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

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

As found in the *Justification for Categorical Exemption Case No. ENV-2018-4136-CE* in the case file, the project meets all five criteria in conjunction with the implementation of the following Project Design Features:

- **Sound Barrier.** The project contractor will erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound wall will be a minimum of 8 feet in height to block the line-of-site of construction equipment and off site receptors at the ground level. The sound barrier shall include sound absorbing material capable of achieving a minimum of 15 dBA reduction in sound level.

- **Noise.** The project contractor shall utilize temporary portable acoustic barriers, partitions, or acoustic blankets to effectively block the line-of-sight between noise producing equipment and the adjacent residential land uses for purposes of ensuring noise levels at the adjacent residential land uses do not exceed 75 dBA Leq over the ambient noise levels.

Additionally, there are five (5) exceptions which the City is required to consider before finding a project exempt under Class 15332: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources. See *Justification for Categorical Exemption Case No. ENV-2018-4136-CE* in the case file for the narrative demonstrating that the proposed project meets the five criteria under Class 32 and that exceptions do not apply.

TIME LIMIT – OBSERVANCE OF CONDITIONS

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

TRANSFERABILITY

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

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

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

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

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

APPEAL PERIOD - EFFECTIVE DATE

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

Planning Department public offices are located at:

Figueroa Plaza 201 North Figueroa Street 4th Floor Los Angeles, CA 90012 (213) 482-7077	Marvin Braude San Fernando Valley Constituent Service Center 6262 Van Nuys Boulevard, Room 251 Van Nuys, CA 91401 (818) 374-5050	West Los Angeles 1828 Sawtelle Boulevard 2nd Floor Los Angeles, CA 90025 (310) 231-2901

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

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

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

VINCENT P. BERTONI, AICP
Director of Planning

Approved by:

Jane Choi, AICP, Senior City Planner

Reviewed by:

Kevin Golden, City Planner

Prepared by:

Nuri Cho, City Planning Associate
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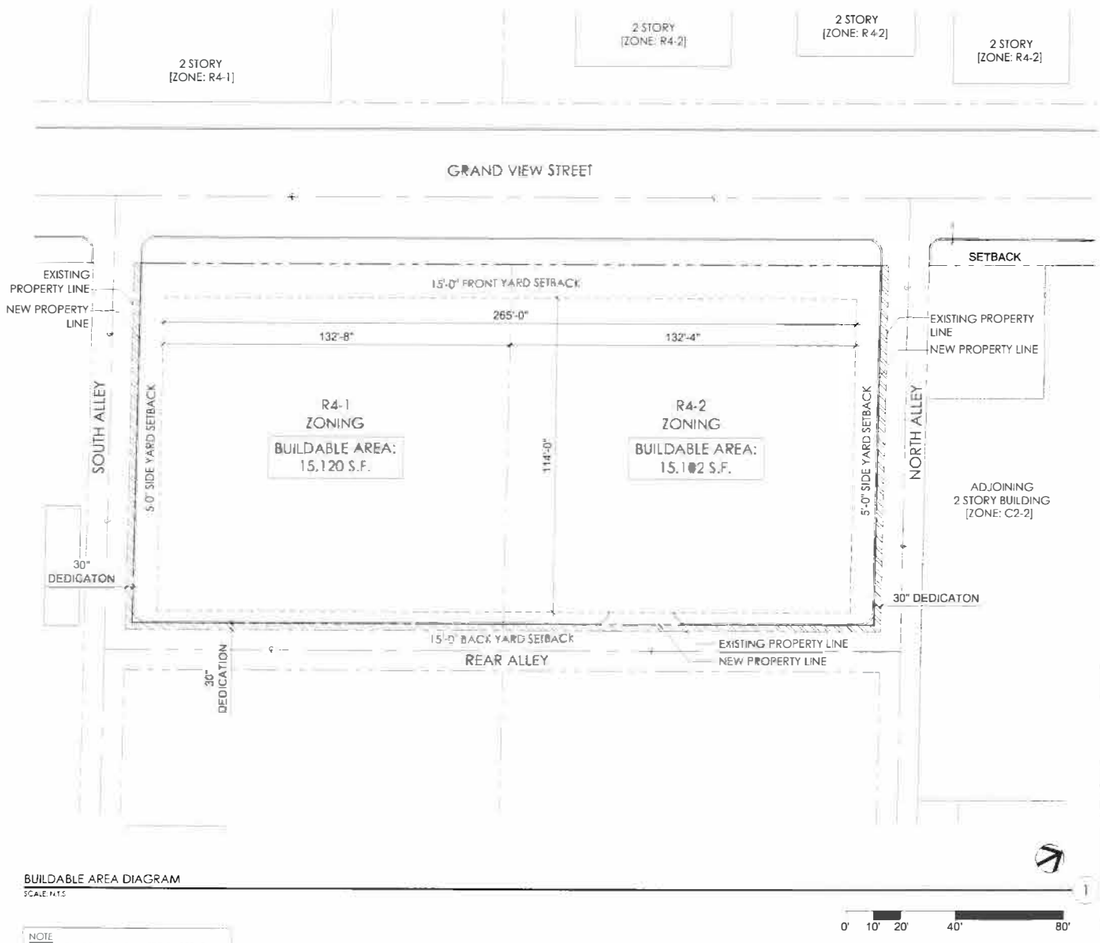


BUILDABLE AREA DIAGRAM

SCALE: NTS

0' 10' 20' 40' 80'

NOTE
BUILDING AREA CALCULATED BASED ON REQUIRED SETBACKS IN R4 ZONING FOR A ONE STORY BUILDING:
- FRONT YARD SETBACK: 15'-0"
- SIDE YARD SETBACK: 5'-0"
- REAR YARD SETBACK: 15'-0"

DATA TABLE

LOT INFORMATION

	R4-1	R4-2	Total (SF)	Acres
Lot Area	19,117	19,119	38,236	0.88

DENSITY

Existing: 36 RSO Units

PERMITTED

	R4-1	R4-2	Total (SF)
Lot Area per unit	400	400	
Land Area gained from 1/2 Alleys	2,074	2,074	4,148
Land Area Plus Alley areas	21,191	21,193	42,384
Base density	53	53	106

PROPOSED

UNIT TYPE	Quantity
Studio	0
1 Bedroom	53
2 Bedroom	28
3 Bedroom	19
Total Proposed	100

FLOOR AREA

PERMITTED FAR

	R4-1	R4-2	Total
FAR	3:1	6:1	
Buildable Area (SF)	15,120.00	15,102.00	30,222.00
Total Floor Area (SF)	45,360.00	90,612.00	135,972.00
Permitted In Tier 3 TOC (50% Increase)	68,040.00	135,918.00	203,958.00
Permitted Tier 3 TOC FAR	4.50	9.00	

PROPOSED FAR

	R4-1	R4-2	Total
Floor Area	60,000	60,000	120,000
FAR	3.97	3.98	3.98

VERTICAL HEIGHT

PERMITTED	Feet unlimited	Stories
Proposed Project Height per LAMC	75'-0"	6
Proposed Project Height to tallest element	85'-0"	6

OPEN SPACE

REQUIRED	No. Habitable Rms	Ratio	SF
< 3 habitable rooms (100 s.f./unit)	53	100	5,300
3 habitable rooms (125 s.f./unit)	28	125	3,500
> 3 habitable rooms (175 s.f./unit)	19	175	3,325
Total Required	100		12,125
Additional Incentive: Required (25% reduction)			9,094

PROPOSED

Common Open Space	
Ground Floor Courtyard 1	2,375
Ground Floor Courtyard 2	1,020
5th Floor Roof Deck 1	1,120
5th Floor Roof Deck 2	4,590
Interior Open Space	0
Private Balconies	0
Total Provided	9,105
Total Landscaped Area	3,840

TREE REQUIREMENT

Required	25 trees
Additional Incentive: Required (25% reduction)	19 trees
Provided	19 trees

AUTOMOBILE PARKING

REQUIRED

	Spaces per Unit	No. of Units	No. of Pkg Spaces
Tier 3 - 100% Affordable Housing	0.0	100	0
Total Required			0

PROPOSED

Total Proposed	25

BICYCLE PARKING

REQUIRED

Short Term	Racks	Units	Parking Spaces
1-25 Dwelling Units	1 per 10	25	2
26-100 Dwelling Units	1 per 15	75	5
Short Term Required			7

Long Term	Racks	Units	Parking Spaces
1-25 Dwelling Units	1 per unit	25	25
26-100 Dwelling Units	1 per 1.5 units	75	50
Long Term Required			75
Total Parking Spaces Required	82		

PROPOSED

Residential Short Term	7
Residential Long Term	75
Total Proposed	82

SETBACKS

	Required	Provided	
FRONT YARD	15'	7'	Tier 3 TOC - Additional Incentive
SIDE YARD (SOUTH)	9'	9'	
SIDE YARD (NORTH)	9'	9'	
REAR YARD	18'	14' - 4.8"	Tier 3 TOC - Additional Incentive

VICINITY MAP

SITE INFORMATION

Project Applicant: Grandview Apartments, LP

Site Address:
714 - 760 S. Grand View Street
Los Angeles, CA 90057

Legal Description: THE LAND REFERRED TO IS SITUATED IN THE COUNTY OF LOS ANGELES, CITY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS: LOTS 7, & 9, 10, 11, AND 12, OF DODD, AND O'GARA'S RESUBDIVISION OF BLOCK "B" OF LAKE SHORE TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 59, PAGE 23 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

Assessor Parcel Number(s):
5141-017-004: 714 - 720 S. Grand View Street
5141-017-005: 722 - 728 S. Grand View Street
5141-017-006: 730 - 736 S. Grand View Street
5141-017-007: 738 - 744 S. Grand View Street
5141-017-008: 746 - 752 S. Grand View Street, &
5141-017-009: 754 - 760 S. Grand View Street

ARB Number(s): None

Zoning: R4-1, R4-2

SHEET INDEX

EXHIBIT C

DIR-2018-4135-TOC-SPR-1A

Project Plans

GRANDVIEW APARTMENTS

714 S. GRAND VIEW STREET
LOS ANGELES, CA 90057

abode communities

ISSUE	DATE	REV
ENTITLEMENT	07.17.18	
ENTITLEMENT	08.16.18	
NOFA	10.23.18	
ENTITLEMENT	02.06.19	
ENTITLEMENT	04.04.19	
ENTITLEMENT	05.15.19	
ENTITLEMENT	05.28.19	

SHEET TITLE

BUILDABLE AREA + DATA TABLE

DATE: 5.28.2019

SHEET NO.

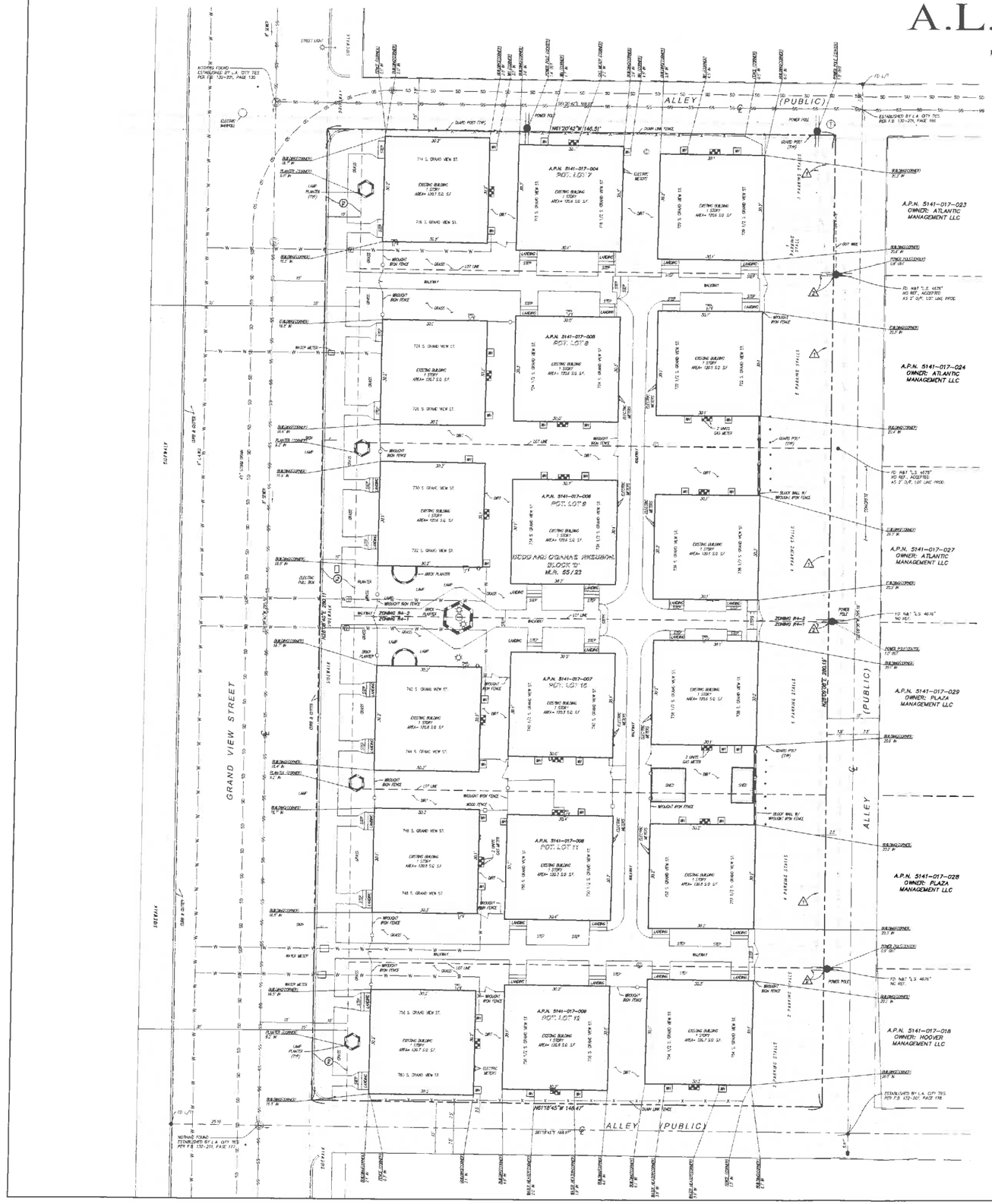
A1.01

EXHIBIT "A"
Page No. 1 of 23
Case No. DIR-2018-4135-TOC-SPR

These documents have been REVISED Date....6/3/2019.....

A.L.T.A./N.S.P.S. LAND TITLE SURVEY

714-754 S. GRAND VIEW STREET
LOS ANGELES, CA 90057



LEGAL DESCRIPTION

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

LOTS 7, 8, 9, 10, 11 AND 12 OF DODD AND OSMAN'S RESUBDIVISION OF BLOCK 'D' OF LAKE SHORE TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 55, PAGE 23 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

NOTES CORRESPONDING TO SCHEDULE B ITEMS

BASED UPON TITLE REPORT NO. 00013278, DATED SEPTEMBER 13, 2017 AT PREPARED BY COMMONWEALTH LAND TITLE COMPANY.

A. INTENTIONALLY DELETED
B. PROPERTY TAXES.
C. PROPERTY TAXES.
D. PROPERTY TAXES.
E. PROPERTY TAXES.
F. PROPERTY TAXES.
G. PROPERTY TAXES.
H. THE LIEN OF SUPPLEMENTAL OR ESCAPED ASSESSMENTS OF PROPERTY TAXES.

1.– WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT DISCLOSED BY THE PUBLIC RECORDS.

2. AN EASEMENT FOR STREET PURPOSES AND INCIDENTAL PURPOSES, RECORDED IN BOOK 7896 PAGE 362 OFFICIAL RECORDS (PLOTTED HEREON)

3.– AN OIL AND GAS LEASE RECORDED AUGUST 22, 1963 RECORDING NO. IN BOOK M1333 PAGE 327 OFFICIAL RECORDS (CANNOT BE PLOTTED)

4.– THE LAND DESCRIBED IS INCLUDED WITHIN MERCHANT REDEVELOPMENT PROJECT REFERRED MAY 20, 1999 RECORDING NO. 99-820802 OFFICIAL RECORDS (CANNOT BE PLOTTED)

5.– INTENTIONALLY DELETED.

6.– ANY RIGHTS OF THE PARTIES IN POSSESSION OF A PORTION OF, OR ALL OF SAID LAND, WHICH RIGHTS ARE NOT DISCLOSED BY THE PUBLIC RECORDS.

7.– DISCREPANCIES, CONFLICTS IN BOUNDARY LINES, SHORTAGE IN AREA, ENCROACHMENTS, OR ANY OTHER MATTERS WHICH A CORRECT SURVEY WOULD DISCLOSE AND WHICH ARE NOT SHOWN BY THE PUBLIC RECORDS.

8.– ANY EASEMENTS NOT DISCLOSED BY THE PUBLIC RECORDS AS TO MATTERS AFFECTING TITLE TO REAL PROPERTY WHETHER OR NOT SAID EASEMENTS ARE VISIBLE AND APPARENT.

9.– MATTERS WHICH MAY BE DISCLOSED BY AN INSPECTION AND/OR BY A CORRECT ALTA/ACSM LAND TITLE SURVEY OF SAID LAND THAT IS SATISFACTORY TO THE COMPANY AND/OR BY INQUIRY OF THE PARTIES IN POSSESSION THEREOF.

10.– A DEED OF TRUST

POSSIBLE ENCROACHMENT NOTES

THIS IS A LISTING OF OBSERVED IMPROVEMENTS THAT CROSS PROPERTY LINES. STATEMENT OF OWNERSHIP OR POSSESSION IS NOT THE INTENT OF THIS LISTING.

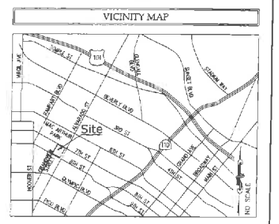
1. OVERHEAD ELECTRIC LINE OVERLAPS THE PROPERTY LINE IN THE EAST AS SHOWN.
2. ANAT OF POWER POLES OVERLAPS THE PROPERTY LINE IN THE EAST AS SHOWN.

LEGEND

A.P.N.	ASSESSORS PARCEL NUMBER	SCO	SEWER CLEAN OUT
	CHAIN LINK FENCE		SEWER MANHOLE
CONC	CONCRETE PAVEMENT		SIGN
FS	FINISH SURFACE		STORM DRAIN MANHOLE
FL	FLOWLINE		STREET LIGHT
	FOUND MONUMENT	TB M	TELEPHONE BENCH MARK
	GAS METER		TELEPHONE MANHOLE
	GATE	TC	TOP OF CURB
	GUARD POST	TS	TOP OF STRUCTURE
	GUY WIRE		TREE
	LIGHT		WATER FAUCET
	MATERIAL LEGEND		WATER HEATER
	OVERHEAD ELECTRIC LINE		WATER LINE (BLUE PAINT)
	POWER POLE		WATER METER
	POWER POLE W/TRANSFORMER		WOOD FENCE
	RETAINING/BLOCK WALL		WROUGHT IRON FENCE
	WATER LINE PER MAP W132-27		
	STORM DRAIN LINE PER CITY OF LA (APPROXIMATE LOCATION)		
	SANITARY SEWER LINE PER MAP 132A200		

GRAPHIC SCALE
10 0 5 10
FEET

VICINITY MAP



BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED UPON THE STATE PLANE COORDINATE SYSTEM OF 1983 (NAD 83), CALIFORNIA ZONE 5.

SITE INFORMATION

SITE ADDRESS:	714-754 S. GRAND VIEW STREET, LOS ANGELES, CA 90057
GROSS AREA:	0.945 ACRES; 41,022 SQ. FT.
NET AREA: (EXCLUDING ⓔ)	0.778 ACRES; 34,209 SQ. FT.

TOTAL GROUND FLOOR AREA OF BUILDINGS: 21,170 SQ. FT.

PARKING: 33 REGULAR PARKING STALLS
NO HANDICAP PARKING

ASSESSOR'S PARCEL NOS.: 5141-017-004, 5141-017-005, 5141-017-006, 5141-017-007, 5141-017-008 & 5141-017-009

ZONING RESTRICTIONS

NOTE: ASSESSED ZONING INFORMATION IS FROM THE CITY OF LOS ANGELES ZONING ORDINANCES IN EFFECT AS OF THE DATE OF THIS SURVEY. ZONING INFORMATION SHOWN HEREON IS PROVIDED BY A GENERAL RECOLLECT AT THE PUBLIC COUNTER OF THE ABOVE NAMED DEPARTMENT. NO REPRESENTATION IS MADE FOR THE ACCURACY OR COMPLETENESS OF SAID THIRD PARTY INFORMATION AND THIS IS NOT AN EXPERT IN THE INTERPRETATION OF COMPLEX ZONING MATTERS. COMPLIANCE IS BEYOND THE SCOPE OF THIS SURVEY. ANY USER OF SAID INFORMATION IS URGED TO CONTACT THE LOCAL AGENCY DIRECTLY.

ZONE: R4-1 (MULTIPLE DWELLING)

MINIMUM SETBACKS:
- FRONT: 15 FEET; 10 FEET FOR KEY LOTS
- SIDE: FOR A MAIN BUILDING NOT MORE THAN TWO STORIES IN HEIGHT, THERE SHALL BE A SIDE YARD ON EACH SIDE OF SAID BUILDING OF NOT LESS THAN FIVE FEET, EXCEPT THAT WHERE THE LOT IS LESS THAN 50 FEET IN WIDTH, THE SIDE YARD MAY BE REDUCED TO 10% OF THE WIDTH OF THE LOT, BUT IN NO EVENT TO LESS THAN THREE FEET. IN WIDTH. FOR A BUILDING MORE THAN TWO STORIES IN HEIGHT, ONE FOOT SHALL BE ADDED TO THE WIDTH OF EACH SIDE YARD FOR EACH ADDITIONAL STORY ABOVE THE SECOND STORY, BUT IN NO EVENT SHALL A SIDE YARD OF MORE THAN 16 FEET IN WIDTH BE REQUIRED.
- REAR: THERE SHALL BE A REAR YARD OF NOT LESS THAN 15 FEET IN DEPTH. FOR A BUILDING MORE THAN THREE STORIES IN HEIGHT, ONE FOOT SHALL BE ADDED TO THE DEPTH OF SUCH REAR YARD FOR EACH ADDITIONAL STORY ABOVE THE THIRD STORY, BUT SUCH REAR YARD NEED NOT EXCEED 20 FEET.

HEIGHT RESTRICTIONS: UNLIMITED

ZONE: R4-2 (MULTIPLE DWELLING)

MINIMUM SETBACKS:
- FRONT: 15 FEET; 10 FEET FOR KEY LOTS
- SIDE: FOR A MAIN BUILDING NOT MORE THAN TWO STORIES IN HEIGHT, THERE SHALL BE A SIDE YARD ON EACH SIDE OF SAID BUILDING OF NOT LESS THAN FIVE FEET, EXCEPT THAT WHERE THE LOT IS LESS THAN 50 FEET IN WIDTH, THE SIDE YARD MAY BE REDUCED TO 10% OF THE WIDTH OF THE LOT, BUT IN NO EVENT TO LESS THAN THREE FEET. IN WIDTH. FOR A BUILDING MORE THAN TWO STORIES IN HEIGHT, ONE FOOT SHALL BE ADDED TO THE WIDTH OF EACH SIDE YARD FOR EACH ADDITIONAL STORY ABOVE THE SECOND STORY, BUT IN NO EVENT SHALL A SIDE YARD OF MORE THAN 16 FEET IN WIDTH BE REQUIRED.
- REAR: THERE SHALL BE A REAR YARD OF NOT LESS THAN 15 FEET IN DEPTH. FOR A BUILDING MORE THAN THREE STORIES IN HEIGHT, ONE FOOT SHALL BE ADDED TO THE DEPTH OF SUCH REAR YARD FOR EACH ADDITIONAL STORY ABOVE THE THIRD STORY, BUT SUCH REAR YARD NEED NOT EXCEED 20 FEET.

HEIGHT RESTRICTIONS: UNLIMITED

FLOOD NOTE: BY GRAPHIC PLOTTING ONLY, THE PROPERTY IS IN ZONE "X" OF THE FLOOD INSURANCE RATE MAP, PANEL NO. 06037C1915F, PANEL DATED SEPTEMBER 26, 2008. THIS PROPERTY IS NOT LOCATED IN AN AREA WHERE FLOOD HAZARDS EXIST AS DETERMINED BY FEMA. BY TELEPHONE CALL TO THE NATIONAL FLOOD INSURANCE PROGRAM (800-638-6620) AT 9:45 AM. LEARNED THIS COMMUNITY DOES CURRENTLY PARTICIPATE IN THE PROGRAM. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE AND AN ELEVATION CERTIFICATE MAY BE NEEDED TO VERIFY THIS DETERMINATION OR APPLY FOR A VARIANCE FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

NOTES

- NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WAS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELD WORK.
- NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS WAS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELD WORK.
- THE UTILITIES SHOWN HEREON ARE BASED ON OBSERVED EVIDENCE ONLY. THIS SURVEY WOULD NOT SHOW UTILITIES COVERED BY CARS/TRUCKS, ON RECENTLY PAVED ASPHALT/CONCRETE OR OVERGROWN BRUSH, TREES AND SHRUBS.
- THIS SURVEY HAS BEEN PREPARED FOR TITLE INSURANCE PURPOSES ONLY. THIS SURVEY DOES NOT CONTAIN SUFFICIENT DETAIL FOR DESIGN PURPOSES. THE BOUNDARY DATA AND TITLE MATTERS AS SHOWN HEREON WERE BOTH DEVELOPED FROM THE REFERENCED TITLE REPORT.
- UNLESS THIS PLAN HAS THE SEAL AND SIGNATURE OF THE SURVEYOR AND/OR ENGINEER RESPONSIBLE FOR ITS PREPARATION, THIS IS NOT AN AUTHENTIC COPY OF THE ORIGINAL SURVEY AND SHALL NOT BE DEEMED RELIABLE.

EXHIBIT "A"
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SURVEYOR'S CERTIFICATE

TO: LOW INCOME INVESTMENT FUND, A NONPROFIT PUBLIC BENEFIT CORPORATION, ITS SUCCESSORS AND/OR ASSIGNS; ABODE COMMUNITIES; CAPRI HOLDING LLC, A CALIFORNIA LIMITED LIABILITY COMPANY AND CHICAGO TITLE LAND TITLE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OF PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6(a), 7(a)(1), 8(c), 9, 11, 13(a), 14, 15, 16 AND 17 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON SEPTEMBER 26, 2017.

DATE OF PLAT OR MAP: JANUARY 24, 2018

Armando D. DuPont
Registration No. 7780
In the State of California

These documents have been REVISED
Date 6/3/2019

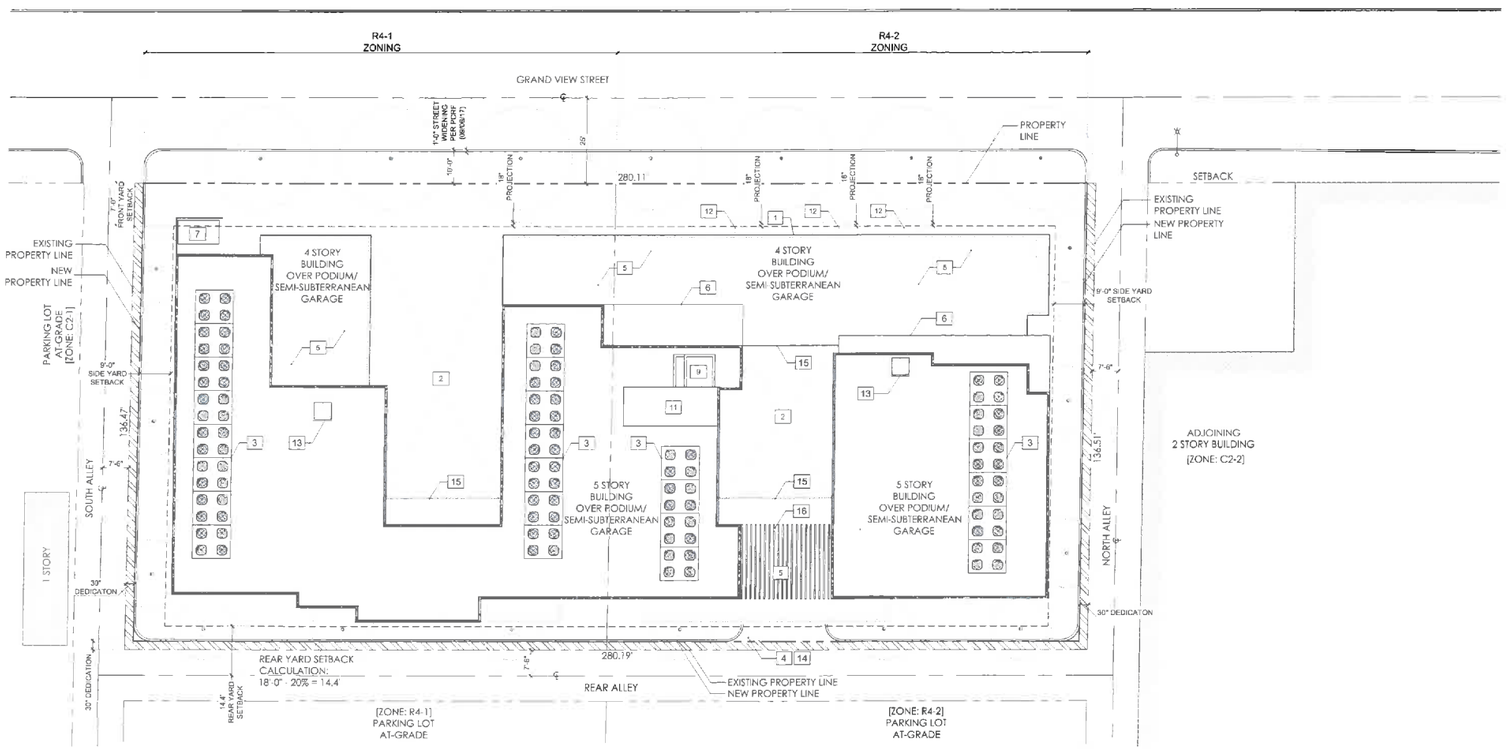
PREPARED FOR:
ABODE COMMUNITIES
1149 S. HILL STREET, SUITE 700
LOS ANGELES, CA 90015
PHONE: (213) 225-2814

NO.	DATE	REVISIONS	BY

CALVADA SURVEYING, INC.
411 Jenks Cir., Suite 205, Corona, CA 92880
Phone: 951-280-9960, Fax: 951-280-9740
Toll Free: 800-CALVADA www.calvada.com

JOB NO. 171501

DATE JANUARY 18, 2018 SC/HF SHEET 1 OF 1



PLOT PLAN
SCALE: 1/16" = 1'-0"

1

0 16' 32' 64' 128'

VICINITY MAP

KEYNOTES

1	RESIDENTIAL FRONT ENTRANCE
2	COURTYARD
3	MECHANICAL EQUIPMENT
4	ENTRANCE DRIVEWAY BELOW
5	ROOF DECK BELOW
6	FLAT ROOF
7	TRANSFORMER W/ 42" MAX. HIGH DECORATIVE SCREEN
8	NOT USED
9	ELEVATOR TOWER
10	NOT USED
11	STAIR TOWER
12	BALCONY PROJECTION (1'-8")
13	ROOF HATCH
14	VEHICULAR GATE TO SUBTERRANEAN PARKING
15	OPEN WALKWAY BELOW
16	TRELLIS
17	BUILDING PROJECTION (30" MAX)

LEGEND

- SITE PROPERTY LINE
- SETBACK LINE
- NEIGHBORING PROPERTY LINE /EXISTING PROPERTY LINE
- DEDICATION AREA
- VEHICLE PARKING
- EXISTING STREET LIGHTS REFER TO CIVIL DWGS.
- TREE TRUNK REFER TO LANDSCAPE DWGS
- EXISTING FIRE HYDRANT
- ACCESSIBLE PATH OF TRAVEL MIN. 48" WIDE

NOTES:
ALL BUILDING SIDES TO BE COVERED BY SECURITY LIGHTING

GRANDVIEW APARTMENTS

714 S. GRAND VIEW STREET
LOS ANGELES, CA 90057

abode communities

ISSUE	DATE	REV
ENTITLEMENT	07.17.18	
ENTITLEMENT	08.16.18	
NOFA	10.22.18	
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ENTITLEMENT	04.04.19	
ENTITLEMENT	05.15.19	
ENTITLEMENT	05.28.19	

SHEET TITLE

PLOT PLAN

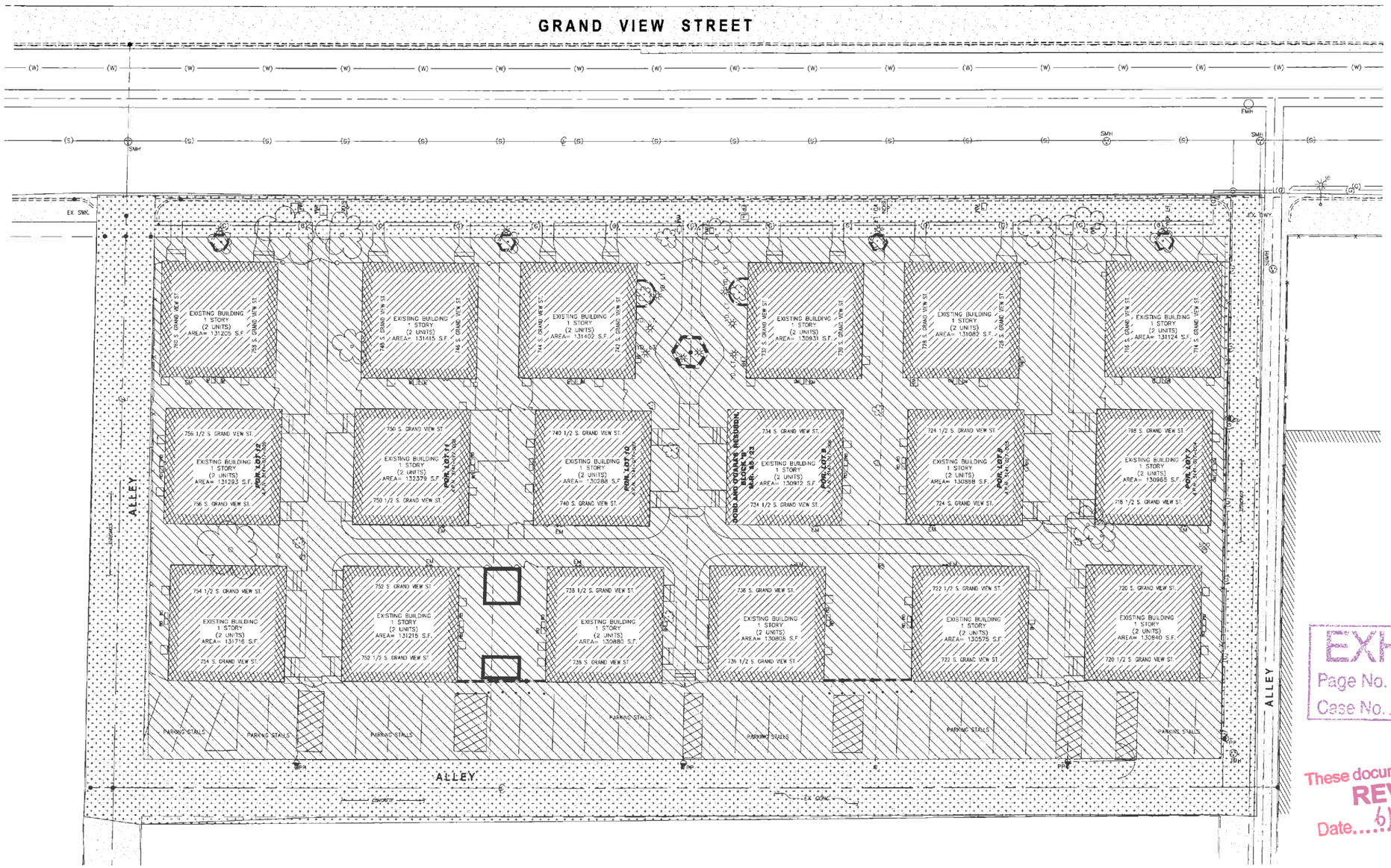
DATE 5.28.2019 SCALE

SHEET NUMBER

A1.02

LEGEND

- EXISTING BUILDINGS TO BE REMOVED
- EXISTING SITE IMPROVEMENTS TO BE REMOVED
- STREET IMPROVEMENTS AS REQUIRED



DEMOLITION PLAN
SCALE: 3/32" = 1'-0"

1

GRANDVIEW APARTMENTS

714 S. GRAND VIEW STREET
LOS ANGELES, CA 90057

abode communities

1149 S. Hill Street, Suite 700
Los Angeles, CA 90015
tel. 213.629.2702
fax. 213.627.6407

ISSUE :	DATE :	REV :
ENTITLEMENT	07.17.18	
ENTITLEMENT	08.16.18	
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ENTITLEMENT	05.28.19	

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These documents have been REVISED Date 6/3/2019

SHEET TITLE

DEMOLITION PLAN

DATE: 5.28.2019
SCALE:

SHEET NUMBER

D1.01

LEGEND

- SITE PROPERTY LINE
- SETBACK LINE
- NEIGHBORING PROPERTY LINE
- STREET/ALLEY CENTERLINE
- PA — LANDSCAPED AREA: SEE LANDSCAPE DWG'S
- ACCESSIBLE PATH OF TRAVEL MIN. 48" WIDE
- VEHICLE PARKING CIRCULATION
- ACCESSIBILITY PARKING STALL
- NO PARKING
- # C — COMPACT PARKING STALL

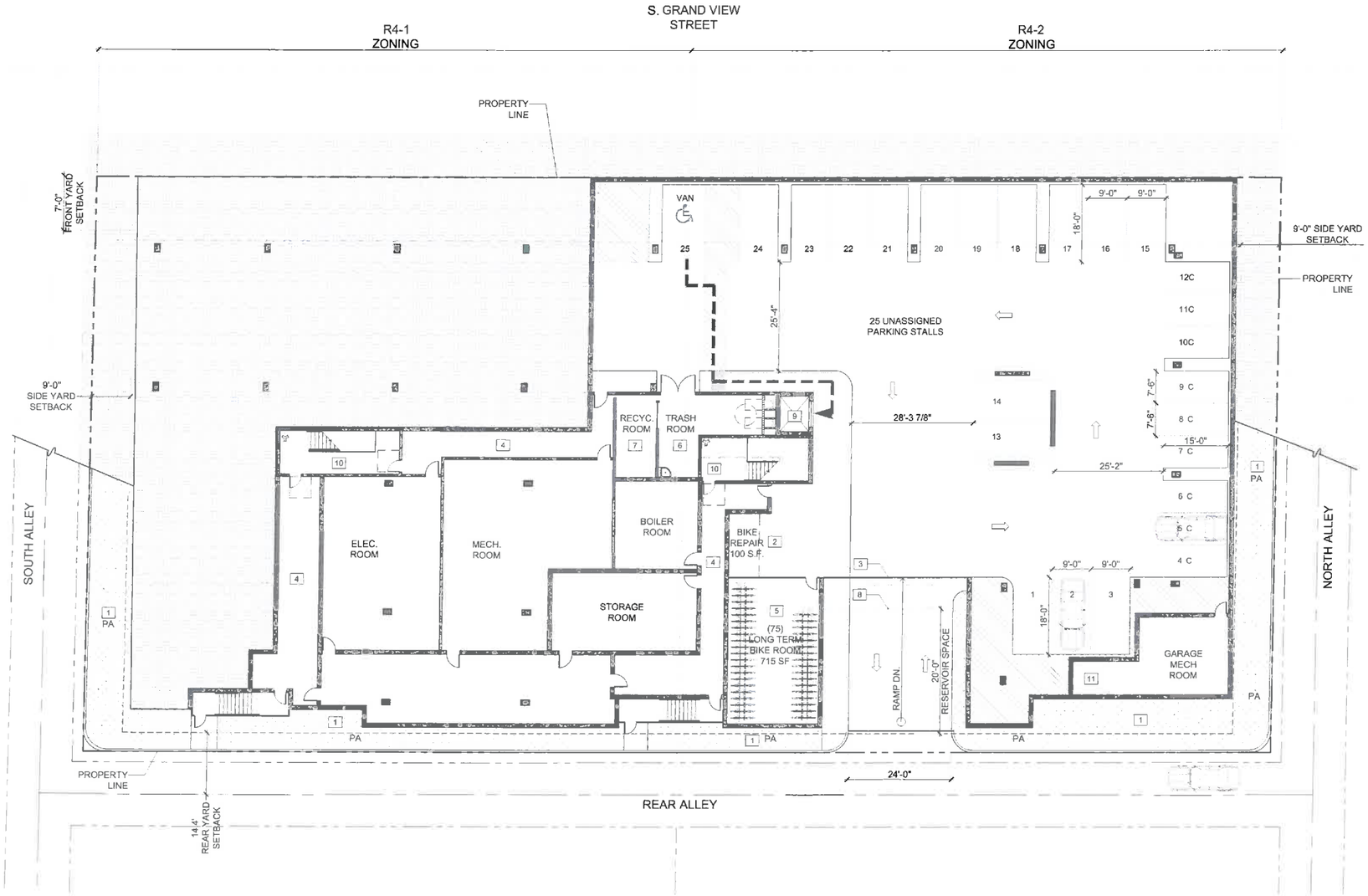
KEYNOTES

1. PLANTED AREA; REFER TO LANDSCAPE & CIVIL DWGS
2. BIKE REPAIR AREA
3. ROLL UP GARAGE GATE
4. EGRESS CORRIDOR
5. LONG TERM BICYCLE PARKING
6. TRASH ROOM
7. RECYCLING ROOM
8. LINE OF BUILDING ABOVE
9. ELEVATOR
10. STAIR
11. GARAGE MECHANICAL VENT

GRANDVIEW APARTMENTS

714 S. GRAND VIEW STREET
LOS ANGELES, CA 90057

abode communities



PARKING FLOOR PLAN
SCALE: 3/32" = 1'-0"

UNASSIGNED PARKING = 25
TOTAL PROVIDED = 25

EXHIBIT "A"
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ENTITLEMENT	07.17.18	
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ENTITLEMENT	04.04.19	
ENTITLEMENT	05.15.19	
ENTITLEMENT	05.28.19	

SHEET TITLE

PARKING FLOOR PLAN

DATE 5.28.2019
SHEET NUMBER

A2.01

LEGEND

- SITE PROPERTY LINE
- SETBACK LINE
- NEIGHBORING PROPERTY LINE
- STREET/ALLEY CENTERLINE
- PA — LANDSCAPED AREA; SEE LANDSCAPE DWG'S
- ACCESSIBLE PATH OF TRAVEL MIN. 48" WIDE
- AUDIO / VISUAL ACCESSIBLE UNIT
- MOBILITY ACCESSIBLE UNIT

KEYNOTES

1. PRIVATE PATIO, BALCONY
2. GUARDRAIL, REFER TO ELEVATIONS
3. PLAY / EXERCISE EQUIPMENT, REFER TO LANDSCAPE DWGS.
4. DECK EDGE
5. GRAND STAIR TO STREET
6. DECORATIVE METAL FENCE
7. EGRESS STAIRS THROUGH ROOF
8. LINE OF WALKWAY ABOVE/BUILDING ABOVE
9. ELEVATOR
10. PODIUM LEVEL COURTYARD, REFER TO LANDSCAPE DWGS.
11. TRASH ROOM
12. RAMP
13. RESIDENTIAL SHORT TERM BICYCLE PARKING
14. GARAGE MECHANICAL VENT
15. STOREFRONT SYSTEM
16. TRANSFORMER W/ 42" MAX. HIGH DECORATIVE SCREEN
17. RESIDENTIAL MAIN ENTRANCE
18. OFFICE MAIN ENTRANCE
19. STUCCO FINISH 20/30 (ACCENT COLOR B)

GRANDVIEW APARTMENTS

714 S. GRAND VIEW STREET
LOS ANGELES, CA 90057

abode communities

LOS ANGELES ONNURI CHURCH

MACARTHUR PARK PRIMARY CENTER SCHOOL

S. GRAND VIEW STREET

R4-1 ZONING

R4-2 ZONING

30" DEDICATION

30" DEDICATION

280.11'

7'-0" FRONT YARD SETBACK

SETBACK LINE

27'-6"

9'-0" SIDE YARD SETBACK

9'-0" SIDE YARD SETBACK

SETBACK LINE

136.47'

136.51'

SOUTH ALLEY

NORTH ALLEY

77'-10"

43'-0"

43'-8"

6'-0"

33'-4"

32'-10"

MULTI PURPOSE ROOM 750 SF

RES. SERV OFFICE 125 SF

RECEPTION 200 SF

PROP. MGMT OFFICE 85 SF

COVERED LOBBY

OFFICE 220 SF

MULTI-PURPOSE ROOM 500 SF

COURTYARD 1 2,375 SF OPEN TO SKY

COURTYARD 2 1,020 SF OPEN TO SKY

LAUNDRY 470 SF

RAMP DN GARAGE BELOW

1 BDRM 104

2 BDRM 101

3 BDRM 103

2 BDRM 102

1 BDRM 105

3 BDRM 116

3 BDRM 115

1 BDRM 114

1 BDRM 113

1 BDRM 106

1 BDRM 107

2 BDRM 112

1 BDRM 111

3 BDRM 110

1 BDRM 109

2 BDRM 108

SETBACK LINE

NEW PROPERTY LINE

EXISTING PROPERTY LINE

280.19'

REAR ALLEY

14.4' REAR YARD SETBACK

30' DEDICATION

FIRST FLOOR PLAN
SCALE 3/32" = 1'-0"

1ST FLOOR UNIT COUNT	
1 BEDROOM	8
2 BEDROOM	4
3 BEDROOM	4

These documents have been **REVISED**
Date. 6/3/2019

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ENTITLEMENT	05.28.19	

SHEET TITLE

FIRST FLOOR PLAN

DATE 5.28.2019 SCALE

SHEET NUMBER

A2.02

LEGEND

- SITE PROPERTY LINE
- SETBACK LINE
- NEIGHBORING PROPERTY LINE
- STREET/ALLEY CENTERLINE
- PA — LANDSCAPED AREA; SEE LANDSCAPE DWG'S
- ACCESSIBLE PATH OF TRAVEL MIN. 48" WIDE
- AUDIO / VISUAL ACCESSIBLE UNIT
- MOBILITY ACCESSIBLE UNIT

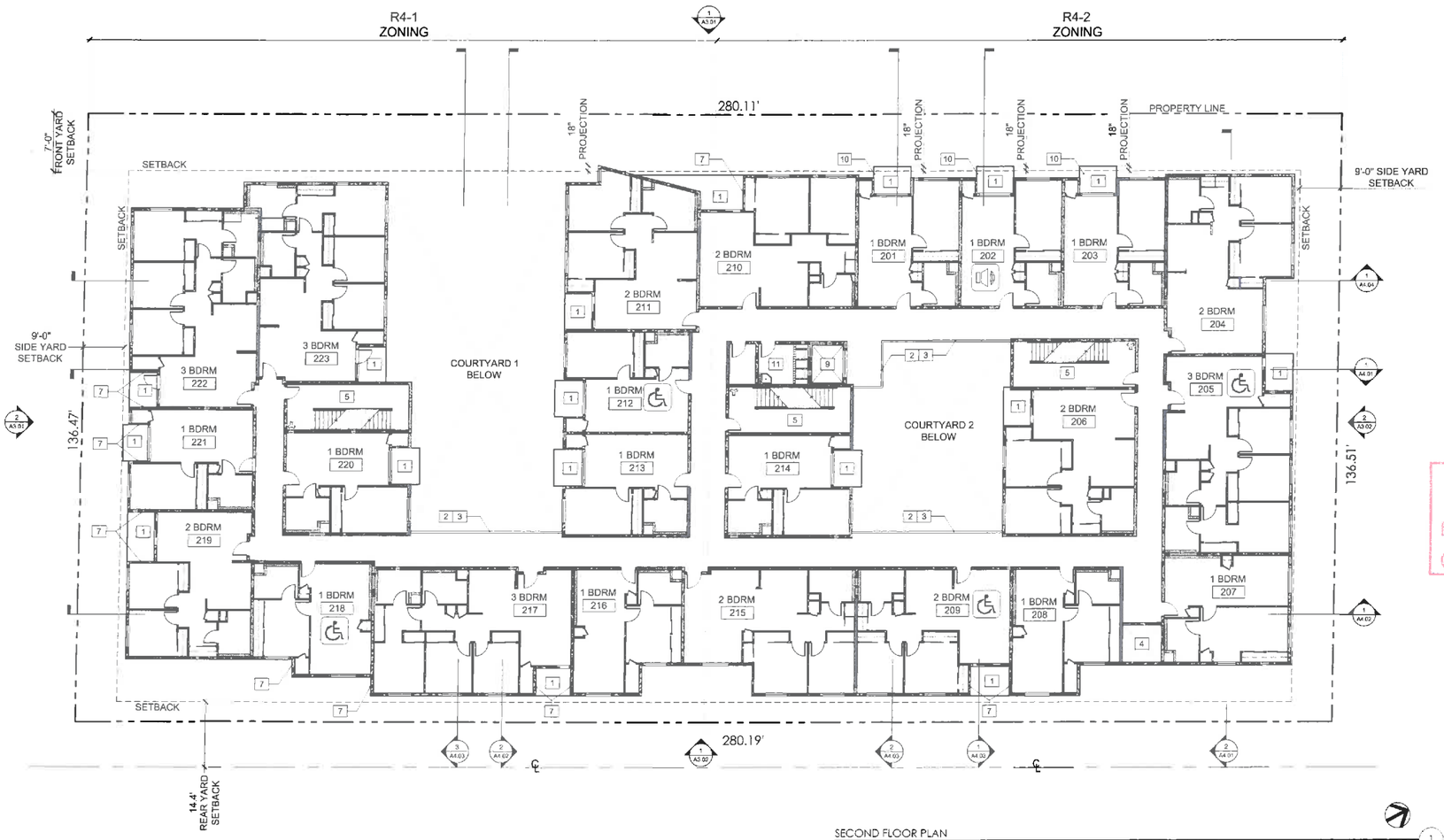
KEYNOTES

1. PRIVATE PATIO, BALCONY
2. GUARDRAIL, REFER TO ELEVATIONS
3. DECK EDGE
4. GARAGE MECHANICAL VENT
5. EGRESS STAIRS THROUGH ROOF
6. LINE OF WALKWAY ABOVE/ BUILDING ABOVE
7. STUCCO FINISH 20/30 (ACCENT COLOR B)
8. NOT USED
9. ELEVATOR
10. 18" BALCONY PROJECTION
11. TRASH ROOM
12. ROOF TRELLIS ABOVE

GRANDVIEW APARTMENTS

714 S. GRAND VIEW STREET
LOS ANGELES, CA 90057

abode communities



SECOND FLOOR PLAN
SCALE: 3/32" = 1'-0"

2ND FLOOR UNIT COUNT	
1 BEDROOM	12
2 BEDROOM	07
3 BEDROOM	04
TOTAL	23

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These documents have been
REVISED
Date 6/3/2019

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ENTITLEMENT	04.04.19	
ENTITLEMENT	05.15.19	
ENTITLEMENT	06.28.19	

SHEET TITLE

SECOND FLOOR PLAN

DATE 5.28.2019 SCALE

SHEET NUMBER

A2.03

LEGEND

- SITE PROPERTY LINE
- SETBACK LINE
- NEIGHBORING PROPERTY LINE
- STREET/ALLEY CENTERLINE
- PA — LANDSCAPED AREA; SEE LANDSCAPE DWG'S
- ACCESSIBLE PATH OF TRAVEL MIN. 48" WIDE
- AUDIO / VISUAL ACCESSIBLE UNIT
- MOBILITY ACCESSIBLE UNIT

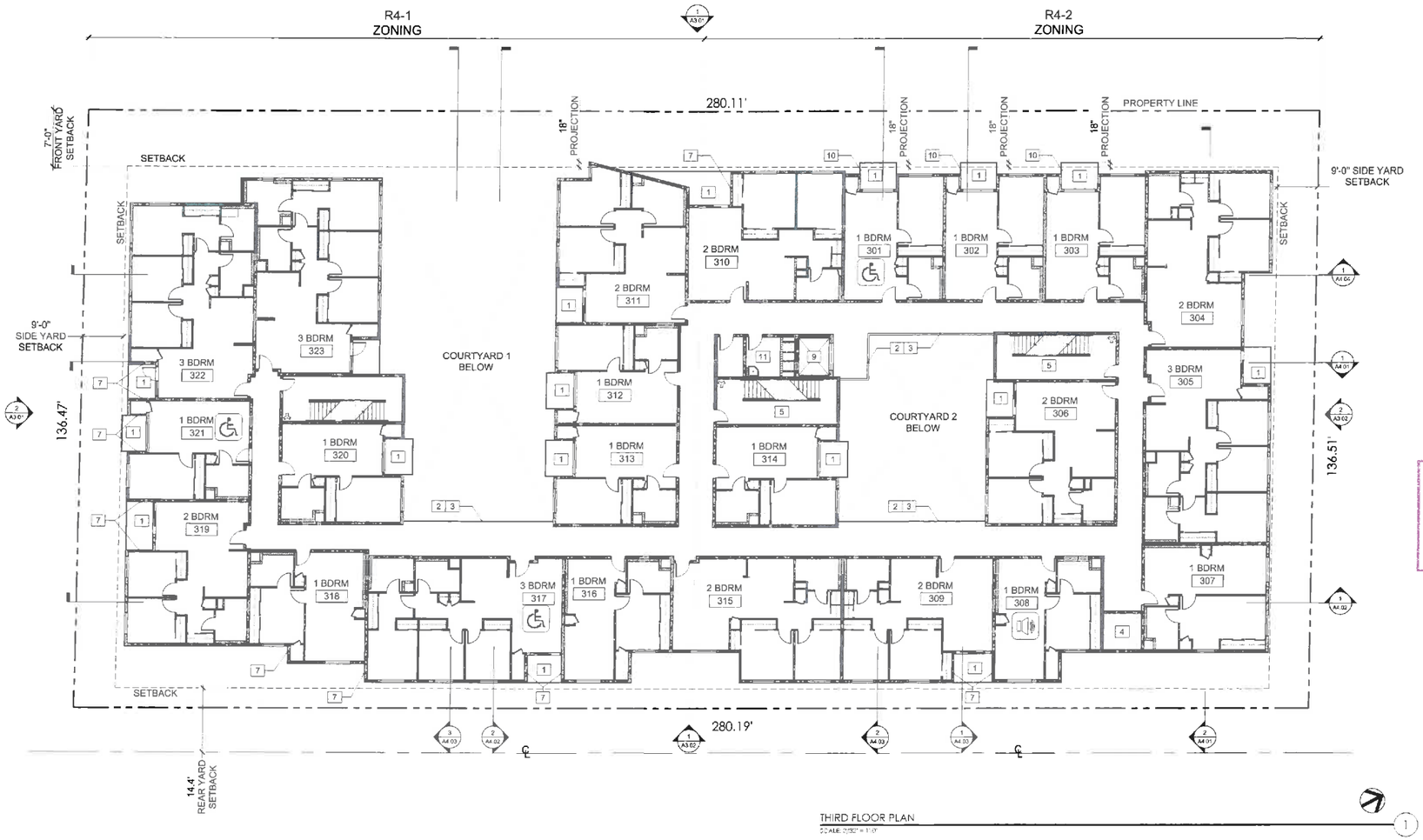
KEYNOTES

1. PRIVATE PATIO, BALCONY
2. GUARDRAIL, REFER TO ELEVATIONS
3. DECK EDGE
4. GARAGE MECHANICAL VENT
5. EGRESS STAIRS THROUGH ROOF
6. LINE OF WALKWAY ABOVE/ BUILDING ABOVE
7. STUCCO FINISH (ACCENT COLOR B)
8. NOT USED
9. ELEVATOR
10. 18" BALCONY PROJECTION
11. TRASH ROOM
12. ROOF TRELLIS ABOVE

GRANDVIEW APARTMENTS

714 S. GRAND VIEW STREET
LOS ANGELES, CA 90057

abode communities



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

3RD FLOOR UNIT COUNT	
1 BEDROOM	12
2 BEDROOM	07
3 BEDROOM	04
TOTAL	23

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NOFA	10.23.18	
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ENTITLEMENT	05.28.19	

SHEET TITLE

THIRD FLOOR PLAN

DATE 5.28.2019 SCALE

A2.04

LEGEND

- SITE PROPERTY LINE
- SETBACK LINE
- NEIGHBORING PROPERTY LINE
- STREET/ALLEY CENTERLINE
- PA — LANDSCAPED AREA; SEE LANDSCAPE DWG'S
- ACCESSIBLE PATH OF TRAVEL MIN. 48" WIDE
- AUDIO / VISUAL ACCESSIBLE UNIT
- MOBILITY ACCESSIBLE UNIT

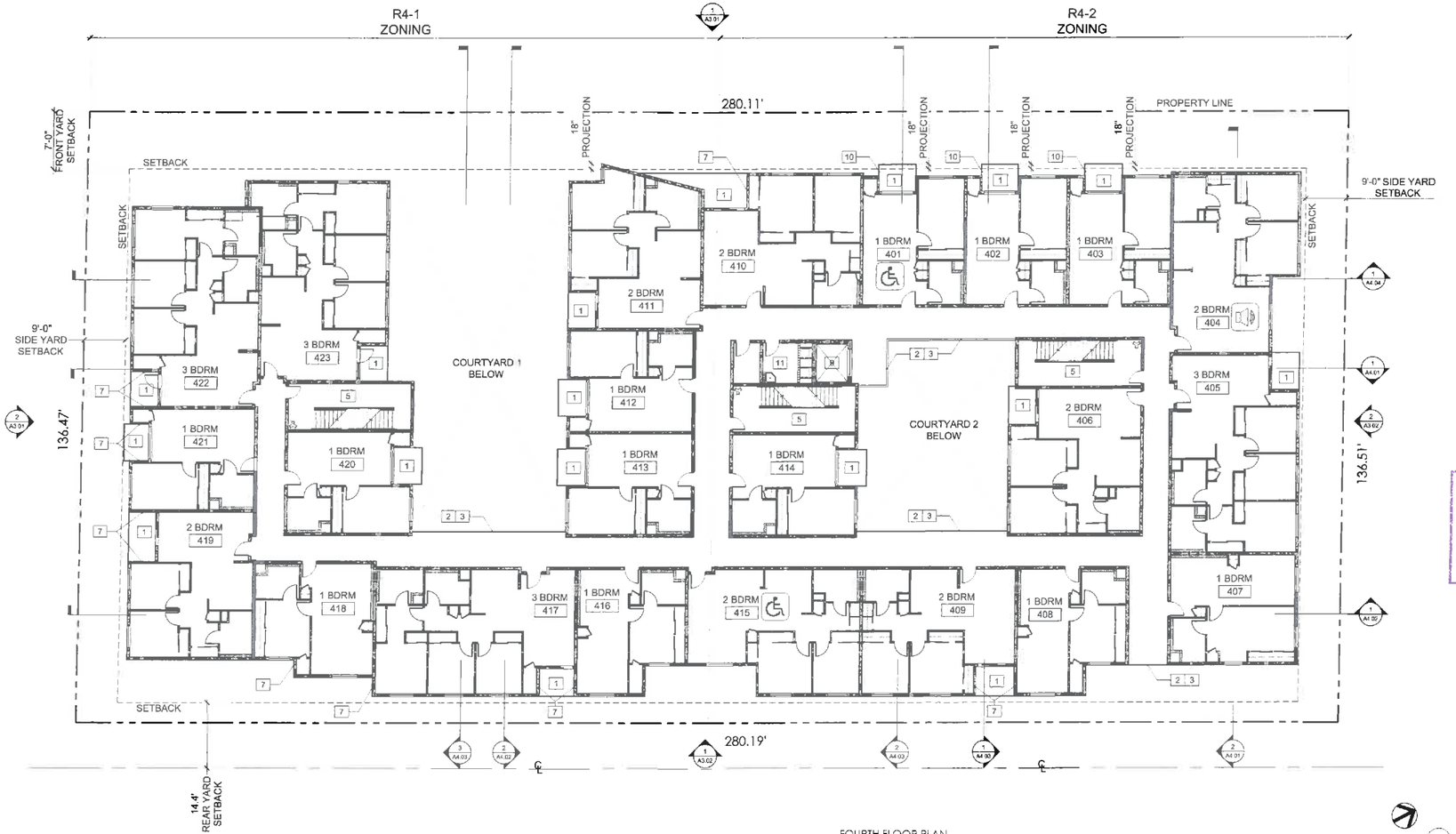
KEYNOTES

1. PRIVATE PATIO, BALCONY
2. GUARDRAIL, REFER TO ELEVATIONS
3. DECK EDGE
4. GARAGE MECHANICAL VENT
5. EGRESS STAIRS THROUGH ROOF
6. LINE OF WALKWAY ABOVE/ BUILDING ABOVE
7. STUCCO FINISH 20 (ACCENT COLOR B)
8. NOT USED
9. ELEVATOR
10. 18" BALCONY PROJECTION
11. TRASH ROOM
12. ROOF TRELLIS ABOVE

GRANDVIEW APARTMENTS

714 S. GRAND VIEW STREET
LOS ANGELES, CA 90057

abode communities



FOURTH FLOOR PLAN
SCALE: 3/32" = 1'-0"

4TH FLOOR UNIT COUNT	
1 BEDROOM	12
2 BEDROOM	07
3 BEDROOM	04
TOTAL	23

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ENTITLEMENT	05.15.19	
ENTITLEMENT	05.28.19	

SHEET TITLE

FOURTH FLOOR PLAN

DATE: 5.28.2019 | SCALE:

SHEET NUMBER

A2.05

LEGEND

- SITE PROPERTY LINE
- SETBACK LINE
- NEIGHBORING PROPERTY LINE
- STREET/ALLEY CENTERLINE
- P.A. — LANDSCAPED AREA; SEE LANDSCAPE DWG'S
- ACCESSIBLE PATH OF TRAVEL MIN. 48" WIDE
- AUDIO / VISUAL ACCESSIBLE UNIT
- MOBILITY ACCESSIBLE UNIT

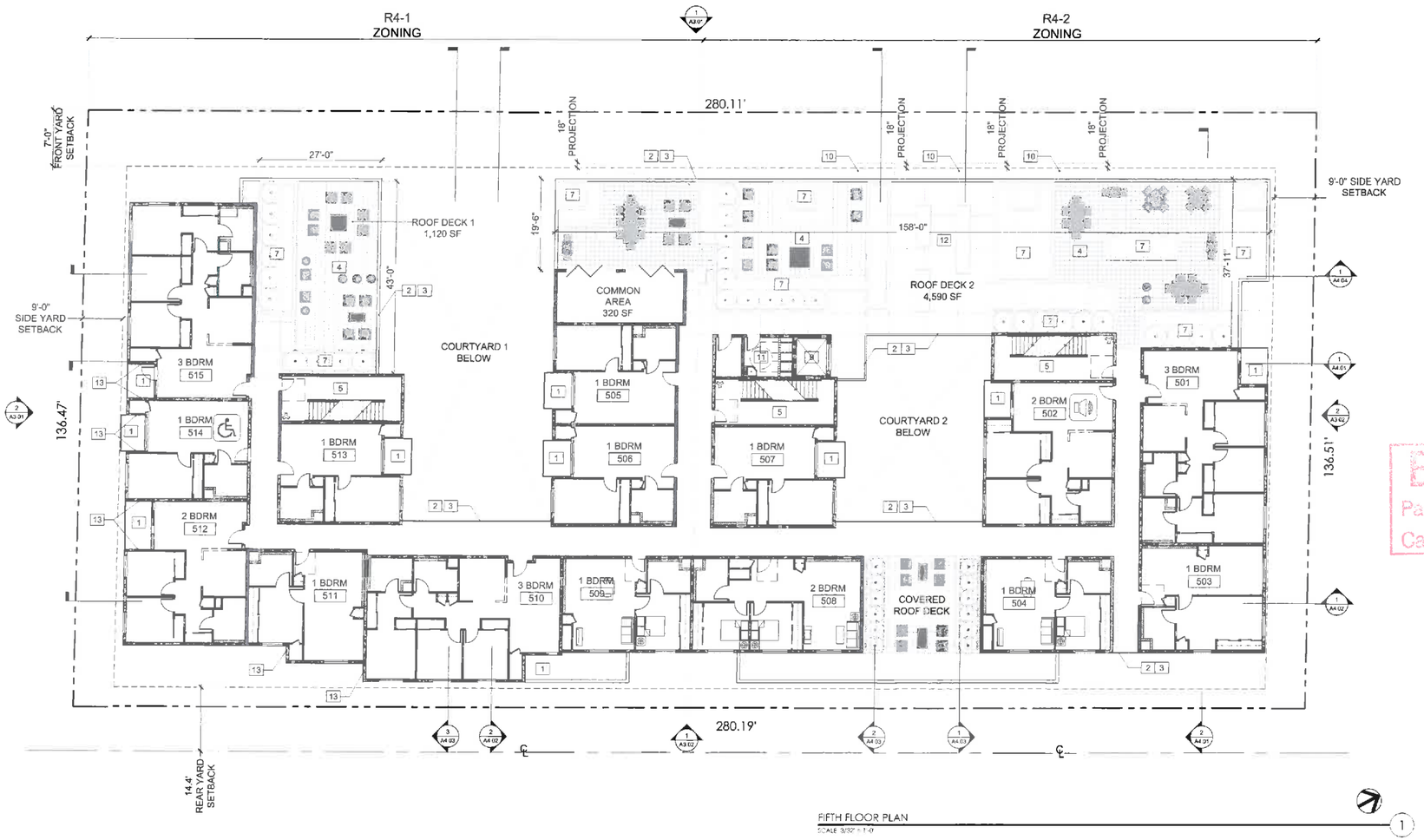
KEYNOTES

1. PRIVATE PATIO, BALCONY
2. GUARDRAIL, REFER TO ELEVATIONS
3. DECK EDGE
4. COMMON OUTDOOR SPACE
5. EGRESS STAIRS THROUGH ROOF
6. LINE OF WALKWAY ABOVE/ BUILDING ABOVE
7. PLANTED AREA/ REFER TO LANDSCAPE DWG
8. RESIDENTIAL ROOF DECK
9. ELEVATOR
10. 18" BALCONY PROJECTION
11. TRASH ROOM
12. COMMUNITY GARDEN
13. STUCCO FINISH (ACCENT COLOR B)

GRANDVIEW APARTMENTS

714 S. GRAND VIEW STREET
LOS ANGELES, CA 90057

abode communities



FIFTH FLOOR PLAN
SCALE: 3/32" = 1'-0"

5TH FLOOR UNIT COUNT	
1 BEDROOM	09
2 BEDROOM	03
3 BEDROOM	03
TOTAL	15

ISSUE	DATE	REV
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ENTITLEMENT	04.04.19	
ENTITLEMENT	05.15.19	
ENTITLEMENT	05.23.19	

SHEET TITLE

FIFTH FLOOR PLAN

DATE: 5.28.2019
SCALE:

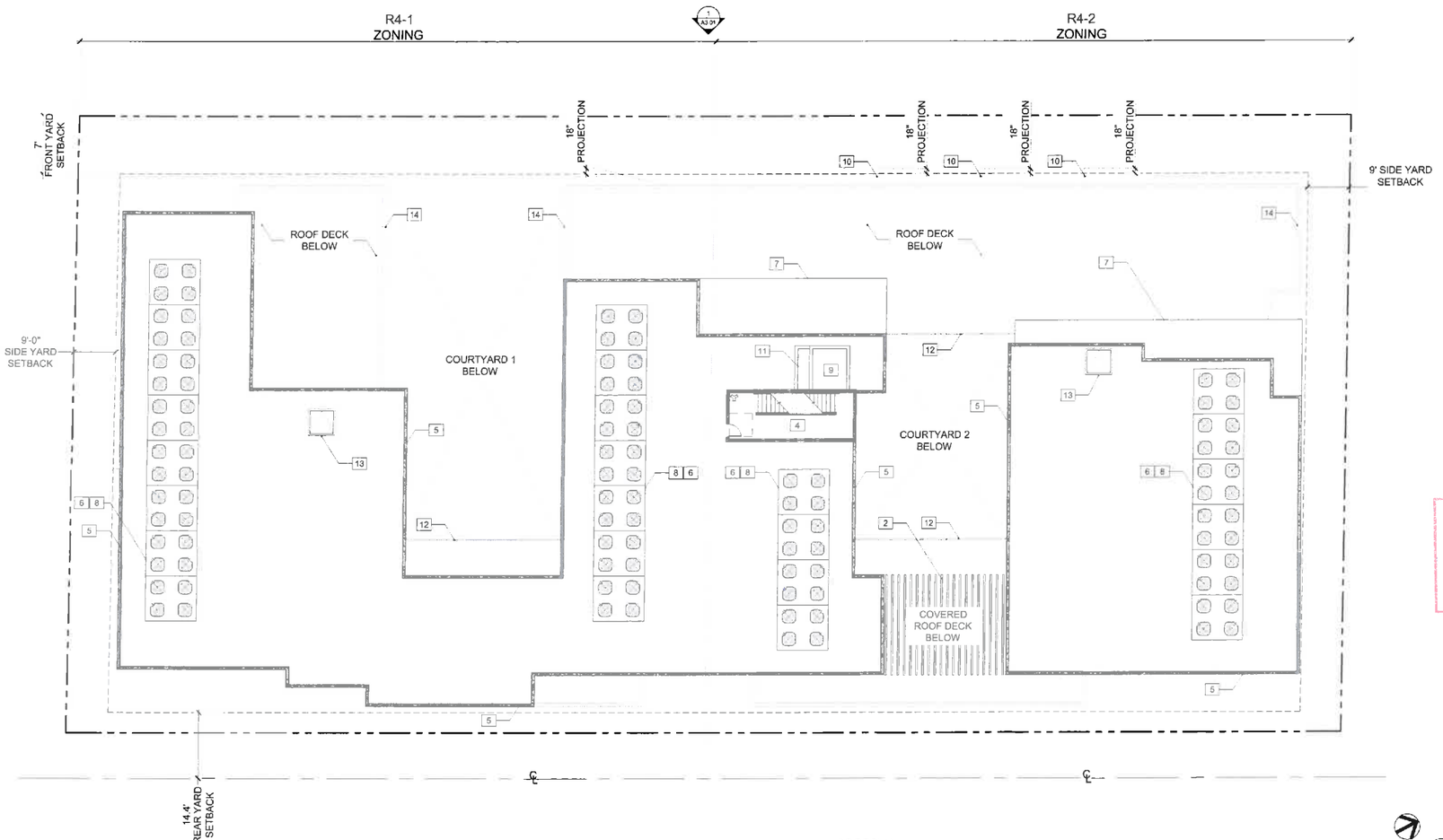
A2.06

LEGEND

- SITE PROPERTY LINE
- SETBACK LINE
- NEIGHBORING PROPERTY LINE
- STREET/ALLEY CENTERLINE
- MECHANICAL EQUIPMENT

KEYNOTES

1. ELEVATOR
2. TRELLIS
3. NOT USED
4. STAIR TOWER
5. ROOF PARAPET
6. EQUIPMENT PAD
7. EDGE OF FLAT ROOF
8. MECHANICAL EQUIPMENT
9. ELEVATOR SHAFT
10. 18" BALCONY PROJECTION
11. TRASH ROOM EXHAUST FAN 3 FT ABOVE ROOF ASSEMBLY
12. WALKWAY BELOW
13. ROOF LATCH
14. BUILDING BELOW
15. STAIR ROOF



ROOF PLAN
SCALE: 3/32" = 1'-0"

GRANDVIEW APARTMENTS

714 S. GRAND VIEW STREET
LOS ANGELES, CA 90057

abode communities

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SHEET TITLE

ROOF PLAN

DATE 5.28.2019 | SCALE

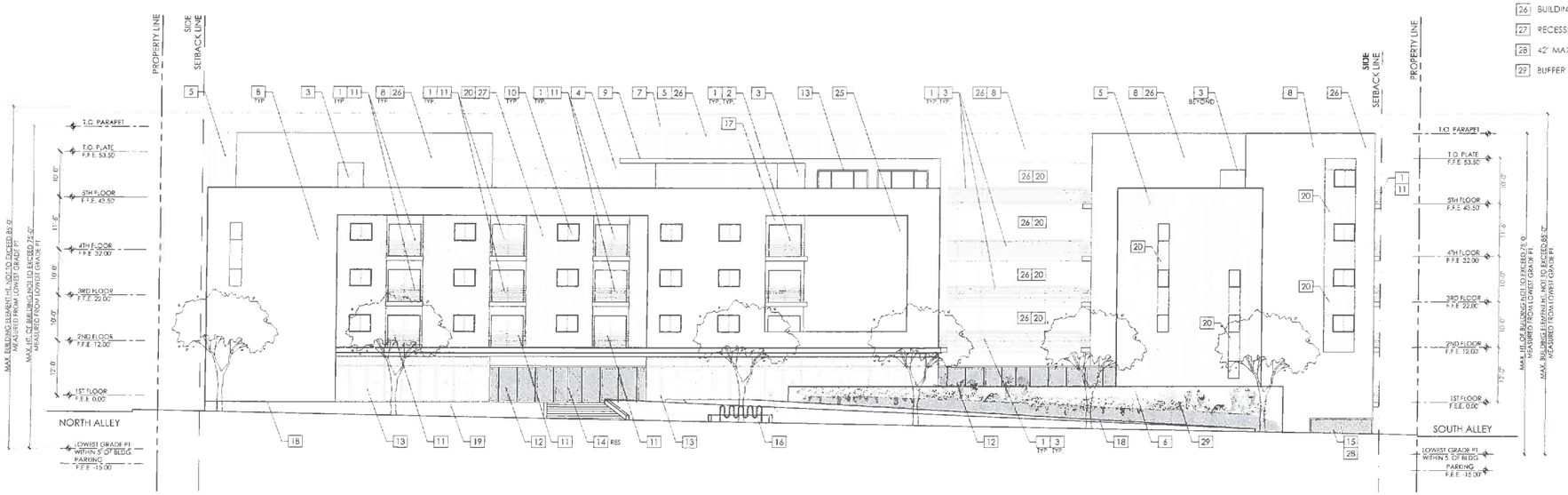
SHEET NO.

A2.07

SOUTH SIDE ALLEY ELEVATION

SCALE: 3/32" = 1'-0"

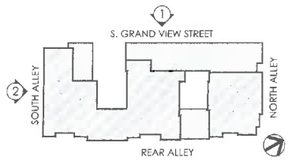
2



WEST GRAND VIEW STREET ELEVATION

SCALE: 3/32" = 1'-0"

1



KEYMAP

KEYNOTES

1. DECORATIVE METAL GUARDRAIL: 42" MIN.
2. BALCONY
3. OPEN WALKWAY/CORRIDOR
4. BUILDING OPEN BEYOND
5. FIBER CEMENT RIBBED PANELS
6. FORMED CONCRETE
7. STAIR/ ELEVATOR TOWER
8. STUCCO FINISH 20/30 (MAIN COLOR A)
9. ROOF CANOPY
10. COMPOSITE WINDOWS (ALL WINDOWS TO BE INSET WITHIN WALLS)
11. PROJECTING BALCONY
12. DECORATIVE METAL FENCE
13. STOREFRONT GLAZING SYSTEM
14. PRIMARY ENTRANCE
15. TRANSFORMER
16. SHORT TERM BIKE PARKING
17. STUCCO FINISH 20/30 (ACCENT COLOR B)
18. RAMP BEYOND
19. LANDSCAPE BERM
20. STUCCO FINISH 20/30 (ACCENT COLOR C)
21. ROOF TRELLIS
22. MECH. LOUVER
23. GARAGE ENTRANCE
24. ALUMINUM DIE CUT SIGNAGE
25. ANGLED PROJECTION* SEE FLOOR PLANS
26. BUILDING BEYOND
27. RECESSED AREA
28. 42" MAX. HIGH DECORATIVE SCREEN
29. BUFFER LANDSCAPE

GRANDVIEW APARTMENTS

714 S. GRAND VIEW STREET
LOS ANGELES, CA 90057

abode communities

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SHEET TITLE

WEST & SOUTH ELEVATIONS

DATE 5.28.2019 SCALE

SHEET NUMBER

A3.01

NORTH SIDE ELEVATION

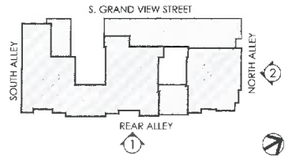
SCALE: 3/32" = 1'-0"

2

EAST REAR ALLEY ELEVATION

SCALE: 3/32" = 1'-0"

1



KEYMAP

KEYNOTES

1. DECORATIVE METAL GUARDRAIL: 42" MIN.
2. BALCONY
3. OPEN WALKWAY/CORRIDOR
4. BUILDING OPEN BEYOND
5. FIBER CEMENT RIBBED PANELS
6. FORMED CONCRETE
7. STAIR/ ELEVATOR TOWER
8. STUCCO FINISH 20/30 (MAIN COLOR A)
9. ROOF CANOPY
10. COMPOSITE WINDOWS (ALL WINDOWS TO BE INSET WITHIN WALLS)
11. PROJECTING BALCONY
12. DECORATIVE METAL FENCE
13. STOREFRONT GLAZING SYSTEM
14. PRIMARY ENTRANCE
15. TRANSFORMER
16. SHORT TERM BIKE PARKING
17. STUCCO FINISH 20/30 (ACCENT COLOR B)
18. RAMP BEYOND
19. LANDSCAPE BERM
20. STUCCO FINISH 20/30 (ACCENT COLOR C)
21. ROOF TRELLIS
22. MECH. LOUVER
23. GARAGE ENTRANCE
24. ALUMINUM DIE CUT SIGNAGE
25. ANGLED PROJECTION: SEE FLOOR PLANS
26. BUILDING BEYOND
27. RECESSED AREA
28. 42" MAX. HIGH DECORATIVE SCREEN
29. BUFFER LANDSCAPE

GRANDVIEW APARTMENTS

714 S. GRAND VIEW STREET
LOS ANGELES, CA 90057

abode communities

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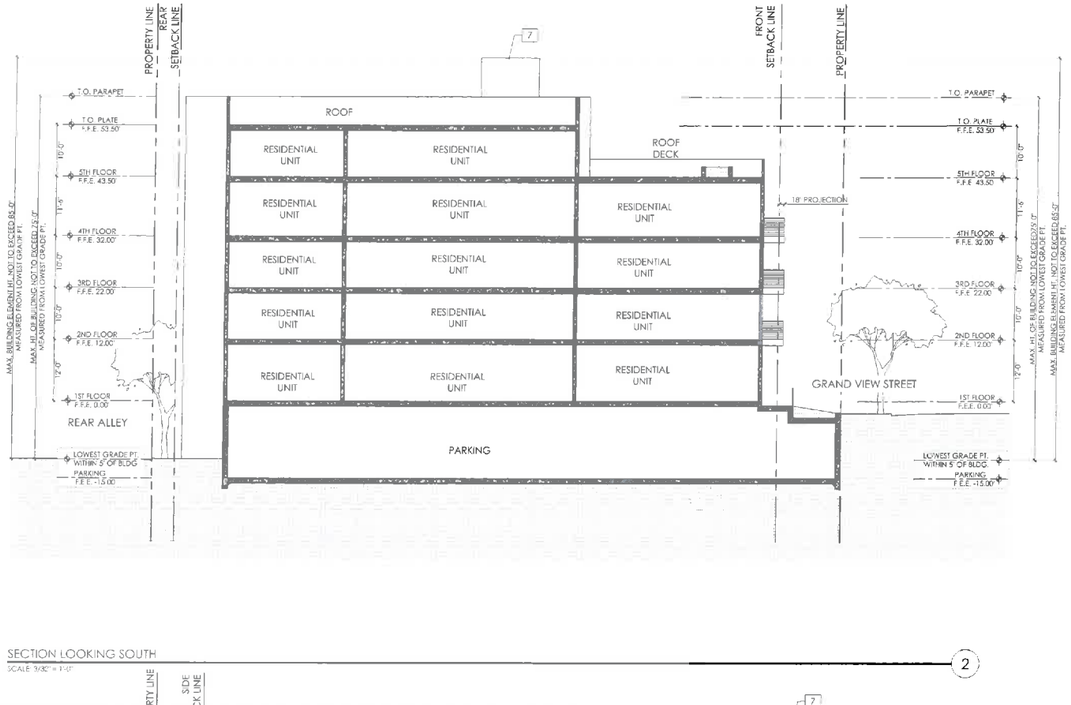
SHEET TITLE
EAST AND NORTH ELEVATIONS

DATE: 5.28.2019 SCALE:

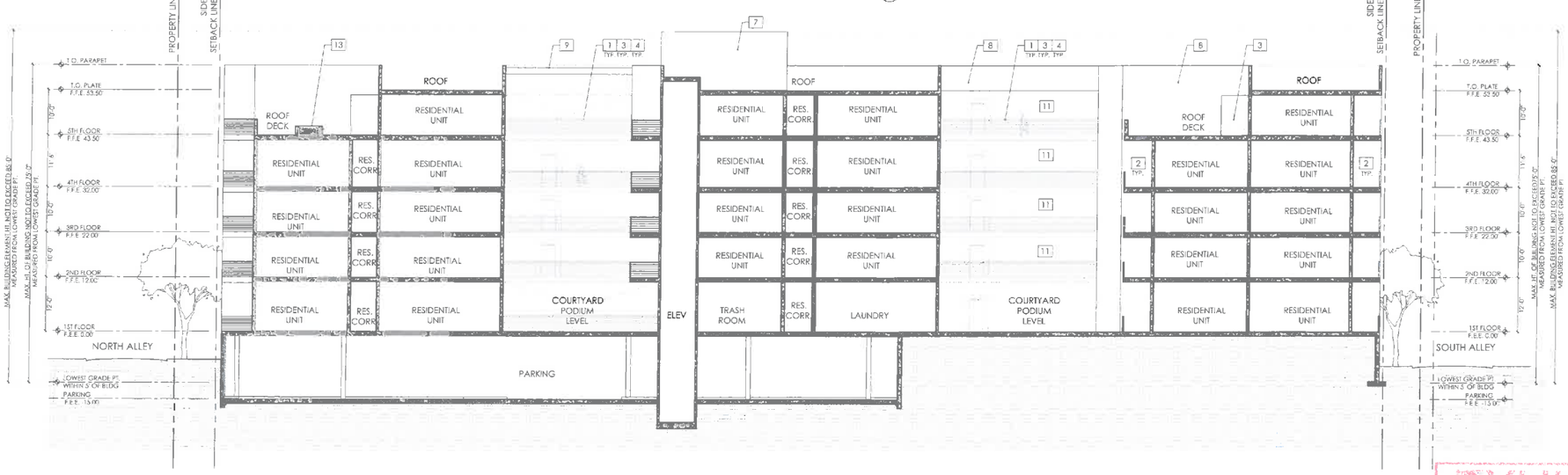
SHEET NUMBER
A3.02



SECTION LOOKING SOUTH

SCALE: 3/32" = 1'-0"

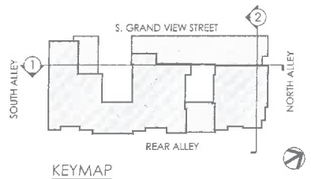
2



SECTION LOOKING EAST

SCALE: 3/32" = 1'-0"

1



KEYMAP

KEYNOTES

1. GUARDRAIL: 42" MIN.
2. BALCONY
3. OPEN WALKWAY/CORRIDOR
4. BUILDING OPEN BEYOND
5. FIBER CEMENT RIBBED PANELS
6. DECORATIVE METAL FENCE
7. STAIR/ ELEVATOR TOWER
8. STUCCO FINISH 20/30 (MAIN COLOR A)
9. ROOF TRELLIS
10. STUCCO FINISH 20/30 (ACCENT COLOR B)
11. STUCCO FINISH 20/30 (ACCENT COLOR C)
12. NOT USED
13. PLANTER
14. COMPOSITE WINDOWS (ALL WINDOWS TO BE INSET WITHIN WALLS
15. GARAGE ENTRANCE
16. STOREFRONT
17. NOT USED
18. NOT USED
19. BUILDING BEYOND

GRANDVIEW APARTMENTS

714 S. GRAND VIEW STREET
LOS ANGELES, CA 90057

abode communities

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ENTITLEMENT	06.28.19	

SHEET TITLE

EAST & SOUTH SECTIONS

DATE: 5.28.2019

SHEET NUMBER

A4.01

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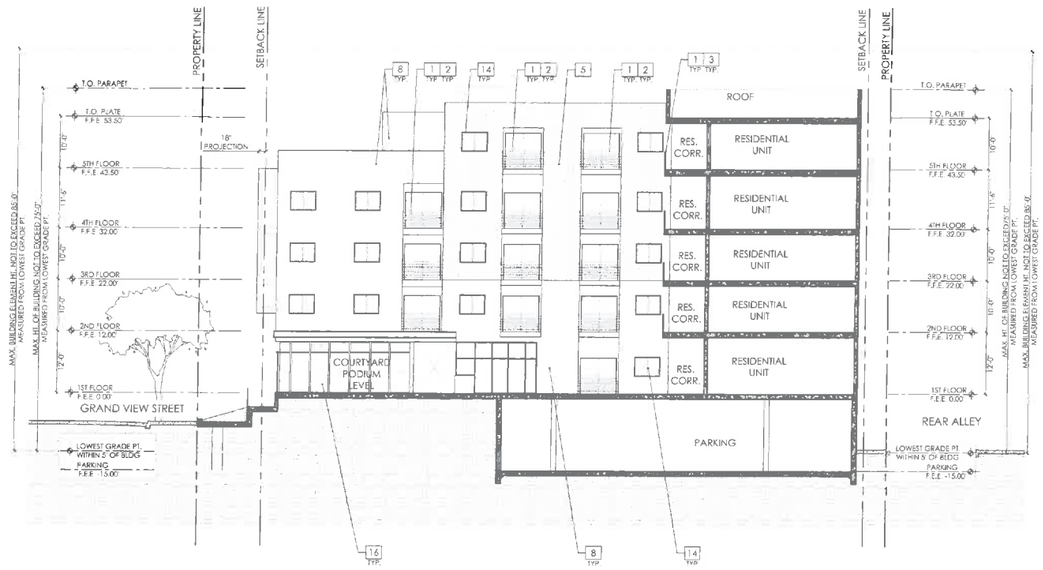
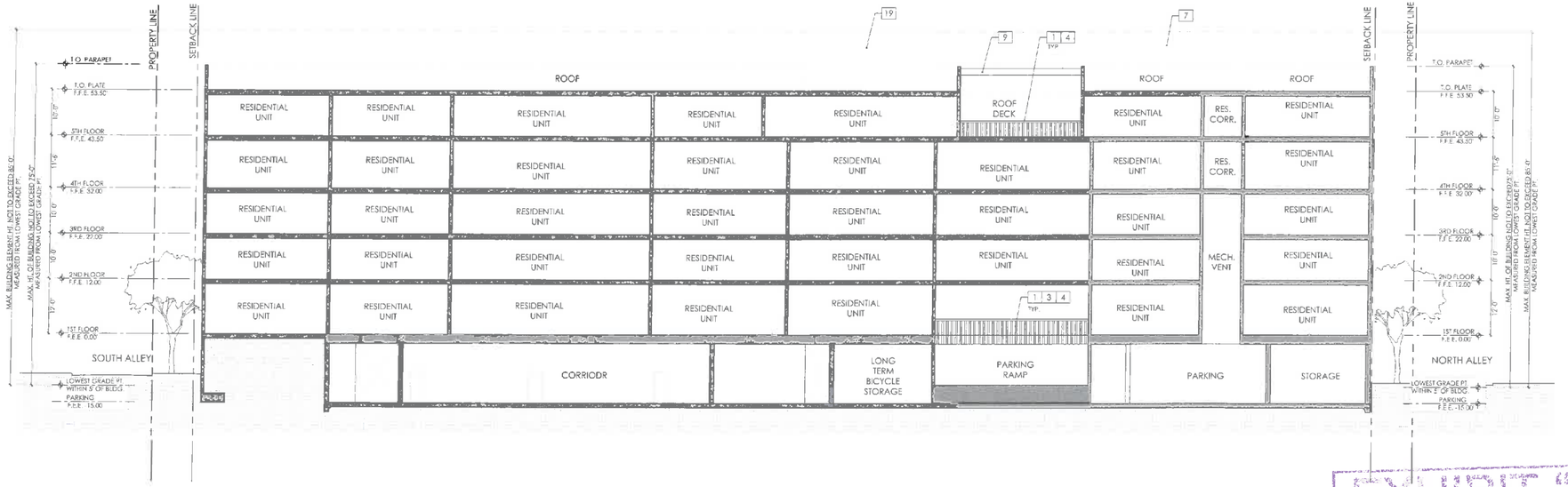


SECTION LOOKING NORTH

SCALE: 3/32" = 1'-0"

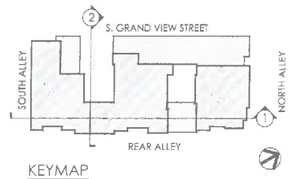
2



SECTION LOOKING WEST

SCALE: 3/32" = 1'-0"

1



KEYMAP

KEYNOTES

1. GUARDRAIL: 42" MIN.
2. BALCONY
3. OPEN WALKWAY/CORRIDOR
4. BUILDING OPEN BEYOND
5. FIBER CEMENT RIBBED PANELS
6. DECORATIVE METAL FENCE
7. STAIR/ ELEVATOR TOWER
8. STUCCO FINISH 20/30 (MAIN COLOR A)
9. ROOF TRELLIS
10. STUCCO FINISH 20/30 (ACCENT COLOR B)
11. STUCCO FINISH 20/30 (ACCENT COLOR C)
12. NOT USED
13. PLANTER
14. COMPOSITE WINDOWS (ALL WINDOWS TO BE INSET WITHIN WALLS
15. GARAGE ENTRANCE
16. STOREFRONT
17. NOT USED
18. NOT USED
19. BUILDING BEYOND

GRANDVIEW APARTMENTS

714 S. GRAND VIEW STREET
LOS ANGELES, CA 90057

abode communities

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SHEET TITLE

WEST & NORTH SECTIONS

DATE: 5.28.2019 SCALE:

SHEET NUMBER

A4.02

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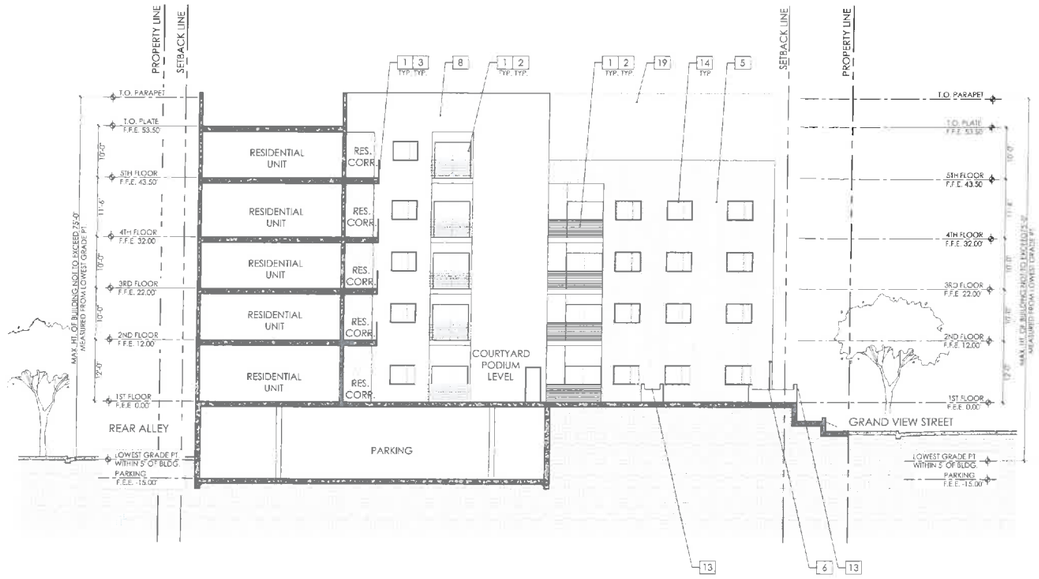
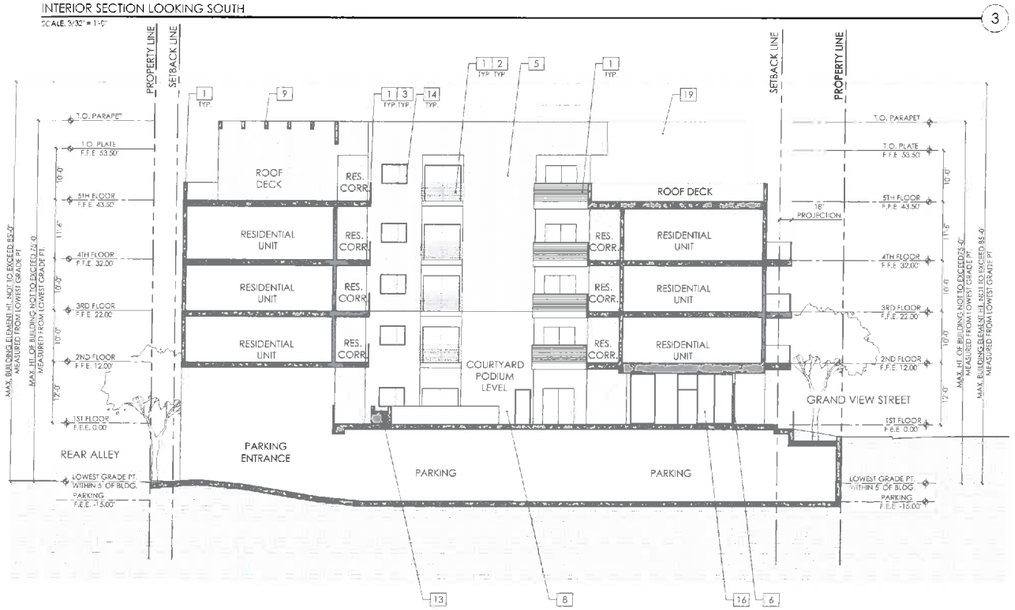


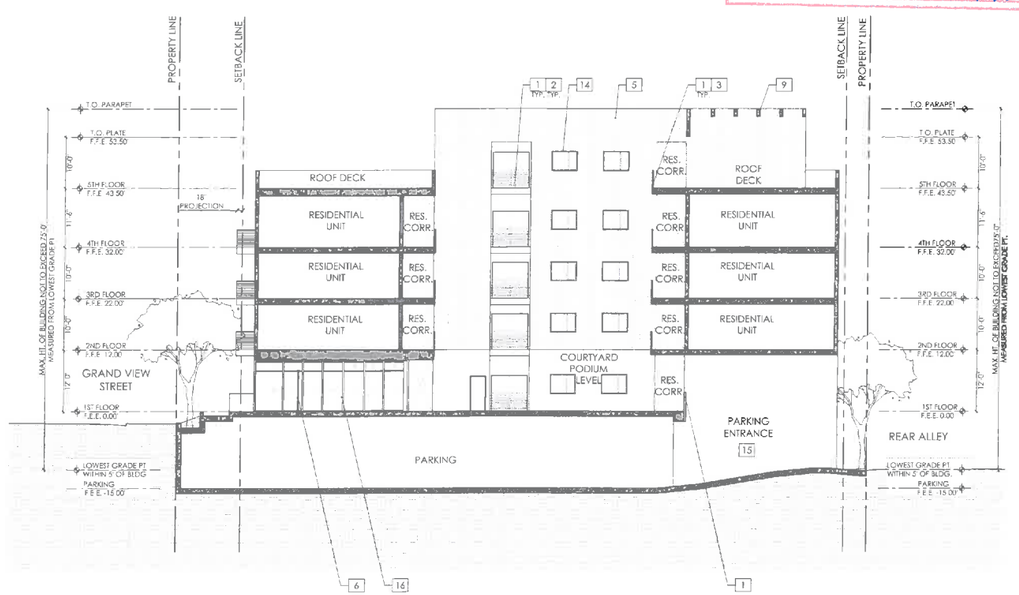
INTERIOR SECTION LOOKING SOUTH

SCALE: 3/32" = 1'-0" (3)



INTERIOR SECTION LOOKING SOUTH

SCALE: 3/32" = 1'-0" (2)



INTERIOR SECTION LOOKING NORTH

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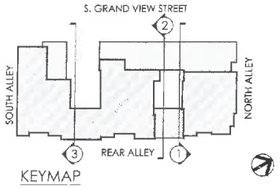

KEYMAP

KEYNOTES

1. GUARDRAIL: 42" MIN.
2. BALCONY
3. OPEN WALKWAY/CORRIDOR
4. BUILDING OPEN BEYOND
5. FIBER CEMENT RIBBED PANELS
6. DECORATIVE METAL FENCE
7. STAIR/ ELEVATOR TOWER
8. STUCCO FINISH 20/30 (MAIN COLOR A)
9. ROOF TRELLIS
10. STUCCO FINISH 20/30 (ACCENT COLOR B)
11. STUCCO FINISH 20/30 (ACCENT COLOR C)
12. NOT USED
13. PLANTER
14. COMPOSITE WINDOWS (ALL WINDOWS TO BE INSET WITHIN WALLS
15. GARAGE ENTRANCE
16. STOREFRONT
17. NOT USED
18. NOT USED
19. BUILDING BEYOND

GRANDVIEW APARTMENTS

714 S. GRAND VIEW STREET
LOS ANGELES, CA 90057

abode communities

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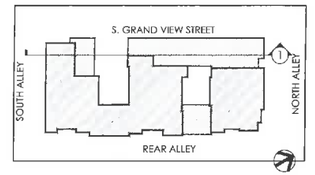
SHEET TITLE

INTERIOR SECTIONS

DATE 5.28.2019 SCALE

SHEET NUMBER

A4.03



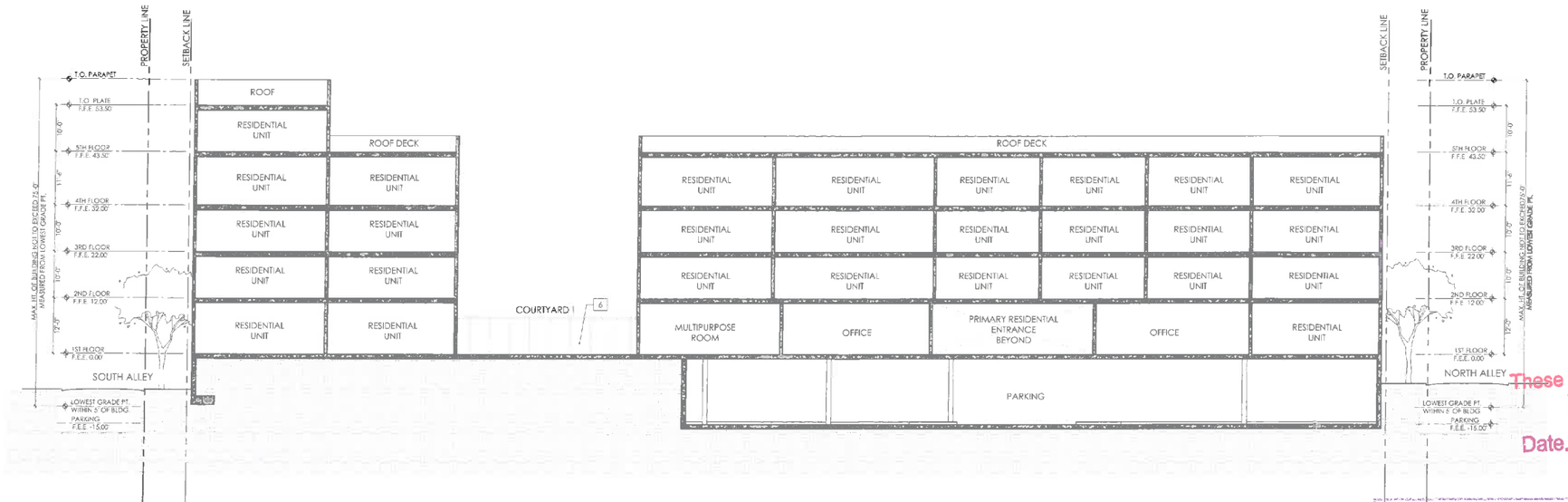
KEYNOTES

1. GUARDRAIL, 42" MIN.
2. BALCONY
3. OPEN WALKWAY/CORRIDOR
4. BUILDING OPEN BEYOND
5. FIBER CEMENT RIBBED PANELS
6. DECORATIVE METAL FENCE
7. STAIR/ ELEVATOR TOWER
8. STUCCO FINISH 20/30 (MAIN COLOR A)
9. ROOF TRELLIS
10. STUCCO FINISH 20/30 (ACCENT COLOR B)
11. STUCCO FINISH 20/30 (ACCENT COLOR C)
12. NOT USED
13. PLANTER
14. COMPOSITE WINDOWS (ALL WINDOWS TO BE INSET WITHIN WALLS
15. GARAGE ENTRANCE
16. STOREFRONT
17. NOT USED
18. NOT USED
19. BUILDING BEYOND

GRANDVIEW APARTMENTS

714 S. GRAND VIEW STREET
LOS ANGELES, CA 90057

abode communities



SECTION LOOKING WEST
SCALE: 3/32" = 1'-0"

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SHEET TITLE

SECTIONS

DATE 5.28.2019 SCALE

A4.04

PLANTING LEGEND: STREET LEVEL

QUANTITY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE
	TREES			
12		LAGERSTROEMIA INDICA	CRAPE MYRTLE	36" BOX
7		TIPUANA TIPU	TIPU TREE	36" BOX
	SHRUBS			
		ANIGOZANTHOS SPP.	KANGAROO PAW	1 GAL.
		ASPIDISTRA ELATIOR	CAST-IRON PLANT	5 GAL.
		CALLISTEMON VIMINALIS 'LITTLE JOHN'	LITTLE JOHN BOTTLEBRUSH	5 GAL.
		CARISSA MACROCARPA 'TUTTLE'	NATAL PLUM	1 GAL.
		CLIVIA MINIATA	CLIVIA	5 GAL.
		LAVANDULA STOECHAS 'OTTO QUAST'	SPANISH LAVENDER	5 GAL.
		LOROPETALUM CHINENSE 'PURPLE PIXIE'	PURPLE PIXIE LOROPETALUM	1 GAL.
		PHILODENDRON 'XANADU'	WINTERBOURN PHILODENDRON	5 GAL.
	GROUNDCOVER			
		DIANELLA TASMINICA 'TR20'	TASRED FLAX LILY	1 GAL.
		LOMANDRA LONGIFOLIA 'BREEZE'	SPINEY HEADED MAT RUSH	1 GAL.
		LANTANA SPP.	LANTANA	1 GAL.
		LIRIOPE MUSCARI	LILY TURF	5 GAL.

PLANTING LEGEND: FIFTH FLOOR GARDEN

QUANTITY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE
	TREES			
30		PODOCARPUS MACROPHYLLUS	YEW PODOCARPUS	24" BOX
	SHRUBS			
		CALLISTEMON VIMINALIS 'LITTLE JOHN'	LITTLE JOHN BOTTLEBRUSH	5 GAL.
		LAVANDULA STOECHAS 'OTTO QUAST'	SPANISH LAVENDER	5 GAL.
		LOROPETALUM CHINENSE 'PURPLE PIXIE'	PURPLE PIXIE LOROPETALUM	1 GAL.
		RHAPHIOLEPIS UMBELLATA 'MINOR'	DWARF YEDDA HAWTHORN	5 GAL.
	GROUNDCOVER			
		DIANELLA REVOLUTA 'LITTLE REV'	LITTLE REV FLAX LILY	1 GAL.
		LIRIOPE MUSCARI	LILY TURF	5 GAL.

GENERAL NOTES

1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO BE FAMILIAR WITH AND TO LOCATE ALL EXISTING SITE CONDITIONS AND UNDERGROUND UTILITIES, PIPES, AND OTHER SUBSTRUCTURES, AND PROTECT THEM FROM DAMAGE. THE EXPENSE OF REPAIR, BODILY INJURY OR REPLACEMENT OF SAID SUBSTRUCTURES INCLUDING DAMAGE OF THE OWNER'S PROPERTY SHALL BE BORN BY THE CONTRACTOR. THE CONTRACTOR SHALL HAND DIG FOOTINGS, TREE WELLS, PLANTING BEDS, ETC. AS REQUIRED. CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL RELEVANT UTILITY COMPANIES PRIOR TO ANY EXCAVATION.

2. LOCATION AND ELEVATION OF ALL EXISTING IMPROVEMENTS WITHIN AND ADJACENT TO THE AREA OF WORK SHALL BE CONFIRMED BY FIELD MEASUREMENT PRIOR TO EXCAVATION AND CONSTRUCTION OF NEW WORK. EXTREME CARE SHALL BE EXERCISED IN EXCAVATION AND WORKING NEAR EXISTING UTILITIES. REFER TO CIVIL DRAWINGS FOR GENERAL REFERENCE. CONTRACTOR WILL MAKE EXPLORATORY EXCAVATIONS AND LOCATE EXISTING UNDERGROUND UTILITIES, PIPES AND OTHER SUBSTRUCTURES SUFFICIENTLY AHEAD OF CONSTRUCTION TO PERMIT REVISIONS TO PLANS, DETAILS AND SPECIFICATIONS IF REVISIONS ARE NECESSARY BECAUSE OF ACTUAL LOCATION IN THE FIELD. THE LOCATIONS OF UTILITIES, STRUCTURES AND SERVICES SHOWN IN THESE PLANS ARE APPROXIMATE ONLY, ANY DISCREPANCIES BETWEEN THESE PLANS AND ACTUAL FIELD CONDITIONS SHALL BE IMMEDIATELY REPORTED TO THE RESIDENT ENGINEER.

3. THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES, LANDSCAPING, AND FEATURES TO REMAIN ON AND/OR ADJACENT TO THE PROJECT SITE DURING CONSTRUCTION. CONTRACTOR SHALL REPAIR, AT HIS OWN EXPENSE, ALL DAMAGE RESULTING FROM HIS OPERATIONS OR NEGLIGENCE.

4. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE TO ENFORCE SAFETY MEASURES AND REGULATIONS.

5. IN AN EMERGENCY THREATENING THE SAFETY OF LIFE, WORK OR ADJOINING PROPERTY, THE CONTRACTOR SHALL USE HIS DISCRETION TO PREVENT SUCH LOSS OR INJURY.

6. THE CONTRACTOR SHALL NOT WILLFULLY PROCEED WITH CONSTRUCTION OF DESIGN WHEN UNKNOWN OBSTRUCTIONS AND/OR GRADE DIFFERENCES EXIST THAT MAY NOT HAVE BEEN KNOWN DURING DESIGN. SUCH CONDITIONS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNER'S AUTHORIZED REPRESENTATIVE AND OWNER. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ALL NECESSARY REVISIONS DUE TO FAILURE TO GIVE SUCH NOTIFICATION.

7. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF THE SUBCONTRACTOR'S ACCOMPLISHMENT OF SCOPE OF WORK. CONTRACTOR SHALL COORDINATE CONSTRUCTION WITH OTHER TRADES WORKING ON THE SITE SIMULTANEOUSLY.

8. CONTRACTOR SHALL NOTIFY OWNER'S AUTHORIZED REPRESENTATIVE 72 HOURS PRIOR TO COMMENCEMENT OF WORK TO COORDINATE PROJECT INSPECTION SCHEDULES. CONTRACTOR SHALL FURNISH ALL LABOR, MATERIALS, EQUIPMENT, AND SERVICES NECESSARY TO PROVIDE ALL WORK. WORK TO BE COMPLETE IN PLACE AS SPECIFIED.

9. CONTRACTOR IS RESPONSIBLE FOR SETTING GRADES ON ALL HARD AND SOFT SURFACES. CONTRACTOR SHALL BE RESPONSIBLE FOR POSITIVE DRAINAGE FROM HARD SURFACES FOR THIS PROJECT.

10. ALL MATERIALS SHALL BE OF STANDARD, APPROVED AND FIRST GRADE QUALITY AND SHALL BE IN PRIME CONDITION WHEN INSTALLED AND ACCEPTED. ANY COMMERCIALLY PROCESSED OR PACKAGED MATERIAL SHALL BE DELIVERED TO THE SITE IN THE ORIGINAL UNOPENED PACKAGING BEARING THE MANUFACTURER'S GUARANTEED ANALYSIS.

11. THE CONTRACTOR AGREES TO HOLD THE CITY AND THE A/E HARMLESS FROM ANY CLAIMS ARISING OUT OF HIS OPERATIONS OR THE OPERATIONS OF ANY OF HIS SUBCONTRACTORS, MATERIALS SUPPLIERS, OR AGENTS.

12. THE CONTRACT DRAWINGS DO NOT INDICATE METHODS, PROCEDURES, OR SEQUENCE OF CONSTRUCTION. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO MAINTAIN THE INTEGRITY OF STRUCTURES DURING CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN, CONSTRUCTION, AND MAINTENANCE OF ALL SAFETY DEVICES, INCLUDING SHORING AND BRACING.

13. ALL LOCAL, MUNICIPAL, AND STATE LAWS, RULES AND REGULATIONS GOVERNING OR RELATING TO ANY PORTION OF THIS WORK ARE HEREBY INCORPORATED INTO AND MADE A PART OF THE PROJECT SPECIFICATIONS AND THEIR PROVISIONS SHALL BE CARRIED OUT BY THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR THE ENFORCEMENT OF FEDERAL AND MUNICIPAL OCCUPATIONAL SAFETY AND HEALTH REGULATIONS AND REQUIREMENTS.

PLANTING NOTES

1. ALL LANDSCAPE WORK SHOWN ON THESE PLANS SHALL BE PERFORMED BY A SINGLE CONTRACTOR SPECIALIZING IN LANDSCAPE PLANTING.

2. PROVIDE MATCHING SIZES AND FORMS FOR EACH SPECIES OF TREE INSTALLED ON GRID OR SPACED EQUALLY IN ROWS AS SHOWN ON DRAWINGS. ALIGN TREES ACROSS WALKS. ADJUST SPACING AS NECESSARY, SUBJECT TO REVIEW BY THE LANDSCAPE ARCHITECT.

3. PROVIDE MATCHING SIZES AND FORMS FOR ALL HEDGE PLANTINGS. SPACE EQUALLY (ON GRID OR TRIANGULAR) AS SHOWN.

4. ALL TREES PLANTED WITHIN THREE (3) FEET ANY PAVED SURFACE OR STRUCTURE SHALL HAVE ROOT CONTROL BARRIERS INSTALLED AT THE TIME OF PLANTING. REFER TO PLANTING DETAILS AND SPECIFICATIONS FOR TYPE AND INSTALLATION REQUIREMENTS.

5. FORM 30 INCH WATERING BASIN AROUND ALL TREES NOT INSTALLED IN LAWN OR PAVED AREAS. FILL BASIN WITH (2 INCH LAYER OF WOOD CHIPS) (1-1/2 INCH LAYER OF FIR BARK). DO NOT PLANT SHRUBS OR GROUNDCOVER IN WATERING BASIN.

6. LOCATION OF ALL TREES SHALL BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO FINAL INSTALLATION.

7. EXACT PLACEMENT OF HEADERS WILL BE REVIEWED BY LANDSCAPE ARCHITECT PRIOR TO FINAL INSTALLATION.

8. NURSERY STAKES ARE TO BE REMOVED AFTER PLANTING TREES AND STAKING OR GUYING AS SHOWN ON THE PLANS.

9. CONTRACTOR SHALL BE RESPONSIBLE FOR PRUNING TREES AS DIRECTED BY THE LANDSCAPE ARCHITECT. NO PRUNING IS TO BE DONE UNLESS DIRECTED.

10. ALL PLANTING AREAS (EXCEPT TURF AND SLOPES GREATER THAN 2:1) SHALL HAVE A 3" LAYER OF SPECIFIED MULCH.

11. ALL SLOPES GREATER THAN 2:1 ARE TO BE STABILIZED WITH JUTE MESH PRIOR TO PLANTING. DO NOT INSTALL JUTE MESH ON SEEDED SLOPES PER SPECIFICATIONS.

EXHIBIT "A"
Page No. 18 of 23
Case No. DIR-2018-4135-TOC-SPR

These documents have been REVISED
Date 6/3/2019

GRANDVIEW APARTMENTS

714 S. GRAND VIEW STREET
LOS ANGELES, CA 90057

abode communities
1149 S. Hill Street Suite 700
Los Angeles, CA 90013
tel. 213.629.2702
fax 213.627.6407

EDGE Design Group
9415 Culver Boulevard
Suite 194
Culver City, CA 90232
213 596 8266
www.edgelandstudio.com

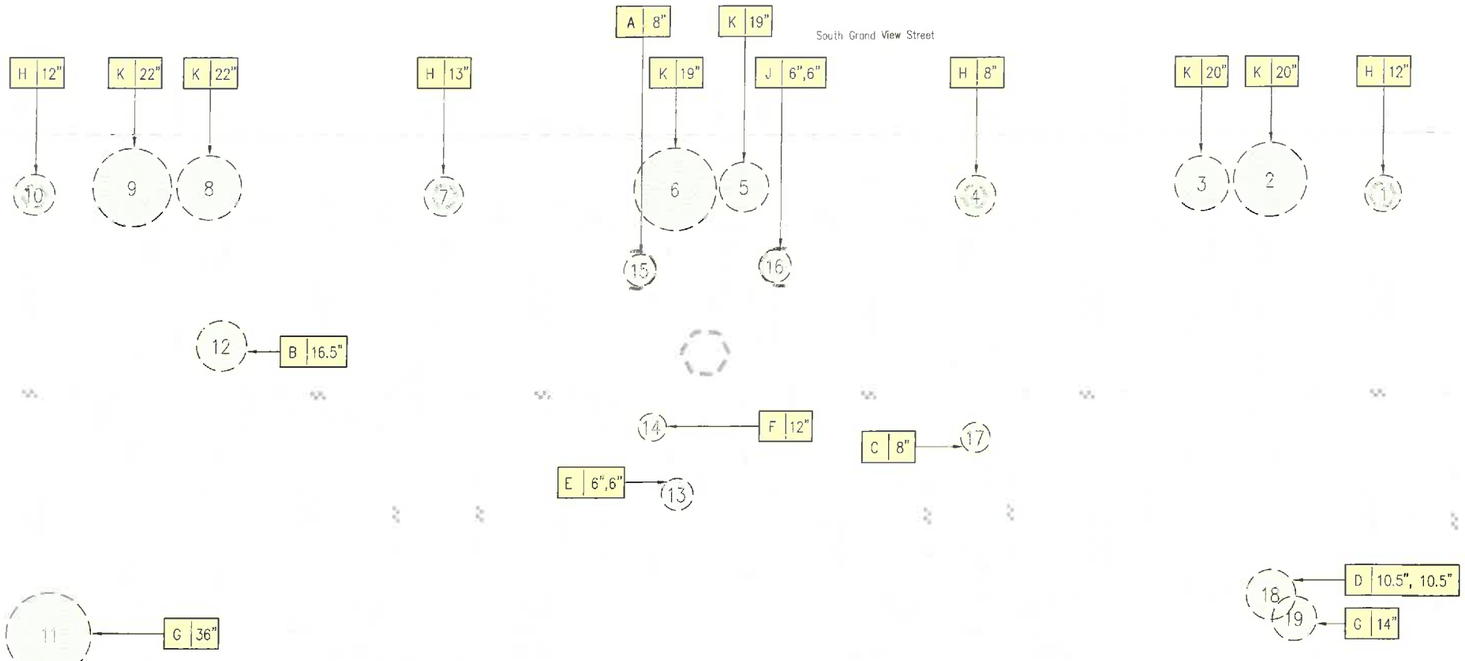
LICENSED LANDSCAPE ARCHITECT
KEVIN SLAWSON 6118
January 31, 2017
STATE OF CALIFORNIA

ISSUE	DATE	REV
ENTITLEMENT SET	04.30.18	
ENTITLEMENT SET	08.16.18	
ENTITLEMENT SET	02.04.19	
ENTITLEMENT SET	04.04.19	
ENTITLEMENT SET	[illegible]	
ENTITLEMENT SET	05.28.19	

SHEET TITLE

GENERAL NOTES AND PLANTING LEGEND

L-1.00



EXISTING TREE LEGEND

A. Callistemon viminalis
B. Carya illinoinensis
C. Citrus spp.
D. Ficus lyrata
E. Prunus persica
F. Malus Pumila
G. Schefflera spp.
H. Syagrus romanzoffiana
J. Syzygium malaccense
K. Ulmus parvifolia

A | 12"
Trunk Diameter (DBH)
Tree Type (See Existing Tree Legend)
Tree Number
18

Total trees to be removed: 19
(None are protected tree species)

EXHIBIT "A"
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Case No. DIR-2018-4135-TOC-SPR

These documents have been REVISED
Date 6/3/2019

GRANDVIEW APARTMENTS

714 S. GRAND VIEW STREET
LOS ANGELES, CA 90057

abode communities
1149 S. Hill Street, Suite 700
Los Angeles, CA 90015
tel. 213.629.2702
fax. 213.627.6407

EDGE Design Group
9415 Culver Boulevard
Suite 154
Culver City, CA 90232
310.596.9266
www.edgelandstudio.com

LICENSED LANDSCAPE ARCHITECT KEVIN SLAWSON #5178 January 31, 2017 STATE OF CALIFORNIA

ISSUE :	DATE :	REV :
ENTITLEMENT SET	04.30.18	
ENTITLEMENT SET	08.16.18	
ENTITLEMENT SET	10.04.19	
ENTITLEMENT SET	04.04.19	
ENTITLEMENT SET	05.13.19	
ENTITLEMENT SET	05.28.19	

SHEET TITLE

TREE REMOVAL PLAN

DATE 04.30.18 | SCALE 1"=10"

L-1.00A

Grandview Open Space Calculations	
Area	SF
Courtyard 1	
Common Open Space	1,145
Landscaped Area	1,230
Courtyard 1 Open Space Total	**2,375**
Courtyard 2	
Common Open Space	670
Landscaped Area	350
Courtyard 2 Total Open Space	**1,020**
Roof Deck Area 1	
Common Open Space	710
Landscaped Area	410
Roof Deck 1 Total Open Space	**1,120**
Roof Deck Area 2	
Common Open Space	2,740
Landscaped Area	1,850
Roof Deck 1 Total Open Space	**4,590**
Private Open Space	**N/A**
Indoor Common Open Space (Recreation)	**N/A**
Total Open Space Required	9,094
Total Open Space Provided	**9,105**

1. PROPOSED STREET TREE
2. CONCRETE SIDEWALK
3. UNDERSTORY PARKWAY PLANTING
4. PERIMETER BUFFER LANDSCAPE
5. PERIMETER SECURITY FENCE
6. ENTRY STAIRCASE
7. CONCRETE UNIT PAVERS
8. LOUNGE SEATING
9. EVENT PLAZA
10. PLAYGROUND EQUIPMENT
11. RUBBERIZED PLAYGROUND SURFACE
12. RAISED PLANTER WALL
13. ELECTRICAL UTILITY PAD
14. SHORT TERM BICYCLE PARKING

These documents have been
REVISED
Date 6/3/2019

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Case No. DIR-2018-4435-TDC-SPR

GRANDVIEW APARTMENTS

714 S. GRAND VIEW STREET
LOS ANGELES, CA 90057

abode communities
1149 S. Hill Street Suite 700
Los Angeles, CA 90015
tel 213.629.2702
fax 213.627.6407

EDGE Design Group
9415 Culver Boulevard
Suite 394
Culver City CA 90232
310 536 8266
www.edgelandstudio.com

LICENSED LANDSCAPE ARCHITECT
KEVIN SLAWSON
No. 6064
January 31, 2012
STATE OF CALIFORNIA

ISSUE	DATE	REV
ENTITLEMENT SET	04.30.18	
ENTITLEMENT SET	08.16.18	
ENTITLEMENT SET	10.04.19	
ENTITLEMENT SET RESUBMITTAL SET	04.04.19 05.15.19	
ENTITLEMENT SET	05.28.19	

SHEET TITLE
STREET LEVEL LANDSCAPE PLAN

DATE 04.30.18 SCALE 1"=10

SHEET NUMBER
L-1.01

CRAPE MYRTLE
LAGERSTROEMIA INDICA

TIPU TREE
TIPUANA TIPU

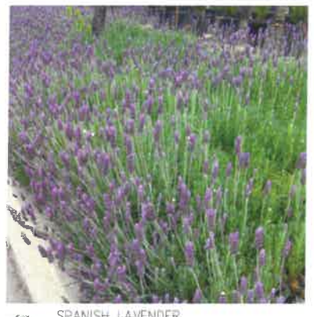
KANGAROO PAW
ANIGOZANTHOS SPP.

CAST-IRON PLANT
ASPIDISTRA ELATIOR

LITTLE JOHN BOTTLEBRUSH
CALLISTEMON VIMINALIS 'LITTLE JOHN'

NATAL PLUM
CARISSA MACROCARPA 'TUTTLE'

CLIVIA
CLIVIA MINIATA



SPANISH LAVENDER
LAVANDULA STOECHAS 'OTTO QUAST'

PURPLE PIXIE LOROPETALUM
LOROPETALUM CHINENSE 'PURPLE PIXIE'

WINTERBOURN PHILODENDRON
PHILODENDRON 'XANADU'

LANTANA
LANTANA SPP.

SPINEY HEADED MAT RUSH
LOMANDRA LONGIFOLIA 'BREEZE'

TARSED FLAX LILY
DIANELLA TASMINICA 'TR20'

LILY TURF
LIRIOPE MUSCARI

GRANDVIEW APARTMENTS

714 S. GRAND VIEW STREET
LOS ANGELES, CA 90057

abode communities

1149 S. Hill Street, Suite 700
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tel: 213.629.2702
fax: 213.627.0407

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9415 Culver Boulevard
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Culver City, CA 90232
310.559.8266
www.edgedesigngroup.com

LICENSED LANDSCAPE ARCHITECT
KEITH CLAWSON WILLIS
January 31, 2017
STATE OF CALIFORNIA

ISSUE	DATE	REV
ENTITLEMENT SET	04.30.18	
ENTITLEMENT SET	08.16.18	
ENTITLEMENT SET	02.04.19	
ENTITLEMENT SET	04.04.19	
ENTITLEMENT SET	05.15.19	
ENTITLEMENT SET	05.29.19	

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SHEET TITLE

STREET LEVEL PLANT IMAGES

These documents have been REVISED
Date: 6/3/2019

04.30.18

SHEET NUMBER

L-1.02

Grandview Open Space Calculations	
Area	SF
Courtyard 1	
Common Open Space	1,145
Landscaped Area	1,230
Courtyard 1 Open Space Total	**2,375**
Courtyard 2	
Common Open Space	670
Landscaped Area	350
Courtyard 2 Total Open Space	**1,020**
Roof Deck Area 1	
Common Open Space	710
Landscaped Area	410
Roof Deck 1 Total Open Space	**1,120**
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Common Open Space	2,740
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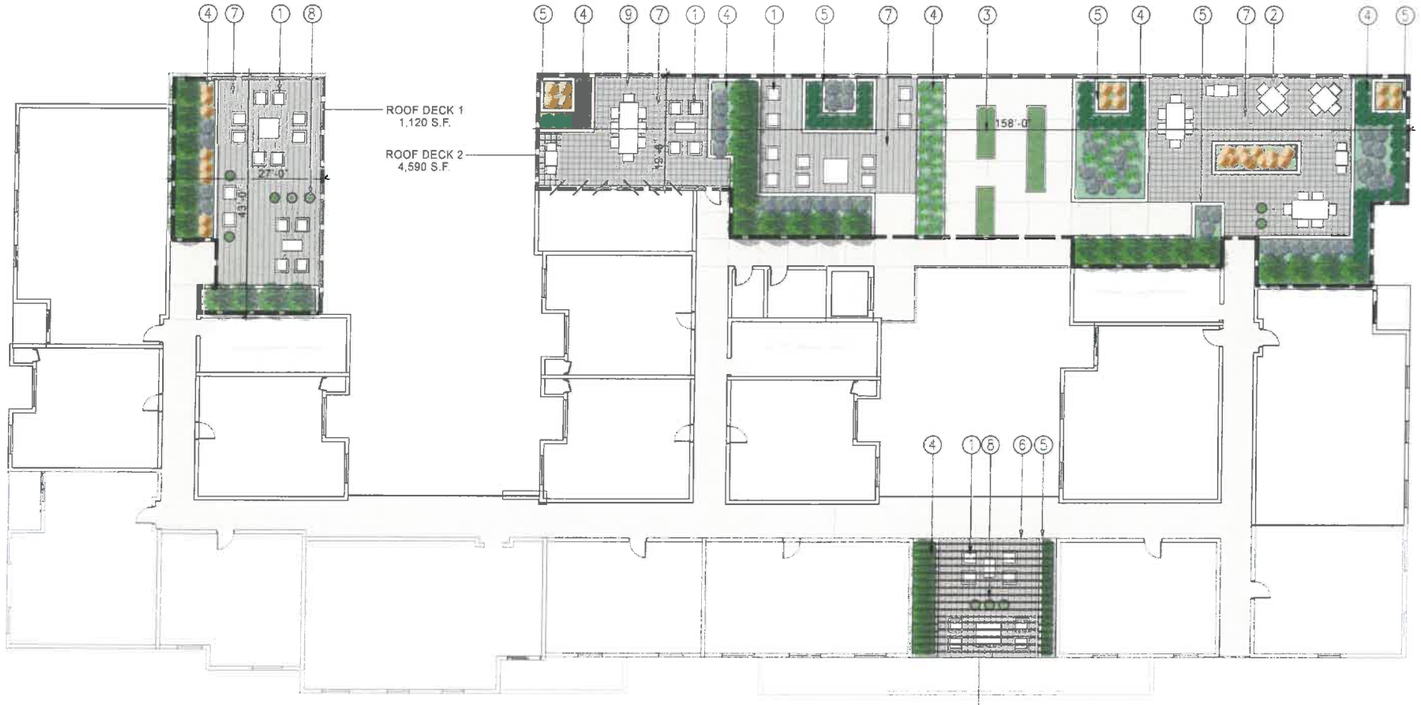
Roof Deck 1 Total Open Space	**4,590**
Private Open Space	**N/A**
Indoor Common Open Space (Recreation)	**N/A**
Total Open Space Required	9,094
Total Open Space Provided	**9,105**



1. LOUNGE SEATING
2. GARDEN DINING ROOM
3. COMMUNITY GARDENS
4. GARDEN PLANTING
5. RAISED PLANTER WALL
6. SHADE TRELLIS
7. INTEGRAL COLOR PAVERS
8. PLANTER
9. RESIDENT DINING ROOM

GRANDVIEW APARTMENTS

714 S. GRAND VIEW STREET
LOS ANGELES, CA 90057

abode communities
1149 S. 16th Street, Suite 700
Los Angeles, CA 90015
tel 213.629.2702
fax 213.627.6407

EDGE Design Group
9645 Culver Boulevard
Suite 196
Culver City, CA 90232
213.596.9266
www.edgedesignstudio.com

LICENSED LANDSCAPE ARCHITECT
KEVIN CLAWSON #5178
January 31, 2019
STATE OF CALIFORNIA

ISSUE	DATE	REV
ENTITLEMENT SET	04.30.18	
ENTITLEMENT SET	08.16.18	
ENTITLEMENT SET	02.04.19	
ENTITLEMENT SET	04.04.19	
ENTITLEMENT SET	05.15.19	
ENTITLEMENT SET	05.28.19	

EXHIBIT "A"
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Case No. DIR-2018-4135-TOC-SPR

These documents have been
REVISED
Date 6/3/2019

FIFTH LEVEL LANDSCAPE PLAN

04.30.16

L-1.03

YEW MACROPHYLLUS
PODOCARPUS MACROPHYLLUS

LITTLE JOHN BOTTLEBRUSH
CALLISTEMON VIMINALIS 'LITTLE JOHN'

SPANISH LAVENDER
LAVANDULA STOECHAS 'OTTO QUAST'

PURPLE PIXIE LOROPETALUM
LOROPETALUM CHINENSE 'PURPLE PIXIE'

DWARF YEDDA HAWTHORN
RHAPHIOLEPIS UMBELLATA 'MINOR'

LITTLE REV FLAX LILY
DIANELLA REVOLUTA 'LITTLE REV'

LILY TURF
LIRIOPE MUSCARI

GRANDVIEW APARTMENTS

714 S. GRAND VIEW STREET
LOS ANGELES, CA 90057

abode communities

1149 S. Hill Street Suite 200
Los Angeles, CA 90015
ph: 213.629.2702
fax: 213.627.6407

EDGE Design Group
9645 Culver Boulevard
Suite 194
Culver City, CA 90232
310.596.8264
www.edgelandstudio.com

LICENSED LANDSCAPE ARCHITECT
KEVIN CLAWSON #6178
Renewal Date
January 31, 2017
STATE OF CALIFORNIA

ISSUE	DATE	REV
ENTITLEMENT SET	04.30.18	
ENTITLEMENT SET	08.14.18	
ENTITLEMENT SET	02.04.19	
ENTITLEMENT SET	04.04.19	
ENTITLEMENT SET	05.15.19	
ENTITLEMENT SET	05.28.19	

SHEET TITLE

FIFTH LEVEL PLANT IMAGES

DATE

SHEET NUMBER

L-1.04

EXHIBIT "A"
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Case No. DIR-2018-4135-TOC-SPR

These documents have been
REVISED
Date 6/3/2019

EXHIBIT D

DIR-2018-4135-TOC-SPR-1A

Radius, Vicinity and ZIMAS Maps

SITE PLAN REVIEW
TRANSIT ORIENTED COMMUNITIES

LEGAL: LOT 7-12, DODD AND O'GARA'S RE SUBDN., M.R. 59-23.

C.D. 1
C.T. 2094.01
P.A. WESTLAKE

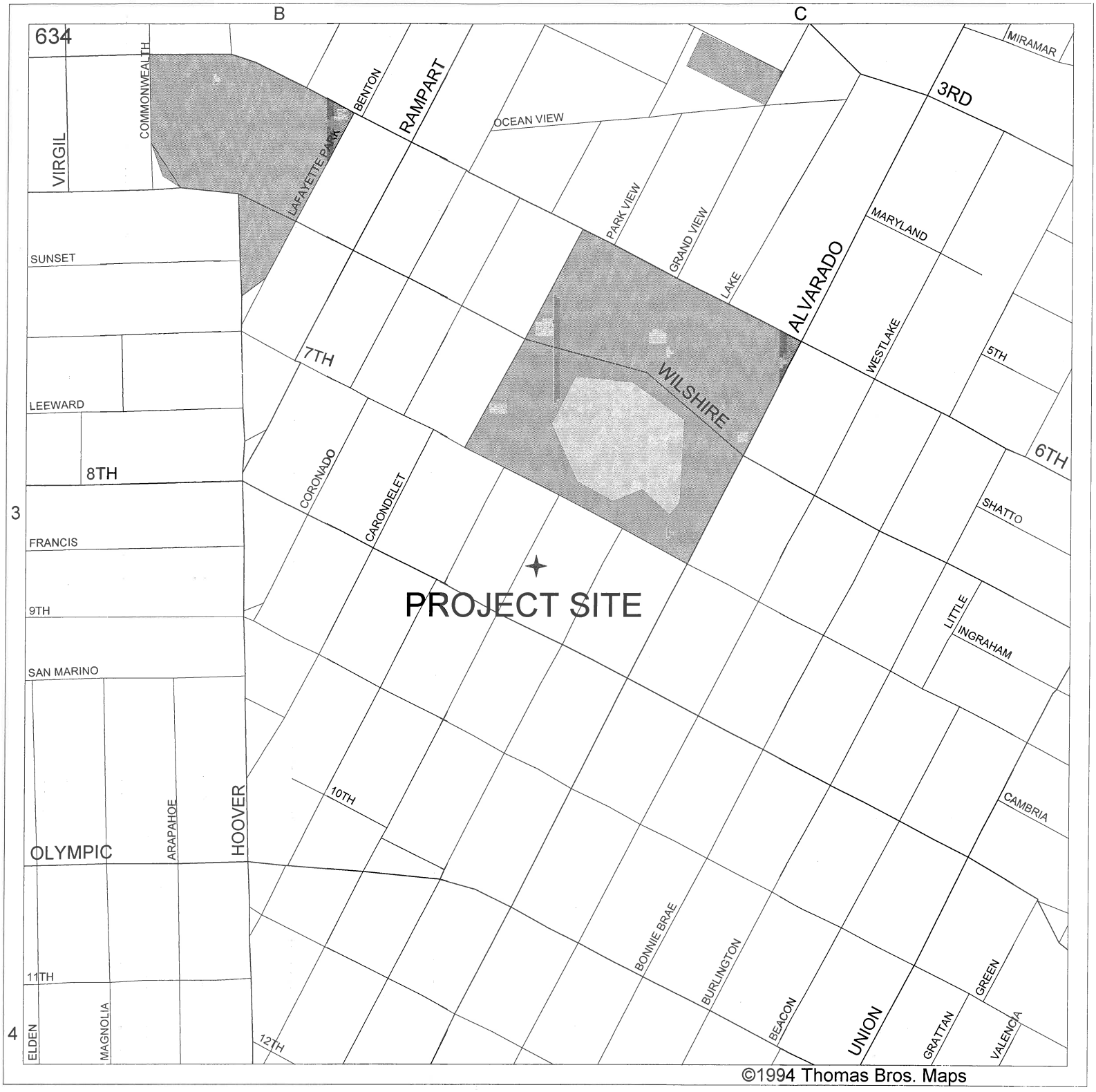
GC MAPPING SERVICE, INC.
3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1080 FAX (626) 441-8850

SITE: 714-760 S. GRAND VIEW ST.

0.87 NET AC.

CASE NO.
DATE: 07-16-2019
SCALE: 1" = 100'
USES FIELD
D.M. 132 A 203, 133.5 A 203

T.B. PAGE: 634 GRID: B-3



VICINITY MAP

SITE : 714-760 S. GRAND VIEW STREET

GC MAPPING SERVICE, INC.

3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1080, FAX (626) 441-8850
GCMAPPING@RADIUSMAPS.COM

ZIMAS INTRANET

Generalized Zoning

08/26/2019

City of Los Angeles
Department of City Planning

Address: 714 S GRAND VIEW ST

Tract: DODD AND O'GARA'S RESUBDIVISION OF BLK "B" OF THE LAKE SHORE TRACT

Zoning: R4-2

APN: 5141017004

Block: None

General Plan: Community Commercial

PIN #: 132A203 70

Lot: FR 7

Arb: None

N
W
E
S

SITE PHOTO EXHIBIT
Applicant: Grandview Apartments, L.P.
Site Address: 714-760 S. Grand View St.

Aerial view of Project Site

EXHIBIT E
DIR-2018-4135-TOC-SPR-1A
Site Photos

1. Subject Site, facing northeast on Grand View St.

2. Subject Site, facing southeast on Grand View St.

3. Neighboring commercial building facing southeast on Grand View St. and 7th St.

4. Neighboring school and church, facing southwest on Grand View St.

5. Condition of Grand View St., facing north towards 7th St.

6. Condition of abutting sidewalk, facing north on Grand View St.

7. View of southern alley and neighboring vacant lot, facing east on Grand View St.

8. View of Subject Site and eastern alley, facing northwest on eastern alley.

9. View of neighboring properties, facing northeast from the eastern alley.

10. View of northern abutting alley, facing east on Grand View St.

COUNTY CLERK'S USE

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

EXHIBIT F
DIR-2018-4135-TOC-SPR-1A
Environmental Clearance

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

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

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS
DIR-2018-4135-TOC-SPR/Transit Oriented Communities (TOC) Affordable Housing Incentive Program and Site Plan Review

LEAD CITY AGENCY	CASE NUMBER
City of Los Angeles (Department of City Planning)	ENV-2018-4136-CE
PROJECT TITLE Grandview Apartments	COUNCIL DISTRICT 1

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) ☒ Map attached.
714, 716, 718, 720, 722, 724, 728, 730, 734, 734 ½, 736, 736 ½, 738, 738 ½, 740, 740 ½, 742, 744, 746, 748, 750, 750 ½, 752, 752 ½, 754, 756, 758, 760 S. Grand View Street

PROJECT DESCRIPTION: ☒ Additional page(s) attached.
Demolition of 18 duplexes and construction of a six-story multi-family residential development containing 100 dwelling units, 100 percent of which will be affordable to Extremely Low Income and Low Income Households, excluding a manager's unit. The project includes removal of 19 non-protected trees located on-site.

NAME OF APPLICANT / OWNER:
Grandview Apartments, L.P.

CONTACT PERSON (If different from Applicant/Owner above)	(AREA CODE) TELEPHONE NUMBER | EXT.
Jim Ries	(310) 838-2400 x 101

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

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

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

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE	STAFF TITLE
Nuri Cho Nuri Cho	City Planning Associate

ENTITLEMENTS APPROVED
TOC Affordable Housing Incentives Program and Site Plan Review

FEE:	RECEIPT NO.	REC'D. BY (DCP DSC STAFF NAME)
$5,774.00	0104916484	Edber Macedo

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

JUSTIFICATION FOR CATEGORICAL EXEMPTION
CASE NO. ENV-2018-4136-CE

Grand View Apartments Projects

The Department of City Planning determined that the proposed project is exempt from CEQA pursuant to State CEQA Guidelines, Article 19, Section 15332, Class 32 and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to State CEQA Statute and Guidelines, Section 15300.2 applies.

Project Location: 714, 716, 718, 720, 722, 724, 728, 730, 734, 734 ½, 736, 736 ½, 738, 738 ½, 740, 740 ½, 742, 744, 746, 748, 750, 750 ½, 752, 752 ½, 754, 756, 758, 760 S. Grand View Street

Community Plan Area: Westlake

Council District: 1 – Cedillo

Project Description: The proposed project is for the demolition of 18 duplexes, and the construction, use and maintenance of a six-story, multi-family residential building containing 100 dwelling units, including a market-rate manager's unit, 25 units restricted to Extremely Low Income Households and 74 units restricted to Low Income Households. The proposed building will have a maximum height of 85 feet, as measured from grade to roof structures, and contain a total of 120,000 square feet of floor area, including 60,000 square feet of floor area on the R4-1-zoned properties and 60,000 square feet of floor area on the R4-2-zoned properties with a maximum floor area ratio (FAR) of 3.97:1 and 3.98:1, respectively. The project will provide 25 non-required automobile parking spaces and 75 long-term bicycle parking stalls in the semi-subterranean parking garage, and seven (7) short-term bicycle parking stalls at the center of the site within the front yard, adjacent to the sidewalk. The project will provide a total of 9,105 square feet of open space within two (2) courtyards and two (2) roof decks, and 19 trees on-site.

Applicant:	**Prepared by:**	**Prepared for:**
Grandview Apartments, L.P. 1149 South Hill Street, #7800 Los Angeles, CA 90015	Parker Environmental Consultants 23822 Valencia Blvd., Suite 301 Valencia, CA 9135	City of Los Angeles Department of City Planning

May 17, 2019

City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 621
Los Angeles, CA 90012

Re: Rationale Supporting a Class 32 Categorical Exemption for the Grand View Apartments Project, located at 714-760 South Grand View Street.

The following information is being submitted in support of the determination that the proposed 100-unit multi-family affordable residential development, exclusive of one market rate manager's unit, located at 714-760 S. Grand View Street, Los Angeles, CA 90057, qualifies for a Categorical Exemption as a Class 32 Infill Development Project under the California Environmental Quality Act (CEQA) (P.R.C. 21000-21189.2), and the State CEQA Guidelines (C.C.R. Title 14, Division 6, Chapter 3, 15000-15387).

As presented in the enclosed materials, the Proposed Project meets all of the criteria necessary to qualify for a CEQA Exemption as a Class 32 (Infill Development Project) pursuant to CEQA Guideline Section 15332 and no significant environmental impacts would result from any unusual circumstances. Therefore, no further environmental analysis is warranted. Should you have any questions pertaining to the information presented above, please do not hesitate to contact me.

Sincerely,

PARKER ENVIRONMENTAL CONSULTANTS

Shane Parker, President

cc: Lara Regus, Senior Vice President, Development, Grandview Apartments, L.P.

23822 Valencia Boulevard, Suite 301
Valencia, CA 91355
(661) 257-2282 (tel)
www.parkerenvironmental.com

Attachments:

(1) Figures of the Project Site
Figure 1, Project Location Map
Figure 2, Zoning and General Plan Land Use Designations
Figure 3, Aerial Photograph of the Project Site and Surrounding Land Uses
Figure 4, Photographs of the Project Site
Figure 5, Photographs of the Surrounding Land Uses
Figure 6, Stormwater Information Map
Figure 7, Sewer Information Map
Figure 8, DTSC EnviroStor Map

(2) Historic Resources Assessment, 714-760 South Grand View Street, City of Los Angeles, Los Angeles County California, July 2019.

(3) (a) Los Angeles Department of Transportation Referral Form, approved August 7, 2018.
(b) Related Projects List, December 12, 2018

(4) Noise and Vibration Calculation Worksheets

(5) Air Quality and Greenhouse Gas Emissions Worksheets

(6) U.S. Fish & Wildlife Service, Information for Planning and Consultation (IPaC) Resource List, September 14, 2018.

(7) The Tree Resource, Tree Report, 714 South Grand View Street, Los Angeles, California 90057, October 25, 2016.

SUPPORTING ANALYSIS FOR A CLASS 32 EXEMPTION

Understanding of the Proposed Project

Project Location

The Project Site is located at 714-760 S. Grand View Street, Los Angeles, California 90057. The Project Site encompasses six parcels and includes approximately 38,236 square feet of gross lot area (0.88 acres). The Project Site presently consists of 18 multi-family residential duplexes (36 units total). The Project Site is bound by a mix of residential, commercial, institutional uses, vacant lots, and surface parking lots.

Primary regional access to the Project Site is provided by the Hollywood Freeway (US-101), the Harbor Freeway (SR-110), and the Santa Monica Freeway (I-10). The Hollywood Freeway (US-101) runs in a generally northwest-to-southeast direction approximately 2.1 miles to the north of the Project Site. The Harbor Freeway (SR-110) generally runs in a north-south direction approximately 1.1 miles to the east of the Project Site. The Santa Monica Freeway (I-10) runs in an east-west direction approximately 2 miles south of the Project Site.

Existing Zoning and Land Use Designation

The Project Site is situated within the Westlake Community Plan ("Community Plan") Area of the City of Los Angeles. The Los Angeles Municipal Code (LAMC) defines the zoning across the Project Site as R4-1 and R4-2, with General Plan land use designations of "Highway Oriented Commercial" and "Community Commercial," respectively (See Figure 2, Zoning and General Plan Designations *attached*). The three northernmost parcels are zoned R4-2, and the three southernmost parcels are zoned R4-1. The R4-1 and R4-2 zoning designations are identified as Multiple Dwelling Zones, thus permitting multi-family residential uses. The three northern parcels are located in Height District 2, which has unlimited height restrictions on development, but is limited by floor area ratio (FAR) of 6:1 FAR. The three southern parcels are located in Height District 1, which has unlimited height on development, but is limited by a FAR of 3:1 FAR.

The Project Site is also located within the Westlake Recovery Redevelopment Project area, is designated as a Transit Priority Area in the City of Los Angeles (ZI-2452), and is within the boundaries of the Los Angeles State Enterprise Zone (ZI-2374). The Project Site is also located in the Tier 3 designation in the Transit-Oriented Communities Incentive Area.

Existing Conditions

The Project Site is occupied with 18 multi-family residential duplex buildings. There are 30 residential

parking stalls located on the eastern boundary of the Project Site, along an alleyway. There are two ingress/egress vehicle driveways to the Project Site along Grand View Street, which provide access to the parking spaces located behind the existing buildings, east of the Project Site. The Project Site is bounded by alleyways to the north, east, and south. Additionally, there are 19 non-protected trees located on the Project Site (*see Tree Report, Attachment 7 of this Categorical Exemption*). All 19 on-site trees would be removed as part of the Proposed Project (See Figure 3, Aerial Photograph of the Project Site and Figure 4, Photographs of the Project Site *attached*).

Proposed Project

Grandview Apartments, L.P. (the "Applicant") proposes the demolition of 18 multi-family residential buildings (36 units total), and the construction and development of a six-story affordable housing residential building with 100 dwelling units ("Proposed Project"). The Proposed Project's 100 dwelling units would include 53 one-bedroom units, 28 two-bedroom units, and 19 three-bedroom units. The Proposed Project would provide 9,105 square feet of open space located within the two outdoor roof deck terraces, and two ground floor courtyards. A total of 25 nonrequired residential parking spaces are proposed. The Proposed Project would provide a total floor area of 120,000 square feet resulting in a floor area ratio (FAR) of 3.97:1.

Entitlement Requests

The Project Site is located in a Tier 3 area of the Transit-Oriented Communities Affordable Housing Incentive Area. The Proposed Project would adhere to the City's Transit-Oriented Community Affordable Housing Incentive Program Guidelines ("TOC Guidelines"), effective September 22, 2017 and revised February 26, 2018. Since the Proposed Project would consist of 100% On-Site Restricted Affordable units, exclusive of one market rate manager's unit, it is eligible for one increase in Tier, which would allow for Tier 4 level incentives[1].

The Applicant is seeking approval of the following entitlements and TOC incentives consistent with the Tier 3 designation:

1. Pursuant to the Los Angeles Municipal Code ("LAMC") Section 16.05, a Site Plan Review for a Project that will result in an increase of more than 50 dwelling units.

2. Pursuant to LAMC Section 12.22.A.31, a Tier 3 Designated Transit-Oriented Communities Housing Development

[1] Despite the option to use Tier 4 level incentives, the Applicant is seeking Tier 3 level base and additional incentives.

- Base Incentives, Section VI of the TOC Guidelines:
  - Section VI.1.b.iii: Up to a 50% increase in floor area to permit 3.97 FAR in the R4-1 portion of the site.
  - Section VI.2.a.i.2: No required parking for a 100% affordable housing project (exclusive of one market rate manager's unit).
  - Sections VI.2.b, d, and f: Automobile Parking Requirements
    - Parking required shall be rounded up to the next whole number if the number required is other than a whole number.
    - The bicycle parking requirements in LAMC 12.21 A.16 apply.
    - Parking reductions offered for 100% affordable housing projects shall always be consistent or greater than those in California Government Code Section 65915(p).
- Additional Incentives, Section VII of the TOC Guidelines:
  - Section VII.1.a.ii.1 and 2: A front yard and rear yard setback reduction.
    - A front yard of 7 feet in lieu of the Code required 15 feet.
    - A rear yard of 14.4 feet in lieu of the Code required 18 feet.
  - Section VII.1.b.ii: A 25% decrease in required open space.
  - Section VII.1.b.ii: A 25% decrease in required trees.

Surrounding Conditions

The surrounding neighborhood is characterized by a mix of commercial, institutional uses, vacant lots, and surface parking lots (See Figure 3, Aerial Photograph of the Project Site and Figure 5, Photographs of Surrounding Land Uses *attached*).

North: The Project Site is immediately bordered by a public alley to the north. Commercial properties are north of the alley, including restaurants, an art gallery, and medical centers. These properties are currently zoned C2-2 with General Plan use designations of Community Commercial. Further north, past the commercial buildings is MacArthur Park.

South: The Project Site is immediately bordered by a public alley to the south. The property south of the alley is a surface level parking lot, which appears to be fenced off and closed to the public.

East: The Project Site is immediately bordered by a public alley to the east. The property to the east of the alley is a private surface parking lot designated for use by visitors of the surrounding commercial buildings. This property is zoned R4-1 and R4-2 with a General Plan land use designation of Highway Oriented

Commercial and Community Commercial, similar to the Project Site. Also to the east of the Project Site, south of the surface parking lot, is a multi-family residential building and surface parking lot. This property is zoned R4-1, with a General Plan land use designation of Highway Oriented Commercial.

West: South Grand View Street borders the Project Site directly to the west. Further west, across Grand View Street, is MacArthur Park Elementary School. This property is zoned C2-2 and R4-2 with a General Plan land use designation of Community Commercial, and is also zoned C2-1 with a General Plan land use designation of Highway Oriented Commercial. South of the MacArthur Park Elementary School is a building occupied by the LA New Times Western School and Los Angeles Onnuri Church, along with their private surface parking lot and recreational play area. This property is zoned R4-1 and C2-1 with a General Plan land use designation of Highway Oriented Commercial.

Evaluation of Class 32 Criteria

The State CEQA Guidelines (Sections 15300 to 15332) include a list of classes of projects, which have been determined to not have a significant effect on the environment. If a project falls within one of these classes, the project is categorially exempt from the provisions of CEQA, and no further environmental review is required. The Class 32 "Infill" Categorical Exemption (CEQA Guideline Section 15332), hereafter referred to as the Class 32 Exemption, exempts infill development within urbanized areas for projects that meet certain criteria. The class consists of environmentally benign projects that are located on infill lots, are adequately supported by existing public services and infrastructure, and are consistent with the local General Plan and zoning requirements, and do not result in any significant traffic, noise, air quality, or water quality impacts. This class of exemption may apply to residential, commercial, industrial, and/or mixed-use projects. As supported by the information presented herein, the Proposed Project falls under the Class 32 Exemption.

Exceptions to Categorical Exemptions

In addition to the above qualifying criteria, there are exceptions to the exemptions depending on the nature or location of a project, or unusual circumstances that create the reasonable possibility of significant effects. As provided in CEQA Section 15300.2, for a proposed project to qualify for an exemption to CEQA, the project must be able to demonstrate that it does not fall under the following exceptions:

1. The project and successive projects of the same type in the same place will result in cumulative impacts;
2. There are unusual circumstances creating the reasonable possibility of significant effects;
3. The project may result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within an officially designated scenic highway;

4. The project is located on a site that the Department of Toxic Substances Control and the Secretary of the Environmental Protection have identified, pursuant to Government code section 65962.5, as being affected by hazardous wastes or clean-up problems; or
5. The project may cause a substantial adverse change in the significance of an historical resource.

Cumulative Impacts

As presented in the analysis below, the Proposed Project would not result in any significant traffic, noise, air quality, or water quality impacts. The Project is consistent with the use type and density of projects that are permitted by right and otherwise anticipated by the zoning code and General Plan, and when viewed in conjunction with other proposed, approved, or reasonably anticipated projects, would not generate impacts that are cumulatively considerable. Thus, the potential for the Proposed Project to result in cumulative impacts is less than significant.

Unusual Circumstances

As noted in the analyses presented herein, the Proposed Project would be consistent with the designated zoning and adhere to all requirements of the LAMC and the TOC Guidelines. As such, there are no unusual circumstances that exist in connection with the Proposed Project or surrounding environmental conditions that have the potential to result in a significant environmental impact upon the environment.

Scenic Resources

The Project Site is not bordered by or within the viewshed of any designated scenic highway as identified in the Mobility Element of the City of Los Angeles General Plan. Neither Grand View Street, 7th Street, nor 8th Street are designated as a scenic highway. Further, there are no protected trees or unique geologic features on-site. The Proposed Project would not damage any scenic resources within an officially designated scenic highway.

Hazardous Materials

Pursuant to Government Code Section 65962.5, the Department of Toxic Substances Control (DTSC) shall compile and update as appropriate, at least annually, a list of all hazardous waste facilities subject to corrective action (pursuant to Section 25187.5 of the Health and Safety Code), all land designated as hazardous waste property or border zone property (pursuant to Section 25220 of the Health and Safety Code), all information received by the DTSC on hazardous waste disposals on public land (pursuant to Section 25242 of the Health and Safety Code), and all site listed pursuant to Section 25356 of the Health and Safety Code. Based on the DTSC EnviroStor Database, the Project Site is not listed for cleanup,

permitting, or investigation of any hazardous waste contamination (*see Figure 8 of Attachment 1 to this Categorical Exemption*). Therefore, the Project Site is not located on a site that the DTSC and the Secretary of the EPA have identified, pursuant to Government code section 65962.5, as being affected by hazardous wastes.

Historic Resources

The Project Site is currently occupied by 18 residential duplex buildings. The Proposed Project includes demolishing the existing buildings and constructing a six-story multi-family residential building with 100 affordable housing units, exclusive of one market rate manager's unit. The units were previously documented and evaluated as part of the Community Redevelopment Agency of the City of Los Angeles Intensive Survey for the Westlake Recovery Community Redevelopment Area (CRA/LA Survey) in 2009. Although the CRA/LA Survey Master List indicates the Project Site is not historically significant (California Historical Resources Status Code of 6L), the related CRA/LA Survey maps have a portion of the property color-coded as "Appears Eligible." Since Department of Parks and Recreation (DPR) forms were not prepared for this property and the significance in previous survey findings is unclear, the City, as Lead Agency for the project, has required that the property be reevaluated. Accordingly, a detailed historic resources evaluation was performed for the subject site to determine whether the Project Site is eligible for listing as a historic resource pursuant to CEQA.

Based on information provided in the Historic Resources Assessment, dated July 2019, prepared by LSA Associates, Inc., (see Attachment 2 of this Categorial Exemption), the Project Site area is developed with a residential complex, consisting of 18, one-story Minimal Traditional style duplexes on six parcels. The duplexes were built in 1940 and were evaluated under the CRA/LA Survey eligibility standards for Courtyard Housing (1914-1940) associated with the historic theme of Apartment Streetcar Suburbs 1904-1940, as well as the SurveyLA eligibility standards for Multi-Family Residential Historic Districts and for the Duplex property type (as a planned grouping of duplexes). The duplexes have sustained alterations including replacement of all windows, relocation of interior water heaters to the exterior, addition of exterior decorative features such as tile accents, and changes to the exterior landscaping features. Research did not identify any important persons in history associated with the Project Site area.

The Project Site was evaluated for listing in the National Register of Historic Places (National Register) and California Register of Historical Resources (California Register) and for local designation under the City's ordinance taking into consideration the evaluation criteria provided in the CRA/LA Survey and SurveyLA. Since the federal, State, and local criteria are nearly identical, they have been grouped together to eliminate redundancy.

- Criteria A/1/1: It is associated with events that have made a significant contribution to the broad patterns of local or regional history. The duplex residences at 714- 760 South Grand View Street are associated with the CRA/LA Survey theme of Apartment Streetcar Suburbs, 1904-1940. Although the property represents a multi-family development that was within walking distance to streetcar lines, it was built at the very end of the period of significance for this theme and property type as an infill development and was not influential in the development of streetcar suburbs or Westlake. It is not one of the earlier, two to seven-story, ground-breaking residential developments for the elite which are historically significant under this context in Westlake. Its modest character and design does not convey its association with the streetcar lines and it is historically insignificant.

  The subject property is also associated with the citywide SurveyLA theme of Multi-Family Residential Development, 1895–1970, as a planned grouping of duplexes. Planned groupings of duplexes have been built over a long expanse of time throughout the City. Examples range from linear arrangements of duplex buildings occupying separate adjacent parcels along a street to single development sites containing an arrangement of multiple duplex buildings. Some examples have a very formal site plan, typical of a bungalow court, while others have a less formal arrangement of buildings. Of the single development sites, some contain a mix of building typologies (such as single-unit bungalows, duplexes, and triplexes) arranged in a cohesive site plan, while others contain exclusively duplexes.

  Review of previous surveys, including CRA/LA surveys and SurveyLA, and additional research completed for this Historic Resources Assessment indicates that the examples of planned groupings of duplexes that are eligible for historic designation generally have the following distinguishing characteristics, when compared with the subject property: they were constructed earlier (e.g., in the 1920s) and therefore were more influential to the emergence of this pattern of development; they are more intact (retaining their original windows, site features, hardscape, landscape, etc.); and some feature a more formal arrangement of buildings and site features typical of bungalow courts.

  There are other, later examples of planned groupings of duplexes from the 1940s–1950s that are similar to the Grand View site, including a number of examples in the West Adams-Baldwin Hills-Leimert Community Plan Area (especially in the area south of View Park and Windsor Hills, near the City of Inglewood border), which experienced more growth and development during that era. Some of these properties are more intact than the subject property, while others have experienced similar alterations, including changes to windows, exterior cladding and paving. In general, these 1940s–1950s examples appear as later, stripped down versions of the earlier examples of duplex developments from the 1920s with simpler designs. These later examples are generally not eligible for historic designation, as they lack some of the above-noted distinguishing characteristics of the

earlier 1920s examples and were less influential in the emergence of this pattern of development. The subject property has more in common with these later 1940s–1950s developments that were not recorded as eligible through previous surveys than it does with those earlier duplex groupings that are eligible for designation.

- Criteria B/ 2/2: It is associated with the lives of persons significant in our past. As discussed in the Historic Resources Assessment, various research efforts did not identify any people associated with the Project Site who are significant in the past.

- Criteria C/3/3: It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values, or that represent a significant and distinguishable entity whose components lack individual distinction. Although not a distinctive example, this property falls into the courtyard housing property type under the streetcar suburb context for the CRA/LA Survey. The individual duplexes are architecturally insignificant examples of Minimal Traditional design with modern elements and lack a high degree of integrity of design, materials, and workmanship. Minimal Traditional style buildings are ubiquitous throughout Los Angeles and the greater region. Because of their modest character and relative lack of architectural details, buildings in this style are rarely determined architecturally significant. The duplexes are not located within and do not contribute to a previously identified historic district and do not retain the degree of integrity requisite for designation as a historic district in and of themselves. Stylistically, the architectural detailing falls closer to the post World War II-end of the spectrum than it does to the more important 1920s-end of the spectrum. It foreshadows the thousands of undistinguished houses and apartments that were to cover the Southern California landscape, but it is not a significant example of the type. With respect to the possibility of this courtyard housing contributing to a larger historic district, there is no potential for it to do so; the surrounding parking lots, school and former art institute lack the requisite character and cohesiveness to form a district.

  The subject property is also associated with the citywide SurveyLA theme of Multi-Family Residential Development, 1895–1970, as a planned grouping of duplexes. Planned groupings of duplexes have been built over a long expanse of time throughout the City. Examples range from linear arrangements of duplex buildings occupying separate adjacent parcels along a street to single development sites containing an arrangement of multiple duplex buildings. Of the single development sites, some contain a mix of building typologies (such single-unit bungalows, duplexes, and triplexes) arranged in a cohesive site plan, while others contain exclusively duplexes.

Review of previous surveys, including CRA surveys and SurveyLA, and additional research completed for this Historical Assessment indicates that the examples of planned groupings of duplexes that are eligible for historic designation generally have the following distinguishing characteristics, when compared with the subject property: they were constructed earlier (e.g., in the 1920s) and therefore were more influential to the emergence of this property type; they feature more ornate architectural styles, such as Spanish Colonial Revival; they are more intact (retaining their original windows, site features, hardscape, landscape, etc.); some of them feature a more formal arrangement of buildings and site features typical of bungalow courts; and some are particularly unique, such as the Belmont Square Apartments (202–242 S. Columbia Avenue and 201–252 S. Columbia Place), which features a dense concentration of row houses.

There are other, later examples of planned groupings of duplexes from the 1940s–1950s that are similar to the Grand View site, including a number of examples in the West Adams-Baldwin Hills-Leimert Community Plan Area (especially in the area south of View Park and Windsor Hills, near the City of Inglewood border), which experienced more growth and development during that era. Some of these properties are more intact than the subject property, while others have experienced similar alterations, including changes to windows, exterior cladding and paving. In general, these 1940s–1950s examples appear as later, stripped down versions of the earlier examples of duplex developments from the 1920s with simpler designs. These later examples are generally not eligible for historic designation, as they lack some of the above-noted distinguishing characteristics of the earlier 1920s examples and were less influential in the emergence of this property type.

The subject property has more in common with these later 1940s–1950s developments that were not recorded as eligible through previous surveys than it does with those earlier duplex groupings that are eligible for designation. Its Minimal Traditional design is less ornate than earlier examples featuring Period Revival designs and it has sustained numerous alterations. Furthermore, its site plan comprises a simple, slightly modified grid that lacks the formality and high level of design in the site plans of other planned groupings of duplexes which more closely resemble bungalow courts with buildings carefully arranged around common open areas.

- Criteria D/4: It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation. The buildings do not have the potential to yield important information in prehistory or history as they utilize well-known materials and construction methods that are typical of the 1940 era.

For the reasons presented in the Historic Resources Assessment prepared by LSA Associates, Inc., and as summarized above, the property at 714-760 South Grand View Street does not appear to be eligible for

listing in the National Register or California Register or for local designation under the local ordinance. Therefore, the property is not a "historical resource" for purposes of CEQA. Therefore, the development of the Proposed Project would have no impact with respect to historic resources.

Class 32 Criteria

A Class 32 Exemption applies to a project characterized as in-fill development meeting the conditions described below:

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

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.

Consistent with the State CEQA Guidelines and the Department of City Planning's policies for implementing CEQA, the following assessment provides substantial evidence to support the determination that the Proposed Project meets the above criteria, pursuant to the Class 32 (Infill Development) requirements as set forth in Section 15332 of the State CEQA Guidelines.

a) The Proposed Project is consistent with the applicable general plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations.

The Project Site is located within the Westlake Community Plan area, the Westlake Recovery Redevelopment Project area, and the Los Angeles State Enterprise Zone (the Employment and Economic Incentive Program Area). The Project Site is also designated as a Transit Priority Area per the Department of City Planning's Zoning Information File ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA. The Project Site also subject to the Transit Oriented Community (TOC) Guidelines and is located in a Tier 3 designated area.

Zoning Designations

As shown in Figure 2, Zoning and General Plan Land Use Designations (*attached*), the Project Site is zoned R4-1 and R4-2, with General Plan land use designations of Highway Oriented Commercial and Community

Commercial, respectively. The three northernmost parcels are zoned R4-2, and the three southernmost parcels are zoned R4-1. As such, the Proposed Project is consistent with the R4 zone and the corresponding General Plan land use designations, which allow for the proposed residential development as a use by right. The Proposed Project is appropriate in this location to promote new housing and the City with much needed affordable housing. Therefore, the Proposed Project would conform to the allowable land uses pursuant to the LAMC.

Floor Area Ratio / Height

The southern portion of the Project Site is located in Height District 1 and the northern portion of the Project Site is located in Height District 2. Both districts allow unlimited building height, but limit development to a 3:1 FAR on the R4-1 zone and 6:1 FAR on the R4-2 zone. However, TOC Guidelines states that the Proposed Project is allowed an additional increase in FAR of 50 percent for a Tier 3 project. This would allow a 4.5:1 FAR (68,040 square feet of floor area) on the R4-1 zone and a 9:1 FAR (135,918 square feet of floor area) on the R4-2 zone. The Proposed Project would provide a total of 120,000 square feet of floor area (60,000 square feet on the R4-1 zone and 60,000 square feet on R4-2 zone), which results in an average of 3.97:1 FAR on both zones. The Proposed Project would thus be consistent with the FAR provisions of the TOC Guidelines.

Density

Residential uses proposed on an R4 zone are required to provide a minimum lot area per dwelling unit of 400 square feet, which equals a base density of 96 dwelling units for the Project Site. However, the Project Site is bounded by alleys on three sides, which permits the utilization of the land area found with half the width of an alley to increase the Proposed Project's permitted density in accordance with LAMC Section 12.22 C.16. This would result in an increase of the total lot area by 4,148 square feet. The new base density for the Project Site would be 106 units, allowing 53 units within each zone. The Proposed Project would include 100 residential dwelling units. Therefore, the Proposed Project is consistent with the density permitted by the R4-1 and R4-2 Zones.

Setbacks

LAMC Section 12.11C establishes the front, side, and rear yard setbacks of the Proposed Project. The Proposed Project is required to provide a minimum 15-foot front yard setback. The side yards shall adhere to side setbacks required, which require a minimum 5 feet with one additional foot added for every floor above the second level, but in no event larger than 16 feet. Additionally, the rear yard setbacks require a minimum of 15 feet with one additional foot for each story above the third level, but in no event larger than 20 feet. As such, the Proposed Project is required to provide a 15-foot front yard setback, 9-foot side yard

setbacks, and an 18-foot rear yard setback. Pursuant to the TOC Guidelines, the Proposed Project may utilize reductions in the front yard and rear yard setbacks required. With the approval of the front yard and rear yard setback incentives per the TOC Guidelines, the Proposed Project would provide a 7-foot front yard setback along the western property line, 9-foot side yard setbacks on the northern and southern property line, and a 14.5-foot rear yard setback along the eastern property line. As such, the Proposed Project would provide the required front yard, side yard, and rear yard setbacks and would be consistent with the LAMC and TOC Guidelines.

Parking

Because the Proposed Project is an infill project in a Transit Priority Area, the Proposed Project's potential parking impacts shall not be considered significant impacts on the environment pursuant to CEQA (See P.R.C. Section 21099). Additionally, under the City's TOC Guidelines, the Proposed Project is not required to provide any residential parking spaces, since the Proposed Project would provide a 100 percent affordable housing development, exclusive of one market rate manager's unit. The Proposed Project would provide 25 parking stalls for residential parking provided in one level of partial subterranean parking. As such, the Proposed Project would be consistent with the required vehicle parking spaces per the TOC Guidelines.

The Proposed Project would provide on-site bicycle parking in accordance with the LAMC Section 12.21.A.16. The Proposed Project would be required to provide 75 long-term bicycle parking spaces and 7 short-term bicycle parking spaces, for a total of 82 bicycle parking spaces. The Proposed Project would provide the 75 long-term bicycle parking spaces in the parking level, and the 7 short-term spaces on the first floor. The parking level also includes a bike repair facility. Therefore, the Proposed Project would be consistent with the required bicycle parking spaces pursuant to the LAMC.

Open Space

The Proposed Project is required to provide 100 square feet of open space for each residential dwelling unit with less than three habitable rooms (one-bedroom units), 125 square feet of open space for each residential dwelling unit with three habitable rooms (two-bedroom units), and 175 square feet of open space for each residential dwelling units with more than three habitable rooms (three-bedroom units). Therefore, the Proposed Project is required to provide 12,125 square feet of open space. Pursuant to the City's TOC Guidelines, a 25 percent reduction of open space is permitted under the Additional Incentives, which results in 9,094 square feet of open space required. The Proposed Project would provide approximately 9,105 square feet of open space on-site, which would include two outdoor roof deck terraces, and two ground floor courtyards.

Additionally, the LAMC requires that the Proposed Project provide one tree per 4 dwelling units, requiring 25 trees. However, the Proposed Project would provide a total of 19 trees, with a 25 percent reduction as an Additional Incentive pursuant to the TOC Guidelines. These trees would be located throughout the ground floor, courtyard, and roof decks located on the fifth floor. Thus, the Proposed Project would meet the open space requirements of the LAMC.

Westlake Community Plan

The Project Site is located in the Westlake Community Plan area. The Community Plan provides goals and objectives to establish an official guide to the future development of the Westlake Community. The purpose of the plan is to promote an arrangement of land uses, circulation, and services, which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community within the larger framework of the City. The Proposed Project would provide a 100 percent affordable residential development, exclusive of one market rate manager's unit, which would conform to the objectives identified in the Community Plan. A detailed analysis of the consistency of the Proposed Project with the applicable objectives of the Westlake Community Plan is presented in Table 1, below.

Table 1
Project Consistency with Applicable Objectives of the Westlake Community Plan

Objective/Policy	Comments
Objectives	
To designate a supply of residential land adequate to provide housing of the types, sizes, and densities required to satisfy the varying needs and desires of all segments of the community's population.	The Proposed Project proposes 99 affordable housing dwelling units. The Proposed Project would diversify the housing options within the Westlake Community by providing a range of unit sizes for Extremely Low Income and Low Income Households. The Proposed Project would be consistent with this objective.
To sequence housing development so as to provide a workable, efficient, and adequate balance between land use, circulation, and service system facilities at all times.	The Proposed Project is within the Westlake Community Plan that focuses on balancing housing, circulation, and public facilities to establish a complete 24-hour community for all segments of the population. This 100% affordable housing Project, exclusive of one market rate manager's unit, would provide improved housing for Extremely Low Income and Low Income Households. There is a balance between land use and circulation by providing housing in an area with many transit options. As such, the Proposed Project would be consistent with this objective.

To provide adequate recreation and park facilities which meet the needs of the residents in the community.	This demand would be met through a combination of on-site open space and the payment of dwelling unit construction tax. The dwelling unit construction tax fees collected will be used exclusively for the acquisition and development of park and recreational sites and facilities. In addition, the Proposed Project would provide approximately 9,105 square feet of open space on-site and would pay all applicable fees. Amenities included within the Proposed Project include a multi-purpose community room, laundry room, conference room, outdoor playground, two outdoor roof deck terraces, two ground floor courtyards, lounge seating areas, and interior common area accessing the roof deck. As such, the Proposed Project would comply with this objective.
To protect the community's residents from criminal activity, reduce the incidence of crime and provide other necessary services.	The Proposed Project would be designed and constructed with the recommendations from the Department of Building and Safety and the Los Angeles Police Department. The Proposed Project would be designed and constructed to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances. The Proposed Project plans shall incorporate the "Design Out Crime Guidelines: Crime Prevention Through Environmental Design" relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas. Development of the Project would promote a 24-hour community by increasing pedestrian activity and enhancing the safety of the community as a result of more residents on the street to deter criminal activity. Thus, the Proposed Project is consistent with this objective.

To maximize the effectiveness of public transportation to meet the travel needs of transit dependent residents.	Although this policy relates to City goals, the Proposed Project is located in a Transit Priority Area and in the vicinity of many bus routes, including: Metro 51/52/351, Metro 66, Metro Shuttle 603, Metro 200, Metro 20, Metro Rapid 720, Metro Express 487, Metro 18, Metro 28, Metro Rapid 728, and LADOT DASH – Pico Union – Echo Park. Additionally, the Project Site is approximately 0.2 miles from the Westlake/MacArthur Park Metro Station, which provides service to the Metro Red Line and Metro Purple Line. The Proposed Project would meet the travel needs of transit dependent residents, such as Extremely Low Income and Low Income Households, by providing an affordable residential development within a Transit Priority Area and within walking distance of existing and proposed residences. As such, the Proposed Project places housing in an area highly suitable for transit dependent residents. The Proposed Project promotes the goals of this policy, and is therefore consistent with this objective.
To provide for a circulation system coordinated with land uses and densities in order to accommodate the movement of people and goods.	Although this policy relates to City goals, the Proposed Project would not create a significant traffic impact, as discussed in the Trip Generation Assessment, prepared by the Los Angeles Department of Transportation, as discussed below. As such, since the Proposed Project would comply with the Westlake Community Plan, the Proposed Project would be consistent with this objective.
Policies	
That medium density housing be located near commercial corridors where access to public transportation and shopping services is convenient and where a buffer from or a transition between low density housing can be achieved.	The Proposed Project includes a six-story 100% affordable housing residential development. Further, as described above, the Project Site is located in a Transit Priority area. The Project Site is in the vicinity of many bus routes, including: Metro 51/52/351, Metro 66, Metro Shuttle 603, Metro 200, Metro 20, Metro Rapid 720, Metro Express 487, Metro 18, Metro 28, Metro Rapid 728, and LADOT DASH – Pico Union – Echo Park. The Proposed Project furthers this policy by providing affordable housing on and near commercial corridors where access to public transportation and shopping services is convenient. Additionally, there is no low-density housing nearby. As such, the Proposed Project would be consistent with this policy.

That any unique character of a community street be maintained and enhanced by improved design characteristics such as street trees, landscaped median strips, traffic islands, and special paving.	The Proposed Project would be designed and landscaped with the guidance of the Residential Citywide Design Guidelines of the City of Los Angeles and the Westlake Community Plan. The Proposed Project would use architectural design features and architectural materials with different textures and colors to visually break up the building's massing. The Proposed Project would also provide usable landscaped open space for outdoor activities, including two roof deck areas, and two courtyards. As such, the Proposed Project is consistent with this policy.
That public transportation, including rapid transit be accessible to transit dependent residents.	As discussed above, the Project Site is located in a Transit Priority Area, meaning that the Project Site is within 0.5 miles of major transit services. There are many bus routes, subways, and light rail transportation opportunities available for all residents. As such, the Proposed Project is consistent with this policy.
Notes: *[1] Based on a 2.43 persons per household rate for multi-family units based on the 2016 American Community Survey 5-Year Average Estimate (2012-2016) per correspondence with Jack Tsao, Los Angeles Department of City Planning Demographics Unit, January 11, 2018.* *Source: City of Los Angeles, Department of City Planning, Westlake Community Plan, September 16, 1997.*	

The Project proposes the construction of a 100-unit residential affordable housing development, exclusive of one market rate manager's unit, within 1,000 feet of alternative transit opportunities. The Project Site is an infill site within a Transit Priority Area as defined by CEQA and is located approximately 0.2 mile (walking distance) west of the Westlake/MacArthur Park Metro station, which is a transit hub served by Metro Red Line and Metro Purple Line and provides access to other areas within the City of Los Angeles and greater metropolitan area. The Project Site is also within walking distance of numerous bus routes with service along 7th Street and Alvarado Street. These bus routes include: Metro 51/52/351, Metro 66, Metro Shuttle 603, Metro 200, Metro 20, Metro Rapid 720, Metro Express 487, Metro 18, Metro 28, Metro Rapid 728, and LADOT DASH – Pico Union – Echo Park. The Project Site is also situated within easy walking distance to commercial businesses located along these corridors. The Proposed Project would reserve all of its proposed affordable dwelling units for residents with Extremely Low Income and Low Income, and would therefore contribute to the range of housing choices available in the surrounding area. The Proposed Project would promote affordable housing to address the diverse economic and physical needs of the existing residents and projected population of the Community Plan area. The Proposed Project would increase the overall variety of housing options available in the Project area. Additionally, the Proposed Project would incorporate architectural compatibility and landscaping to protect the character and scale of existing multi-family residential neighborhoods. The Proposed Project incorporates landscaping along the pedestrian right-of-way along Grand View Street. The design of the Proposed Project alternates different

textures, colors, materials, and distinctive architectural treatments to break up the façade and complement the surrounding neighborhood. The Proposed Project would thus be consistent with the applicable objectives of the Community Plan. As such, impacts related to the consistency with the applicable land use and planning policies in the Westlake Community Plan would be less than significant.

Westlake Recovery Redevelopment Project

The Proposed Project is subject to the City's Westlake Recovery Redevelopment Program (ZI No. 2275). A detailed analysis of the consistency of the Proposed Project with the applicable objectives of the Westlake Recovery Redevelopment Plan is presented in Table 2, below.

Table 2
Project Consistency Analysis with Applicable Provisions in the Westlake Recovery Redevelopment Project Plan

Objective/Policy	Comments
Objectives	
To promote the economic well being of Westlake through the encouragement of the revitalization of viable commercial areas.	The Proposed project would add 243 new residents to the neighborhood, thereby increasing pedestrian activity. The development is a 100 percent affordable housing residential building, exclusive of one market rate manager's unit. Residents are located within walking distance to commercial retail, thus the net increase of residents would result in an increased usage of local commercial areas.
To enhance the safety of residents, business owners, employees and visitors, and their property.	The Proposed Project would be designed and constructed with the recommendations from the Department of Building and Safety and the Los Angeles Police Department. The Proposed Project would be designed and constructed to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances. The Proposed Project plans shall incorporate the "Design Out Crime Guidelines: Crime Prevention Through Environmental Design" relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas. The Proposed Project would promote a 24-hour community by increasing the number of residents in the neighborhood, thus enhancing the community as a place to live, work, and shop in a safe and livable development.

To make provisions for housing as is required to satisfy the needs and desires of the various age, income, and disabled groups of the community, maximizing the opportunity for individual choice.	The Proposed Project proposes 100 affordable housing dwelling units. The "Residential Community Issues" identifies a "need for more affordable housing" as a desire from the community. The Proposed Project would diversify the housing options within the Westlake Community by providing housing options for Extremely Low Income and Low Income Households with a mix of one-bedroom, two-bedroom, and three-bedroom units. The Proposed Project would be consistent with this objective.
To encourage the preservation and enhancement of the varied and distinctive residential character of the community.	The Proposed Project would be designed and landscaped with the guidance of the City of Los Angeles, the Westlake Community Plan, and the Citywide Urban Design Guidelines. The Project would replace 36 dwelling units with a new, visually appealing building to enhance the community. As such, the Proposed Project is consistent with this policy.
To provide housing choices and to increase the supply and improve the quality of housing for all income and age groups, especially affordable housing including housing for very low-, low- and moderate-income large families and individuals. To eliminate overcrowding in individual units, and to provide home ownership opportunities, and other housing choices which meet the needs of the community.	The Proposed Project proposes 99 affordable housing dwelling units in a community that identified a lack of affordable housing as an issue. The Proposed Project would diversify the housing options within the Westlake Community and provide one bedroom, two bedroom, and three bedroom options. The Proposed Project would be consistent with this objective. To eliminate overcrowding in individual units, the Proposed Project would limit the number of residents per dwelling unit as follows: a one-bedroom unit is limited to 3 residents, a two-bedroom unit is limited to 5 residents, and a three-bedroom unit is limited to 7 residents. The Proposed Project would be consistent with this objective.
To assure fair distribution of housing throughout the community, avoiding concentrations by status or income.	The Proposed Project proposes 99 affordable housing dwelling units. The Proposed Project would diversify the housing options within the Westlake Community by providing deed restricted affordable housing options for Extremely Low Income and Low Income Households with a mix of one-bedroom, two-bedroom, and three-bedroom units. Recent and upcoming housing developments in the Westlake Recovery Redevelopment area mostly consist of market-rate dwelling units. Such developments are located at, but not limited to, 434 Lake St., 2000 W. 3rd St., 1930 W. Wilshire Blvd., 2500 W. Wilshire Blvd., and 2525 W. Wilshire Blvd. The Proposed Project would be consistent with this objective.

To encourage meeting the open space, recreational and cultural needs of the community for the enjoyment of both local residents and persons throughout the Los Angeles region.	This demand would be met through a combination of on-site open space and the payment of dwelling unit construction tax. The Proposed Project would provide approximately 9,105 square feet of open space on-site and would pay all applicable fees. Amenities included within the Proposed Project include a multipurpose community room, interior common space, two outdoor roof deck terraces, two ground floor courtyards, and lounge seating, and playground. As such, the Proposed Project would comply with this objective
To encourage active and passive recreational opportunities in MacArthur Park.	The Proposed Project is within walking distance (0.2 mile) of MacArthur Park, allowing for easy access to the park for all residents.
To provide for a circulation system coordinated with land uses and densities and adequate to accommodate traffic, and encourage the expansion and improvement of public transportation in coordination with other public improvement projects.	Although this policy relates to City goals, the Proposed Project would not create a significant traffic impact, as discussed in the Trip Generation Assessment, prepared by LADOT, as discussed below. As such, since the Proposed Project would result in a low number of traffic volume, the Proposed Project would be consistent with this objective.
To support and encourage a circulation system which will improve the quality of life in Westlake, including pedestrian, automobile, bus connections, parking, and mass transit systems with an emphasis on serving existing facilities, and meeting future needs, such as extending DASH service, improvement of north/south bus service and connection lines, etc.	Although this policy relates to City goals, the Proposed Project is located in a Transit Priority Area and in the vicinity of many bus routes, including: Metro 51/52/351, Metro 66, Metro Shuttle 603, Metro 200, Metro 20, Metro Rapid 720, Metro Express 487, Metro 18, Metro 28, Metro Rapid 728, and LADOT DASH – Pico Union – Echo Park. Additionally, the Project Site is approximately 0.2 miles from the Westlake/MacArthur Park Metro Station, which service to the Metro Red Line and Metro Purple Line. As such, the Proposed Project places housing in an area highly suitable for transit dependent residents. The Proposed Project promotes the goals of this policy, and is therefore consistent with this objective.

To reduce crime, the fear of crime, graffiti and vandalism in the community to enhance livability for residents and businesses and to encourage visitors.	The Proposed Project would be designed and constructed with the recommendations from the Department of Building and Safety and the Los Angeles Police Department. The Proposed Project would be designed and constructed to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances. The Proposed Project plans shall incorporate the "Design Out Crime Guidelines: Crime Prevention Through Environmental Design" relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas. The Proposed Project would promote a 24-hour community by increasing the number of residents in the neighborhood, thus enhancing the community as a place to live, work, and shop in a safe and livable development.
To enhance and promote the Westlake community as a place to live, shop and work, and to create a safe 24-hour viable community.	The Proposed Project is within the Westlake Community Plan that focuses on balancing housing, circulation, and public facilities to establish a complete 24-hour community for all segments of the population. The Project is located in close proximity to retail businesses, and transit opportunities. Residents would enhance the Westlake community by living, working, and shopping within the community. As such, the Proposed Project would be consistent with this objective.
Source: City of Los Angeles, Department of City Planning, Redevelopment Plan for the Westlake Recovery Redevelopment Project, May 18, 1999.	

A part of Measure JJJ, providing and encouraging more affordable housing close to transit stops is one of the City's goals. The Proposed Project would provide a 100 percent affordable housing project, exclusive of one market rate manager's unit, in a Transit Priority Area. Therefore, the Proposed Project would diversify the housing options in the area and would provide multi-family units to Extremely Low Income and Low Income Households. As such, the Proposed Project would contribute to the range of housing choices available in the surrounding area and would assure fair distribution of housing in the community. Additionally, the Proposed Project would also include housing services, such as a laundry room and a community room. Further, the Proposed Project would not encroach a low-density residential neighborhood and would provide much needed housing options for families with Extremely Low Income and Low Income in the Project vicinity. The Proposed Project would ensure that the buildings maintain a safe, clean, and attractive environment during the Project's construction and operational phases. As such, the Proposed Project would support the applicable objectives of the Westlake Recovery Redevelopment Project Plan.

As discussed in the preceding paragraphs, the Proposed Project would not conflict with local and regional plans as well as with applicable General Plan land use designation and regulations applicable to the Project Site.

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

As shown in Figure 3, Aerial Photograph of the Project Site (*attached*), the Project Site is located in an urbanized area of the Westlake Community Plan area in the City of Los Angeles and is entirely surrounded by urban land uses. The Project Site encompasses six parcels. The Project Site is identified by the following County of Los Angeles Assessor Parcel Numbers (APNs): 5141-017-004, -005, -006, -007, -008, and -009. The Project Site encompasses approximately 38,236 gross square feet of lot area (0.88 acres). The Project Site is surrounded by a mix of commercial, institutional uses, vacant lots, and surface parking lots. Therefore, the Project Site is less than five acres and surrounded by urban uses.

c) The Project Site has no value as habitat for endangered, rare or threatened species.

The Project Site is located in a highly urbanized area within the City of Los Angeles. As shown Figure 3, Aerial Photograph of the Project Site, the Project Site and the surrounding area are fully developed with urban infrastructure and do not contain any significant areas of natural open space or areas of significant biological resource value. The Project Site is developed with 18 multi-family residential duplex buildings; and there are 19 trees located on the Project Site (*see Tree Report, Attachment 7 of this Categorical Exemption*). The Tree Report determined that these trees are not considered protected by the City's Tree Preservation Ordinance No. 177,404. All 19 on-site trees would be removed as part of the Proposed Project. According to the U.S. Fish and Wildlife Service (USFWS) Threatened & Endangered Species Active Critical Habitat Report, no candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the USFWS have been recorded or exist on the Project Site (*see Attachment 6 to this Categorical Exemption*). Further, no critical habitat was identified in the U.S. Environmental Protection Agency's NEPAssist mapping tool and USFWS's IPaC database. Additionally, the USFWS's IPaC database identified one threatened species (the Coastal California gnatcatcher, *Polioptila californica Californica*) that occurs within the broader project locale, but indicated that the Project Site is located outside of the designated critical habitat for this species. Therefore, the Proposed Project would have no impact on any sensitive species or habitat.

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

Traffic

The Project Site has frontage directly on Grand View Street, which is designated as a "Local Street" under the Mobility Plan 2035 Street Standard Plans. The Project Site is within a Transit Priority Area and is located approximately 0.2 mile (walking distance) west of the Westlake/MacArthur Park Metro station, which is a transit hub served by Metro Red Line and Metro Purple Line. The Project Site is adequality served by several bus routes with peak commute service intervals of 15 minutes or less along major roadways such as 7th Street, Alvarado Street, Grand View Street, Park View Street, Coronado Street, Hoover Street, Wilshire Boulevard, and other nearby streets. These bus lines include Metro local lines: 51/52/351, 66, 200, 20, 18, 28; Metro Rapid 720, 728; Metro Shuttle 603; Metro Express 487; and LADOT DASH Pico Union – Echo Park.

Based on the information provided in the Department of Transportation Referral Form: Traffic Study Assessment for Proposed Residential Project at 714-760 Grand View Street in the Westlake Community of the City of Los Angeles ("Trip Generation Calculation"), prepared by LADOT, dated August 7, 2018, (*see Attachment 3*), the Proposed Project would generate a net increase of 147 daily vehicle trips, including 33 AM peak hour trips and 14 PM peak hour trips. Table 3 below, shows the trip generation from the Proposed Project. Pursuant to LADOT's current *Transportation Impact Study Guidelines* (December 2016), projects that generate fewer than 43 net vehicle trips (or fewer than 25 net vehicle trips if the adjacent intersections operate at LOS E or F) during either the AM or PM peak hours are not required to prepare a traffic impact study, since incremental (project-related) traffic increases below these levels typically would not produce significant impacts to any streets or intersections in the Project vicinity. Therefore, since the net trip generation for the Proposed Project is expected to be less than these thresholds, no traffic impact study is warranted. Therefore, no further analysis of transportation impacts is required, and the Proposed Project would result in a less than significant operational traffic impact.

Additionally, all construction traffic impacts would be less than significant with adherence to a Traffic Control/Construction Management Plan and Haul Route Plan that would be reviewed and approved by the Los Angeles Department of Transportation. During construction of the Proposed Project, the construction workers would attempt to park and stage for construction on-site as much as possible. During periods of time where off-site street surfaces are needed, such as during excavation, the Applicant would submit for review and approval a traffic control plan, detailing days, time of day, and safety features. Construction worker vehicles that cannot be accommodated on-site would be provided off-street parking and encouraged to use public transit services and/or shuttle service to the Project Site, if needed. The final parking plan for construction workers would be determined at the time of construction and outlined in the Construction Management Plan. The haul trips would occur outside of the peak hours and during the permissible hauling hours identified in the haul route to be approved by the Department of Building and Safety. The Proposed

Project's haul trips and construction worker trips would be a fraction of the operational traffic that would not cause any significant impacts at the studied intersections. Therefore, it is not anticipated that they would contribute to a significant increase in the overall congestion in the Project vicinity. In addition, any truck trips would be limited to the length of time required for the Project's construction. As such, the Proposed Project would result in a less than significant construction traffic impact.

Table 3
Project Trip Generation Estimates

Land Use / Size	Daily	AM Peak Hours Trips	PM Peak Hour Trips
Proposed Project			
Affordable Apartments (99 units)	404	50	34
Manager (1 unit)	7	0	1
Total Proposed Project Trips:	***411***	***50***	***35***
Existing Uses (Removed)			
Residential duplexes (36 units)	264	17	20
Total Net New Site Trips:	**147**	**33**	**14**

Notes: sf = square feet
Source: Los Angeles Department of Transportation Referral Form, August 7, 2018.

Cumulative Traffic Impacts

Development of the Proposed Project in conjunction with the related projects (*see Attachment 3 for Related Projects List*) would result in an increase in average daily vehicle trips and peak hour vehicle trips in the Westlake Community Plan Area. As noted above, the Proposed Project is not expected to result in a significant transportation impact to any of the surrounding intersections or roadway segments, as such, the Proposed Project would result in a less than significant construction traffic impact.

Noise

The Proposed Project would generate less than significant construction noise impacts with the implementation of project design features during the construction phases. For purposes of evaluating the Proposed Project's construction and operational noise impacts, the following regulatory compliance measures would be incorporated into the Proposed Project's construction activities. These features and control measures are consistent with the noise management procedures and regulations of the LAMC and Noise Element of the General Plan.

- Construction and demolition shall be restricted to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday.

- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with noise shielding and muffling devices.

In addition, the following voluntary project design features would be incorporated into the Proposed Project's construction activities:

- The project contractor will erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound wall will be a minimum of 8 feet in height to block the line-of-site of construction equipment and off site receptors at the ground level. The sound barrier shall include sound absorbing material capable of achieving a minimum of 15 dBA reduction in sound level.
- The project contractor shall utilize temporary portable acoustic barriers, partitions, or acoustic blankets to effectively block the line-of-sight between noise producing equipment and the adjacent residential land uses for purposes of ensuring noise levels at the adjacent residential land uses do not exceed 75 dBA L_{eq} over the ambient noise levels.

A summary of the construction and operational noise impacts is discussed below. Calculation worksheets are provided in Attachment 4.

Construction Noise

The construction activities associated with the Proposed Project would comply with all applicable code requirements under Section 41.40 of the LAMC. Furthermore, construction activities are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. Demolition and construction are prohibited on Sundays and federal holidays. The construction activities associated with the Project Site would comply with these LAMC requirements.

The City of Los Angeles Building Regulations Ordinance No. 178,048 requires a construction site notice to be posted on site that includes the job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the Site, and City telephone numbers where violations can be reported. This notice is required to be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

Table 4
Estimated Exterior Construction Noise at Nearest Sensitive Receptors

Receptor	Sensitive Land Use	Distance to Project Site (feet)	Existing Monitored Daytime Ambient Noise Levels (dBA L_{eq})	Reference Construction Noise Levels with Proposed Attenuation Features (dBA L_{eq}) [a]	Construction Noise Levels (dBA L_{eq}) [b]
1	MacArthur Park Elementary School & Onnuri Church	60	66.3	69.4	71.1
2	Multi-family building immediately east of the Project Site	100	66.3	65.0	68.7
3	Grand Park Convalescent Hospital, on the south side of 8th Street	240	69.1	57.4	69.4
4	Multi-family residential buildings, on the south side of 8th Street	225	69.1	57.9	69.4
5	Hotel building on the west side of Alvarado Street	445	68.0	52.0	68.1

See Figure 9, Noise Monitoring and Sensitive Receptor Location Map of Attachment 4 to this Categorical Exemption.
[a] *Attenuation for Receptor Nos. 1 through 5 incorporates a 15-dB attenuation due to the installation of a temporary noise barrier to block the line of sight between the Project Site and adjacent receptors.*
[b] *The construction noise levels represent the reference construction noise levels from the loudest phase of construction combined with the ambient noise levels at the sensitive receptors.*
Source: Calculations based on Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, May 2006. It should be noted that the peak noise level increase at the nearby sensitive receptors during project construction represents the highest composite noise level that would be generated periodically during a worst-case construction activity and does not represent continuous noise levels occurring throughout the construction day or period.

With respect to demonstrating compliance with LAMC Section 112.05, Table 4, provides the estimated construction noise levels at the nearby sensitive receptors based on distance attenuation and sound attenuation resulting from proposed project design features incorporating the use of noise shielding devices and the installation of a temporary sound wall along the perimeter of the Project Site. As indicated in Table 4, the Proposed Project's construction activities would not exceed 75 dBA at a distance of 50 feet from the Project Site and would not exceed 5 dBA above ambient noise levels at any of the five identified sensitive receptors. Construction noise can be readily controlled through sound attenuation features that are proposed by the Applicant and would be implemented as conditions of approval. Thus, based on the provisions set forth in LAMC 112.05, impacts associated with construction-related noise levels would not exceed the 75-dBA noise level threshold at 50 feet from the Project Site. As such, temporary construction-related noise impacts would be considered less than significant in accordance with City requirements and standards.

Groundborne Vibration Impacts

Excavation and earthwork activities for the Proposed Project have the potential to generate low levels of groundborne vibration. The nearest off-site buildings that would be potentially susceptible to structural groundborne vibration impacts are located across the alleyways from the Project Site boundary. The Project Site is immediately bordered by public alleyways to the north, east, and south and is bordered by Grand View Street to the west.

For purposes of assessing potential groundborne vibration impacts with respect to structural damage, the adjacent properties were identified as having structures in close enough proximity to the Project Site to warrant analysis. Groundborne vibration impacts were calculated for nearby structures, which occur at varying distances from the Project Site.

Protection against damage to adjacent structures is provided by existing law. Both the California Civil Code and the Los Angeles Municipal Code ("LAMC") impose affirmative obligations on excavating landowners to protect against damage to adjacent structures. Civil Code Section 832 requires that excavating owners give notice of the excavation to owners of adjoining lands and buildings, use ordinary care and skill and take reasonable precautions to sustain adjoining land. Civil Code Section 832 imposes additional obligations on owners excavating deeper than nine feet. LAMC Section 91.3307 requires that adjoining public and private property, including without limitation footings and foundations, be protected from damage during construction.

The Proposed Project would provide one partial subterranean level for parking. Tieback and soldier piles would be employed during excavation to protect the buildings during excavation and foundation work. The Proposed Project would have an approximate 9-foot setback from the commercial building to the north, in addition to the 15-foot alley and 2.5 foot dedication between the commercial building and the Proposed Project. As such, the total distance between the commercial building to the north of the Project Site and the Proposed Project is approximately 26.5 feet. The Proposed Project would have an approximate 14.5-foot setback along the eastern property line. The Project Site and the residential-zoned lots to the east are separated by a 15-foot alley. Additionally, the existing residential building to the east is located approximately 80 feet from the alley. As such, the total distance between the residential building to the east of the Project Site and the Proposed Project is approximately 109.5 feet. As shown in Table 5, Estimated Structural Vibration Damage Levels at Nearest Structures, construction activities would have the potential to generate an approximate PPV of up to 0.07 PPV (in/sec) for the commercial buildings to the north of the Project Site and an approximate PPV of up to 0.01 for the residential building to the east of the Project Site. The estimated vibration levels would not exceed the threshold for potential for building damage. While these estimates show that vibration levels would not be exceeded, it should also be noted that vibration

impacts can be further reduced by controlled construction methods and careful selection and use of heavy equipment on-site. Accordingly, precautionary measures would be employed during the construction process to ensure building damage does not occur. Groundborne vibration impacts would therefore be less than significant.

Table 5
Estimated Structural Vibration Damage Levels at Nearest Structures

No.	Sensitive Land Use	Distance from Project Site (ft)	Estimated Vibration Levels (PPV in/sec)	Threshold of Significance [a]	Significant Impact?
1	Commercial buildings north of the Project Site (across the alley)	26.5	0.07	0.3	No
2	Residential building east of the Project Site (across the alley)	109.5	0.01	0.3	No

Source:
[a] California Department of Transportation, Transportation and Construction Vibration Guidance Manual, Chapter 7: Vibration Prediction and Screening Assessment for Construction Equipment, Table 19. September 2013..
Parker Environmental Consultants, 2018.

Operation

As part of the Proposed Project, new mechanical equipment, HVAC units, and exhaust fans would be installed on the roof of the new proposed structures. Although the operation of this equipment would have the potential to generate noise impacts, the design and placement of HVAC units and exhaust fans would be required to comply with the regulations under Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, the on-site equipment would be designed and located such that they would be appropriately shielded and fitted with noise muffling devices to reduce operational noise levels. Thus, operational noise impacts from HVAC equipment would be less than significant.

With respect to traffic noise impacts, in order for a new noise source to be audible, there would need to be a 3 dBA or greater CNEL noise increase. According to the *L.A. CEQA Thresholds Guide,* the traffic volume on any given roadway would need to double in order for a 3-dBA increase in ambient noise to occur. Based on trip generation table provided in the Department of Transportation Referral Form, the Proposed Project would result in an approximate net increase of 147 daily vehicle trips, including 33 AM peak hour trips and 14 PM peak hour trips. The generation of 147 trips are not anticipated to double the amount of peak hour traffic volumes along Grand View Street. As such, increased mobile source noise from the Proposed

Project's increase in traffic would be less than 3 dBA, and operational noise impacts due to roadway noise would be less than significant.

Cumulative Noise Impacts

Development of the Proposed Project in conjunction with the related projects would result in an increase in construction-related and traffic-related noise as well as on-site stationary noise sources in the already urbanized area of the City of Los Angeles. There is one related project located within a 500-foot radius of the Project Site, listed below in Table 5. The Project Applicant has no control over the timing or sequencing of the related project that has been identified within the Proposed Project study area. Therefore, any quantitative analysis that assumes multiple, concurrent construction projects would be speculative. Construction-period noise for the Proposed Project and each related project (that has not yet been built) would be localized. In addition, each of the related projects would be required to comply with the City's noise ordinance, as well as mitigation measures that may be prescribed pursuant to CEQA provisions that require potentially significant impacts to be reduced to the extent feasible. Thus, the cumulative impact associated with construction noise would be less than significant.

With respect to cumulative operational noise impacts, the related project would be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, the siting and development of related projects would be subject to further CEQA review and evaluated on a case-by-case basis, and cumulative operational noise would be less than significant.

Table 5
Related Projects

	Project Name	Location/Address	Project Description	Size	Units
1	Mixed-Use	2405 W. 8th Street	Apartments Retail	144 4,406	Du Sf

Notes: *Du = Dwelling unit; sf = square feet*
Related Project listed is located within a 500-foot radius of the Project Site
Source: Related Projects List provided by LADOT, *Case Logging and Tracking System, December 13, 2018.*

Air Quality

Construction Emissions

With respect to air quality during the construction phases, the Proposed Project would be required to comply with all applicable City, regional, state, and federal regulatory compliance measures from agencies including, but not limited to, the City of Los Angeles, the Southern California Air Quality Management District (SCAQMD), and the California Code of Regulations. As required by CEQA, the Proposed Project's construction emissions were quantified utilizing the California Emissions Estimator Model (CalEEMod *Version 2016.3.2*), as recommended by the SCAQMD. Table 6, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each phase of the Proposed Project's construction.

This analysis assumes a Project construction schedule of approximately 18 months, with final buildout occurring in 2020. Construction activities associated with the Project would be undertaken in four main steps: (1) demolition/site clearing (2) grading/foundation preparation, (3) building construction, and (4) architectural coatings/finishings. The Proposed Project would require up to 15,000 cubic yards (cy) of soil to be hauled off-site in order to build the foundations.

As shown in Table 6, construction-related daily emissions associated with the Proposed Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. These calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required and regulated by SCAQMD Rule 403 – Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. As such, construction-related emissions associated with the Proposed Project are not expected to exceed significance thresholds for criteria pollutants and hazardous substances. Further, all grading and earthwork activities would be conducted in accordance with applicable City, regional, state, and federal regulatory compliance measures. As such, construction of the Proposed Project would not result in the accidental release of hazardous pollutants. Therefore, temporary constructed-related air quality impacts related to criteria pollutants and hazardous substances would be considered less than significant.

Operational Emissions

<u>Existing Emissions</u>

The Project Site is currently developed with 18 duplex residential buildings with a total of 36 dwelling units. The existing use generates air pollutant emissions from space sources, such as space and water heating, architectural coatings (paint), and mobile sources such as motor vehicle traffic travelling to and from the Project Site. The average daily emissions generated by the existing uses at the Project Site have been estimated utilizing the California Emissions Estimator Model (CalEEMod *Version 2016.3.2*) recommended by the SCAQMD. As shown in Table 6, motor vehicles are the primary source of air pollutant emissions associated with existing uses at the Project Site.

Table 6
Existing Daily Operational Emissions from Project Site

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Area Sources	0.45	0.03	2.99	<0.01	0.02	0.02
Energy Sources	0.02	0.17	0.07	<0.01	0.01	0.01
Mobile Sources	0.51	2.45	6.89	0.02	1.54	0.43
Total Emissions	***0.98***	***2.65***	***9.95***	***0.02***	***1.57***	***0.46***
Wintertime (Non-Smog Season) Emissions						
Area Sources	0.45	0.03	2.99	<0.01	0.02	0.02
Energy Sources	0.02	0.17	0.07	<0.01	0.01	0.01
Mobile Sources	0.49	2.52	6.46	0.02	1.54	0.43
Total Emissions	***0.96***	***2.72***	***9.52***	***0.02***	***1.57***	***0.46***

Note: Calculation worksheets are provided in Attachment 5 to this Categorical Exemption.
Parker Environmental Consultants 2018.

Proposed Project Emissions

The Proposed Project would result in the demolition of 36 residential units and the construction and operation of a residential building with 100 affordable housing dwelling units, exclusive of one market rate manager's unit. The Proposed Project would generate both stationary and mobile emissions, including the consumption of electricity and natural gas, landscape maintenance, and vehicles traveling to and from the Project Site. Such emissions are typical of a multi-family residential development such as the Proposed Project. The analysis of daily operational emissions associated with the Proposed Project has been prepared utilizing CalEEMod (*Version 2016.3.2*) recommended by the SCAQMD. The results of these calculations are presented in Table 8, Proposed Project Estimated Daily Operational Emissions, below. As shown in Table 8, the operational emissions generated by the Proposed Project would not exceed the regional

thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Proposed Project would be less than significant.

Table 7
Estimated Peak Daily Construction Emissions

Emission Source	Emissions in Pounds per Day					
	ROG	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Demolition / Site Clearing						
On-Site Fugitive Dust	--	--	--	--	0.33	0.05
On-Site Off-Road (Diesel Equipment)	0.95	8.60	7.69	0.01	0.54	0.51
Off-Site Hauling/Vendor/Worker Trips	0.52	15.76	3.68	0.05	1.22	0.38
Total Emissions	***1.47***	***24.36***	***11.37***	***0.06***	***2.09***	***0.94***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Grading / Excavation						
On-Site Fugitive Dust	--	--	--	--	0.36	0.19
On-Site Off-Road (Diesel Equipment)	1.98	21.57	14.88	0.03	0.98	0.92
Off-Site Hauling/Vendor/Worker Trips	0.46	12.84	3.27	0.04	1.07	0.33
Total Emissions	***2.44***	***34.41***	***18.15***	***0.07***	***2.41***	***1.44***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Building Construction						
On-Site Off-Road Diesel Equipment	1.86	16.13	14.37	0.02	0.97	0.94
Off-Site Hauling/Vendor/Worker Trips	0.45	1.66	3.45	0.01	0.94	0.26
Total Emissions	***2.31***	***17.79***	***17.82***	***0.03***	***1.91***	***1.20***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Architectural Coating						
On-Site Architectural Coating	11.42	--	--	--	0.00	0.00
On-Site Off-Road Diesel Equipment	1.29	9.70	11.33	0.02	0.58	0.58
Off-Site Hauling/Vendor/Worker Trips	0.07	0.05	0.55	<0.01	0.17	0.05
Total Emissions	***12.78***	***9.75***	***11.88***	***0.02***	***0.75***	***0.63***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust and Rule 1113 – Architectural Coatings. Calculation sheets are provided in Attachment 5 to this Categorical Exemption.
Parker Environmental Consultants, 2018.

Table 8
Proposed Project Estimated Daily Regional Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Summertime (Smog Season) Emissions						
Area Sources	2.84	0.10	8.28	<0.01	0.05	0.05
Energy Sources	0.03	0.23	0.10	<0.01	0.02	0.02
Mobile Sources	1.35	6.81	18.14	0.06	4.89	1.35
Total Project Emissions:	***4.22***	***7.14***	***26.52***	***0.06***	***4.96***	***1.42***
Less Existing Emissions:	*-0.98*	*-2.65*	*-9.95*	*-0.02*	*-1.57*	*-0.46*
NET Project Site Emissions:	**3.24**	**4.49**	**16.57**	**0.04**	**3.39**	**0.96**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Potentially Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Wintertime (Non-Smog Season) Emissions						
Area Sources	2.84	0.10	8.28	<0.01	0.05	0.05
Energy Sources	0.03	0.23	0.10	<0.01	0.02	0.02
Mobile Sources	1.28	6.97	16.99	0.06	4.89	1.35
Total Project Emissions	***4.15***	***7.30***	***25.37***	***0.06***	***4.96***	***1.42***
Less Existing Emissions:	*-0.96*	*-2.72*	*-9.52*	*-0.02*	*-1.57*	*-0.46*
NET Project Site Emissions:	**3.19**	**4.58**	**15.85**	**0.04**	**3.39**	**0.96**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Potentially Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Source: CalEEMod 2016.3.2, Calculation worksheets are provided in Attachment 5.						

Cumulative Air Quality Impacts

Development of the Proposed Project in conjunction with the related projects in the Project Site vicinity would result in an increase in construction and operational emissions in the already urbanized area of the City of Los Angeles. Cumulative air quality impacts from construction and operation of the Proposed Project, based on SCAQMD guidelines, are analyzed in a manner similar to Project-specific air quality impacts. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Thus, as discussed in above, because the construction-related and operational daily emissions associated with Proposed Project would not exceed the SCAQMD's recommended thresholds, these

emissions associated with the Proposed Project would not be cumulatively considerable. Therefore, cumulative air quality impacts would be less than significant.

Greenhouse Gas Emissions

Construction

The *L.A. CEQA Thresholds Guide* does not provide any guidance as to how climate change issues are to be addressed in CEQA documents. Furthermore, neither the SCAQMD nor the State CEQA Guidelines Amendments provide any adopted thresholds of significance for addressing a residential project's GHG emissions. Nonetheless, Section 15064.4 of the CEQA Guidelines Amendments serves to assist lead agencies in determining the significance of the impacts of GHGs. Because the City of Los Angeles does not have an adopted quantitative threshold of significance for a residential project's generation of greenhouse gas emissions, the following analysis is based on a combination of the requirements outlined in the CEQA Guidelines.

As required in Section 15064.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) the extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting; (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; (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. The Guidelines do not mandate the use of absolute numerical thresholds to measure the significance of greenhouse gas emissions.

Greenhouse gas (GHG) emissions were calculated using CalEEMod (*Version 2016.3.2*). Construction of the Proposed Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. Emissions of GHGs were calculated for each year of construction of the Proposed Project and the results of this analysis are presented in Table 8, Proposed Project Construction-Related Greenhouse Gas Emissions. As shown in Table 9, the total GHG emissions from construction activities related to the Proposed Project would be approximately 712 metric tons with the greatest annual emissions occurring in 2019.

Table 9
Proposed Project Construction-Related Greenhouse Gas Emissions

Year	CO_2e Emissions (Metric Tons per Year)
2019	553.36
2020	158.29
Total Construction GHG Emissions	**711.65**
Source: CalEEMod Version 2016.3.2; Calculation data and results are provided in Attachment 5 to this Categorical Exemption.	

Operation

Baseline GHG Emissions

The Project Site is currently developed with 18 duplex homes with a total of 36 dwelling units and serves as the existing conditions baseline. The operations of the residential uses generate GHG emissions as a result of vehicle trips and building operations involving the use of electricity, natural gas, water, and generation of solid waste and wastewater. The average daily GHG emissions generated by the existing Project Site have been estimated utilizing the CalEEMod computer model recommended by the SCAQMD. Table 10 Existing Project Site Greenhouse Gas Emissions, presents the GHG emissions associated with operation of the existing residential buildings at the Project Site. As shown in Table 10, the existing operations on the Project Site generate approximately 495.14 CO^2e MTY.

Table 10
Existing Project Site Greenhouse Gas Emissions

Emissions Source	CO_2e Emissions (Metric Tons per Year)
Area	0.62
Energy	135.39
Mobile	321.39
Waste	8.33
Water	29.41
Total	**495.14**
Greenhouse gas emissions were estimated using CalEEMod Version 2016.3.2 Calculation data and results provided in Attachment 5 to this Categorical Exemption.	

Project GHG Emissions

The GHG emissions resulting from operation of the Proposed Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment and generation of solid waste and wastewater, were calculated under two separate scenarios in order to illustrate the effectiveness of the Proposed Project's compliance with the *L.A. Green Building Code* and other project design features that would be effective in reducing GHG emissions, such as the Project Site being an infill lot, its proximity to transit and walking distance to a major employment center. The Proposed Project's emissions were estimated using CalEEMod for a base project[2] without the enhanced energy conservation measures mandated by the Green Building Code and with GHG reduction measures to effectively estimate the net benefit of code compliance measures in terms of a reduction in GHG emissions. As shown in Table 11, below, the net increase in GHG emissions generated by the Proposed Project under the "Base Project Without GHG Reduction Features" would be 1,4122.36 CO_2e MTY, and the "Proposed Project" scenario would result in a net increase of 889.32 CO_2e MTY. The Proposed Project's structural and operational features such as low-flow plumbing fixtures and implementing an operational recycling program during the life of the Proposed Project would reduce the Project's GHG emissions. When considering the fact that the Proposed Project is an infill development and is recycling land occupied by existing uses which generate GHG emissions, which is encouraged through the state, regional and local plans and policies (i.e., SB 32, SB 375, and SCAG's 2016 RTP/SCS growth strategy), the Proposed Project would realize a 37 percent reduction in GHG emissions as compared to a base project of the same size without replacing an existing land use that generates GHG emissions. The percent reduction calculated above is not a quantitative threshold of significance, but shows the efficacy of the Proposed Project's compliance with the various regulations, plans, and policies that have been adopted with the intent of reducing GHG emissions in furtherance of the State's GHG reduction targets under SB 32. In October 2008, SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 metric tons of CO_2e per year. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where SCAQMD is lead agency. However, SCAQMD has yet to formally adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects) and has formed a GHG Significance Threshold Working Group to further evaluate potential GHG significance thresholds.

[2] "Base Project" assumes no energy conservation measures and construction on a vacant lot, as opposed to the "Proposed Project" which includes GHG conservation measures and replaces an existing land use that generates GHG emissions.

Table 11
Proposed Project Operational Greenhouse Gas Emissions

Emissions Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)		
	Base Project Without GHG Reduction Features	**Proposed Project**	**Percent Reduction [a]**
Area	1.73	1.73	0%
Energy	303.19	303.19	0%
Mobile (Motor Vehicles)	978.90	978.90	0%
Waste	23.13	11.57	50%
Water	81.69	65.35	20%
Construction Emissions [b]	23.72	23.72	--
Proposed Project Total:	**1,412.36**	**1,384.46**	**2%**
Less Existing Project Site:	-- [c]	*-495.14*	--
Proposed Project Net Total:	**1,412.36**	**889.32**	**37%**

Notes:
[a] *The Percent Reduction is not a quantitative threshold of significance, but shows the efficacy of the Project's compliance with the various regulations, plans and policies that have been adopted with the intent of reducing GHG emissions.*
[b] *The total construction GHG emissions were amortized over 30 years and added to the operation of the Project.*
[c] *The existing emissions were not deducted from the Project Without GHG Reduction Measures to demonstrate the benefit of developing on an infill lot with active residential uses.*
Calculation data and results provided in Attachment 5 to this Categorical Exemption.

Through required implementation of the Green Building Code, the Project Site's location on an infill site, the Proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including SB 32, SB 375, *L.A. Green Building Code*, and CARB's 2017 Scoping Plan aimed at achieving a 40 percent reduction of 1990 GHG emission levels by 2030.

The following Project characteristics or Project Design Features have been identified that would result in a reduction in greenhouse gas emissions and thus are supportive of the State's 2017 Scoping Plan:

Infill Development. The Project Site is located on an infill site that was previously developed with residential land uses and is located within a Transit Priority Area. The Proposed Project would include the demolition of the existing structures, which would off-set some of the Proposed Project's operational emissions. The Proposed Project is also located in an area that is adequately served by existing infrastructure and would not require the extension of utilities or roads to accommodate the proposed development.

Transit Priority Area. The Proposed Project is also located in a Transit Priority Area as defined by CEQA Sections 21099 and 21064.3. Studies by the California Department of Transportation, the U.S. Environmental Protection Agency and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional and statewide benefits including reduced air pollution and energy consumption. The Proposed Project's close proximity to neighborhood-serving commercial/retail land uses and regional transit would result in fewer trips and a reduction to the Proposed Project's vehicle miles traveled (VMTs) as compared to the base trip rates for similar stand-alone residential uses that are not located in close proximity to transit.

Energy Conservation. The Proposed Project must adhere to Title 24 2016 standards and include ENERGY-STAR appliances.

Solid Waste Reduction Efforts. California Green Building Code Section 4.408.1, imposes mandatory measures for residential projects that require developers to recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with either Section 4.408.2, 4.408.3 or 4.408.4, or meet a more stringent local construction and demolition waste management ordinance. Diversion efforts would be accomplished through source reduction, recycling, and composting. Finally, the Proposed Project is required by the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials. As such, a 65 percent reduction of a Project's waste stream to the local landfill would reduce methane emissions and thus lower the Project's contribution to global GHG emissions.

Water Conservation. As mandated by the 2017 Los Angeles Green Building Code, the Proposed Project would be required to provide a schedule of plumbing fixtures and fixture fittings that implement water use reduction by complying with one of the following: (1) a 20% reduction in the building's "water use baseline" as demonstrated in Table 4.303.4.1 of Section 4.303.4 of the Los Angeles Plumbing Code; or (2) comply with the maximum flow rates shown in Table 4.303.4.2 of the Plumbing Code's Section 4.303.4. The Proposed Project's water budget for landscape irrigation use shall conform to the California Department of Water's Resources' Model Water Efficient Landscape Ordinance (MWELO). Such landscape water reduction methods include, but are not limited to, use of captured rainwater, recycled water, graywater, or water treated for irrigation purposes and conveyed by a water district or public entity. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs.

As demonstrated above, the Proposed Project's characteristics and design features, coupled with compliance with mandatory regulatory measures would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including SB 32, SB 375, *L.A. Green Building Code*,

and CARB's 2017 Scoping Plan. Therefore, the Proposed Project's generation of GHG emissions would not conflict with any applicable plan, policy or regulation for the purposes of reducing the emissions of greenhouse gases.

Cumulative Greenhouse Gas Emissions Impacts

The GHG emissions from a multi-family residential project with up to 100 dwelling units is relatively very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change, which can cause the adverse environmental effects previously discussed. Accordingly, the threshold of significance for GHG emissions determines whether a project's contribution to global climate change is "cumulatively considerable." Many regulatory agencies, including the SCAQMD, concur that GHG and climate change should be evaluated as a potentially significant cumulative impact, rather than a project direct impact. Accordingly, the GHG analysis presented above analyzes whether the Proposed Project's impact would be cumulatively considerable using a plan-based approach (and quantitative and qualitative analysis) to determine the Proposed Project's contributing effect on global warming. As concluded above, the Proposed Project's generation of GHG emissions would represent a 37% reduction in GHG emissions with GHG reduction measures in place as compared to the Project's emissions in the absence of all of the GHG reducing measures and project design features. Furthermore, the Proposed Project would be consistent with all applicable local ordinances, regulations and policies that have been adopted in furtherance of the state and City's goals of reducing GHG emissions. Thus, the Proposed Project would not make a cumulatively considerable contribution to GHG emissions and impacts would be less than significant.

Water Quality

Hazards and Hazardous Materials

Based on the Department of Toxic Substances Control EnviroStor Database, the Project Site is not listed for cleanup, permitting, or investigation of any hazardous waste contamination. Therefore, the Proposed Project would not handle, dispose, or store any hazardous materials during the Proposed Project's construction activities. Additionally, the Proposed Project would not exacerbate any hazardous conditions on the Project Site that could affect groundwater conditions. The Proposed Project, once operational, would not use hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes that are typically associated with the operation of the Proposed Project and the use of these substances would comply with State Health Codes and Regulations. As such, the Proposed Project does not include potential sources of contaminants that could potentially degrade water quality.

Stormwater

The Project Site is currently developed with 18 multi-family residential duplexes. With the exception of 19 on-site trees and turf areas, approximately 90 percent of the Project Site is covered with impervious surfaces. Thus, approximately 90 percent of the surface water runoff from the Project Site is directed to adjacent storm drains and does not percolate into the groundwater table beneath the Project Site. With respect to water quality from stormwater, surface water runoff from the Project Site flows southwest along Grand View Street and is directed to a storm drain inlet on the intersection of Grand View Street and 8th Street. The Proposed Project would continue to generate surface water runoff similar to existing conditions, and stormwater would be directed towards existing stormwater infrastructure that currently serve the Project Site (See Figure 6, Stormwater Information Map *attached*).

A Storm Water Pollution Prevention Plan (SWPPP) would be required to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. The SWPPP would identify Best Management Practices (BMPs) for erosion control and other measures to meet the NPDES requirements for stormwater quality. Implementation of the BMPs identified in the SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction of the Proposed Project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality during construction.

Additionally, the Proposed Project would be required to demonstrate compliance with Low Impact Development (LID) Ordinance standards and retain and treat the first ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater. To ensure that all stormwater related BMPs are constructed and / or installed in accordance with the approved LID Plan, the City of Los Angeles requires a Stormwater Observation Report to be submitted to the City prior to the issuance of the Certificate of Occupancy. Compliance with the LID Ordinance would ensure that the Proposed Project would not adversely affect water quality or significantly contribute to site runoff during the operation of the Proposed Project. Therefore, the Proposed Project would result in less than significant impacts to the existing stormwater infrastructure serving the Project Site.

Cumulative Water Quality Impacts

Development of the Proposed Project in combination with the related projects would result in the further infilling of uses in a highly developed area within the Westlake Community within the City of Los Angeles. As discussed above, the Project Site and the surrounding areas are served by the existing City or County storm drain system. Runoff from the Project Site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest stormwater drainage inlet. It is likely that most, if not all, of the related projects would also drain to the surrounding street system. However, little if any additional

cumulative runoff is expected from the Proposed Project and the related project sites, since the Westlake area is highly developed with impervious surfaces. Under the requirements of Article 4.4 of the LAMC, each related project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater. Mandatory structural BMPs in accordance with the NPDES water quality program would result in a cumulative reduction of surface water runoff, as the development in the surrounding area is limited to infill developments and redevelopment of existing urbanized areas. Therefore, cumulative water quality impacts would be less than significant.

e) The Project Site can be adequately served by all required utilities and public services.

Water

The Project Site is located within the service area of the Los Angeles Department of Water and Power (LADWP) for potable water service. The LADWP's 2015 Urban Water Management Plan (UWMP) projects the City of Los Angeles will have a reliable water supply of approximately 611,800 acre-feet per year (AFY) and 675,700 AFY in 2020 and 2040, respectively, based on growth projections of the 2012 RTP/SCS. Thus, projects that are consistent with the underlying zoning and allowable density requirements of the LAMC and General Plan, are inherently consistent with the future water demands established in the 2015 UWMP. The Proposed Project would be consistent with the underlying land use and allowable density of the Project Site. Based on the sewer generation factors provided by the Bureau of Sanitation and assuming all water usage converts to wastewater, it is estimated that the Proposed Project's net increase in water demand would be approximately 8,240 gallons per day, or approximately 9.2 AFY. Articles 4 and 9 of Chapter IX of the LAMC establish citywide water efficiency standards and require water-saving systems and technologies in buildings and landscapes to conserve and reduce water usage. Pursuant to Section 99.04.303.4 of the LAMC, the Proposed Project would be required to incorporate water conservation plumbing fixtures capable of achieving a 20% reduction in overall use of potable water. Compliance with the LA Green Building Code would further reduce the Proposed Project's operational water demands. Because the Proposed Project is consistent with the zoning and General Plan land use designations, and the Proposed Project's population/housing growth would be within SCAG's growth forecast, the Proposed Project's increased water demand has already been accounted for in the 2015 UWMP and impacts upon water demand would be less than significant.

Cumulative Water Demand Impacts

Development of the Proposed Project and related projects and the cumulative growth throughout the City of Los Angeles, would further increase the demand for potable water within the City. Through the 2015 UWMP, the LADWP has demonstrated that it can provide adequate water supplies for the City through the

year 2040, with implementation of conservation strategies and proper supply management. This estimate is based in part on demographic projections obtained for the LADWP service area from the Metropolitan Water District (MWD). The MWD utilizes a land-use based planning tool that allocates projected demographic data from the Southern California Association of Governments (SCAG) into water service areas for each of MWD's member agencies. MWD's demographic projections use data reported in SCAG's RTP/SCS. The Proposed Project contributes to population and housing growth that would be consistent with SCAG's growth projections for the City of Los Angeles. As such, the additional water demands generated by the Project are accounted for in the 2015 UWMP. Additionally, the Proposed Project's growth is consistent with SCAG's growth projections for the Los Angeles subregion. With approval of the requested discretionary actions, the Proposed Project is consistent with the underlying allowable uses per the LAMC and would not exceed the allowable density for the Project Site or exceed the available capacity in the local aqueduct. As such, the additional water demands generated by the Proposed Project are accounted for in the 2015 UWMP, and cumulative impacts associated with increased water demand would be less than significant.

Sewer

The Project Site is served by existing 30 to 45-inch sewer pipes located along Grand View Street, adjacent to the western property line of the Project Site. (Refer to Figure 7, Sewer Information Map *attached*). Wastewater from the Proposed Project would be treated by the Hyperion Water Reclamation Plant (HWRP), which treats an average daily flow of 275 million gallons per day (mgd) on an average dry weather day and with a maximum daily flow of 450 mgd. This equals a remaining capacity of 175 mgd of wastewater able to be treated at the HWRP. Based on standard sewer flow rates published by the Bureau of Sanitation, the Proposed Project's sewer generation is expected to be 5,060 gallons per day. Pursuant to City policy, the Bureau of Sanitation will check the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. The Applicant would be required to submit a Sewer Capacity Availability Request (SCAR) to verify the anticipated sewer flows and points of connection and to assess the condition and capacity of the sewer lines receiving additional sewer flows from the Proposed Project. If the public sewer has insufficient capacity to accommodate the Proposed Project's wastewater flows, the Applicant would be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connect permit would be made at the time. The installation of a secondary line, if needed, would require minimal trenching and pipeline installation and would not result in any adverse environmental impacts. Ultimately, the sewage flow would be conveyed to the Hyperion Water Reclamation Plant, which has sufficient capacity for the Proposed Project. Therefore, the Proposed Project's impacts upon the City's sewer system would be less than significant.

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Cumulative Sewer Impacts

Development of the Proposed Project in conjunction with the related projects would further increase regional demands on HWRP's capacity. Similar to the Proposed Project, each related project would be required to submit a SCAR and obtain approval by the Department of Public Works to ensure adequate sewer capacity for each related project. Since the Proposed Project would require approval from the Bureau of Sanitation, signifying that the sewer lines serving the Project Site have adequate capacity, the Proposed Project would not be expected to contribute to a local cumulative impact. Locally, the Proposed Project would not be cumulatively considerable. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the HWRP's service to the City of Los Angeles and surrounding area. However, it is anticipated that the 175 mgd of available capacity in the HWRP would not be significantly reduced with the cumulative wastewater generation from the related projects and Proposed Project. As such, cumulative impacts with respect to wastewater demand would be less than significant.

Solid Waste

Solid waste generated by the Proposed Project would be directed to the Sunshine Canyon Landfill and the Chiquita Canyon Landfill, which serve existing land uses within the City. The Sunshine Canyon Landfill is jointly operated by the City and the County, has a remaining capacity of 62.1 million tons with an estimated remaining operational life of 21 years. An expansion of the Chiquita Canyon Landfill to add a capacity of 48,114,000 tons (a 45-year life expectancy based on 2015 average daily disposal of 3,446 tons per day or 15 years based on maximum permitted rate of disposal of 10,000 tons per day) was approved in April 2017. Based on the gross building area of 120,000 square feet, the Proposed Project is anticipated to generate approximately 1,480 tons of construction and demolition debris before source reduction and recycling efforts. Under the requirements of the hauler's AB 939 Compliance Permit from the Bureau of Sanitation, all construction and demolition debris would be delivered to a Certified Construction and Demolition Waste Processing Facility. The California Green Building Standards Code prescribes mandatory measures for residential projects to recycle and/or salvage for reuse a minimum of 65 percent of the non-hazardous construction and demolition waste. Implementation of regulatory measures would effectively achieve a 65 percent reduction in the Proposed Project's solid waste disposal needs upon area landfills. Assuming a 65 percent reduction in construction and demolition debris, the total amount of construction and demolition debris to be disposed of at area landfills is estimated to be approximately 518 tons. Operation of the Proposed Project is expected to generate approximately 783 pounds of solid waste per day or approximately 142 tons per year. The amount of solid waste generated by the Proposed Project is estimated to be well within the available capacities of area landfills.

Cumulative Solid Waste Impacts

The City of Los Angeles Solid Waste Management Plan (AB 939) sets forth strategies that would provide adequate landfill capacity through 2037 to accommodate anticipated growth. The Bureau of Sanitation has projected the need for waste disposal capacity based on SCAG's regional population growth projections. The growth associated with Proposed Project is within those projections. Further, new programs are being implemented to increase the amount of waste diverted by the City, including: multi-family recycling, food waste recycling, commercial recycling and technical assistance and support for City departments to help meet their waste reduction and recycling goals. The City is also developing programs to ultimately meet a goal of zero waste by 2030. Thus, the Proposed Project's contribution to cumulative impacts would continue to decrease as it increases waste diversion rates in accordance with City goals.

Development of the Proposed Project in conjunction with the related projects would further increase regional demands on landfill capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing landfills serving the City of Los Angeles. Although there are several proposals for new landfills in the region, there are currently few viable options for City of Los Angeles waste past 2029. The cumulative operational solid waste generation of the related projects and Proposed Project would represent a small fraction of the remaining capacities of the Sunshine Canyon Landfill and Chiquita Canyon Landfill, which currently have a combined remaining permitted capacity of approximately 110 million tons. Therefore, the cumulative impacts with respect to solid waste would be less than significant.

Fire Services

With respect to fire protection services, the Los Angeles Fire Department Station No. 11, located at 1819 7th Street, currently serves the Project Site. This fire station is located approximately 0.4 mile (driving distance) east of the Project Site. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to Section 57.507.3.3 of the LAMC, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles. Based on the response distance criteria specified in LAMC 57.507.3.3 and the relatively short distance from Fire Station No. 11 to the Project Site, fire protection response would be considered adequate. Pursuant to LAMC Section 57.507.3.1, the required fire flow for a high-density residential development, such as the Proposed Project, is 4,000 gpm from four adjacent fire hydrants flowing simultaneously. The Proposed Project would be required to maintain appropriate fire flow and access pursuant to the Los Angeles Fire Code. The required fire flow for the Proposed Project would be confirmed in consultation with the LAFD during the plan check approval process. Implementation of the Proposed Project is not expected to significantly impact fire protection services in the Project area.

Cumulative Impacts to Fire Services

The Proposed Project, in combination with the related projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Proposed Project and related projects would contribute. Similar to the Proposed Project, each of the related projects would be individually subject to LAFD review and would be required to comply with all applicable fire safety requirements of the LAFD in order to adequately mitigate fire protection impacts. Specifically, any related project that exceeded the applicable response distance standards would be required to install automatic fire sprinkler systems in order to mitigate the additional response distance. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development of any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAFD does not currently have any plans for new fire stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable impact to fire protection services, and, as such cumulative impacts on fire protection would be less than significant.

Police Services

The Project Site is located in the Rampart Division of the Los Angeles Police Department's Central Bureau. The Rampart Community Police Station, located at 1401 W. 6th Street, serves the Rampart Community and the Project Site. This police station is located approximately 0.9 mile (driving distance) east of the Project Site. The Project Site is located within Reporting District 261. The LAPD published the "Design Out Crime: Crime Prevention Through Environmental Design Guidelines" ("Design out Crime Guidelines"), which introduced ways to deter crime through the design of buildings and public open spaces. The Design Out Crime Guidelines provides recommendations on the location and design of common areas and walking paths, lighting, fencing, and landscaping, among others. The Proposed Project would be subject to Site Plan Review and would be reviewed by the LAPD for compliance with the recommended site design guidelines to improve public safety. Furthermore, the presence of residents on the Project Site would also serve to deter crime. Thus, implementation of the Proposed Project would not significantly impact police protection services in the Project area.

Cumulative Impacts to Police Services

The Proposed Project, in combination with the related projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Proposed Project and related projects would contribute. In addition, each of the related projects would be individually subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. Furthermore, each of the related projects would likely install and/or incorporate adequate crime prevention design features in consultation with the LAPD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development of any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAPD does not currently have any plans for new police stations to be developed in proximity to the Project Site. No impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable impact to police protection services, and cumulative impacts on police protection would be less than significant.

Los Angeles Unified School District

The Project Site is located within the service area of the Los Angeles Unified School District (LAUSD). The Project Site is currently served by one elementary school, one middle school, and four high schools. The following schools serve the Project Site:

1) MacArthur Park Elementary Visual and Performing Arts School, located at 2300 W. 7th Street, approximately 60 feet west of the Project Site;
2) Berendo Middle School, located at 1157 S. Berendo Street, approximately 1.3 mile southwest of the Project Site;
3) Belmont Senior High School, located at 1575 W. 2nd Street, approximately 1.3 mile northeast of the Project Site.
4) Miguel Contreras Learning Complex School, located at 322 S. Lucas Avenue, approximately 1.4 mile east of the Project Site.
5) Ramon C. Cortines School of Visual and Performing Arts, located at 450 N. Grand Avenue, approximately 3.2 miles east of the Project Site.

The Project Applicant would be required to pay all applicable developer fees to the LAUSD to offset the Proposed Project's demands upon local schools. Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995. Pursuant to Government Code Section 65995, payment of development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." With the payment of a School Development Fee, the Proposed Project's potential impact upon public school services would be less than significant.

Cumulative Impacts to Schools

The Proposed Project, in combination with the related projects is expected to result in a cumulative increase in the demand for school services. Development of the related projects would likely generate additional demands upon school services. These related projects would have the potential to generate students that would attend the same schools as the Proposed Project. This would create an increased cumulative demand on local school districts. However, each of the related projects would be responsible for paying applicable school fees to mitigate the increased demand for school services. Pursuant to Government Code Section 65995, payment of development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." With the payment of School Development Fee, the related projects and the Proposed Project's cumulative impacts on schools would be less than significant.

Parks

The Project Site is served by 23 parks and recreation facilities, which are owned and maintained by the City of Los Angeles Recreation and Parks Department. Parks and recreation facilities within a two-mile radius of the Project Site include: MacArthur Park, Hope and Peace Park, Lafayette Community Center, Alvarado Terrace Park, Shatto Recreation Center, Unidad Park (Beverly Pocket Park), Lake Street Park/Community Center, Pico Union Vest Pocket Park, Toberman Recreation Center, Echo Deep Pool, Vista Hermosa Park, Seoul International Park, Patton Street Park, Echo Park Recreation Center and Lake, Normandie Recreation Center, Pershing Square Park, Madison West Park, Hoover Recreation Center, West Adams Heights Park, Saint James Park, Spring Street Park, Bellevue Recreation Center and Park, Everett Triangle Park (Tear Drop Park). In addition, the Proposed Project would provide a total of 9,105 square feet of open space that would be available exclusively to serve Project residents and their guests, which would reduce the Project's demand upon public parks and recreational facilities. The Proposed Project's demand for open space would be met through a combination of (1) on-site open space proposed within the Project Site, (2) payment of applicable taxes in accordance with LAMC Section 21.10.3(a)(1), and (3) the availability of existing park and recreation facilities within the area. Development of the Proposed Project is not expected to significantly impact park and recreation facilities in the Project area.

Cumulative Impacts to Parks

Development of the Proposed Project in conjunction with the related projects could result in an increase in permanent residents residing in the greater Project area. Additional cumulative development would contribute to lowering the City's existing parkland to population ratio, which is currently below the preferred standard. However, each of the residential related projects are required to comply with payment of Quimby Fees (for subdivision projects with greater than 50 units) and/or park and recreation mitigation fees (for all other residential projects). Each residential related project would also be required to comply with the on-site open space requirements of the LAMC. Therefore, with payment of the applicable recreation fees on a project-by-project basis, the Proposed Project would not make a cumulatively considerable impact to parks and recreational facilities, and cumulative impacts would be less than significant.

Libraries

The LAPL branches currently serving the Project Site include:

1) Pico Union Branch Library, located at 1030 S. Alvarado Street, approximately 0.5 mile south of the Project Site;
2) Felipe de Neve Branch Library, located at 2820 W. 6th Street, approximately 0.7 mile northwest of the Project Site;
3) Echo Park Branch Library, located at 1410 W. Temple Street, approximately 1.9 miles northeast of the Project Site;
4) Edendale Branch Library, located at 2011 W. Sunset Boulevard, approximately 1.9 miles northeast of the Project Site; and
5) Pio Pico - Koreatown Branch Library, located at 694 S. Oxford Avenue, approximately 1.9 miles west of the Project Site.

Existing library services are expected to adequately serve the needs of future occupants of the Proposed Project. As stated in the 2015-2020 Strategic Plan, LAPL is committed to increasing the number of people who use library services and the number of library cardholders. Because the Proposed Project is consistent with the allowable density and uses allowed under the current zoning and General Plan designations, the Proposed Project would not substantially increase demands upon library services, as compared to the use projections in the LAPL's 2015-2020 Strategic Plan. Therefore, the Proposed Project's impacts upon library services would be considered less than significant.

Cumulative Impacts to Libraries

Development of the related projects is projected to generate additional housing and residents within the study area, which would likely generate additional demands upon library services. This increase in resident population would result in a cumulative increase in demands upon public library services. To meet the increased demands upon the City's Public Library system, Los Angeles voters passed a Library Bond Issue for $178.3 million to improve, renovate, expand, and construct 32 branch libraries. Since the Program's inception in 1998, the Library Department and the Department of Public Works, Bureau of Engineering have made considerable progress in the design and construction of the branch library facilities. Based on the growth forecasts utilized in the 2015-2020 Strategic Plan, much of this growth has already been accounted for in planning new and expanded library facilities. Thus, the additional residents generated by the Proposed Project would not make a cumulatively considerable impact upon the City's library system. Therefore, the cumulative impacts related to library facilities would be less than significant.

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ATTACHMENT 1

Figures of the Project Site

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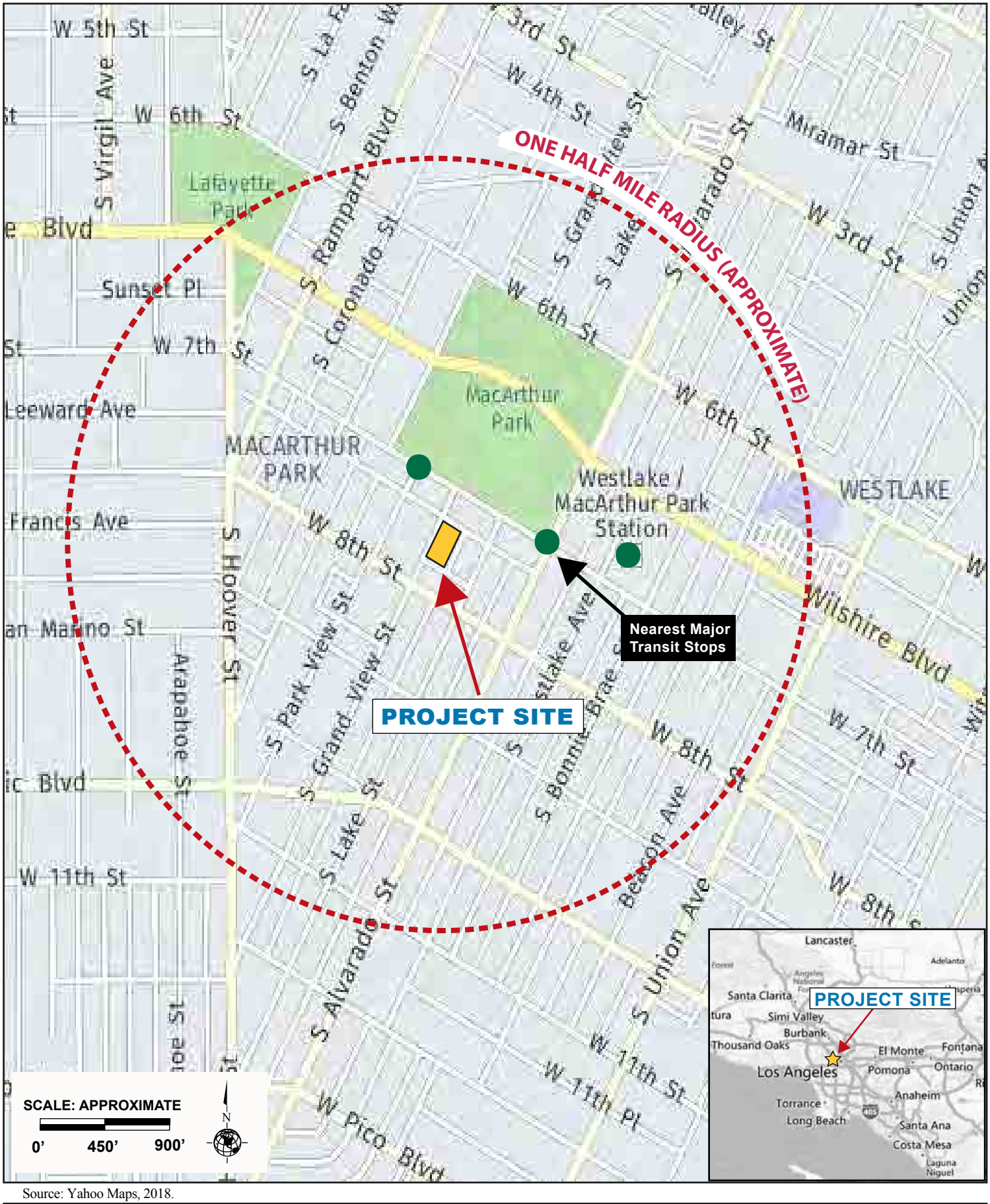

Source: Yahoo Maps, 2018.

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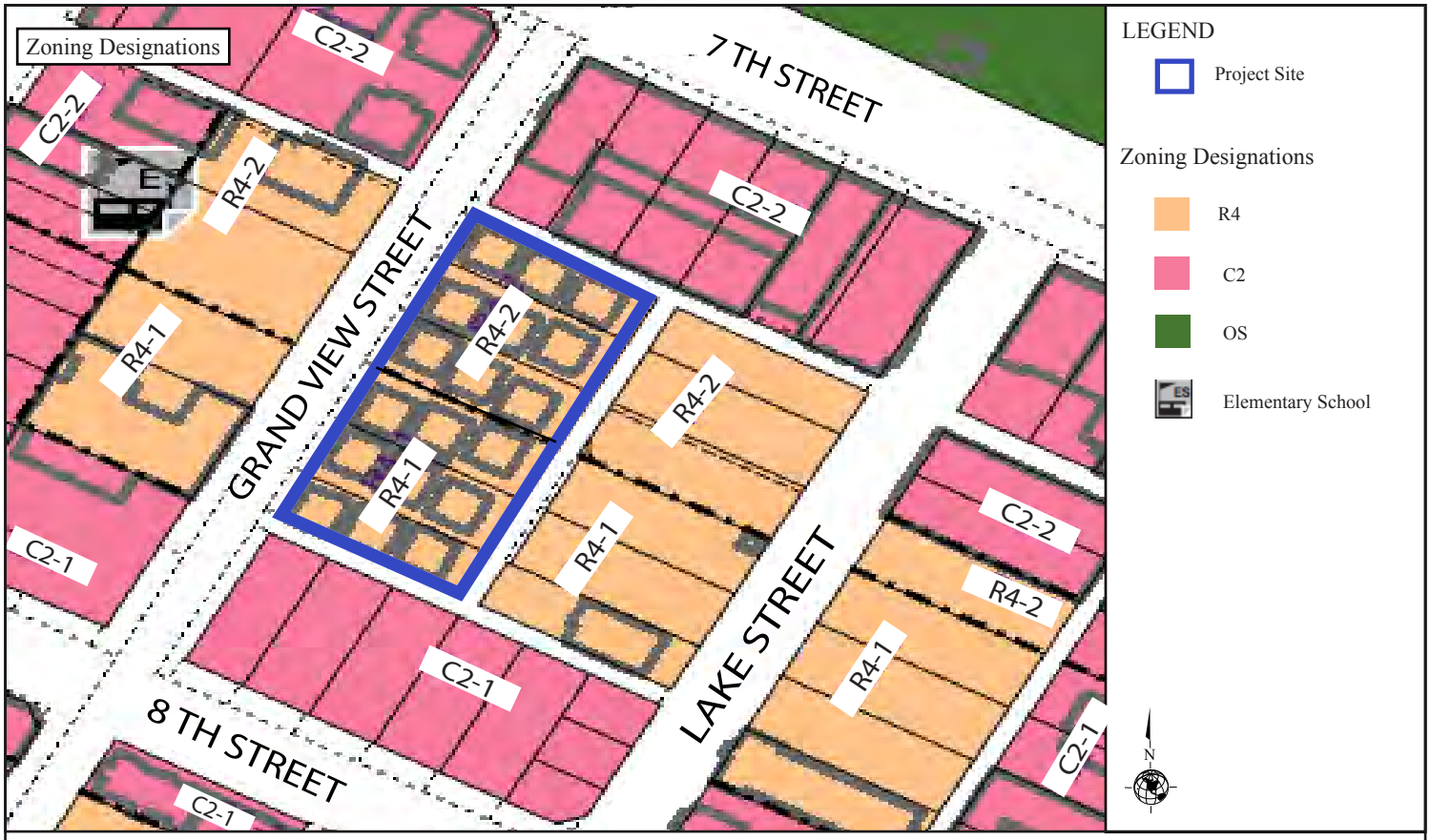
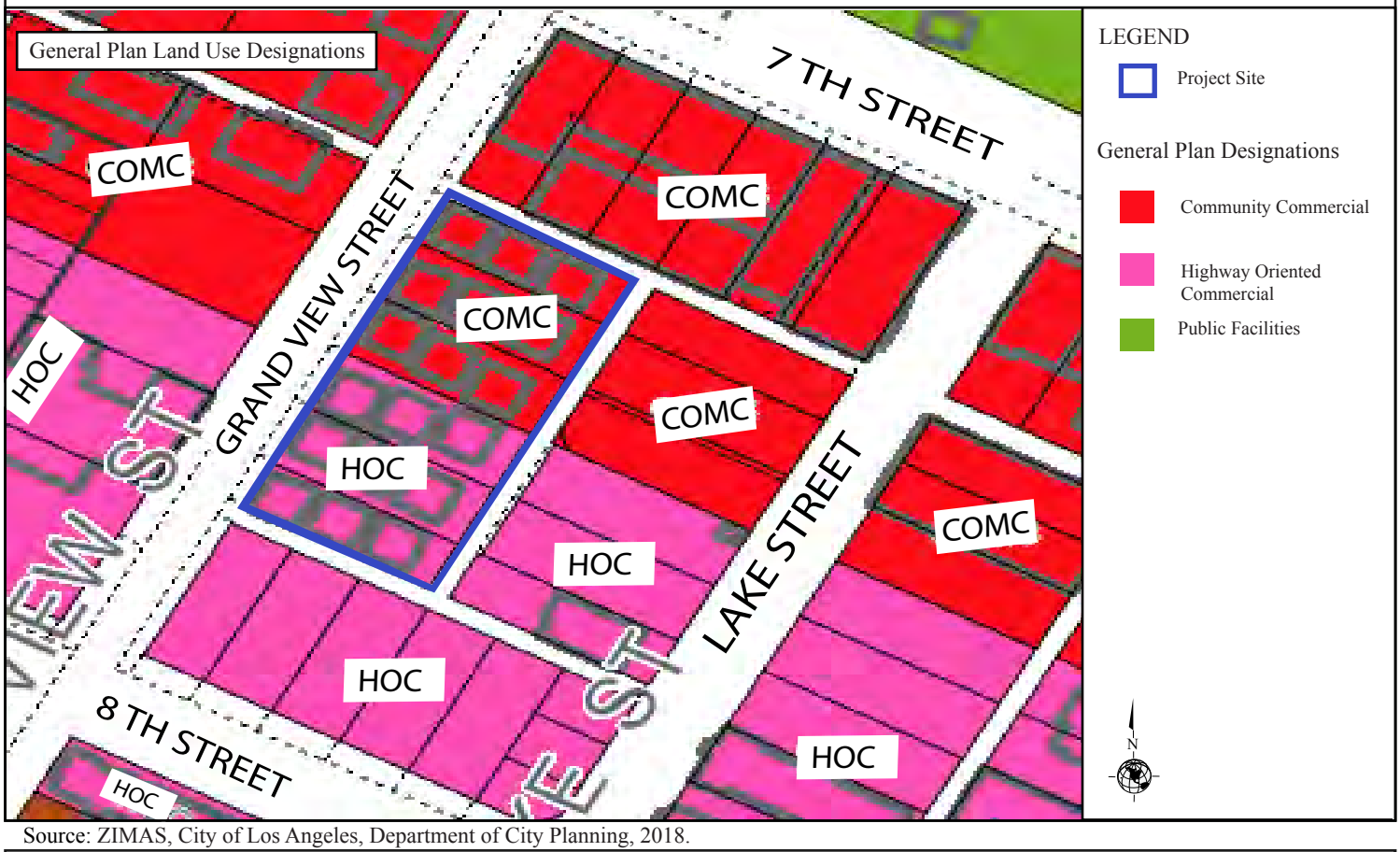
Figure 1
Project Location Map





Source: ZIMAS, City of Los Angeles, Department of City Planning, 2018.

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Figure 2
Zoning and General Plan Land Use Designations

Source: Google Earth, Aerial View, 2018.

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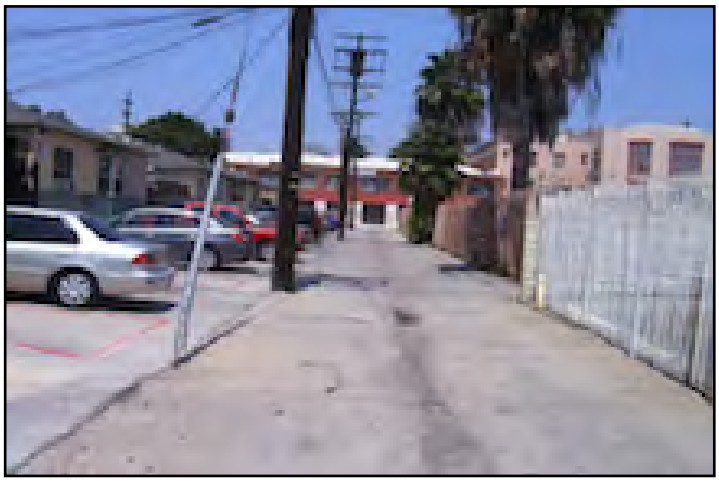
Figure 3
Aerial Photograph of the Project Site and Surrounding Land Uses

View 1: From the east side of Grand View Street, looking south at the Project Site.

View 2: From the west side of Grand View Street, looking east at the Project Site.

View 3: From the east side of Grand View Street, looking north at the Project Site.

View 4: On the southwest corner of the Project Site looking east at the Project Site and adjacent south alleyway.



View 5: From the southeast corner of the Project Site, looking north at the Project Site and eastern alleyway.

View 6: On the northwest corner of the Project Site looking east at the adjacent north alleyway.

Source: Parker Environmental Consultants, August 2, 2018.

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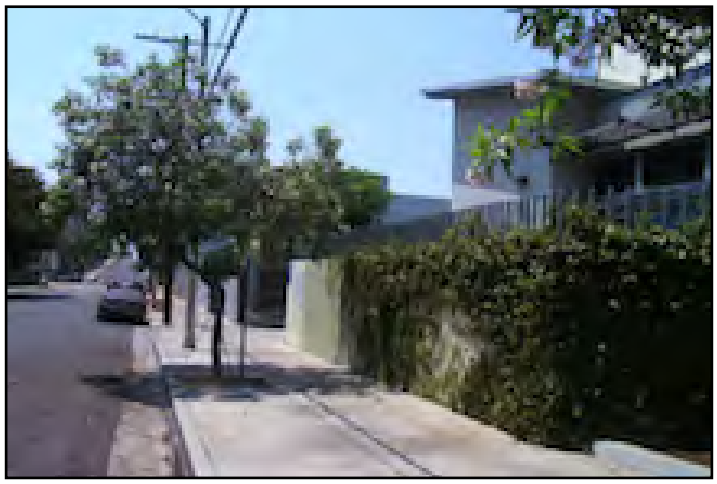
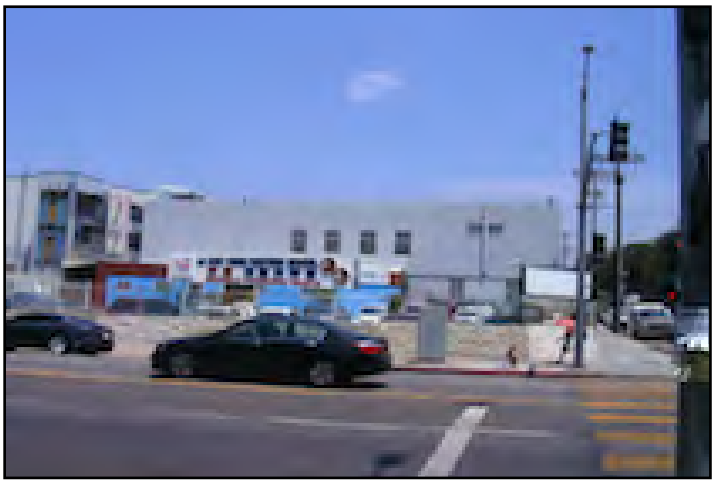
Figure 4
Photographs of the Project Site
Views 1-6



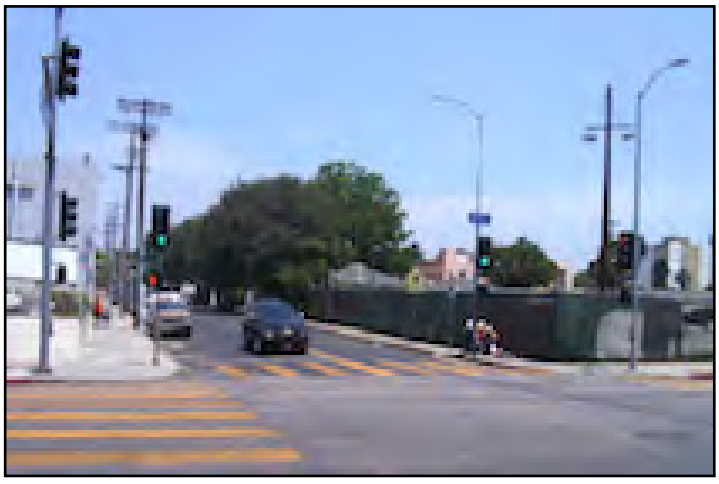
View 7: From west side of Grand View Street, looking at the properties to the west of the Project Site.



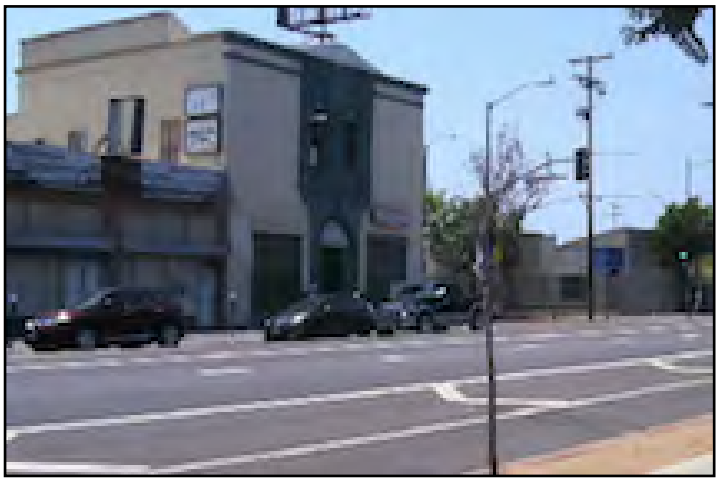
View 8: From the southwest intersection of Grand View Street and 8th Street, looking north at the property to the west of the Project Site.

View 9: From the southwest corner of Grand View Street and 8th Street, looking east at the commercial building to the south of the Project Site.

View 10: From the southwest corner of Grand View Street and 8th Street, looking west at the buildings to the southwest of the Project Site.



View 11: From the southwest corner of Grand View Street and 8th Street, looking at the property to the south of the Project Site.



View 12: From the north side of 7th Street, looking west at the commercial buildings north of the Project Site.

Source: Parker Environmental Consultants, August 2, 2018.

PARKER ENVIRONMENTAL CONSULTANTS

Figure 5
Photographs of Surrounding Land Uses
Views 7-12

Figure 6
Stormwater Information Map

Figure 7
Sewer Information Map

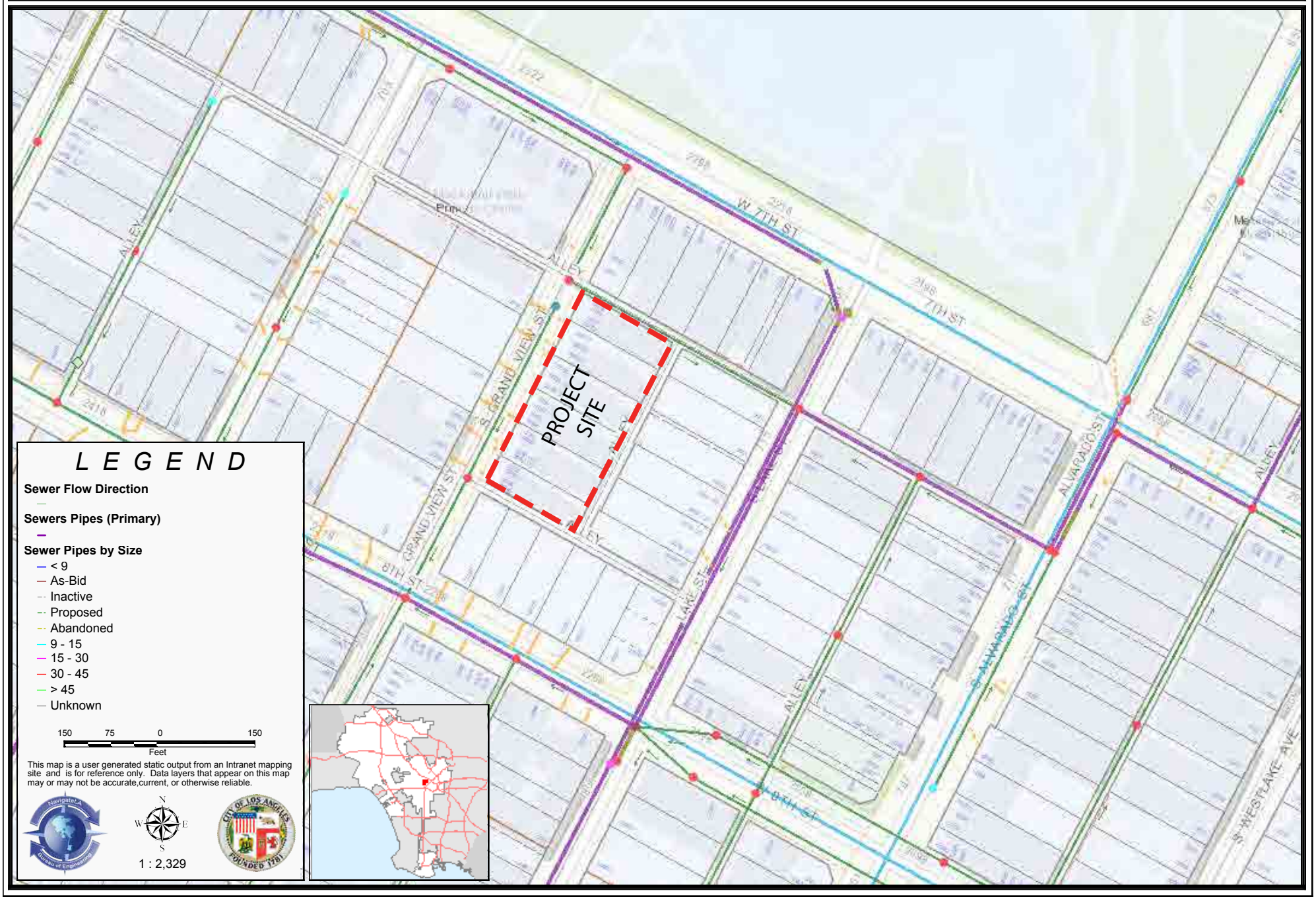
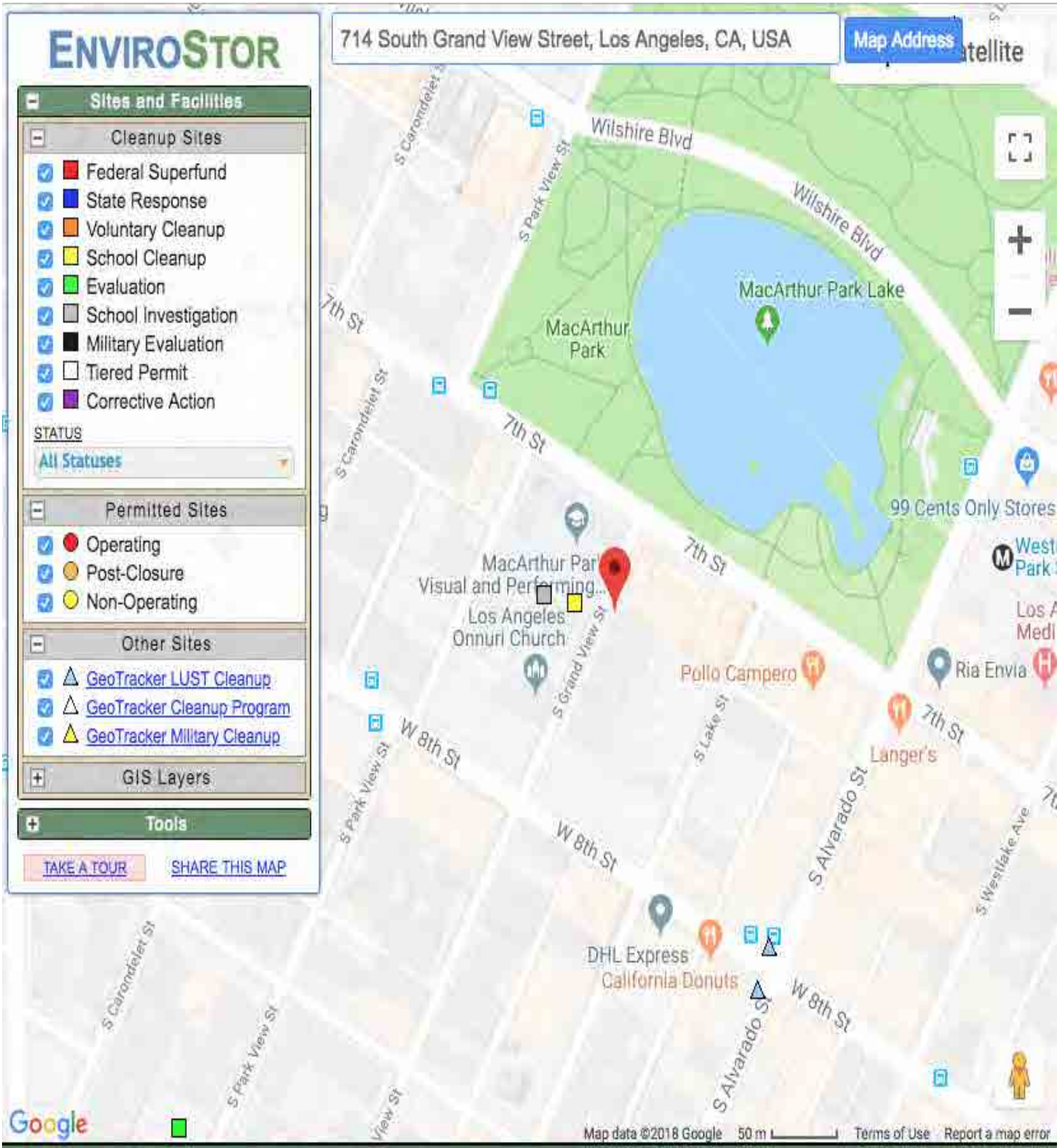


Figure 8: DTSC EnviroStor Map



SITES CURRENTLY VISIBLE ON MAP — 3 SITES LISTED — EXPORT THIS LIST TO EXCEL

PROJECT NAME	STATUS	PROJECT TYPE	ADDRESS	CITY
BELMONT/HOLLYWOOD PRIMARY CENTER NO. 3	CERTIFIED	SCHOOL CLEANUP	2300 WEST 7TH STREET	LOS ANGELES
CENTRAL REGION MACARTHUR PARK ELEMENTARY SCHOOL	NO FURTHER ACTION	SCHOOL INVESTIGATION	PARK VIEW STREET/GRAND VIEW STREET/WEST 8TH	LOS ANGELES
PARK VIEW VILLAGE	REFER: 1248 LOCAL AGENCY	EVALUATION	933 - 937 SOUTH PARK VIEW STREET	LOS ANGELES

ATTACHMENT 2

LSA
Historic Resources Assessment [Revised]
July 2019

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REVISED

HISTORIC RESOURCES ASSESSMENT

714–760 SOUTH GRAND VIEW STREET

CITY OF LOS ANGELES

LOS ANGELES COUNTY, CALIFORNIA

LSA

July 2019

REVISED

HISTORIC RESOURCES ASSESSMENT

714–760 SOUTH GRAND VIEW STREET

CITY OF LOS ANGELES

LOS ANGELES COUNTY, CALIFORNIA

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LSA Project No. GVA1801

LSA

July 2019

MANAGEMENT SUMMARY

In March 2017, LSA completed a historic resources assessment for Grandview Apartments, LP on property located at 714–760 South Grand View Street (Assessor's Information Numbers [AINs] 5141-017-004, 5141-017-005, 5141-017-006, 5141-017-007, 5141-017-008, and 5141-017-009) in the City of Los Angeles (City), Los Angeles County, California. The subject property is approximately 0.87 acre and consists of six parcels developed with 18 duplexes (three on each parcel) for a total of 36 units. The units, which were built in 1940, are proposed to be demolished to accommodate new development. The project area was previously documented and evaluated as part of the Intensive Survey for the Westlake Recovery Community Redevelopment Area in 2009. Although the Survey Master List indicates the entire property is not historically significant (California Historical Resources Status Code of 6L for all six of the parcels), the related Survey maps have a portion of the property color-coded as "Appears Eligible." Since Department of Parks and Recreation (DPR) forms were not prepared for this property and the significance in previous survey findings is unclear, the City, as Lead Agency for the project, has required that the property be reevaluated.

The purpose of the study is to provide the City with the necessary information and analysis to determine, as mandated by the California Environmental Quality Act (CEQA), whether the proposed project would cause substantial adverse changes to any historical resources that may exist in the project area. In order to identify and evaluate such resources, LSA pursued historical background research and carried out an intensive-level field survey. Based on the 2009 Survey, the project area is associated with the historic context of Residential Development (1910–1945) and the historic theme of Apartment Streetcar Suburbs (1904–1940). Of the property types related to this theme, the subject property is most similar to courtyard housing. Taking into consideration the evaluation standards and eligibility criteria set forth in the 2009 Survey, the property was evaluated under National Register of Historic Places (National Register) criteria, California Register of Historical Resources (California Register) criteria, and the City's Historic-Cultural Monument criteria (Section 22.171.7).

As a result of these efforts, in 2017 it was determined that the property, 714–760 South Grand View Street, does not meet the criteria for listing in the National Register or California Register or for designation as a local Historic-Cultural Monument. Therefore, LSA recommended to the City a finding of *No Impact* with regard to the historic-period built environment within the project area along with standard regulatory compliance measures regarding buried cultural resources, if such resources are encountered, in conformance with Section 15064.5(e) of the *CEQA Guidelines*, PRC Section 5097.98, and State Health and Safety Code Section 7050.5. At the City's request, the analysis of the project area has been expanded using the SurveyLA Multi-Family Residential Development Context Statement eligibility standards to evaluate the property as a planned-grouping of duplexes, including a comparison with similar properties in the City.

Based on the additional effort, LSA has reaffirmed the original conclusion that the property is not historically significant and continues to recommend to the City a finding of *No Impact*. No further historic resources analysis is recommended for the project unless the development plans change in a manner that might result in potential impacts not covered by this study. However, LSA recommends the following standard regulatory compliance measures:

1. If buried cultural materials are encountered during earthmoving operations associated with the project after the removal of the existing structures, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.
2. In the event human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD will have the opportunity to offer recommendations for the disposition of the remains.

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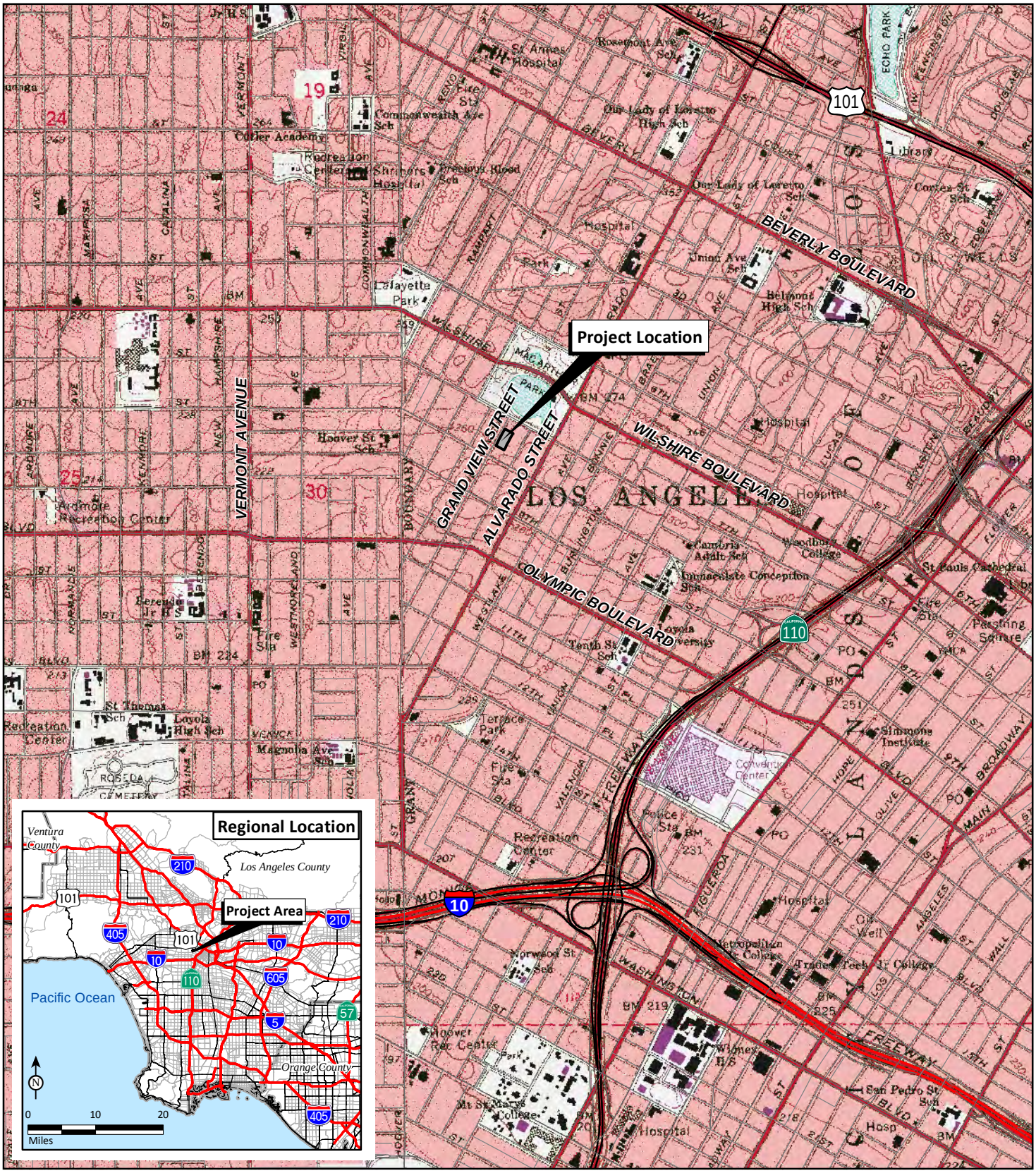
INTRODUCTION

At the request of Grandview Apartments, LP, LSA completed a historic resources study on approximately 0.87 acre of land located at 714–760 South Grand View Street (Assessor's Information Numbers [AINs] 5141-017-004, 005, 006, 007, 008, and 009) in the City of Los Angeles (City), Los Angeles County, California (Figures 1 and 2). The subject property of the study is located on the east side of South Grand View Street between 7th and 8th Streets, in Township 1 South, Range 13 West, projected Section 30, San Bernardino Baseline and Meridian, as depicted on the United States Geological Survey (USGS) *Hollywood, California* 7.5-minute topographic quadrangle map.

The subject property is developed with 18 duplexes (36 units) on six parcels (three on each parcel). The project area was previously documented and evaluated as part of the Intensive Survey for the Westlake Recovery Community Redevelopment Area in 2009 (Westlake Survey 2009). Although the Survey Master List indicates the entire property is not historically significant (California Historical Resources Status Code of 6L for all six of the parcels), the related Survey maps have a portion of the property color-coded as "Appears Eligible." Since Department of Parks and Recreation (DPR) forms were not prepared for this property and the significance in previous survey findings is unclear, the City, as Lead Agency for the project, required the study in compliance with the California Environmental Quality Act (CEQA; PRC § 21000, et seq.).

LSA conducted the study to provide the City with the necessary information and analysis to determine, as mandated by CEQA, whether the proposed project would cause substantial adverse changes to any historical resources that may exist in the project area. In order to identify and evaluate such resources, LSA pursued historical background research, carried out an intensive-level field survey, and completed a significance evaluation. This report is a complete account of the methods, results, and final conclusion of the study.



LSA

FIGURE 1

714-760 South Grand View
Historic Resources Assessment

Regional and Project Location

SOURCE: USGS 7.5' Quad: Hollywood (1981), CA; ESRI Streetmap, 2013.

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LSA

FIGURE 2

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714-760 South Grand View
Historic Resources Assessment

Project Location

SOURCE: Google Earth, 2016; County of Los Angeles, 2015.

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METHODS

ARCHIVAL RESEARCH

LSA completed archival research during the months of January and February 2017. Research methodology focused on the review of a variety of primary and secondary source materials relating to the history and development of the project area. Sources included, but were not limited to, the Westlake Survey 2009, the Los Angeles County Assessor's Office, City of Los Angeles building permit files, online sources, published literature in local and regional history, news articles, historic aerial photographs, and historic maps. A complete list of all references is included at the end of this report.

ARCHITECTURAL SURVEY

On January 18, 2017, LSA architectural historian Eugene Heck and LSA staff member Douglas Matkins conducted the intensive-level architectural survey. During the survey, Mr. Heck made detailed notations regarding the structural and architectural characteristics and current conditions of the buildings and associated features, such as the landscaping, walkways, and general site design. Mr. Matkins took photographs of the property, the exteriors of the buildings, and the interior of one typical unit.

RESULTS

ARCHIVAL RESEARCH

As previously discussed, the project area was previously documented and evaluated as part of the Westlake Survey 2009, which provides a historic overview for the Westlake community and identifies historic contexts, historic themes, and associated property types. Table A[1] provides a timeline and portions of the historic context relevant to the subject property excerpted from that study.

Table A: Westlake Survey Area Timeline

1857	U.S. Deputy Surveyor Henry Hancock records the first survey of Westlake as a confirmation of City-owned land beyond the land recorded by the Ord Survey in 1849. Westlake was initially laid out in grids of 35-acre lots in 280-acre blocks.
1868–1869	The first railroad is completed through Los Angeles to the port at San Pedro. The following year the Transcontinental Railroad is completed, connecting the East and West Coasts and spurring immigration to California.
1877	The Real Estate Associates of Los Angeles record the Fairmount Tract, the first subdivision in Westlake.
1881	The second transcontinental railroad is completed, linking the Southern Pacific Railroad with the Atchison, Topeka and Santa Fe Railroad at Deming in New Mexico Territory. This railroad creates a direct route to Los Angeles from Texas and later New Orleans, bringing more immigrants to the area.
1885	Mayor William H. Workman initiates the first improvements of Westlake (later MacArthur) Park.
1885	The Los Angeles Improvement Company records the Colina Park subdivision in the northeastern corner of the survey area, near the western terminus of the 2nd Street cable car.
1887	The Southern Pacific Railroad enters into a price war with the Atchison, Topeka, and Santa Fe, with fares dropping from $125 to as low as $1 from the Midwest to southern California. This helps to set off the southern California land boom of the late 1880s. Several subdivisions are recorded in Westlake, as elsewhere in Los Angeles.
1887	Brothers William and Gaylord Wilshire Purchase “barley among the weeds” in Westlake.
1887	J.F. Crank receives a $10,000 franchise to build a streetcar from Downtown to Westlake along 7th Street.
1889	At the behest of new residents, Westlake park is landscaped by Albert Hardcastle and a lake is established. The park becomes a tourist attraction and a place for concerts.
1892	Edward Doheny discovers oil near the northeast corner of the survey area.
1896	The Wilshire brothers record the Wilshire Boulevard Tract and create the first segment of Wilshire Boulevard on the west side of Westlake Park.
1898	*Los Angeles Times* publisher Harrison Gray Otis constructs his Westlake home, which quickly becomes the subject of numerous promotional postcards for the area. Many other notable Angelinos move into Westlake, including Edwin T. Earl and Arthur Letts.

[1] This timeline was excerpted in its entirety from the Intensive Survey for the Westlake Recovery Community Redevelopment Area (2009), pages 23–25. On file at the City of Los Angeles.

Table A: Westlake Survey Area Timeline

1901	The first hotel in Westlake, Hotel Leighton is constructed at the corner of 6th and Lake Streets. Several other apartment-hotels follow.
1907	Myra Hershey constructs the Hershey Arms, a luxury hotel on Wilshire Boulevard.
1911	Builder Hugh W. Bryson constructs the Rampart Apartments at the corner of 6th Street and Rampart Boulevard, the first fireproof apartment building in Los Angeles.
1912	Westlake is served by three streetcar lines, which are consolidated under Henry Huntington's Los Angeles Railway.
1913	Bryson constructs the Bryson Apartments on Wilshire Boulevard in Westlake.
1917	Harrison Gray Otis dies, leaving his landmark residence to the County of Los Angeles. The County establishes the Otis Art Institute.
1921	Nelbert Murphy Chouinard establishes Chouinard School of Art in the survey area.
1923	In the course of two years, the entire length of Rampart Boulevard between 6th and 3rd Streets is developed with low and mid-rise apartment buildings.
1924	The BPOE Lodge No. 99 (now the Plaza Hotel) is constructed, facing Westlake Park.
1926	St. Vincent's hospital moves to a new 250-bed facility on the north edge of the survey area. This expansion, as well as an expansion of Good Samaritan hospital to the east, brings medical support services and employees into the survey area.
1926	The Westlake Theatre opens.
1928	The City approves widening Wilshire Boulevard east of Westlake Park, condemning most of the properties along the street's southern frontage.
1934	The City opens an earth-fill roadway across Westlake Park, making the final connection on Wilshire Boulevard between Downtown and the ocean.
1939	HOLC redlines all of Westlake south of 7th Street and colors the area north of 6th Street yellow. The appraisers cite poorly maintained housing stock, poor living conditions, and "subversive racial elements" as the cause of the low grade. The area appears to have fallen into decline.
1940	Widening and realignment of Olympic Boulevard is complete.
1942	Westlake Park is renamed MacArthur Park to honor General Douglas MacArthur.
1950	The Hollywood Freeway (U.S. 101) is completed north of the survey area.
1952	The Harbor Freeway (I-110) is completed east of the survey area.
1957	The Hershey Arms Hotel is demolished for an office building.
1950s and 60s	Seniors and immigrant families are displaced from Bunker Hill as the area is redeveloped. Many of them move into Westlake.
1950s and 60s	Wilshire Boulevard becomes home to the corporate offices of several major Post-WWII companies, including Remington Rand and the Western & Southern Life Insurance Company.
1961	The American Cement Company constructs its offices on Wilshire Boulevard.
1963	After decades of declining service, the last of the Los Angeles Railway tracks is removed, leaving Westlake without the streetcar service that enabled its development.
1971	Westlake is reported to have among the lowest residential incomes in the City.
1973	The City approves a major redesign for MacArthur Park, reducing the size of the lake and removing 118 park benches.

Table A: Westlake Survey Area Timeline

1979–1980s	Violence escalates in El Salvador, driving hundreds of thousands of Salvadorans to seek asylum in the U.S. Official U.S. policy makes it difficult for refugees to gain asylum, and many are deported. Churches and refugees organize an underground sanctuary movement to smuggle refugees into the country. Westlake is one of the major destinations along the smuggling route, and thousands of Central Americans settle in the area.
1981	El Rescate is established in Westlake to provide legal, social, and economic assistance to refugees from Central America.
1992	Arson and looting erupts in Westlake as part of the larger civil unrest in Los Angeles sparked by the Rodney King beating verdict. Several businesses are destroyed.
1993	The Westlake/MacArthur Park Metro station opens.
1999	The Community Redevelopment Agency establishes the Westlake Recovery Redevelopment Area.

HISTORIC CONTEXT

The Westlake Survey 2009 report provides detailed discussions of important themes related to the Westlake survey area and identifies property types associated with each. In addition, it provides guidance for judging integrity for the purpose of evaluating historic significance. The major contexts include Residential Development (1887–1910 and 1910–1945), Commercial Development in the Early 20th Century, (1908–1945), Commercial Development in the Modern Era (circa 1946–1964), and various architectural styles from the late 19th and 20th centuries. The relevant contexts and themes from the Westlake Survey 2009 (Sorrell et al. 2009) are excerpted below. Information in brackets has been added to clarify and update the 2009 information. In addition, in response to comments from the City, a new section has been added to address the SurveyLA theme Multi-Family Residential Development (1895-1970) and the subtheme Multi-Family Residential Historic Districts, with its related eligibility standards.

Westlake Survey 2009 Context: Residential Development, 1910–1945

Theme: Apartment Streetcar Suburbs, 1904–1940

In the early 20th century, Westlake underwent a profound transition, from quiet park-side neighborhoods sparsely settled with elegant single-family residences to a densely settled urban area dominated by apartments, bungalow courts [a type of courtyard housing], and apartment hotels. As winter vacationing in Los Angeles rose in popularity in the late 19th century, Westlake Park achieved prominence as one of the City's premier recreation centers. Sailors on furlough in the City tarried in the park, rowing around the lake in rented boats. Concerts in the park's bandshell attracted thousands of people. Tourists came and stayed in the area's first apartment hotels, erected between 1901 and 1907 around the park.

The first hotel on record was the Hotel Leighton, constructed on the corner of 6th and Lake Streets by George A. Leighton, a woolen goods manufacturer from New Hampshire. Leighton spent his winters in the hotel and soon thereafter he constructed the Lakeview Hotel one block over on the corner of 6th Street and Grand View Avenue (*Los Angeles Times* 1901). In 1903, architect John C. Austin designed the Alvarado Hotel on the corner of 6th and Alvarado Streets. None of these early apartment hotels is extant in the survey area today. In 1907, millionaire spinster Myra Hershey built

the Hershey Arms Hotel on Wilshire Boulevard between Rampart Boulevard and Coronado Street. This luxury hotel was managed for several years by Miss Helen Mathewson, who decorated the lobby with rare Japanese furniture and furnished the 100 guest rooms with hardwoods, each room with its own color scheme (Roderick and Lynxweiler 2005). This notable grand hotel was torn down in 1957 for the construction of an insurance office. Although none of the early apartment hotels remains in the survey area, their presence spurred the development of more permanent apartment living in the area.

In 1906, J.L. Murphy commissioned a 36-room apartment on the corner of 9th and Burlington Streets. This apartment, called the Burlington, appears to be the earliest extant hotel in the survey area. Originally designed in the Mission Revival style, the apartment has since been altered by subsequent remodeling, including the removal of all decorative elements. The Cambria Union Apartments at the corner of Cambria Street and Union Avenue was designed by architect Fernand Parmentier the following year. This three-story, 42-unit apartment building was constructed in the Italianate style, and has retained a higher degree of integrity.

Apartment building in Westlake took off after 1910, as contractor-entrepreneur Hugh W. Bryson established the first luxury high-rise apartments in the area. A native of Tennessee, Bryson came to Los Angeles around 1895 after working in various positions in banking and real estate. He took a job as manager of the F.O. Engstrum Company, a large general contracting firm. By 1904, he owned a one-third share in the company and had risen to director of the firm, and had also become president of a concrete appliance company (Guinn 1915). F.O. Engstrum, who became Bryson's father-in-law, was recognized in his field as an authority on apartment house construction and his company, the largest construction firm west of Chicago, was widely known to be a world pioneer in the use of modern gravity flow concrete distribution in high-rise construction (United States Census Data 1910; Bamburg 1982). Bryson's first apartment building with Engstrum, the six-story Rampart Apartments, opened on May 22, 1911, and was advertised as the first fireproof apartment structure in Los Angeles. Each of the 48 apartments was finished with mahogany floors, bathrooms with marble wainscoting, and an in-suite telephone (*Los Angeles Times* 1910 and 1911a). The *Los Angeles Times* wrote in glowing praise on the occasion of the building's sale the following year for $400,000, "It is the first apartment-house of the absolutely fireproof type ever erected in the City, and is one of the most modern and sumptuous structures of its kind west of New York City" (*Los Angeles Times* 1911b). Contrary to prior reports of its demolition, the Rampart Apartments is extant at the southwest corner of 6th Street and Rampart Boulevard, and was determined eligible for the National Register in 1995 (Ibid.; Sanborn Fire Insurance Maps 1923, 1933–49, and 1953; Historic Resources Inventory n.d.).

The following year, Bryson planned two luxury apartment buildings downtown. The *Los Angeles Times* called the 9-story Rex Arms apartments and the Westonia apartments "modern, fireproof, and palatial." Both have since been demolished. The 10-story Bryson (HCM No. 653, listed in the National Register) opened in January 1913 and won instant admiration as "the finest of its kind in the country, not even excepting the famous structures of similar character on Riverside Drive in New York City" (Bamburg 1982). Constructed at the cost of over $750,000, the Bryson provided all the luxuries of living in a mansion without the inconveniences of its maintenance. According to its nomination to the National Register, "The entire top floor was given over to theatricals, a music

room, ladies reception room, card room, reading rooms, a large dressing room, billiard room, and a gentleman's club room. In addition, it contained three large loggias from which one could easily view the Pacific Ocean and often on a clear day, Catalina Island." F.O. Engstrum died in 1920, and Hugh Bryson died suddenly of a heart attack in 1922 (*Los Angeles Times* 1920 and 1922). The Bryson represented the pinnacle of luxury apartment living for Los Angeles in the early 20th century, and other builders and investors strove to imitate its opulent character in their later designs.

Prior to World War I, a few other apartment buildings were constructed in Westlake, including the seven-story Ansonia (1916) and the Wilshire Apartments (1917). Tourists considered Los Angeles a winter destination, and subsequently hotels and apartments that relied on the tourist trade struggled financially in the summer months. To combat this trend, *Los Angeles Times* publisher Harry Chandler and a group of businessmen formed the All-Year Club of Southern California in 1921 for the purpose of promoting the region as a year-round tourist destination. Around the same time, apartment house owners and managers also organized to promote their interests, forming the Apartment House Association of Los Angeles County in 1920 (Bricker and Hansen n.d). In the 1920s, the All-Year Club and the Apartment House Association began to see results from their promotional efforts, combined with a wave of permanent population growth brought on generally by the population boom of the 1920s.

After the close of World War I, apartment construction expanded from sites along Wilshire Boulevard and 6th Street to lots throughout Westlake. At least twenty 3–13-story apartment buildings went up in the Westlake area between 1922 and 1930, many of which are still extant (Sanborn Fire Insurance Maps 1923 and 1933–49). Like the Rampart and the Bryson before them, these apartments boasted elegant modern amenities. Many, such as the six-story Park Wilshire (1923, pending HCM nomination [designated September 17, 2008, HCM No. 934]) were built as investment properties and sold for a handsome profit a few years after construction. Architects Russell and Alpaugh designed the Park Wilshire, as well as the 13-story Asbury (1926, National Register eligible) and the 13-story Town House (1928–29) just west of the survey area. Clarence Russell is most notable for his earlier partnership with Norman Foote Marsh in designing the master plan and principal buildings of Abbot Kinney's Venice of America development (McAvoy and Ritz 2008). As it was nearing completion in 1925, the *Los Angeles Times* reported on what it called "the limit of modern achievement in apartment house construction," describing amenities such as incinerators for every floor to dispose of food waste, a built-in vacuum system, electric ranges with automatic controls, and individual safes (*Los Angeles Times* 1925a). The units were offered on an "own your own" plan, a sales method inspired by a concurrent nationwide campaign to "Own your own home" endorsed locally by the Los Angeles Realty Board, the Chamber of Commerce, and the *Los Angeles Times* (Bricker and Hansen n.d.). Other notable apartments included the Arcady (1927), the Royal Palms (1926), and the Olympic Hotel (1925).

In the 1920s, the area experienced considerable development of 3–5-story apartment buildings as well. Individual proprietors and investors constructed hundreds of these properties in the Westlake area during the 1920s and 30s. In some cases (such as on Rampart Boulevard and Union Avenue), an entire block of moderately-priced apartment buildings went up within the span of a year or two, creating an instantly dense multifamily community from an area originally subdivided for residences. Generally built to fill the intense need for affordable housing near employment centers and to

ensure a sufficient return on investment, small apartments were designed to fill as much of a narrow residential lot as possible while still allowing for some natural light to reach side units, leading to the U, T, or barbell shape that builders of affordable apartments had used for decades in New York and Chicago. The sides and rear were usually left plain, while builders applied decorative treatments that reflected popular period-revival styles of the 1920s, including Mediterranean/ Spanish Colonial, Tudor, Renaissance, and Classical revival styles. A few owners chose playful façades to call attention to their property, such as the Egyptian-style columns of the Osiris Apartments (1926, 3S). Others chose styling and names that evoked European manor houses, like Browning Hall and Chapman Arms (both 1923; *Los Angeles Times* 1923). Census records from 1930 show that it was common for many of these apartments to be owner-occupied. Women frequently managed these properties, and this often made them the heads of the household within their families (United States Census Data 1930).

Critical reaction to the lack of privacy and overall density of apartment buildings, as well as the public's growing preference for affordable single-family homes in emerging suburbs helped to foster the development of courtyard apartments as an intermediate choice in housing. Responding to calls by critics and colleagues to use architects more frequently and incorporate landscaping, apartment builders began constructing courtyard apartments in Los Angeles and surrounding communities as early as 1910. Bungalow courts were generally 1–2-story detached or semi-detached units arranged around a central open landscaped space (Bricker and Hansen n.d.). The earliest examples referenced the Craftsman or Mission Revival styles in the design of units, but by the 1920s many more were constructed with Spanish Colonial or Mediterranean Revival style parapets, terra cotta ornamentation, wrought iron, and stucco.

In their article, "When Nature's Green Glory and Golden Sunshine Play the Major Part—West Hollywood Apartment Houses of the 1920s and 30s," Lauren Weiss Bricker and Janet Hansen provide a good summary on the origins of courtyard housing in southern California:

> The courtyard apartment of the 1920s and early 1930s built on the early 20th century trends, but the form of its buildings and the integral landscaped spaces depended to a much greater extent on precedent found throughout the Mediterranean region and Mexico. According to Stephanos Polyzoides, Roger Sherwood and James Tice, authors of *Courtyard Housing in Los Angeles* (1982), European and Middle Eastern sources for the courtyard apartment include what they label as the 'urban patio house' and the 'urban callejon.' The former was a basic element of urban structure in western antiquity. On the Iberian Peninsula, it can be traced through six centuries of Roman domination. The callejon is a dead-end urban street that is typical of Arab cities in southern Spain. Though it is composed of different buildings, the scale of the street, framed by the openings of the attached buildings creates a dynamic, unified space. Another ingredient is the development of the 1920s and early 30s courtyard apartment houses was the contemporary interest in vernacular adobes of California, many of which were arranged around a central courtyard or patio. These buildings were the subject of numerous publications, including Donald R. Hannaford and Revel Edwards' *Spanish Colonial or Adobe Architecture of California, 1800–1850* (1931).

By 1930, there were at least 4,000 apartment houses in Los Angeles, housing about one quarter of the entire population (Bricker and Hansen n.d.). In Westlake, there were at least 840 multifamily properties containing about 10,500 dwelling units by 1949.[1] Los Angeles County Assessor's parcel data show that the vast majority of them were constructed in the 1920s. Historic aerial photographs from 1928 show the Westlake area as almost entirely built out. Although a few low-scale apartments and flats continued to be developed in the 1930s–1960s, the Great Depression and World War II dampened the construction of multifamily properties. After World War II, public opinion and financing priorities led to the development of affordable single-family residences in suburbs north and west of the City, and many would-be apartment dwellers moved out of the inner city. New multifamily properties in Westlake after 1950 generally occupied larger footprints and were often designed for low-income renters and seniors rather than renters on the open market.

Westlake Survey 2009 Associated Property Types and Period of Significance

[In the Westlake Survey 2009, there are three property types associated with the historic theme of Apartment Streetcar Suburbs, 1904–1940: apartments (1904–1940), duplexes and flats (1910–1940), and courtyard housing (1914–1940). Of these property types, courtyard housing is the most relevant to the subject property, which contains a collection of residential buildings on a single development site and, therefore, is the only property type discussed in this report.]

Courtyard Housing

Generally, courtyard housing served as an intermediate choice between detached single-family residences and apartments. They offered more light, garden space, and other amenities available in a detached residence, but with the economy and security of an apartment complex. The arrangement of units around a landscaped courtyard or along a narrow lane served to create some community among the residents and bring green space to just outside the resident's doorstep. Bungalow courts [a type of courtyard housing] began as tourist accommodations in the early 20th century; however, as small developers grasped their small expense and relative desirability, the property type proliferated [for residential use] throughout urbanizing areas in Los Angeles. Early examples used the Craftsman and Mission Revival style to underscore the allure of the California climate and romanticized Hispanic heritage. By the 1920s, builders were using several period-revival styles, and some later examples used early modern styles like Art Deco and Streamline Moderne. As with other residential architecture, the Great Depression and World War II brought a sharp decrease in the construction of bungalow courts, and overwhelming public preference for affordable suburban homes outside the inner city pushed the property type out of favor for builders. New construction focused on providing denser housing options, and many bungalow courts have been demolished in the wake of this trend.

In Westlake, bungalow courts and other variants of courtyard apartments were constructed in mixed blocks with small apartments, commercial buildings, and single-family residences. Notable concentrations occurred along Burlington, Union, and Columbia Avenues north of 6th Street. Ballard Court (462–470 S. Lake Street, demolished) was the only extant Craftsman-style bungalow court in

[1] Figures from tallying all multifamily properties (considered flats, hotels, apartments, or multiple dwellings on one property) from the 1933–1949 Sanborn Maps.

the Westlake area. Delaine Court at 728 Carondelet Street (1914) is a particularly distinctive example of a Mission Revival bungalow court and appears to be the earliest example of the property type in the Westlake area. An advertisement from not long after it opened describes the court as "furnished and unfurnished cement plastered bungalows, the most attractive bungalow court in the city, one block from Westlake Park, all modern improvements" (*Los Angeles Times* 1915).

Courtyard housing is a significant property type within the context of residential development in Los Angeles. It represents a notable development response to contradictory pressures inherent in urban Los Angeles: to accommodate increased density but appeal to renters who sought affordable housing with a relationship to the mild climate outside. While several excellent examples of the property type remain in Westlake, on a citywide basis, courtyard housing is a property type that is considered once common, but now increasingly rare.

The evaluation standards for Courtyard Housing 1914–1940 provided in the Westlake Survey 2009 are listed below. These standards refer to National Register Criteria A and C, California Register Criteria 1 and 3, and the corresponding local criteria, which are listed as 1 and 3. Relevant SurveyLA eligibility standards for Multi-Family Residential Historic Districts and for the Duplex property type are also listed below.

Westlake Survey 2009 Eligibility Standards—Courtyard Housing

To be eligible for designation under Criteria A/1/1 and C/3/3, the property needs to meet the following criteria:

- Was constructed within the period of significance (1914–1940);
- Retains all or most of the character-defining features for its property type; and
- Retains the required aspects of integrity.
    - Character-Defining Features
        - Four or more related units on one or two residential lots. Some may also have a larger central apartment building associated with the units.
        - Units all have the same basic elements of a contemporary architectural style, including Mission Revival, Spanish Colonial Revival, Tudor Revival, and Streamline Moderne. The closest units to the street may be more ornate than units that are less publicly visible.
        - Units are oriented toward a landscaped courtyard or pathway.
        - For later examples, detached rows of garages may be adjacent to sides or rear of the property.
    - Exceptional Examples
        - Early examples of courtyard housing (1910–1920).
        - Unique arrangements of units and open space (e.g., Belmont Square "row house" duplexes).
    - Integrity Aspects

- Design (interior configuration and units' relationship to each other must be intact).
- Workmanship (original ornamental elements, no non-historic ornamentation added).
- Materials (units have original materials for window framing, siding, and decorative features).
- Feeling (must "read" as an example of its architectural style and property type).
- Setting.
- Location.
- Association.

o Integrity Considerations

- Individual units may have small material alterations.
- Changes to the interiors of the units.

According to the Westlake Survey 2009, the requirements for eligibility under the national, State, and local criteria are the same as paraphrased below.

- To be eligible under Criterion A/1/1, the property should retain most aspects of integrity (design, workmanship, materials, and feeling). If the property also features one or more exceptional characteristics, then it may also be eligible under Criterion C/3/3 as a significant example of the courtyard apartment property type.
- Intact concentrations (historic districts) of these property types are likely to be found in conjunction with the single-family residences and boarding houses that were constructed during the earlier era of streetcar suburbanization, and contemporary apartments and duplexes/flats. To be considered a contributor, each property should retain most aspects of integrity (design, workmanship, materials, feeling, and setting) and exhibit some or all of the character-defining features for its property type.

SurveyLA Context: Residential Development and Suburbanization, 1880–1980

Theme: Multi-Family Residential Development, 1895–1970

Subtheme: Multi-Family Residential Historic Districts, 1910–1970. Relevant content from the Residential Development and Suburbanization (1880–1980) Context and Multi-Family Residential Development (1895–1970) theme are excerpted and adapted below (City of Los Angeles 2018). Information in brackets has been added to clarify information as necessary.

There is a perception that has long endured that Los Angeles is a "City of Homes;" that in Los Angeles apartment living was a temporary condition, and that the domestic ideal for every Angeleno was a detached single-family house. As noted by Robert Fogelson in his book, *The Fragmented Metropolis*, "Americans came to Los Angeles with a conception of the good community which was embodied in single-family houses, located on large lots, surrounded by landscaped lawns." (Fogelson, 144) According to Todd Gish, this myth of Los Angeles as a city based on the single-family home was actively promoted by local boosters starting in the early

1900s, and has been perpetuated by historians, journalists, and policymakers since then. (Gish, 3) As Gish notes:

> For Los Angeles, single-family detached houses—small and affordable ones for workers, solid and commodious ones for the middle-class, and big, luxurious ones for moguls and magnates—constituted the central element of not only an idyllic setting, but also an idealized lifestyle. (The private, landscaped lot amid more of the same is an all-important corollary.) Gish, 3)

Within this construct, the apartment house and other forms of multifamily dwellings are often dismissed as insignificant factors in the overall development and evolution of Los Angeles' urban landscape throughout the twentieth century. This perceived hierarchy of residential building types is reflected in much of the scholarship, in which the importance of multifamily housing to the development of Los Angeles is typically diminished, if not overlooked entirely. However, as Gish argues in his detailed examination of multifamily housing trends in early 20th century Los Angeles, multifamily housing has been a critically important component of the city's dwelling stock since the turn of the 20th century: "Rental housing in multiple dwellings large and small was essential to urban growth and development—an integral component of the city's larger landscape as well as its economic workings, political affairs and social formation."(Gish, 1-2)

The reasons for the proliferation of multifamily housing in early 20th century Los Angeles are manifold. Primary among them was simple demand. Multifamily residences played a critical role in meeting the widespread need for housing created by the exponential growth of the city's population during this time. In 1900, the city had barely a hundred thousand residents; by 1930 that number had exploded to over 1.2 million. In the 1920s alone, the city's population doubled as Los Angeles went from the nation's tenth largest city to the fifth largest. (Gish,307)

For many Angelinos, a multifamily dwelling was a more desirable living situation than a detached single-family house. Multifamily living was generally more affordable and located "further in;" close to urban amenities such as employment centers and shopping districts. By contrast, potential homeowners often had to be "courted and coaxed out to the urban edge, where they might or might not find paved streets or sewer connections, but where often-steep mortgage payments would be waiting regardless" (Gish, 35). Unlike some American cities, where apartment housing was associated with overcrowding and unhealthful living conditions for the urban poor, Los Angeles' varied stock of rental units accommodated Angelinos with a wide range of economic means, from working-class fourplexes, to middle-class bungalow courts, to high-rent luxury apartment towers.

Apartment living also met the requirements of new Angelinos seeking readily available housing. Bungalow courts and courtyard apartments offered shared landscapes which "helped create community out of discrete dwellings, providing a spatial expression of common identity for residents recently arrived from elsewhere" (Starr, 215–216). Apartment buildings with distinctive architectural detailing, perhaps with an illuminated rooftop sign declaring the building name, offered "instant community to a newly arriving population" (Starr, n.p.).

Individual units might come fully furnished and equipped with hundreds of household items, from towels and linens to kitchenware. In more luxurious buildings, rental fees might include daily bed making and cleaning, as well as laundry and linen services (Starr, 215).

As the city's population rose in the early 20th century and the demand for affordable rental units kept pace, there were plenty of entrepreneurs happy to add to the supply of multifamily housing. Development of multifamily dwellings provided investment opportunities up and down the socioeconomic scale "from lower middle-class white and minority single-lot owners on up to real estate tycoons and everywhere in between" (Gish, 4). Small-scale buildings were the earliest examples of this kind of income-producing residential development, due to the relative ease with which they could be constructed and with minimal up-front capital. Larger buildings did not appear in substantial numbers until the 1920s, when a combination of even more rapid population growth, a burgeoning tourism industry, and widespread availability of investment capital "drove an apartment construction boom in Los Angeles that dramatically altered parts of the city" (Gish, 99). The smaller buildings would then give way to larger apartment houses, towers, and ultimately expansive complexes that could offer a greater return on investment.

Los Angeles' multifamily housing stock accommodated thousands of permanent residents as well as a large population of temporary residents in the form of tourists from all over the United States. In early 20th century Los Angeles, tourism was becoming a major economic force and a major factor in the city's growth and expansion. According to author Carey McWilliams, seasonal tourism had a noticeable impact of the city's multifamily housing stock:

> With winter tourists pouring into Southern California by the thousands—60,000 in 1901, 30,000 in 1902, 47,000 in 1903—the construction industry began to boom. Blocks of four-family flats were built for the accommodation of winter tourists. (McWilliams, 130)

At a time when tourist travel was measured in months rather than days or weeks, visitors often sought a more private, domestic living arrangement during their stay, renting an apartment or courtyard bungalow, or even a single-family house rather than staying in a hotel. As Gish noted: "Long-stay tourism was in fact temporary relocation" (Gish, 52–53)

Visitors from the East and Midwest arrived daily by cross-country rail to stay for extended periods, enjoying the climate and well-publicized attractions. The 1915 edition of the *Handbook of Southern California* noted that "Year by year tourists flock to Los Angeles in greater numbers [while] her permanent population increases by leaps and bounds, both classes called hither" by the region's charms (Gish, 51). Tourism was also promoted through the All-Year Club of Southern California, which boosted the region as a year-round destination. As tourism grew, apartment living became increasingly important to the local economy and The Apartment House Association of Los Angeles County formed. Incorporating in 1920, the organization was designed primarily to meet the concerns of apartment house owners and managers. Its periodical, *The Apartment House Journal*, featured articles on management principles, national and local trends, and new building constriction. (The journal was first known as *The Apartment House Trade Journal* and later as the *Apartment Journal*.) By the mid-1920s, the city's non-

permanent population—alternately referred to as "temporary" or "floating"—was estimated to be as high as 10 to 13 percent, with some sources suggesting that some 20 percent of these non-permanent residents had been in Los Angeles for more than three years (Gish, 51–53).

This complex combination of recent arrivals, extended-stay tourists, and long-term visitors led to much difficulty in characterizing and quantifying the city's resident population during this period. A 1929 survey of Southern California's tourist population noted that "some of these nonpermanent residents are tourists, and some are those who are employed here, or residing here, and have not definitely made up their minds as to whether they are going to remain or not" (Gish, 52–53). As varied as the city's multifamily housing stock was at this time, the living arrangements in these buildings were even more so—from residential hotels to boarding houses, from vacation rentals to condominiums. As Gish notes:

> In reality, shelter occupancy occurred more along a continuum than in some kind of binary. Longtime residents might rent in a bungalow court or apartment building for years, and vacationers from out-of-town might reside in a single-family house for a three-month trip. Urban elites might purchase a luxury apartment in a cooperatively-owned building, or lease a suite in a swanky hotel. (Gish, 55–56)

What was abundantly clear, however, was that these residency trends were a strong urbanizing force in Los Angeles at the time and led to the construction of thousands of multifamily dwelling units of every type. The 1929 tourist survey estimated that some fifteen percent of all the city's dwelling units was rented by a tourist household (Gish, 54). After witnessing this reciprocal relationship between local tourism and residential development, the All-Year Club declared "Tourist traffic is [a] godsend to [the] apartment industry" (Gish, 50).

One of the earliest mentions of multifamily housing in Los Angeles appears in a *Los Angeles Times* article on New Year's Day of 1895, which remarked that "the rapid extension of the city … has led to a demand for flats … and this demand is rapidly being supplied" (Gish, 109). By 1899, flats were numerous enough to be recognized as a separate residential classification by the City's Building Department. By the 1910s, the term had become shorthand for the four-family flat (a.k.a. fourplex), symmetrical in plan and façade, with a pair of units on each of two floors (Gish, 91). Two-family dwellings—now called duplexes—also started to appear by 1900 and came in various configurations, including the "double bungalow" (a single-story structure with side-by-side units), the "double house" (a pair of adjoining two-story units), and the "two-flat" (a two-story building with a unit on each floor) (Gish, 89).

It was not until after the turn of the 20th century that apartment buildings of several floors began to appear in any numbers. The fashionable Westlake district became home to a number of apartment houses up to 10 stories in height including the Bryson Apartments (2701 Wilshire Boulevard, 1913). A 1911 *Los Angeles Times* article noted the tremendous opportunities for building apartment houses on this stretch of Wilshire Boulevard in what was then considered the outskirts of the city: "Apartment house and flat construction goes on apace … being projected for sites which even two years ago would have been considered hopelessly remote for this kind of improvement" (Gish, 184). Such was the pace of multifamily dwelling production

that in 1910, the City's Chief Building Inspector asked the City Council to hire "an inspector who is an expert on the arrangement and construction of apartment houses … on account of the erection of an extraordinary [sic] large number" of these buildings (Gish, 36).

It was also around this time that the bungalow court began to flourish in the local landscape. Originating around 1908, the bungalow court first appeared in the city of Pasadena, a nearby tourist destination. However, it soon proliferated in various parts of Los Angeles, most notably in Hollywood, evolving into more permanent, year-round rental housing. This new housing type became quite popular with both tourists and middle-class residents who sought a more domestic setting than was offered by a typical apartment house, but at a more affordable rent than most single-family houses.

In the years prior to the City's first zoning ordinances, the urban landscape was largely shaped by the private sector, primarily through the use of restrictive covenants incorporated into land deeds. Some residential subdivisions limited multifamily dwellings to major streets at the outer edges of the development, while others forbade them entirely. On occasion, entire subdivisions (or significant portions thereof) permitted apartments or flats, particularly in the Central City or near transit lines. (Central City is considered the core of Downtown.) In these cases, developers might permit large apartment houses, or limit development to small two- and four-unit buildings (Gish, 317–318). However, this level of thoughtful residential planning was evident only in larger subdivisions, and was not representative of development patterns in much of the city: "Despite pockets of functionally partitioned development, the overall mixed-use urban pattern persisted. A typical *unrestricted* city block might still hold any combination of single-family residences, boarding houses, apartment buildings, shops, offices, and factories (Gish, 319).

The largely unorganized and unplanned manner in which Los Angeles' urban landscape had evolved at the time was beginning to pose serious challenges to city officials. Thus, in 1920, the Los Angeles City Planning Commission was established with the expressed purpose of guiding all future land-use decisions. When it came to housing, city officials had two primary goals which seemed at odds: to maintain the city's low density while continuing to make room for a lot more housing (Gish, 320). Planners' initial attempts to address these goals were focused on the protection of detached one-family housing from encroachments of undesirable land uses, including denser housing. Commissioners wanted to effectively segregate single-family dwellings from multifamily housing, which was considered commercial development (Gish, 324). To accomplish this, the Commission came up with a binary system of residential classification—"single-family housing and everything else"—thereby placing the detached housing in its own exclusive category (Gish, 49, 324). This hierarchy of land use was codified in the City's first comprehensive zoning ordinance, enacted in 1921. While it indeed protected the single-family house, it would create other problems by treating all multifamily housing types alike.

In response to the immense growth in population during the 1920s entrepreneurs erected new apartment houses at a staggering rate: the proportion of new construction that was devoted to multifamily dwellings advanced from just 8 percent in 1920 to 53 percent in 1928 (Fogelson,

151). While still a small percentage of the overall residential building stock, multifamily housing was constituting an ever-larger proportion of the city's total dwelling units. By the mid-1920s, nearly half of all of the city's residential units were in multifamily buildings, including duplexes, four-flats, bungalow courts, and apartment buildings (Gish, 126). However, despite the Planning Department's mandate to expand and protect single-family development, most of the city's zoned area permitted multifamily dwelling use. As of 1926, nearly 60 percent of "urban Los Angeles" was placed in "Zone B" (allowing both single-family and multifamily dwellings), as compared to just under 10 percent in "Zone A" (restricted to single-family only) (Gish, 329–330). *The Apartment Journal* promoted the concept of zoning to "keep the income rental properties of a city grouped in one or more certain definite areas—and not dispersed haphazardly thru [sic] practically all of the residential districts in the city" (*Apartment House Journal* 1929: 7–8).

By the 1920s, all manner of multifamily housing types could be found in any part of the city that could support such density. Smaller-scale structures continued to proliferate, while new types were introduced, such as the two-story courtyard apartment. A natural successor to the bungalow court, the courtyard apartment retained the emphasis on shared open space and landscaping while accommodating a greater number of units and, as such, a better return on investment. However, unlike the bungalow court, which tended to be rather restrained in its styling, the courtyard apartment was often more expressive, referencing various exotic or romantic architectural motifs, from Spanish hacienda to Tudor manor to French chateau. This set-design approach to residential design was surely encouraged by the city's burgeoning movie industry (Gish, 102–103). The peak of Los Angeles' multifamily housing development came in the mid- to late-1920s, as larger and taller apartment blocks and towers began appearing in more parts of the city. Rising property values, along with high property taxes, were powerful motivators for owners to develop their land more intensively than they might have a decade earlier. Other forces at work, which led to this explosion of higher-density apartment houses in the 1920s, included the availability of affordable financing, the low cost of building materials, and the large amount of land zoned to allow multi-unit dwellings (Gish, 294, 297). While the city's 150-foot building height limit did not allow construction much above thirteen stories, these taller apartment buildings stood out as they were often constructed alongside low-scale stores, offices, and other smaller apartment buildings. However, in a few places—notably in Hollywood and along Wilshire Boulevard—apartment houses were intentionally concentrated, sending these area's residential densities soaring exponentially (Fogelson, 151; Gish, 104).

While real estate values along Wilshire Boulevard had been rising for years, the opening of the Ambassador Hotel (not extant) on New Year's Day of 1921 helped to spur them even higher. In the vicinity of the Ambassador, forward-thinking developers would soon erect dozens of multi-story apartment houses transforming this part of Wilshire Boulevard into a "high-status hotel and apartment row" (Roderick and Lynxweiler, 65). Among the more elaborate of these buildings were the 13-story Gaylord (3355 Wilshire Boulevard, 1924), directly across from the Ambassador; the 10-story Talmadge (3278 Wilshire Boulevard, 1924) two blocks east, developed by the husband of film star Norma Talmadge; and the 5-story Los Altos (4121 Wilshire Boulevard, 1925), several blocks "further out" to the west (Gish, 235). These buildings were touted at the time not only for their architectural merit, but also for the sophisticated

lifestyle that upscale apartment living supposedly afforded. Thus, of the thousands of rental units that were built in this area in the 1920s and 1930s, many were soon occupied by "permanent" Angelinos wanting to reside along the fashionable Wilshire corridor near offices, theaters, shops, restaurants, and public transportation (Gish, 55). According to Kevin Starr, of the 51 apartment buildings under construction in Greater Los Angeles in August of 1929, 11 of them were on or near Wilshire Boulevard, while 10 were in Hollywood. Indeed, "as with other signs of urbanism, apartment-house living was arriving in full force in Los Angeles" (Starr, 214–215).

These larger buildings not only transformed the skyline, but also the commonly-held perceptions of apartment house living: "If quaint little courtyard buildings harkened back to old Barcelona, then the new lot-filling, four- to thirteen-story hulks springing up in the Wilshire district and Hollywood gave observers a glimpse of New York City" (Starr, 103–105).

Other concentrations of larger-scale, multifamily development were stimulated by particular industries, which required a density of housing to accommodate a substantial workforce. The most notable examples of this pattern are in San Pedro, where mostly single men were employed at the Los Angeles Harbor, and Hollywood, where many newcomers sought employment in the city's thriving movie industry. In most instances, areas zoned for multifamily development were improved by multiple real estate developers or builder/owners. Building activity often occurred in piecemeal fashion over time, according to the pace and desire of each builder. While buildings were typically constructed in the popular styles of the day, these concentrations often have a longer period of development and lack a singular architectural aesthetic.

With the success of the Wilshire district as a desirable community of multifamily residential development, City planners began to consider the *apartment boulevard* model, where large-scale multifamily housing was seen as a suitable alternative to commercial development along certain major traffic corridors or neighborhood thoroughfares—areas which may be less desirable for single-family development, but still presented an attractive opportunity for residents who sought a more urban domestic setting. As planning director G. Gordon Whitnall reported in 1928, "the planning commission has led the way in trying to preserve Wilshire Boulevard as a residential street throughout its length," first in elegant mansions, then in apartments and hotels (Gish, 367). Meanwhile, across town, Los Feliz Boulevard below Griffith Park was zoned residentially in the "A" and "B" categories, permitting both single-family and multifamily dwellings, and establishing this street as a high-class residential corridor.

As Los Angeles continued to grow exponentially, public officials, realtors, and boosters faced many difficulties in their efforts to guide urban growth. Possibly their thorniest challenge was making space for an increasing number of newcomers while trying to maintain the city's reputation as a haven for home ownership:

> An image of tree-lined subdivisions containing attractive bungalows on spacious lots, extending mile after mile from the mountains to the sea, was a vital component of both nationwide publicity and local identity. But the growing demand for, and diverse supply of,

> flats, courts, and apartments for rent was equally important to the city's development. This did not fit this carefully-crafted story told time and again in the external discourse of Los Angeles. (Gish, 305)

The fever for apartment construction was so high in the 1920s that planning commissioners spent much of their time hearing petitions for even *more* land to be so zoned (Gish, 298). However, the existing zoning code which treated all multifamily residential buildings regardless of form or scale often resulted in the "invasion" of an established low-density neighborhood by tall, lot-covering multifamily structures, leading to numerous complaints to the City Council (Gish, 111).

It was not only single-family districts that were affected by this trend of ever-larger apartment houses. The booming real estate market of the 1920s unexpectedly resulted in a new construction of hulking structures that dwarfed not only nearby bungalows, but smaller-scale multifamily buildings as well. As a 1928 *Los Angeles Times* article reported, "owners of limited multiple-dwelling units in … Los Angeles are raising protests against the helter-skelter erection of high apartment-houses adjacent to their duplexes, four-family flats and triplexes, which thereby shut out light and air from the homes, destroy the residential beauty of the section" (Gish, 301). Suddenly, those smaller-scale multi-unit building types that were previously deemed unsuitable in single-family neighborhoods were now seen as an acceptable compromise, permitting higher residential densities needed in a growing metropolis while maintaining the image of a low-scale city of homes (Gish, 126). The City's 1935 Yard Ordinance, which required front yards for all residential zones, reduced some of the impacts of larger multifamily construction projects and also resulted in consistent setbacks in areas zoned multifamily residential (City of Los Angeles 1936).

The result of the concerted effort to promote construction of apartment buildings was that by 1930, there were at least 4,000 apartment houses in Los Angeles accommodating approximately 25 percent of the population. Most were constructed during the previous decade at a cost of approximately $425 million (*Apartment House Journal* 1930). That same year, city planners issued a revised zoning code, a primary focus of which was the proliferation of multifamily housing and the various issues that were resulting from the previous zoning scheme's failure to differentiate among multifamily dwelling types (ibid). The new zoning code eliminated the overly broad "Zone A" and "Zone B," and instead established a more graduated system of four residential classifications: "R1" through "R4." The new "R1" zone simply replaced "Zone A," allowing for single-family residential development only. However, "Zone B" was now sub-divided into three zones: "R2" permitted two to four units and up to two-and-a-half stories in height, accommodating duplexes and four-flats; "R3" allowed for apartment buildings up to four stories; and "R4" permitted multifamily structures up to the city's 150-foot height limit (Gish, 348).

By this time, attitudes toward smaller multifamily dwelling types had shifted dramatically, at least among city planners, who now saw these structures as appropriate and necessary components of low-scale residential districts throughout the city. As declared by the Planning Commission in its 1930 Annual Report, "[t]he primary need was for … zone[s] which would

protect districts particularly suited for duplexes, four family flats and small multiple dwellings from the encroachment of large multiple-story apartment houses and hotels" (Gish, 348–349). However, despite the massive increase in apartment house production during the 1920s, in 1930 Los Angeles still had fewer multifamily dwellings as a percentage of its overall residential housing stock than almost any other comparable metropolis at the time (Fogelson, 145).

During the early 1930s, housing production of all varieties slowed dramatically. While Los Angeles' apartment boom did not bust, it steadily decreased over a period of about three years between 1928 and 1932, and remained very slow between 1932 and 1936, when annual permit counts for apartment buildings numbered only in the dozens (Gish, 303–304). However drastic this decline in multifamily housing construction was, it was not as severe as in single-family housing during the same period. By the mid-1930s, when construction of single-family homes was increasingly rare, the development of apartment houses remained appealing to investors who could turn vacant lots into income-producing rental units (Ovnick 168).

These private development efforts—which had been the foundation for multifamily development in Los Angeles—began to languish in the latter part of the decade, just as the societal effects of the Great Depression were leading to widespread poverty, even as the city's population continued to grow. This combination of factors led to a tremendous housing shortage, as well as an accelerated deterioration of existing housing stock. In response to these conditions, and with funding from the Housing Act of 1937 (also known as the Wagner-Steagall Act), the City of Los Angeles planned, designed, and constructed the first public housing complexes as part of a comprehensive program to alleviate housing shortages, eradicate slums, and improve housing quality. Development of these complexes came at an opportune time, as their completion coincided with the United States' entry into World War II and Los Angeles' critical need for defense worker housing (Paluszek and Grimes 2017).

By the late 1930s, Los Angeles' housing market began its remarkable rebound. In 1937, single-family construction multiplied eleven-fold over the previous year, and multifamily by a factor of fourteen, as new multifamily dwellings were once again numbering in the hundreds (Gish, 304). By 1940—even after several years during which multifamily construction dropped sharply while that of new single-family housing climbed—apartments still accounted for about 48 percent of the city's total dwelling units (ibid).

Residential construction efforts were largely diverted to the war effort during World War II, and it was not until the late 1940s and early 1950s that multifamily residential production resumed in earnest. While some multifamily dwellings constructed during this period were familiar examples of prewar types, such as the courtyard apartment, overall development began to reflect a more modern approach. Designs for multifamily dwellings became more simplified, due in large part to mass production methods developed during the war, which were now being applied to housing construction. This improved level of efficiency led to more streamlined architectural styles—buildings lacking in ornamentation and detail could be built more quickly—thereby minimizing cost and maximizing profit. Garden apartments continued to be constructed during this time and in some areas of the city apartment districts were developed.

By 1954, the City Planning Commission reported 40 percent of building permits issued that year were for multifamily housing and that, whereas the majority of the new single-family homes were built in the San Fernando Valley, the multifamily units were fairly well distributed throughout the city (City of Los Angeles 1954:10). By late 1957, the Commission further reported that there were more building permits issued for multifamily units than for single-family homes for the first time on over 30 years (City of Los Angeles, 1960:32).

One of the most distinctive multifamily housing types in postwar Los Angeles is the stucco-box apartment house, commonly call the "dingbat," that proliferated throughout various parts of the city in the 1950s and 1960s. These typically two-story apartment houses, developed over the full depth of a single-family lot with "tuck-under" parking and minimal ornamentation, reflected developers' attempts to capitalize on the widespread postwar housing demand by investing as little as possible in order to maximize profit. As urban designer John Chase noted, the stucco box was "ruthlessly expedient, made out of the cheapest materials, by the simplest construction methods, allowing the maximum number of units to be shoe-horned onto a single lot" (Chase, 3). However, the stucco box's most important design determinants were local parking requirements, for just as one-to-one requirements led to its creation in the 1950s, more stringent requirements would render the type obsolete in the 1960s.

In the 1950s, many of the areas of the city that had been zoned for multifamily residences before the war were now largely built out. Thus, multifamily development in the latter half of the 20th century largely became a matter of replacement, as single-family houses and lower-density multifamily buildings alike were being demolished to make way for larger multifamily buildings. One notable exception to this pattern was the San Fernando Valley, which was still largely agricultural at the end of World War II and just now experiencing its first population and building boom. However, unlike in other parts of the city where these early efforts at mass housing production were haphazard at best, the Valley's postwar boom benefitted from several previous decades of city planning and zoning.

As early as 1932, the City Planning Commission developed a land-use template entitled "Application of New Zoning System to a Quarter Section Subdivided Under Standard Gridiron Layout," which was eventually to be replicated in residential subdivisions across the San Fernando Valley (Gish, 354–355, 358). Applying the then-newly adopted R1 through R4 residential classifications, this template placed the multifamily residences along a tract or subdivision's perimeter, to act as a buffer between single-family housing and busy thoroughfares. This basic planning unit—measuring a half-mile square—was intended to be mirrored vertically and horizontally into a square-mile quadrant, and repeated over and over again, ultimately replacing the Valley's vast agricultural lands with housing tracts. As Gish notes, "The ensuing pattern, copied mile after mile would (and did) result in a vast gridded landscape of primary and secondary streets alternating at half-mile intervals, most lined with medium-sized and small apartment buildings respectively, with minor and major commercial corners at alternating principal intersections" (Gish, 358–359). Indeed, it is this land-use pattern that characterizes large swaths of the San Fernando Valley to this day.

Also in the postwar period, development in the Los Angeles basin expanded westward and city planners sought to identify certain areas where substantially higher densities would be appropriate and therefore should be encouraged. Thus, in 1958, the City Council established height districts and adopted a citywide Height District Map. This eliminated the former 13-story height limit, but required substantially more open space. While one of the stated purposes was to encourage a more interesting skyline for the city, the increased building height limits allowed for new high-rise apartment towers in parts of the city (*Los Angeles Times*, 1961; City of Los Angeles 1960:195, 39). The effect of this decision was particularly evident along Wilshire Boulevard in the Westwood neighborhood, which was transformed over time by the addition of numerous high-rise residential towers, including the Wilshire Terrace (10375 W. Wilshire Boulevard, 1958), the Marie Antoinette Towers (10787 W. Wilshire Boulevard, 1962), the Wilshire Ardmore (10501 W. Wilshire Boulevard, 1963), and the Holmby Wilshire (10433 W. Wilshire Boulevard, 1963).

Conclusion

Over time, it has become widely accepted among urbanists that a diverse housing stock is critical to the long-term health and stability of any American city, and that multifamily dwellings of various types are necessary components of an evolving urban landscape. Low-scale multi-unit housing types, in particular duplexes, four-flats, and bungalow courts, which were once commonplace in pre-war neighborhoods, are now termed "missing middle housing," as urban designers seek to reintroduce these types as important features of walkable, mixed-income, transit-oriented urban neighborhoods (Missing Middle Housing, website). For many Angelinos, the primacy placed on the single-family house in Los Angeles continues to the present. For others, however, whether by choice or circumstance, multifamily living is no longer seen simply as a temporary condition on the way to eventual home-ownership, but as a way of life in an ever more crowded, more expensive city. New multifamily types are taking their place in Los Angeles as historic-period commercial and industrial buildings are adapted for multifamily living and new high-rise, purpose-built condominiums begin dotting the skyline.

Multi-Family Residential Development Associated Property Types and Period of Significance

[There are five subthemes associated with the theme of Multi-Family Residential Development (1895–1970): Apartment Houses, 1895–1970; the Bungalow Court, 1910–1939; Courtyard Apartments, 1910–1969; the Dingbat/Stucco Box, 1954–1968; and finally, the subtheme that applies to the subject property, which is Multi-Family Residential Historic Districts, 1910–1970.]

Multi-Family Residential Historic Districts

Historic districts comprising a significant concentration of multifamily properties are located throughout Los Angeles. Districts may consist of a single multifamily type, such as the duplex or Dingbat, or may comprise a number of multifamily types. Some districts represent a relatively short period of development while others span a period of years or even decades. Multifamily districts may be cohesive in architectural styles, such as the use of Spanish Colonial and Mediterranean Revival, or may feature a range of styles prominent during the period of development.

[This report includes analysis of the subject property as a planned grouping of duplexes. Therefore, SurveyLA eligibility standards for Multi-Family Residential Historic Districts and for the Duplex property type are listed in Tables B and C.]

Table B: SurveyLA Eligibility Standards for Multi-Family Residential Historic Districts

Summary Statement of Significance:	Multifamily residential historic districts evaluated under this theme are significant in the area of Community Planning and Development. They comprise a concentration of one or more multifamily building types and represent citywide patterns, trends, and planning principles relating to multifamily residential housing. Historic districts may include modest examples of a type or may be high style and the work of significant architects and builders. Many examples are also significant in the area of Architecture as excellent representations of architectural styles prevalent during the period of development.
Period of Significance:	1910–1970
Period of Significance Justification:	The period of significance begins in 1910 to include the time period when multifamily residential house was becoming popular in Los Angeles, and ends in 1970. Most districts range from the 1920s to 1960s.
Geographic Location:	Citywide with concentrations in the Hollywood, Los Feliz, Echo Park, Westwood, West Los Angeles, Palms, Mar Visa, South and Southeast Los Angeles. Later examples are located in the San Fernando Valley.
Area(s) of Significance:	Community Planning and Development; Architecture
Criteria:	NR A/C CR 1/3 Local 1/3
Property Type:	Residential – Multifamily
Property Sub-Type:	Multi-Family Historic District
Property Sub-Type Description:	Unified entity composed of a substantial number of properties constructed as multifamily residences during the period of significance. May include one or more multifamily types and represent one or more architectural styles. District as a whole is generally unified by planning features including street patterns, building setbacks, and landscape or street features such as streetlights or trees.
Property Sub-Type Significance:	See Summary Statement of Significance above.
Eligibility Standards:	• Unified entity composed of a substantial number of properties constructed as multifamily residences during the period of significance. • Is a good to excellent representation of multifamily residential development from the period of significance.
Character-Defining/ Associative Features:	• As a whole, district retains most of the essential character-defining features from the period of significance. • Contains a substantial number of properties that are good to excellent examples of architectural styles of the period of construction. • Conveys a strong visual sense of the overall historic environment from the period of significance. • May be composed of a single multifamily residential property type or a variety of types • Retains original planning features including street patterns, building setbacks, and landscape or street features. • May also be significant within themes related to streetcar, automobile, or post WWII suburbanization. • For the National Register, contributors to the district must possess exceptional significance if less than 50 years of age.

Table B: SurveyLA Eligibility Standards for Multi-Family Residential Historic Districts

Integrity Considerations:	• As a whole, should retain sufficient integrity of Location, Design, Setting (the relationship between the buildings and landscapes), Materials, and Feeling to covey significance. • Contributors to a district may have a greater degree of alteration than individually significant properties. • May include some buildings constructed outside the period of significance. • Surrounding buildings and land uses may have changed.

Table C: SurveyLA Eligibility Standards for Duplex Property Type

Summary Statement of Significance:	Residential – Multifamily
Property Sub-Type:	Duplex
Property Sub-Type Description:	A duplex is a multifamily residential property that contains two units and is oriented toward the street. The earliest extant examples of duplexes date from the turn of the 20th century. Configurations include the "double bungalow" (a single-story structure with side-by-side units), the "double house" (a pair of adjoining two-story units), and the "two-flat" (a two-story building with a unit on each floor.
Property Sub-Type Significance:	A duplex is significant for its association with residential development in Los Angeles as one of the city's earliest and most dominant multifamily residential building types.
Eligibility Standards:	• Was originally constructed as a duplex. • Is an excellent example of the type. • Was constructed during the period of significance.
Character-Defining/ Associative Features:	• Retains most of the essential character-defining features from the period of significance. • Composed of two units, arranged horizontally (one story) or vertically (two stories). • Configurations include the "double bungalow" (a single-story structure with side-by-side units), the "double house" (a pair of adjoining two-story units), and the "two-flat" (a two-story building with a unit on each floor). • Typically occupies a single residential lot. • May also be a good to excellent example of an architectural style from its period and/or the work of a significant architect or builder. • Associated architectural styles may include, and not be limited to: Craftsman, Mission Revival, Spanish Colonial Revival, Mediterranean Revival, American Colonial Revival, Tudor Revival, French Revival, Streamline Moderne.
Integrity Considerations:	• Should retain integrity of Location, Design, Materials, and Feeling. • Some original materials may have been altered or removed. • Replacement of some windows may be acceptable if the openings have not been changed or resized. • If it is a rare surviving example of its type, or is a rare example in the community in which it is located, a greater degree of alteration or fewer character-defining features may be acceptable. • Security bars may have been added. • Surrounding buildings and land uses may have changed. Where this property type is situated within a grouping of multifamily residences, it may also be significant as a contributor to a multi-family residential district. A grouping may be composed of a single property type or a variety of types.

A comparative analysis with a representative sample of the numerous planned groupings of duplexes in the City of Los Angeles is included in Appendix B, Duplex Developments in Los Angeles. As shown in this comparative analysis, which includes developments constructed between 1921 and 1951, planned groupings of duplexes have been built over a long expanse of time throughout Los

Angeles and exhibit architectural styles popular when each property was developed. Examples range from linear arrangements of duplex buildings occupying separate adjacent parcels along a street (such as the Browning Duplex Eligible Historic District along Browning Boulevard between Western and Van Ness avenues, as well as a trio of duplexes extending from 1340–1350 N. Harvard Boulevard) to single development sites containing an arrangement of multiple duplex buildings (such as the subject site and the development at 328–338 N. Kingsley Road). Some of the examples have a very formal site plan, typical of a bungalow court (such as the property at 201–211 S. Reno Street), while others have a less formal arrangement of buildings (such as the property at 1402–1406½ N. Las Palmas Avenue). Of the single development sites, some contain a mix of building typologies arranged in a cohesive site plan (such as 1335–1345 N. Harvard Boulevard, which contains a mix of single-unit bungalows, duplexes, and triplexes), while others contain exclusively duplexes.

Based on review of available historic resource survey data, including Westlake Survey 2009, other CRA surveys, and SurveyLA, some (but not all) of the examples of planned groupings of duplexes shown in Appendix B have been recorded as eligible for historic designation. The examples that have been recorded as eligible generally have the following distinguishing characteristics, when compared with the subject property: they were constructed earlier (e.g., in the 1920s) and therefore were more influential to the emergence of this property type; they feature more ornate architectural styles, such as Spanish Colonial Revival; they are more intact (retaining their original windows, site features, hardscape, landscape, etc.); some of them feature a more formal arrangement of buildings and site features typical of bungalow courts; and some are particularly unique, such as the Belmont Square Apartments (202–242 S. Columbia Avenue and 201–252 S. Columbia Place), which feature a dense concentration of row houses.

There are other, later examples of planned groupings of duplexes from the 1940s–1950s that are similar to the Grand View site, including a number of examples in the West Adams-Baldwin Hills-Leimert Community Plan Area (especially in the area south of View Park and Windsor Hills, near the City of Inglewood border), which experienced more growth and development during that era. Some of these properties are more intact than the subject property, others have experienced similar alterations, including changes to windows, exterior cladding and paving. In general, these 1940s–1950s examples appear as later, stripped down versions of the earlier examples of duplex developments from the 1920s with simpler designs. Based on review of available survey data, none of these later examples, which lack some of the above-noted distinguishing characteristics of the earlier 1920s examples, was recorded as eligible for historic designation through SurveyLA.

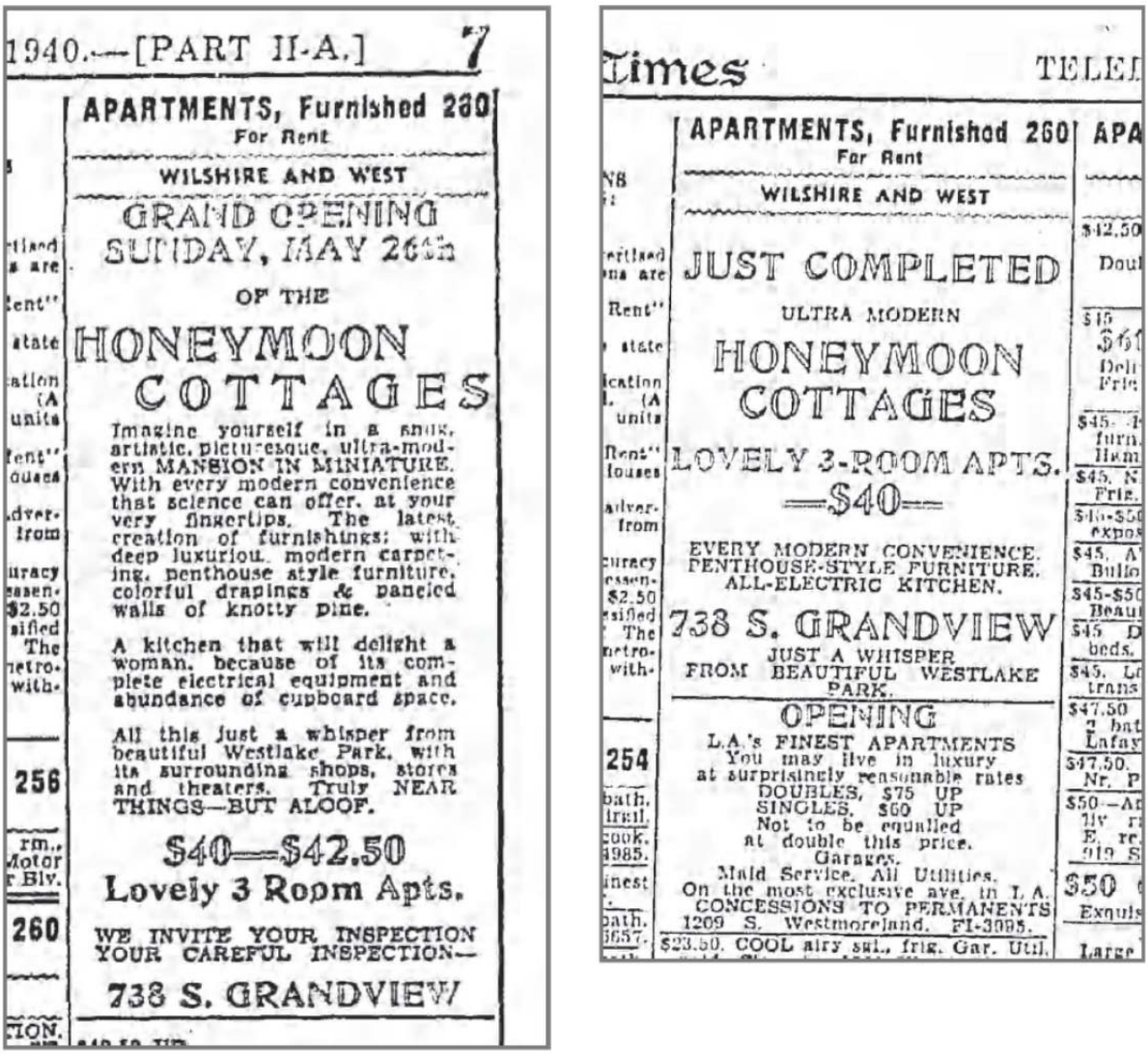
The subject property has more in common with these later 1940s–1950s developments that were not recorded as eligible through previous surveys than it does with earlier duplex groupings, which are eligible for designation.

Property-Specific History and People Associated with the Property

In addition to the larger historic context, property-specific research was conducted to determine the dates of construction and people associated with the property.

Property-Specific History

City of Los Angeles Department of Building and Safety permits and Los Angeles County Assessor property information available online show the buildings were all constructed in 1940. Application for the erection of the buildings was made to the City on February 1, 1940 (City of Los Angeles var.). An advertisement in the Furnished Apartments for Rent section of the *Los Angeles Times* announced the Grand Opening of the complex on Sunday, May 26, 1940 (Figure 3). No applications to alter, repair or demolish the buildings were filed with the City until 2001, at which time all of the roofs were replaced and the owner voluntarily brought all of the buildings up to current seismic standards by bracing cripple walls (City of Los Angeles var.). The date all of the original wood windows were replaced with aluminum windows is unknown. The addition of a 7-foot tall metal security fence with



1940.—[PART II-A.] 7

APARTMENTS, Furnished 260
For Rent
WILSHIRE AND WEST
GRAND OPENING
SUNDAY, MAY 26th
OF THE
HONEYMOON
COTTAGES
Imagine yourself in a small, artistic, picturesque, ultra-modern MANSION IN MINIATURE. With every modern convenience that science can offer, at your very fingertips. The latest creation of furnishings; with deep luxurious modern carpeting, penthouse style furniture, colorful drapings & paneled walls of knotty pine.
A kitchen that will delight a woman, because of its complete electrical equipment and abundance of cupboard space.
All this just a whisper from beautiful Westlake Park, with its surrounding shops, stores and theaters. Truly NEAR THINGS—BUT ALOOF.
$40—$42.50
Lovely 3 Room Apts.
WE INVITE YOUR INSPECTION
YOUR CAREFUL INSPECTION—
738 S. GRANDVIEW

Times TELE

APARTMENTS, Furnished 260
For Rent
WILSHIRE AND WEST
JUST COMPLETED
ULTRA MODERN
HONEYMOON
COTTAGES
LOVELY 3-ROOM APTS.
—$40—
EVERY MODERN CONVENIENCE.
PENTHOUSE-STYLE FURNITURE.
ALL-ELECTRIC KITCHEN.
738 S. GRANDVIEW
JUST A WHISPER
FROM BEAUTIFUL WESTLAKE
PARK.
OPENING
L.A.'s FINEST APARTMENTS
You may live in luxury
at surprisingly reasonable rates
DOUBLES, $75 UP
SINGLES, $60 UP
Not to be equalled
at double this price.
Garages.
Maid Service. All Utilities.
On the most exclusive ave. in L.A.
CONCESSIONS TO PERMANENTS
1209 S. Westmoreland. FI-3095.
$23.50. COOL airy sul., frig. Gar. Util.

Figure 3: 1940 newspaper advertisements for the duplexes
(*Los Angeles Times,* May 26 and June 16, 1940, pages 37 and 38, respectively)

front and rear gates probably dates to the 1990s. All of the exterior walls appear to have been re-stuccoed within the last 10 years. Ornamental tile lozenges have been placed on three of the six South Grand View-facing units. The central walkway was altered by the addition of a hexagonal planter near the main entry gate and the removal of a large tree formerly within that planter, dates unknown. The relocation of all the water heaters from interior closets to exterior pads has altered the spatial relationship of the rows of duplexes to one another; this dates to 1990, per the resident property manager. Security doors appear to have been added to each unit within the last 10 years. Storage sheds were built at the rear of the complex, near the alley, between the fourth and fifth rows of duplexes; dates unknown. The original landscape plan had only three large trees along South Grand View, probably Chinese elms, planted at the mouth of each V-shaped lane; there are now numerous tall trees, including palms, along South Grand View and within the complex (Historicaerials.com var.).

People Associated with the Property

These modest "mansions in miniature" were marketed for $40 or $42.50 per month as "honeymoon cottages" (*Los Angeles Times* 1940a and 1940b). Research covering the period from 1942 to 1954 shows these furnished apartments were rented by working class residents of Los Angeles, e.g., clerks, salesmen, secretaries, housewives, and managers (Ancestry.com. var.). One resident is Miss Billie V. Lee (1915–?), listed in the 1940 Census as a commercial artist employed by the motion picture industry (Ibid.). The Chouinard Art Institute was directly across the street from this property. Nelbert Chouinard (1879–1969), founder of the institute, had a close collaborative relationship with Walt Disney, which started in 1929, when Disney was personally driving his animators (the famous "Nine Old Men," among others) to 743 South Grand View Street on Friday nights for art lessons, and lasted until his death in 1966. Therefore, the possibility was researched that Miss Lee may have been employed as an animator at the Disney Studio. The Disney Archive was contacted, but no records exist of her ever having worked there (Ovalle 2017). Chouinard Art Institute trained 40,000 artists, including fashion designer Edith Head, painter Ed Rusha, and sculptor Larry Bell, before it transitioned into Cal Arts in 1972 and closed its doors on South Grand View Street forever. Research identified many outstanding graduates of the Chouinard Art Institute, some of whom were important to history, but Billie V. Lee was not among them. Other people associated with this property include two professionals: an attorney at law and an osteopathic physician by the name of Charles R. Wagner (1913–2003), a University of Southern California (USC) graduate who belonged to the California Osteopathic Association and received a plaque for service to the General Practitioners group (Ancestry.com var; *Long Beach Independent* 1961). During the time period researched, only seven long-term (six years or more) residents were identified, leading to the inference that turnover among tenants was fairly high. Most of the households numbered two adults, some with a child, despite the miniature dimensions of the apartments.

In summary, due to the fairly high turnover rate in occupancy, there were only a few people who resided here long enough to have the potential for their productive life to have been closely associated with this property. Despite the proximity to the Chouinard Art Institute, which had a strong connection to Disney, research did not identify any particular concentration of residents connected to a specific business or industry.

No scholarly literature could be found regarding either the licensed engineer or the contractor listed on the new building application filed February 1, 1940. However, research into various online sources reveals that George "Gerald" Marsac (1884–1945) advertised professional services as a consulting engineer from offices located at 8576 Wilshire Boulevard, Los Angeles (*Los Angeles Times* 1939a and 1941). Gerald Marsac at one time served as President of the Engineers' & Architects Association of Southern California (*Los Angeles Times* 1938). In 1939, Marsac was the structural engineer and Frederick Barienback the architect, for a project to remodel the Windemere Hotel in Santa Monica, California (*Los Angeles Times* 1939b). Marsac taught evening University of California Extension courses (Strength of Materials and Engineering Mechanics) at a Hill Street location in 1929 (*Los Angeles Times* 1929). In 1926, Marsac belonged to the San Bernardino County chapter of the American Association of Engineers (*San Bernardino County Sun* 1926a). While serving as the San Bernardino representative of the Los Angeles architectural firm of Witmer & Watson, he became involved in a squabble with the general contractor regarding the design of channels for heating flues on plans for a school commissioned by the San Bernardino Board of Education (*San Bernardino County Sun* 1926b). Marsac resided with his wife in the Devore Heights area of San Bernardino County and was active in the PTA. Their home was a center for social activity and renowned for its Chinese style architecture and furnishings (*San Bernardino County Sun 1926c*). Marsac's most notable project was probably the Los Angeles County Hall of Justice, for which he was the Design Engineer (*Los Angeles Times* 1924). It was the tallest building in Los Angeles when completed in 1925, and said to have more structural steel in its skeleton than any other building in the city by thousands of tons (*Los Angeles Times* 1924 and 1925b). Unfortunately, due to cost overruns and perhaps the fact that several prisoners managed to escape from the jail (the top five stories served as both the Los Angeles County and Los Angeles City jails) an investigation led by the District Attorney compelled Marsac to testify before a Grand Jury (*Los Angeles Times* 1926). Marsac (described as the former assistant to Chief County Mechanical Engineer Davidson) told the press after testifying: "What authority I had originally as regards the building of the Hall of Justice gradually was taken from me. I became tired of being made the goat and so I resigned. And I'm equally tired of being made the goat now" (*Los Angeles Times* 1926).

Walter R. Bollenbacker, of 166 North Hamel Drive, Beverly Hills, was born in Ohio around 1900 (Ancestry.com var.). The 1930 U.S. Census shows he was residing at 1132 Oakhurst Drive, Los Angeles with his 29-year-old wife Grace, their 2-year-old daughter Martha, and his 78-year-old father-in-law, James Fee (Ibid.). Bollenbacker's occupation is shown as Contractor, in the building industry (Ibid.). In 1942, two years after the subject duplexes were built, Walter Bollenbacker teamed up with Louis L. Kelton to form Allied Contractors, Inc. (*Los Angeles Times* 1950). Bollenbacker and Kelton became builders on a grand scale in the postwar era, *merchant builders,* catering to veterans. Their developments in 1948 included single-family and duplex units in Long Beach; duplexes in Compton; a tract named "Allied Gardens of Van Nuys"; and a tract named "Allied Gardens of Lynwood" (*Los Angeles Times* 1948a). Their sales for 1948 alone totaled approximately $7.5 million; in a single weekend rush, 118 veterans bought houses at Allied Gardens of Van Nuys totaling over $1 million (*Los Angeles Times* 1948b). New Allied Gardens tracts opened successively throughout southern California over the next decade in Torrance, Puente, Whittier, etc. Allied Contractors replaced citrus groves with vast tracts of houses and sold them to both GIs who qualified for VA financing (4 percent 30-year fixed loans with nothing down) and to "civilians" who qualified for FHA loans (*Los Angeles Times* 1949). By 1955, Bollenbacker and Kelton were

concentrating on the higher end of the market, offering their "Presidential Series Homes: 3 & 4 Bedrooms—2 Bathrooms" (*Los Angeles Times* 1955). In 1958, the Home Builders Association of Los Angeles honored them with a plaque "For building 35,000 homes in the Southland" (*Los Angeles Times* 1958). Bollenbacker and Kelton were among a large number of major merchant builders working in the postwar Los Angeles metropolitan area. Advertisements for Allied Gardens tracts suggest that they built only houses, never shopping centers, civic buildings, schools, or churches. For that reason, they are not among the small number of *community builders*, and they have not received the scholarly attention of community builders such as George and Robert Alexander, Fritz Burns, or Joseph Eichler.

ARCHITECTURAL SURVEY

As previously stated, the property is approximately 0.87 acre and consists of six parcels developed with 18 duplexes (three on each parcel) for a total of 36 units. The 1955 Sanborn Fire Insurance Maps show the duplexes adjacent to South Grand View Street oriented to the west (facing the street) and the other units oriented north and south (Figure 4; Sanborn Fire Insurance Maps 1955). The north/south units are grouped in clusters of four buildings that face each other and open onto common walkways. This arrangement of buildings creates five V-shaped, east/west-oriented spaces and two north/south lanes between the buildings.

During the field survey, 18 922-square foot, one-story, Minimal Traditional style duplexes, laid out in a slightly modified grid were observed in the project area. The Minimal Traditional style developed during the Depression to meet the minimum threshold in space and amenities required by the Federal Housing Administration (FHA). It is a compromise style that reflects the forms of Eclectic and traditional styles without the decorative detailing. Residences in this style are typically one story and demonstrate an economy of materials and design with lower roof pitches and narrower eaves and are relatively small. Many suggest styles that were popular in prior decades such as Tudor Revival, while others are modest versions the California Ranch style that gained favor in the post-World War II (WWII) period. Minimal Traditional residences frequently have an attached garage, but detached garages are also common, especially where the residence is an infill construction among early 20th century styles. Construction of homes in this style commonly overlaps with the post-WWII era, creating a broad transition from the Craftsman and Eclectic styles of the early 20th century to the tracts of California Ranch homes of the post-WWII period.

Character-defining features of the Minimal Traditional style include a rectangular or L-shaped massing topped by a low-pitched hipped or cross-gable roof with narrow eaves featuring a variety of simple decorative treatments (exposed rafter tails, boxed eaves, plain fascia), stucco wall cladding, and less commonly, wood clapboard, wood-framed double-hung windows, and a front stoop entry (as opposed to a full or partial-width porch). Minimal Traditional style residences are ubiquitous throughout Los Angeles and the greater region. Because of their modest character and relative lack of architectural details, residences in this style are rarely determined architecturally significant.

Each Minimal Traditional duplex in the project area is square in plan and rests on a raised concrete foundation. The buildings are each surmounted by a low-pitched, pyramidal roof with narrow eaves

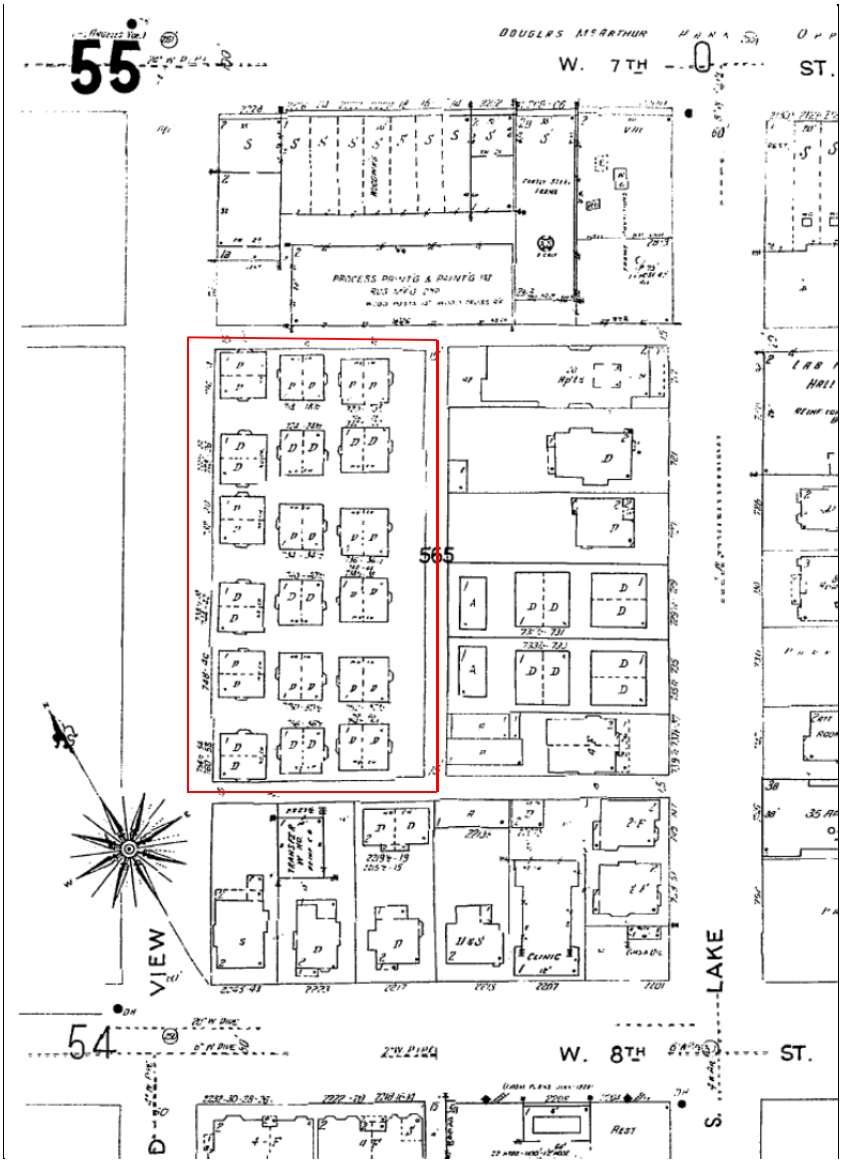


Figure 4: 1955 Sanborn map showing 714–760 South Grand View Street

and exposed rafter tails. The roofs are sheathed with composition shingles. The construction method is wood frame, with 2-inch by 10-inch floor joists and 2-inch by 4-inch wall studs (City of Los Angeles var.). Exterior walls are clad with stucco.

The six duplexes in the center of the complex differ from the other 12 duplexes in their exterior detailing. Instead of having horizontal wood skirting, exterior walls are entirely stucco, with bracketed, low, wall-mounted planter shelves below the windows on the primary elevation and scored horizontal “copings” above, which wrap around the corner to shelter the windows on the side elevations as well (Figures 5 and 6).

Fenestration consists of non-original metal-framed fixed, sliding, and single-hung windows in original openings with narrow wood trim and sills. Each of the duplexes has two bay windows, one on each of the side elevations. The primary entry to each unit is secured by a metal screen door and has a small concrete stoop sheltered by a wall-mounted canopy. Twelve of the duplexes have hipped pent roof canopies above the entries (Figure 7), while the central six duplexes have the above-described copings above the door and adjacent window, turning the corner of the building at a right angle without rounding or streamlining. The water heater for each unit has been relocated to the exterior (Figure 8). Each one is in a metal box that rests on a small concrete pad and has a metal pipe that is attached to and extends above the eave.

As discussed above, the buildings are grouped in a row of six duplexes facing South Grand View Street, with two more rows of six behind. No courtyard was observed, but there are three short-axis lanes, V-shaped, with the wide end oriented toward South Grand View Street; there is also one long-axis lane between the second and third rows of duplexes. There are Chinese elms and palm trees along South Grand View Street and within the complex, and low plantings also within the complex. The setting is urban and has been altered by the removal of the 7th Street trolley tracks, the construction of an elementary school at 7th and Grand View Streets, and the demolition of earlier duplexes and single-family residences to accommodate parking lots along the rear alley. The site slopes several feet downward from South Grand View Street toward the alley in the rear.

This courtyard housing development has a low degree of integrity with respect to design, materials, and workmanship; a moderate degree of integrity with regard to setting and association; and a high degree of integrity of location and feeling.

Figure 5: 730 and 732 South Grand View Street.
Typical façade for the six center duplexes. Note non-original aluminum-framed windows (view to the east, 1/18/17).

Figure 6: 744 South Grand View Street.
Close up of wrap around "coping". Note non-original tile accents and windows (view to the northeast, 1/18/17).

Figure 7: 726–728 South Grand View Street.
Typical façade of the 12 duplexes flanking the 6 center duplexes. Note non-original windows and tile accent (view to the east, 1/81/17)

Figure 8: Exterior water heaters, typical (1/18/17)

SIGNIFICANCE EVALUATION

Based on the research results discussed above, the following sections present the historical significance evaluation to the City and the conclusion on whether 714–760 South Grand View Street qualifies as a "historical resource" as defined by CEQA.

DEFINITIONS

CEQA (PRC Chapter 2.6, Section 21083.2 and CCR Title 145, Chapter 3, Article 5, Section 15064.5) calls for the evaluation and recordation of historical resources. The criteria for determining the significance of impacts to historical resources are based on Section 15064.5 of the *CEQA Guidelines* and *Guidelines for the Nomination of Properties to the California Register*. Properties eligible for listing in the California Register and subject to review under CEQA are those meeting the criteria for listing in the California Register, National Register, or designation under a local ordinance.

National Register of Historic Places

A cultural resource is evaluated for eligibility for listing in the National Register according to four criteria. These criteria generally require that the resource be 50 years of age or older and significant at the local, state, or national level according to one or more of the following:

A. It is associated with events that have made a significant contribution to the broad patterns of local or regional history;

B. It is associated with the lives of persons significant in our past;

C. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values, or that represent a significant and distinguishable entity whose components lack individual distinction; and/or

D. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Properties that are not 50 years of age or older must have "exceptional significance" in accordance with National Register Criteria Considerations. The National Register also requires that a resource possess integrity, which is defined as "the ability of a property to convey its significance." The aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. To determine which of these factors are most important will depend on the particular National Register criterion under which the resource is considered eligible for listing.

California Register of Historical Resources

The California Register criteria are based on National Register criteria. For a property to be eligible for inclusion in the California Register, one or more of the following criteria must be met:

1. It is associated with the events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;

2. It is associated with the lives of persons important to local, California, or national history;
3. It embodies the distinctive characteristics of a type, period, region, or method or construction, or represents the work of a master, or possesses high artistic values; and/or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the Nation.

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resource." Fifty years is used as a general estimate of time needed to develop the perspective to understand the resource's significance (CCR 4852 [d][2]).

The California Register also requires that a resource possess integrity, which is defined as "the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance" (California Office of Historic Preservation 1999:2). To retain integrity, a resource should have its original location, design, setting, materials, workmanship, feeling, and association. Which of these factors is most important depends on the particular criterion under which the resource is considered eligible for listing (California Office of Historic Preservation 1999).

City of Los Angeles

Section 22.171.7 of the City's cultural heritage ordinance defines a Historic-Cultural Monument as follows:

> For purposes of this article, a Historic-Cultural Monument (Monument) is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles. A proposed Monument may be designated by the City Council upon the recommendation of the [Cultural Heritage] Commission if it meets at least one of the following criteria:
>
> 1. Is identified with important events of national, state, or local history or exemplifies significant contributions to the broad cultural, economic or social history of the national, state, city, or community;
> 2. Is associated with the lives of historic personages important to national, state, city, or local history; or
> 3. Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

These criteria are essentially the same as the National Register and California Register criteria.

EVALUATION

In summary, the project area is developed with a residential complex, consisting of 18 one-story Minimal Traditional style duplexes on six parcels. The duplexes were built in 1940 and are evaluated under the Westlake Survey 2009 eligibility standards for Courtyard Housing (1914–1940) associated with the historic theme of Apartment Streetcar Suburbs 1904–1940, as well as the SurveyLA eligibility standards for Multi-Family Residential Historic Districts and for the Duplex property type (as a planned grouping of duplexes). The duplexes have sustained alterations including replacement of all windows, relocation of interior water heaters to the exterior, addition of exterior decorative features such as tile accents, and changes to the exterior landscaping features. Research did not identify any important persons in history associated with the project area.

The property is being evaluated for listing in the National Register and California Register and for designation under the City's ordinance taking into consideration the evaluation criteria provided in the Westlake Survey 2009 and SurveyLA. Since the federal, State, and local criteria are nearly identical, they have been grouped together to eliminate redundancy.

Criteria A/1/1: It is associated with events that have made a significant contribution to the broad patterns of local or regional history. The duplex residences at 714–760 South Grand View Street are associated with the Westlake Survey 2009 theme of Apartment Streetcar Suburbs, 1904–1940. Although the property represents a multifamily development that was within walking distance to streetcar lines, it was built at the very end of the period of significance for this theme and property type as an infill development and was not influential in the development of streetcar suburbs or Westlake. It is not one of the earlier, two to seven-story, ground-breaking residential developments for the elite which are historically significant under this context in Westlake. Its modest character and design does not convey its association with the streetcar lines and it is historically insignificant.

The subject property is also associated with the citywide SurveyLA theme of Multi-Family Residential Development, 1895–1970, as a planned grouping of duplexes. As discussed earlier in this report and shown in Appendix B, planned groupings of duplexes have been built over a long expanse of time throughout the City. Examples range from linear arrangements of duplex buildings occupying separate adjacent parcels along a street to single development sites containing an arrangement of multiple duplex buildings. Some examples have a very formal site plan, typical of a bungalow court, while others have a less formal arrangement of buildings. Of the single development sites, some contain a mix of building typologies (such single-unit bungalows, duplexes, and triplexes) arranged in a cohesive site plan, while others contain exclusively duplexes.

Review of previous surveys, including CRA surveys and SurveyLA, and additional research completed for this report indicates that the examples of planned groupings of duplexes that are eligible for historic designation generally have the following distinguishing characteristics, when compared with the subject property: they were constructed earlier (e.g., in the 1920s) and therefore were more influential to the emergence of this pattern of development; they are more intact (retaining their original windows, site features, hardscape, landscape, etc.); and

some feature a more formal arrangement of buildings and site features typical of bungalow courts.

There are other, later examples of planned groupings of duplexes from the 1940s–1950s that are similar to the Grand View site, including a number of examples in the West Adams-Baldwin Hills-Leimert Community Plan Area (especially in the area south of View Park and Windsor Hills, near the City of Inglewood border), which experienced more growth and development during that era. Some of these properties are more intact than the subject property, while others have experienced similar alterations, including changes to windows, exterior cladding and paving. In general, these 1940s–1950s examples appear as later, stripped down versions of the earlier examples of duplex developments from the 1920s with simpler designs. These later examples are generally not eligible for historic designation, as they lack some of the above-noted distinguishing characteristics of the earlier 1920s examples and were less influential in the emergence of this pattern of development. The subject property has more in common with these later 1940s–1950s developments that were not recorded as eligible through previous surveys than it does with those earlier duplex groupings that are eligible for designation.

For the reasons stated above, the subject property is not significant under Criteria A/1/1.

Criteria B/2/2: It is associated with the lives of persons significant in our past. As discussed earlier in this report, various research efforts revealed a fairly high turnover rate in occupancy and did not identify any particular concentration of residents connected to a specific business or industry despite the proximity to the Chouinard Art Institute, which had a strong connection to Disney. No people associated with this property were identified who are significant in our past.

For the reasons stated above, the subject property is not significant under Criteria B/2/2.

Criteria C/3/3: It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values, or that represent a significant and distinguishable entity whose components lack individual distinction. Although not a distinctive example, this property falls into the courtyard housing property type under the streetcar suburb context of the Westlake Survey 2009. The individual duplexes are architecturally insignificant examples of Minimal Traditional design with modern elements and lack a high degree of integrity of design, materials, and workmanship. Minimal Traditional style buildings are ubiquitous throughout Los Angeles and the greater region. Because of their modest character and relative lack of architectural details, buildings in this style are rarely determined architecturally significant. The duplexes are not located within and do not contribute to a previously identified historic district and do not retain the degree of integrity requisite for designation as a historic district in and of themselves. Stylistically, the architectural detailing falls closer to the post World War II-end of the spectrum than it does to the more important 1920s-end of the spectrum. It foreshadows the thousands of undistinguished houses and apartments that were to cover the Southern California landscape, but it is not a significant example of the type. With respect to the possibility of this courtyard housing contributing to a larger historic district, there is no potential for it to do so; the

surrounding parking lots, school and former art institute lack the requisite character and cohesiveness need to form a district.

The subject property is also associated with the citywide SurveyLA theme of Multi-Family Residential Development, 1895–1970, as a planned grouping of duplexes. As discussed earlier in this report and shown in Appendix B, planned groupings of duplexes have been built over a long expanse of time throughout the City. Examples range from linear arrangements of duplex buildings occupying separate adjacent parcels along a street to single development sites containing an arrangement of multiple duplex buildings. Some examples have a very formal site plan, typical of a bungalow court, while others have a less formal arrangement of buildings. Of the single development sites, some contain a mix of building typologies (such single-unit bungalows, duplexes, and triplexes) arranged in a cohesive site plan, while others contain exclusively duplexes.

Review of previous surveys, including CRA surveys and SurveyLA, and additional research completed for this report indicates that the examples of planned groupings of duplexes that are eligible for historic designation generally have the following distinguishing characteristics, when compared with the subject property: they were constructed earlier (e.g., in the 1920s) and therefore were more influential to the emergence of this property type; they feature more ornate architectural styles, such as Spanish Colonial Revival; they are more intact (retaining their original windows, site features, hardscape, landscape, etc.); some of them feature a more formal arrangement of buildings and site features typical of bungalow courts; and some are particularly unique, such as the Belmont Square Apartments (202–242 S. Columbia Avenue and 201–252 S. Columbia Place), which features a dense concentration of row houses.

There are other, later examples of planned groupings of duplexes from the 1940s–1950s that are similar to the Grand View site, including a number of examples in the West Adams-Baldwin Hills-Leimert Community Plan Area (especially in the area south of View Park and Windsor Hills, near the City of Inglewood border), which experienced more growth and development during that era. Some of these properties are more intact than the subject property, while others have experienced similar alterations, including changes to windows, exterior cladding and paving. In general, these 1940s–1950s examples appear as later, stripped down versions of the earlier examples of duplex developments from the 1920s with simpler designs. These later examples are generally not eligible for historic designation, as they lack some of the above-noted distinguishing characteristics of the earlier 1920s examples and were less influential in the emergence of this property type.

The subject property has more in common with these later 1940s–1950s developments that were not recorded as eligible through previous surveys than it does with those earlier duplex groupings that are eligible for designation. Its Minimal Traditional design is less ornate than earlier examples featuring Period Revival designs and it has sustained numerous alternations. Furthermore, its site plan comprises a simple, slightly modified grid that lacks the formality and high level of design in the site plans of other planned groupings of duplexes which more closely resemble bungalow courts with buildings carefully arranged around common open areas.

For the reasons stated above, the subject property is not significant under Criteria C/3/3.

Criteria D/4: It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation. The buildings do not have the potential to yield important information in prehistory or history as they utilize well-known materials and construction methods that are typical of the 1940 era.

For the reasons discussed above, the property at 714–760 South Grand View Street does not appear to be eligible for listing in the National Register or California Register or for designation under the local ordinance and is not a "historical resource" for purposes of CEQA.

RECOMMENDATIONS

CEQA establishes that "a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment" (PRC §21084.1). "Substantial adverse change," according to PRC §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

Since no "historical resources," as defined by CEQA, were encountered during the course of this study, LSA recommends to the City a finding of *No Impact* with regard to the property at 714–760 South Grand View Street. No further historic resources analysis is recommended for the project unless the development plans change in a manner that might result in potential impacts not covered by this study. However, LSA recommends the following standard regulatory compliance measures:

1. If buried cultural materials are encountered during earthmoving operations associated with the project after the removal of the existing structures, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.
2. In the event human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD will have the opportunity to offer recommendations for the disposition of the remains.

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APPENDIX A

DEPARTMENT OF PARKS AND RECREATION (DPR) 523 FORMS

***NRHP Status Code:** 6Z

*__Resource Name or #__ (Assigned by recorder): 714–760 South Grand View Street

D1. Historic Name: Honeymoon Cottages **D2. Common Name:**

***D3. Detailed Description:** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.): The district is a residential complex, consisting of 18 duplexes on 6 parcels, each unit having a 30 × 30-foot square plan, on raised foundations surmounted by low-hipped roofs clad in composition shingles, plus an additional 22 square feet from two projecting bay windows. The units are arranged in a modified grid. Three ranks of six run parallel to South Grand View Street and an alley midway between it and Lake Street. The primary façades of units in the first rank face South Grand View Street. The primary façades of units in the second and third ranks are at right angles to South Grand View Street. The differing orientations result in tapering spaces, such that three V-shaped, hardscaped lanes afford pedestrian circulation from the front of the complex, the units fronting South Grand View Street, to the rear alley. A narrow hardscaped lane affords pedestrian circulation in the space between the second and third ranks of units. The six units at the north end of the complex (situated on Lots 7 and 8) and the six units at the south end of the complex (situated on Lots 11 and 12) are identical in their architectural detailing. Their exterior walls are clad in both stucco and shiplap wood. The six units in the center of the complex (situated on Lots 9 and 10) possess exterior walls of stucco only and have an Art Moderne ornament, a small ledge or coping, at the four corners of each unit, between the eaves and the tops of the door and window openings. These units also possess wall-mounted wood shelves beneath the windows on the primary façade. The setting is urban. There are Chinese elms and palm trees along South Grand View Street, and large trees in the southwest corner of the complex. Low plantings line the lanes within the complex. The overall coherence of the district is excellent, the 18 “miniature mansions” are all extant with only two minor features (storage sheds) detracting. Visually, the plan is marred by 36 exterior water heaters on concrete pads, but otherwise intact. Additionally, modern fenestration has compromised the integrity of the modest architecture of these simple duplexes. The district consists of the following elements: 18 duplexes, 4 hardscaped lanes, and associated landscaping.

***D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements): The district boundary coincides with the outer parcel boundaries of the polygon formed by: Assessor’s Parcel Numbers (APNs) 5141-017-004 (Lot 7); APN 5141-017-005 (Lot 8); APN 5141-017-006 (Lot 9); APN 5141-017-007 (Lot 10); APN 5141-017-008 (Lot 11) and APN 5141-017-009 (Lot 12) (Los Angeles County Office of the Assessor n.d.).

***D5. Boundary Justification:** The buildings comprising the district are located on this land.

***D6. Significance: Theme:** Apartment Streetcar Suburbs, 1904–1940 **Area:** City of Los Angeles
Period of Significance: 1940 **Applicable Criteria:** NA
(Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.) The district is a small infill project on a prewar subdivision of an early tract known as Dodd and O’Gara’s re-subdivision of block B of the Lake Shore Tract, which was recorded January 4, 1896 (Los Angeles Board of Engineering 1896). It is adjacent to a commercial district fronting West 7th Street, the Seventh Street Streetcar Commercial 6Q Zone, but it is residential and it does not contribute to that district in any way. The district does not possess architectural distinction; it is an insignificant example of minimal traditional courtyard housing. Built at the tail end of streetcar suburbanization in the Westlake neighborhood (1940), the district is historically insignificant because it does not convey an association with the residential development important to Westlake, which occurred earlier: luxury apartment hotels and single-family residences for the elite. The district does not retain a high level of integrity with respect to design, materials, or workmanship. Integrity is intact with respect to location, feeling, and association and, to a lesser extent, setting.

***D7. References** (Give full citations including the names and addresses of any informants, where possible.):

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***D8. Evaluator:** Eugene Heck, M.A. **Date:** February 2017
Affiliation and Address: LSA Associates, Inc., 1500 Iowa Avenue, Suite 200, Riverside, California 92507

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 Resource Name or #: 714–760 South Grand View Street

P1. Other Identifier: Honeymoon Cottages

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles **and** (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *Hollywood, CA* **Date:** 1981 PR 2016 **T** 1S ; **R** 13W; in projected Section 30; S.B.**B.M.**

c. Address: 714-760 South Grand View Street **City:** Los Angeles **Zip:** 90057

d. UTM: Zone: 11; _____mE/ _____mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Six parcels with a total of 18 buildings (3 on each parcel), located on the southeast side of South Grand View Street between West 7th and West 8th Streets. APNs: 5141-017-004, -005, -006, -007, -008, and -009.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This property consists of 18 922-square-foot, one-story, Minimal Traditional duplexes, laid out in a slightly modified grid on six parcels. Each building is square in plan and rests on a raised concrete foundation. The buildings are each surmounted by a low-pitched, pyramidal roof with narrow eaves and exposed rafter tails. The roofs are sheathed with composition shingles. The construction method is wood frame, with 2-inch by 10-inch floor joists and 2-inch by 4-inch wall studs. Exterior walls are clad with stucco. The six duplexes in the center of the complex differ from the other 12 duplexes in their exterior detailing. Instead of having horizontal wood skirting, exterior walls are entirely stucco, with bracketed, low, wall-mounted planter shelves below the windows on the primary elevation and scored horizontal "copings" above, which wrap around the corner to shelter the windows on the side elevations as well. (*See Continuation Sheet)*

***P3b. Resource Attributes:** (List attributes and codes) HP3-Multiple family property—duplexes—courtyard housing

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

See Continuation Sheet

P5b. Description of Photo: (View, date, accession #) Top: 730–732 S. Grand View Street and flanking buildings, view to the southeast (1/18/17); Bottom: Overview of streetscape, view to the south (1/18/17)

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1940 (County Assessor)

***P7. Owner and Address:**
Unknown

***P8. Recorded by:** (Name, affiliation, and address)
Eugene Heck, M.A.
LSA Associates, Inc.
1500 Iowa Avenue, Suite 200
Riverside, California 92507

***P9. Date Recorded:**
January 18, 2017

***P10. Survey Type:** (Describe)
Intensive-level CEQA and Section 106 compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Historic Resources Assessment for 714–760 South Grand View Street, City of Los Angeles, Los Angeles County, California. Prepared by LSA Associates, Inc. March 2017.

***Attachments:** ☐NONE ☒Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) 714–760 South Grand View Street

B1. Historic Name: Honeymoon Cottages
B2. Common Name:
B3. Original Use: Multiple-family residences **B4. Present Use:** Multiple-family residences
***B5. Architectural Style:** Minimal Traditional
***B6. Construction History:** (Construction date, alterations, and date of alterations)

City of Los Angeles Department of Building and Safety permits and Los Angeles County Assessor property information available online, show the buildings were all constructed in 1940. Application for the erection of the buildings was made to the City on February 1, 1940. An advertisement in the Furnished Apartments for Rent section of the *Los Angeles Times* announced the Grand Opening of the complex on Sunday, May 26, 1940. No applications to alter, repair, or demolish the buildings were filed with the City until 2001, at which time all of the roofs were replaced and the owner voluntarily brought all of the buildings up to current seismic standards by bracing cripple walls. The date all of the original wood windows were replaced with aluminum windows is unknown. The addition of a 7-foot tall metal security fence with front and rear gates probably dates to the 1990s. All of the exterior walls appear to have been re-stuccoed within the last 10 years. Ornamental tile lozenges have been placed on three of the six South Grand View Street-facing units. The central walkway was altered by the addition of a hexagonal planter near the main entry gate and the removal of a large tree formerly within that planter, dates unknown. The relocation of all the water heaters from interior closets to exterior pads has altered the spatial relationship of the rows of duplexes to one another; this dates to 1990, per the resident property manager. Security doors appear to have been added to each unit within the last 10 years. Storage sheds were built at the rear of the complex, near the alley, between the fourth and fifth rows of duplexes; dates unknown. The original landscape plan had only three large trees along South Grand View Street, probably Chinese elms, planted at the mouth of each V-shaped lane; there are now numerous tall trees, including palms, along South Grand View Street and within the complex.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** _____ **Original Location:** _____
***B8. Related Features:** None.
B9a. Architect: None. Consulting Engineer, George Gerald Marsac. **b. Builder:** Walter Bollenbacker
***B10. Significance: Theme:** Apartment Streetcar Suburbs, 1904–1940 **Area:** City of Los Angeles, Westlake community
Period of Significance: 1940 **Property Type:** Multiple-family residential **Applicable Criteria:** NA
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This 1940 Minimal Traditional style multiple-family residential complex does not appear to be eligible for listing in the National Register of Historic Places (National Register) or the California Register of Historical Resources (California Register) under any criteria and does not appear to be eligible for designation as a Historic Cultural Monument under the City's criteria. Therefore, it is not a historic property as defined by Section 106 of the National Historic Preservation Act (NHPA) or a historical resource for purposes of the California Environmental Quality Act (CEQA).

Historic Context. This summary context is excerpted from the Intensive Survey: Westlake Recovery Redevelopment Area report prepared by LSA in 2009. "By 1901, the Westlake area had become one of the first areas outside of downtown to feature luxury apartment and hotel accommodations. Beginning with George A. Leighton's Lakeview and Leighton (*see Continuation Sheet*)

B11. Additional Resource Attributes: (List attributes and codes) HP3—Multiple Family Property—duplexes—courtyard housing

***B12. References:** *See Continuation Sheet*

B13. Remarks:

***B14. Evaluator:** Eugene Heck, M.A., LSA Associates, Inc., 1500 Iowa Avenue, Suite 200, Riverside, California 92507

***Date of Evaluation:** February 2017

(Sketch Map with north arrow required.)

Refer to Location Map

***P3a. Description:** (continued from page 2)
Fenestration consists of non-original metal-framed fixed, sliding, and single-hung windows in original openings with narrow wood trim and sills. Each duplex has two bay windows, one on each of the side elevations. The primary entry to each unit is secured by a metal screen door and has a small concrete stoop sheltered by a wall-mounted canopy. Twelve of the duplexes have hipped pent roof canopies above the entries, while the central six duplexes have the above-described copings above the door and adjacent window, turning the corner of the building at a right angle without rounding or streamlining. The water heater for each unit has been relocated to the exterior. Each one is in a metal box that rests on a small concrete pad and has a metal pipe that is attached to and extends above the eave. The buildings are grouped in a row of six duplexes facing South Grand View Street, with two more rows of six behind. No courtyard is seen, but there are three short-axis lanes, V-shaped, with the wide end oriented toward South Grand View Street; there is also one long-axis lane between the second and third rows of duplexes. There are Chinese elms and palm trees along South Grand View Street and within the complex, and low plantings within the complex. The setting is urban and has been altered by the removal of the 7th Street trolley tracks, the construction of an elementary school at 7th and South Grand View Streets, and the demolition of earlier duplexes to accommodate parking lots along the rear alley. The property is bounded by 7th Street to the north, 8th Street to the south, South Grand View Street to the west, and an alley to the east. The site slopes several feet downward from South Grand View Street toward the alley in the rear. This courtyard housing development does not retain a high degree of integrity with respect to design, materials, and workmanship. It retains integrity of location and feeling, and, to a moderate degree, of integrity of setting and association.

P5a. Photo or Drawing (continued from page 2) All photographs were taken on January 18, 2017


714–716 South Grand View Street, view to the southeast.


726–728 South Grand View Street, view to the east.


714–716 and 726–728 South Grand View Street, view to the northeast.

See Continuation Sheet

P5a. Photo or Drawing (continued from page 4) All photographs were taken on January 18, 2017

730 and 732 South Grand View Street, view to the east.

Typical east elevation, view to the west.

744 South Grand View Street, view to the northeast.

Walkway between units.

Central planter, view to the west.

Exterior water heaters

See Continuation Sheet

B10. Significance (continued from page 3)
Hotels, Westlake became a seasonal tourist destination in the early 20th century. Myra Hershey's Hershey Arms Hotel in 1907 raised the standards for elegant density, and the prominence of Westlake led Hugh Bryson and F.O. Engstrum to develop the fireproof Rampart Apartments in 1911. Even taller and more state-of-the-art apartments followed, including the Bryson, the Asbury, and the Ansonia Apartments. This early development of fashionable density prompted a boom in multifamily properties in Westlake after World War I, when a profound need for affordable housing near streetcar lines resulted in the construction of hundreds of 2–7-story apartments, flats, and bungalow courts. Because most of them were done by small individual builders or developers, the small multifamily properties often occupied lots (or multiple lots) created for single-family residences during the 1880s. By 1930, the Westlake area had become almost completely built out, much of it with a wide variety of multifamily properties from the early 20th century. Apartment streetcar suburbs were an uncommon response to population growth in Los Angeles, where even in the 1920s much of the growth was low-density in character and set farther from the inner-city. However, this rare, dense type of streetcar suburb represents the dominant pattern of development in Westlake" (Sorrell, Bell, and Tibbet 2009:35).

These duplex apartments, located in a re-subdivision of the Lake Shore Tract, are not one of the earlier residential developments in the Westlake neighborhood, nor are they associated with the historically significant trend of residential development for the elite. They are associated with the final phase of streetcar suburbanization, when remaining vacant lots were being infilled in preparation for a wartime influx of population and industry. The propinquity of three 7th Street trolley car routes gave the working-class residents of these 3-room, Minimal Traditional rental units easy access to the metropolitan hub of Los Angeles (Broadway and 7th Street).

People Associated with this Property. These modest "mansions in miniature" were marketed for $40 or $42.50 per month as "honeymoon cottages" (*Los Angeles Times* 1940). Research covering the period 1942–1954 shows these furnished apartments were rented by working class residents of Los Angeles, e.g., clerks, salesmen, secretaries, housewives, and managers (Ancestry.com. var.). One resident is Miss Billie V. Lee (1915–?), listed in the 1940 Census as a commercial artist employed by the motion picture industry (Ibid.). The Chouinard Art Institute was directly across the street from this property. Nelbert Chouinard (1879–1969), founder of the institute, had a close collaborative relationship with Walt Disney, which started in 1929, when Disney was personally driving his animators (the famous "Nine Old Men," among others) to 743 South Grand View Street on Friday nights for art lessons, and lasted until his death in 1966. Therefore, the possibility was researched that Miss Lee may have been employed as an animator at the Disney Studio. The Disney Archive was contacted, but no records exist of her ever having worked there (Ovalle 2017). Chouinard Art Institute trained 40,000 artists, including fashion designer Edith Head, painter Ed Rusha, and sculptor Larry Bell, before it transitioned into Cal Arts in 1972 and closed its doors on South Grand View Street forever. Research identified many outstanding graduates of the Chouinard Art Institute, some of whom were important to history, but Billie V. Lee was not among them. Other people associated with this property include two professionals: an attorney at law and an osteopathic physician by the name of Charles R. Wagner (1913–2003), a University of Southern California (USC) graduate who belonged to the California Osteopathic Association and received a plaque for service to the General Practitioners Group (Ancestry.com var.; *Long Beach Independent* 1961). During the time period researched, only seven long-term (six years or more) residents were identified, leading to the inference that turnover among tenants was fairly high. Most of the households numbered two adults, some with a child, despite the miniature dimensions of the apartments.

No scholarly literature could be found regarding either the Licensed Engineer or the Contractor listed on the new building application filed February 1, 1940. However, research into various online sources reveals that George "Gerald" Marsac (1884–1945) advertised professional services as a consulting engineer from offices located at 8576 Wilshire Boulevard, Los Angeles (*Los Angeles Times* 1939a and 1941). Gerald Marsac at one time served as President of the Engineers' & Architects Association of Southern California (*Los Angeles* Times 1938). In 1939, Marsac was the structural engineer and Frederick Barienback the architect, for a project to remodel the Windemere Hotel in Santa Monica, California (*Los Angeles Times* 1939b). Marsac taught evening University of California Extension courses (Strength of Materials and Engineering Mechanics) at a Hill Street location in 1929 (*Los Angeles Times* 1929). In 1926, Marsac belonged to the San Bernardino County chapter of the American Association of Engineers (*San Bernardino County Sun* 1926a). While serving as the San Bernardino representative of the Los Angeles architectural firm of Witmer & Watson, he became involved in a squabble with the general contractor regarding the design of channels for heating flues on plans for a school commissioned by the San Bernardino Board of Education (*San Bernardino County Sun* 1926b). Marsac resided with his wife in the Devore Heights area of San Bernardino County and was active in the PTA. Their home was a center for social activity and renowned for its Chinese style architecture and furnishings (*San Bernardino County Sun* 1926c). Marsac's most notable project was probably the Los Angeles County Hall of Justice, for which he was the Design Engineer (*Los Angeles Times* 1924). It was the tallest building in Los Angeles when completed in 1925, and said to have more structural steel in its skeleton than any other building in the city by thousands of tons (*Los Angeles Times* 1924). Unfortunately, due to cost overruns and perhaps the fact that several prisoners managed to escape from the jail (the top five stories served as both the Los Angeles County and Los Angeles City jails) an investigation led by the District Attorney compelled Marsac to testify before a Grand Jury (*Los Angeles Times* 1926). Marsac (described as the former assistant to Chief County Mechanical Engineer Davidson) told the press after testifying: "What authority I had originally as regards the building of the Hall of Justice gradually was taken from me. I became tired of being made the goat and so I resigned. And I'm equally tired of being made the goat now" (*Los Angeles* Times 1926). *See Continuation Sheet*

B10. Significance (continued from page 6)

Walter R. Bollenbacker, of 166 North Hamel Drive, Beverly Hills, was born in Ohio around 1900 (Ancestry.com var.). The 1930 U.S. Census shows he was residing at 1132 Oakhurst Drive, Los Angeles with his 29-year-old wife Grace, their 2-year-old daughter Martha, and his 78-year-old father-in-law, James Fee (Ibid.). Bollenbacker's occupation is shown as Contractor, in the building industry (Ibid.). In 1942, Walter Bollenbacker teamed up with Louis L. Kelton to form Allied Contractors, Inc. (*Los Angeles Times* 1950). Bollenbacker and Kelton became builders on a grand scale in the postwar era, *merchant builders,* catering to veterans. Their developments in 1948 included single-family and duplex units in Long Beach; duplexes in Compton; a tract named "Allied Gardens of Van Nuys," and a tract named "Allied Gardens of Lynwood" (*Los Angeles Times* 1948a). Their sales for 1948 alone totaled approximately $7.5 million; in a single weekend rush, 118 veterans bought houses at Allied Gardens of Van Nuys totaling over $1 million (*Los Angeles Times* 1948b). New Allied Gardens tracts opened successively throughout southern California over the next decade in Torrance, Puente, Whittier, etc. Allied Contractors replaced citrus groves with vast tracts of houses and sold them to both GIs who qualified for VA financing (4 percent 30-year fixed loans with nothing down) and to "civilians" who qualified for FHA loans (*Los Angeles Times* 1949). By 1955, Bollenbacker and Kelton were concentrating on the higher end of the market, offering their "Presidential Series Homes: 3 & 4 Bedrooms—2 Bathrooms" (*Los Angeles Times* 1955). In 1958, the Home Builders Association of Los Angeles honored them with a plaque "For building 35,000 homes in the Southland" (*Los Angeles Times* 1958). Bollenbacker and Kelton were among a large number of major merchant builders working in the postwar Los Angeles metropolitan area. Advertisements for Allied Gardens tracts suggest that they built only houses, never shopping centers, civic buildings, schools, or churches. For that reason, they are not among the small number of *community builders*, and they have not received the scholarly attention of community builders such as George and Robert Alexander, Fritz Burns, or Joseph Eichler.

Architectural Context. The Minimal Traditional style developed during the Depression to meet the minimum threshold in space and amenities required by the Federal Housing Administration (FHA). It is a compromise style that reflects the forms of Eclectic and traditional styles without the decorative detailing. Residences in this style are typically one story and demonstrate an economy of materials and design with lower roof pitches and narrower eaves and are relatively small. Many suggest styles that were popular in prior decades such as Tudor Revival, while others are modest versions the California Ranch style that gained favor in the post-World War II (WWII) period. Minimal Traditional residences frequently have an attached garage, but detached garages are also common, especially where the residence is an infill construction among early 20th century styles. Construction of homes in this style commonly overlaps with the post-WWII era, creating a broad transition from the Craftsman and Eclectic styles of the early 20th century to the tracts of California Ranch homes of the post-WWII period.

Character-defining features of the Minimal Traditional style include a rectangular or L-shaped massing topped by a low-pitched hipped or cross-gable roof with narrow eaves featuring a variety of simple decorative treatments (exposed rafter tails, boxed eaves, plain fascia), stucco wall cladding, and less commonly, wood clapboard, wood-framed double-hung windows, and a front stoop entry (as opposed to a full or partial-width porch).

FHA data from 1940 show that for the decade 1930–1940, the FHA insured just over 3 percent of all new homes in metropolitan regions, but in Los Angeles, FHA provided mortgage insurance for almost 20 percent of the housing constructed. The typical southern California small house of the 1920s had at least a partial basement, to house mechanical fixtures such as the furnace. The FHA, by reviewing and approving plans prior to making mortgage commitments, promoted designs that reduced construction costs by eliminating attics and basements. This meant furnaces and water heaters had to be placed on the ground floor. The FHA promoted "better living in fewer rooms" by eliminating single purpose rooms with limited use, such as dining rooms. This meant that bay windows, which created alcoves or eating nooks that could substitute for a dining room, became a frequent feature in the FHA minimal approach to design.

Property Type Context. This context is excerpted from the Intensive Survey: Westlake Recovery Redevelopment Area report prepared by LSA in 2009. "**Courtyard Housing.** Generally, courtyard housing served as an intermediate choice between detached single-family residences and apartments. They offered more light, garden space, and other amenities available in a detached residence, but with the economy and security of an apartment complex. The arrangement of units around a landscaped courtyard or along a narrow lane served to create some community among the residents and bring green space to just outside the resident's doorstep. Bungalow courts began as tourist accommodations in the early 20th century; however, as small developers grasped their small expense and relative desirability, the property type proliferated throughout urbanizing areas in Los Angeles. Early examples used the Craftsman and Mission Revival style to underscore the allure of the California climate and romanticized Hispanic heritage. By the 1920s, builders were using several period-revival styles, and some later examples used early modern styles like Art Deco and Streamline Moderne. As with other residential architecture, the Great Depression and World War II brought a sharp decrease in the construction of bungalow courts, and overwhelming public preference for affordable suburban homes outside the inner city pushed the property type out of favor for builders. New construction focused on providing denser housing options, and many bungalow courts have been demolished in the wake of this trend.

See Continuation Sheet

B10. Significance (continued from page 7)

In Westlake, bungalow courts and other variants of courtyard apartments were constructed in mixed blocks with small apartments, commercial buildings, and single-family residences. Notable concentrations occurred along Burlington, Union, and Columbia Avenues north of 6th Street. Ballard Court (462–470 S. Lake Street, demolished) was the only extant Craftsman-style bungalow court in the Westlake area. Delaine Court at 728 Carondelet Street (1914) is a particularly distinctive example of a Mission Revival bungalow court and appears to be the earliest example of the property type in the Westlake area. An advertisement from not long after it opened describes the court as "furnished and unfurnished cement plastered bungalows, the most attractive bungalow court in the city, one block from Westlake Park, all modern improvements (*Los Angeles Times* 1915)."

Courtyard housing is a significant property type within the context of residential development in Los Angeles. They represent a notable development response to contradictory pressures inherent in urban Los Angeles: to accommodate increased density but appeal to renters who sought affordable housing with a relationship to the mild climate outside. While several excellent examples of the property type remain in Westlake, on a citywide basis courtyard housing is a property type which is considered once common, but now increasingly rare" (Sorrell, Bell, and Tibbet 2009:41).

Significance Evaluation. This property is being evaluated as a historic district under the National Register, California Register, and City of Los Angeles criteria. Because all three sets of criteria are nearly identical, they have been grouped together under the National Register criteria.

Criteria A/1/1: It is associated with events that have made a significant contribution to the broad patterns of local or regional history. The duplex residences at 714–760 South Grand View Street are associated with the historic theme of Apartment Streetcar Suburbs, 1904–1940. Although the property represents a multifamily development that was within walking distance to streetcar lines, it was built at the very end of the period of significance for this theme and property type and is not one of the earlier, 2 to 7-story, ground-breaking residential developments for the elite, which are historically significant under this context in Westlake. Its modest character and design does not convey its association with the streetcar lines and it is historically insignificant.

Criteria B/2/2: It is associated with the lives of persons significant in our past. As discussed above, various research efforts did not identify any people associated with this property who are significant in our past.

Criteria C/3/3 and 4: It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values, or that represent a significant and distinguishable entity whose components lack individual distinction. Although not a distinctive example, this property falls into the courtyard housing property type under the streetcar suburb context. The individual duplexes are architecturally insignificant examples of Minimal Traditional construction with modern elements and lack a high degree of integrity of design, materials, and workmanship. The duplexes are not located within and do not contribute to a previously identified historic district and do not retain the degree of integrity requisite for designation as a historic district in and of themselves.

Criteria D/4: It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation. The buildings do not have the potential to yield important information in prehistory or history as they utilize well-known materials and construction methods that are typical of the 1940 era.

***B12. References:** (continued from page 2)

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Var. A variety of records were accessed online in January and February 2017 at: http://home.ancestry.com/. These include City directories, voter registration records, and United States Census Data.

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See Continuation Sheet

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1926 Says He's Weary of Goat Role. March 31, page A2.
1929 January 13, page 29.
1938 July 24.
1939a October 5, page 13.
1939b March 12, page F2.
1940 May 26, page 37.
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1948b August 28, page 52.
1949 New Allied Gardens Homes Tract Readied for Opening. January 23, page 88.
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1926b June 18, page10
1926c Marsac Buys Large Ely Residence That Cost Builder $20,000. June 20, page 11.

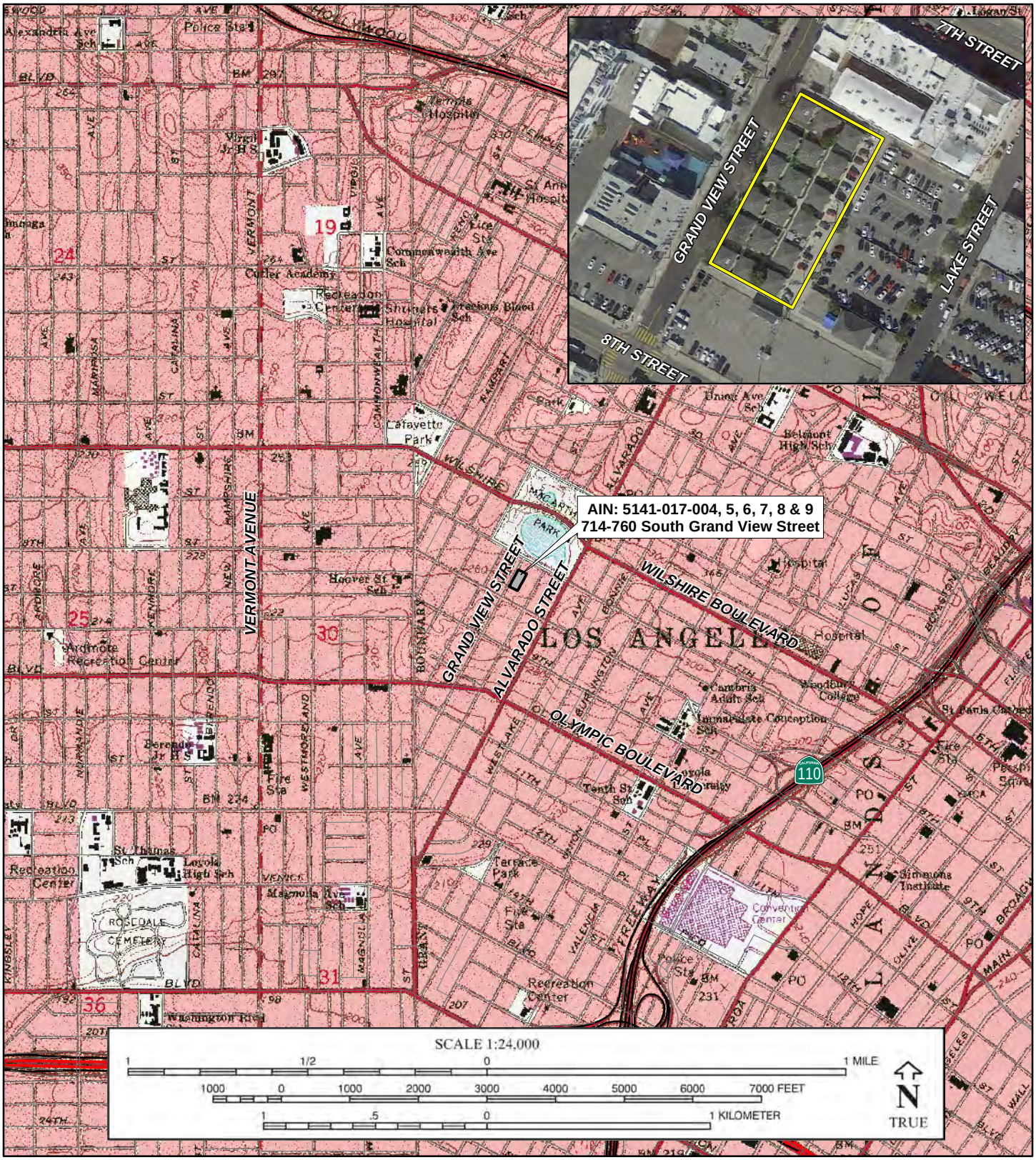
Sorrell, Tanya, Bill Bell, and Casey Tibbet
2009 Intensive Survey: Westlake Recovery Redevelopment Area, City of Los Angeles, Los Angeles County, California.

State of California - Resource Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # _____
HRI # _____
Trinomial _____

*Resource Name or # (Assigned by recorder) 714-760 South Grand View Street

*Map Name: USGS 7.5' Quad, Hollywood; Google Earth *Scale: 1:24000 *Date of Map: 1981; 2016



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DPR 523J (1/95)

***Required Information**

APPENDIX B

DUPLEX DEVELOPMENTS IN LOS ANGELES

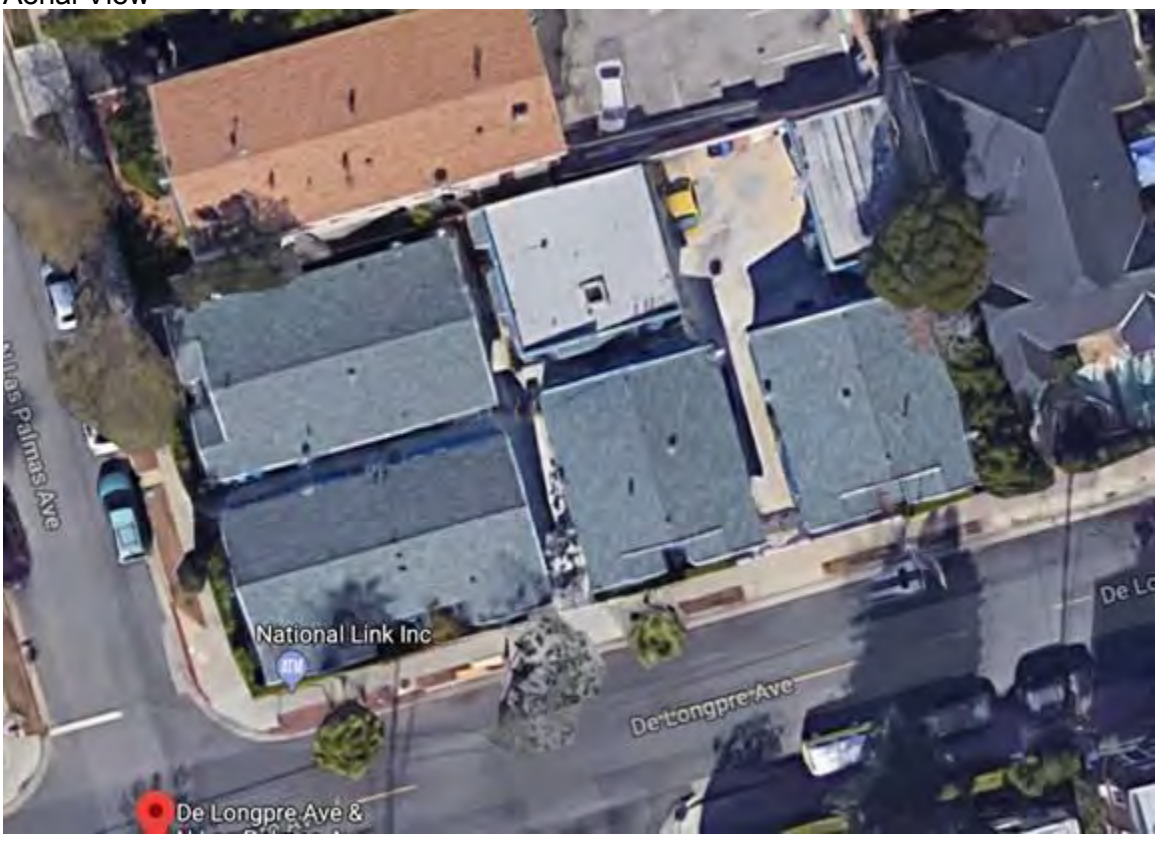
Duplex Developments in Los Angeles

1402 N. Las Palmas Avenue

Year Built	Previous Survey Finding?	Community Plan Area
1921	Yes (CRA) – 3CD (previously 5S3 in 2003 survey)	Hollywood (within CRA)

Street View

Aerial View



2916 S. Orchard Avenue, University Park

Year Built	Previous Survey Finding?	Community Plan Area
1921	Yes (SurveyLA) – Contributor to Eligible University Park Extension Historic District	South Los Angeles

Street View

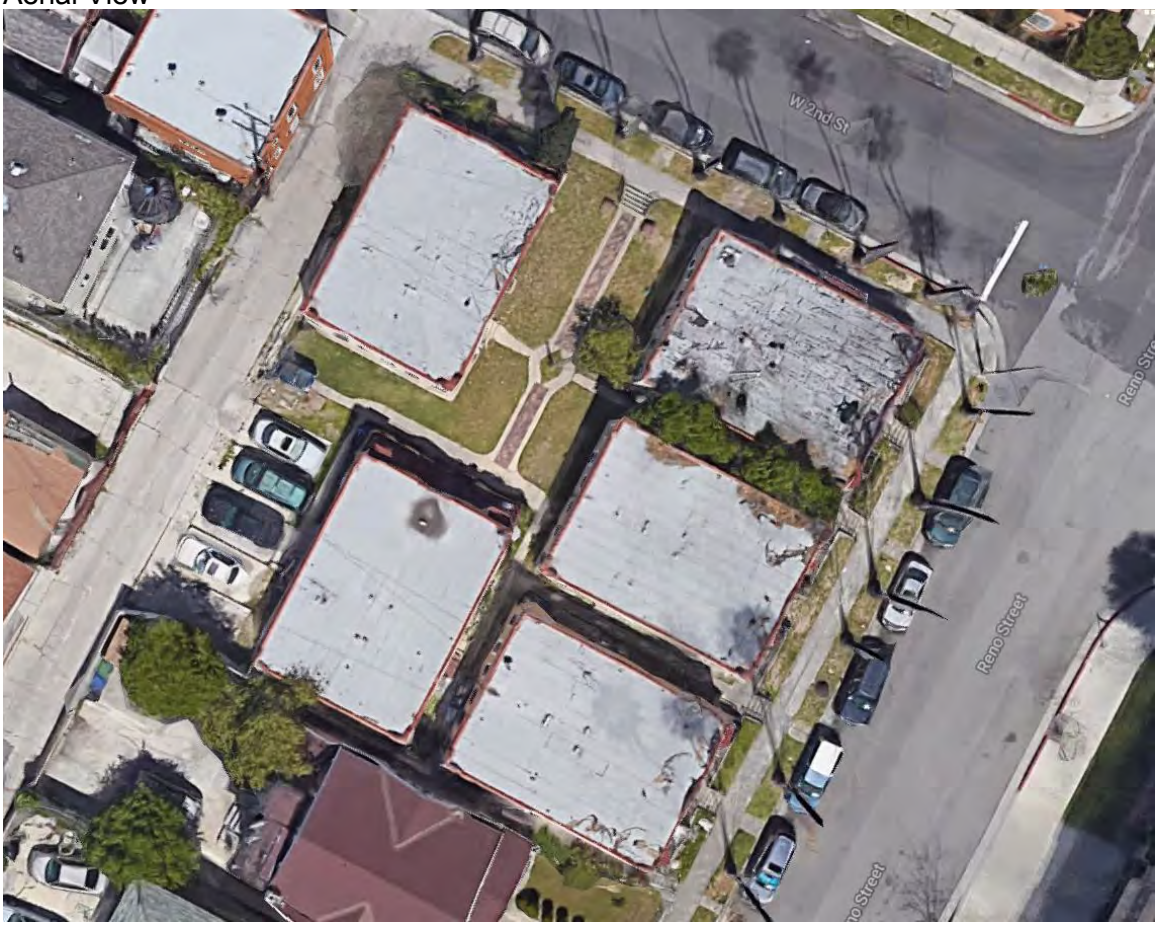
Aerial View

201 S. Reno Street

Year Built	Previous Survey Finding?	Community Plan Area
1922	Yes (SurveyLA) – 3S, 3CS, 5S3	Westlake (no CRA)

Street View

Aerial View



1350 N. Harvard Boulevard

Year Built	Previous Survey Finding?	Community Plan Area
1922	No	Hollywood (no CRA)

Street View

Aerial View

Browning Duplex Eligible Historic District (Browning between Van Ness and Western)
Linear neighborhood of duplexes.

Year Built	Previous Survey Finding?	Community Plan Area
c. 1922-1924	Yes (SurveyLA) – 3S, 3CS, 5S3	South Los Angeles

Street View

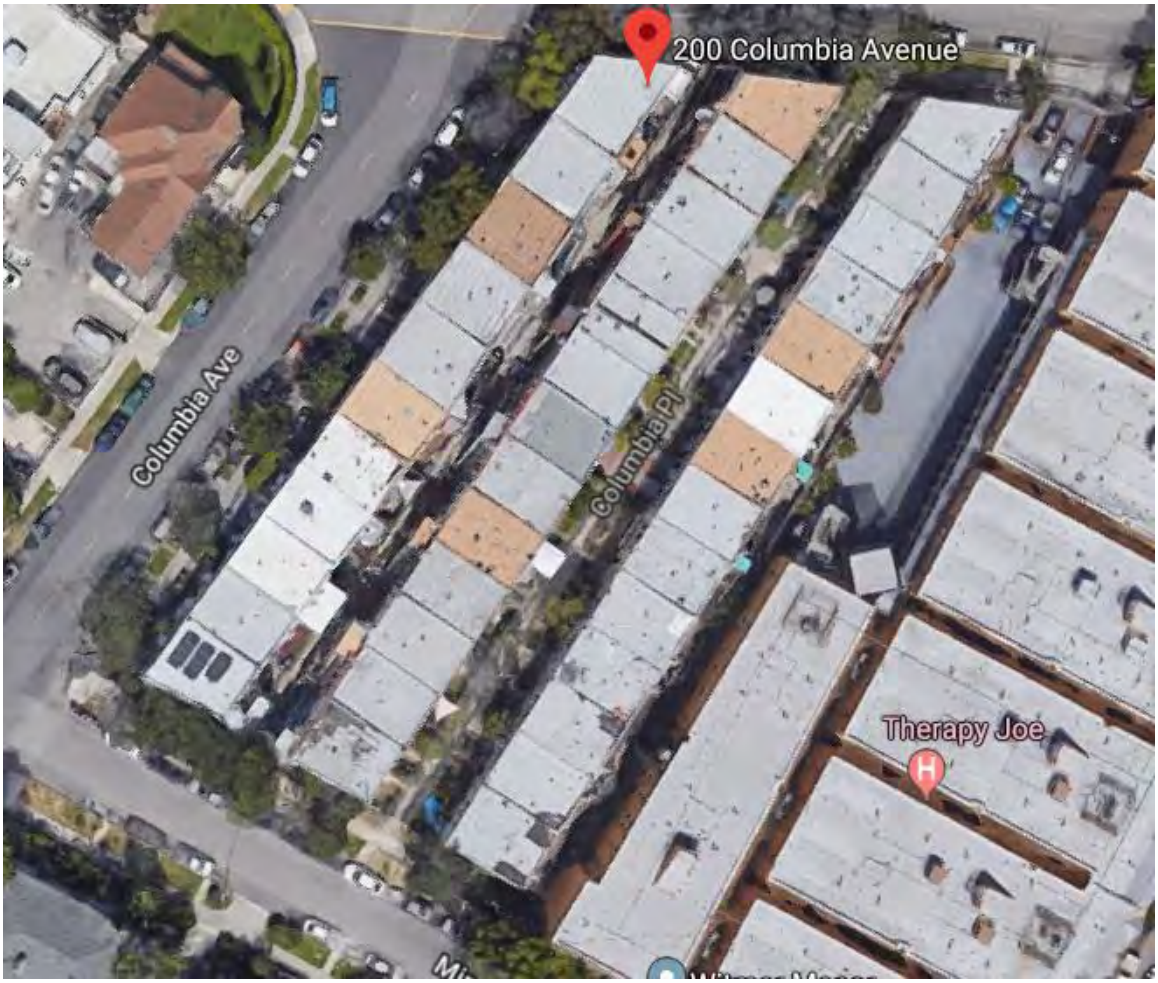
Aerial View

Belmont Square Apartments Eligible Historic District (200-240 Columbia Avenue)
Complex of duplex rowhouses.

Year Built	Previous Survey Finding?	Community Plan Area
1923	Yes (CRA) – 3CS	Westlake (within CRA)

Street View

Aerial View



1462 N. Echo Park Avenue

Year Built	Previous Survey Finding?	Community Plan Area
1923	No	Silver Lake – Echo Park – Elysian Valley

Street View

Aerial View

542 N Kingsley

Year Built	Previous Survey Finding?	Community Plan Area
1923	No	Wilshire (no CRA)

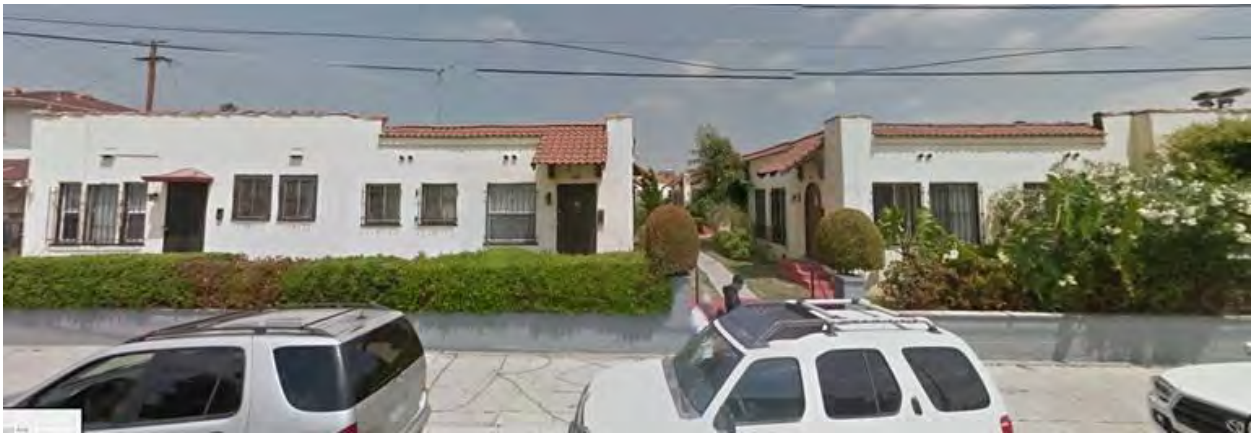
Street View

Aerial View

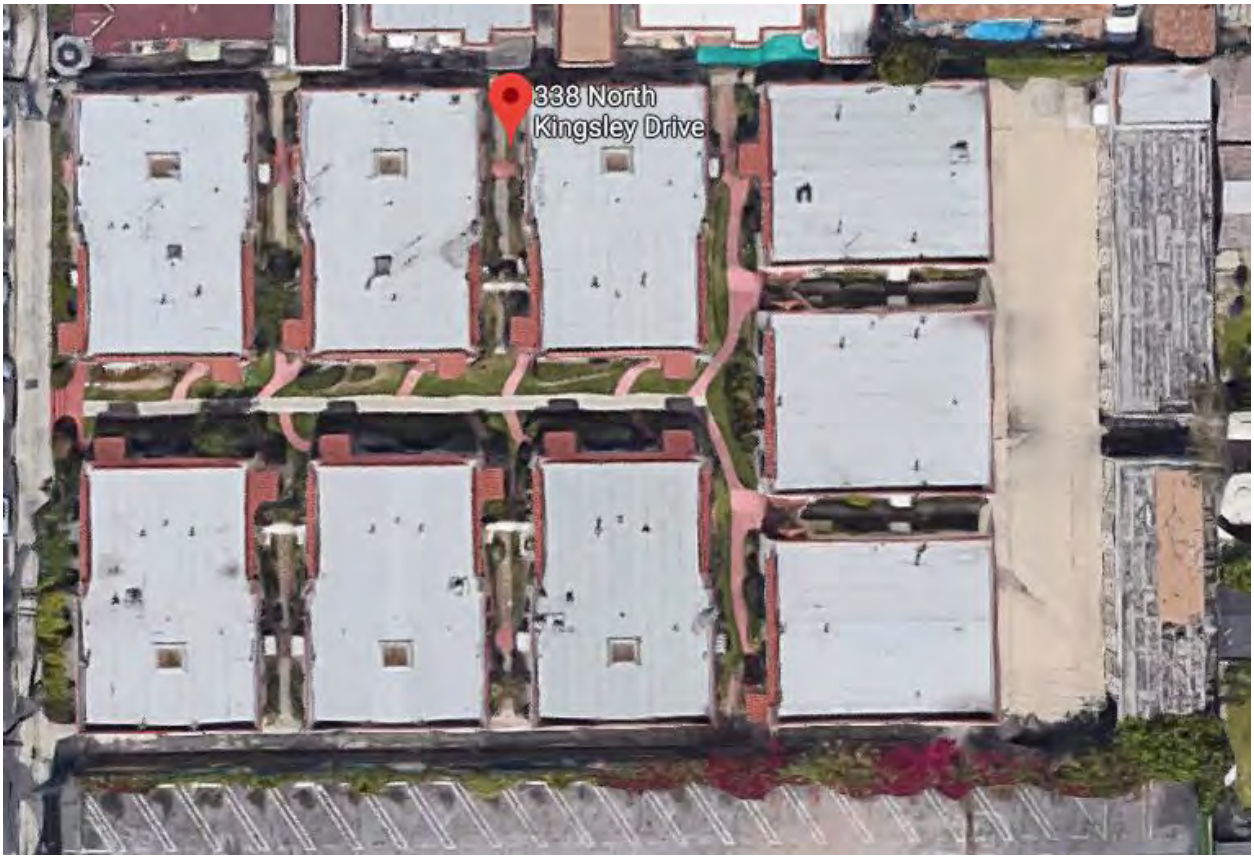
338 N Kingsley

Year Built	Previous Survey Finding?	Community Plan Area
1924	No	Wilshire (no CRA)

Street View



Aerial View



1335 N. Harvard Boulevard

Combination of duplexes, bungalows, and multi-unit buildings

Year Built	Previous Survey Finding?	Community Plan Area
1925	Yes (SurveyLA) – 3S, 3CS, 5S3	Hollywood (no CRA)

Street View

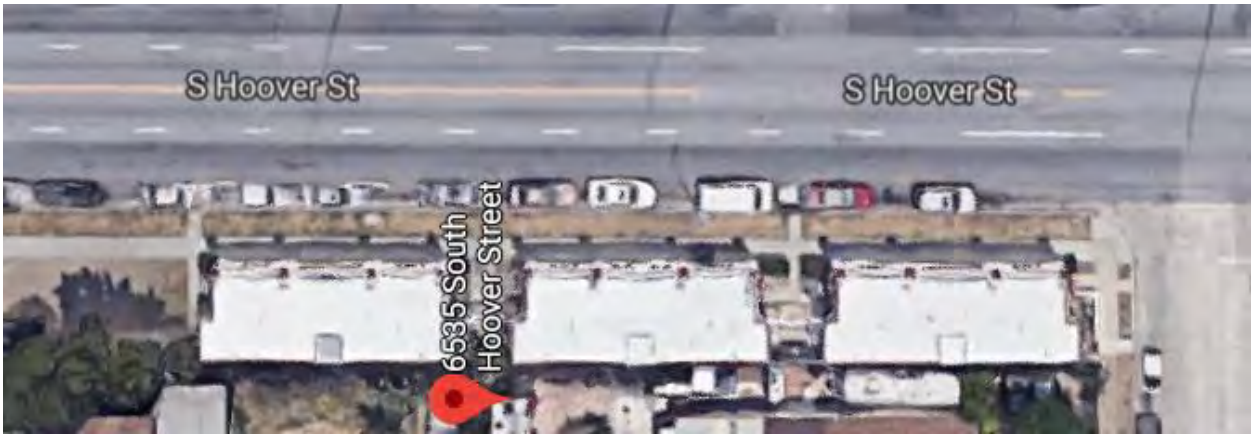
Aerial View

6535-6541 S. Hoover Street

Year Built	Previous Survey Finding?	Community Plan Area
1927	Yes (SurveyLA) – 3S, 3CS, 5S3	South Los Angeles

Street View

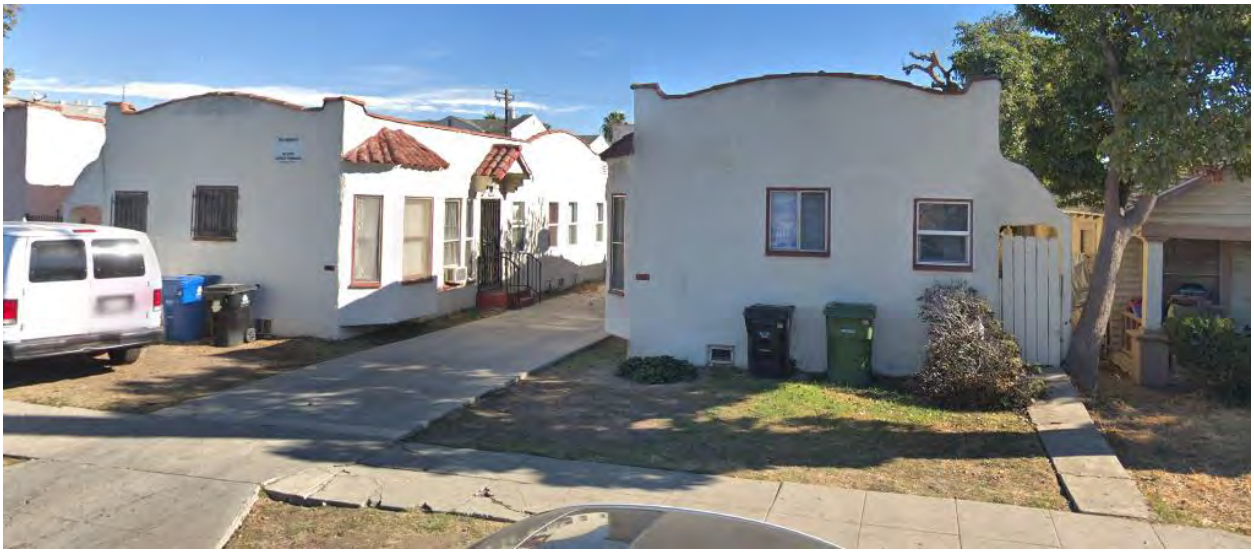
Aerial View



6330 11th Avenue

Year Built	Previous Survey Finding?	Community Plan Area
1929	No	West Adams – Baldwin Hills – Leimert

Street View

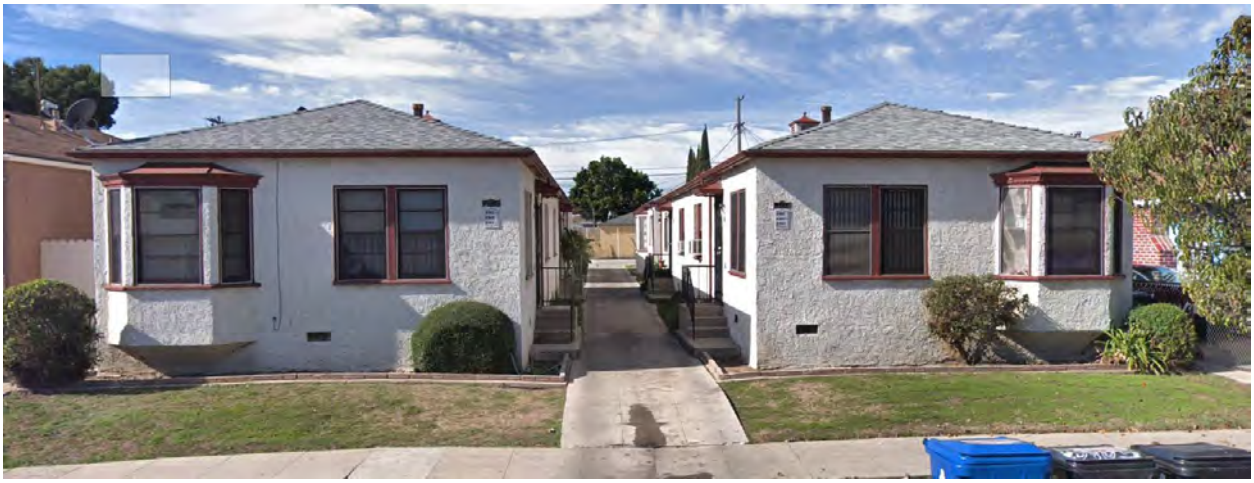


Aerial View

6901 10th Avenue

Year Built	Previous Survey Finding?	Community Plan Area
c. 1939-1941	No	West Adams – Baldwin Hills – Leimert

Street View

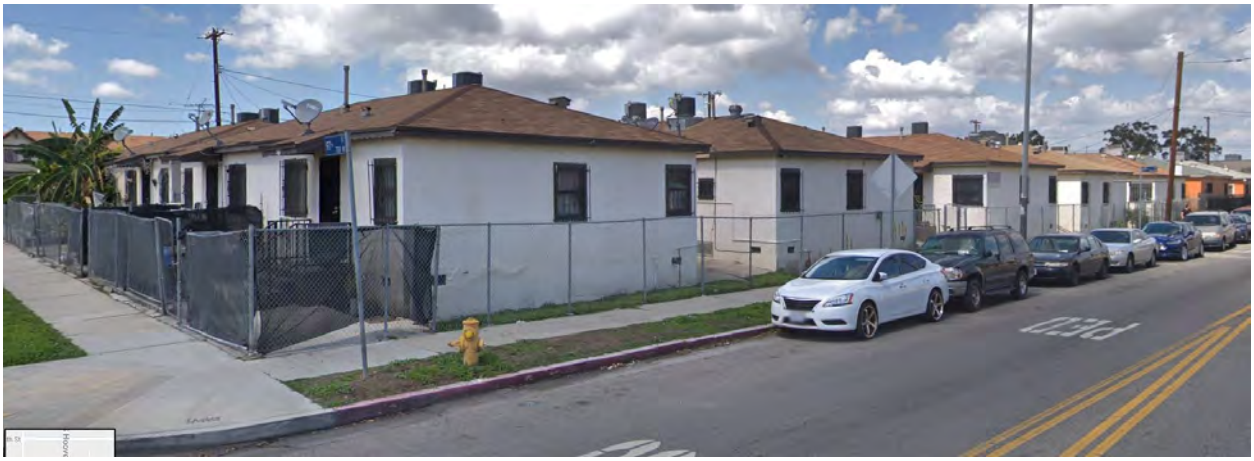


Aerial View

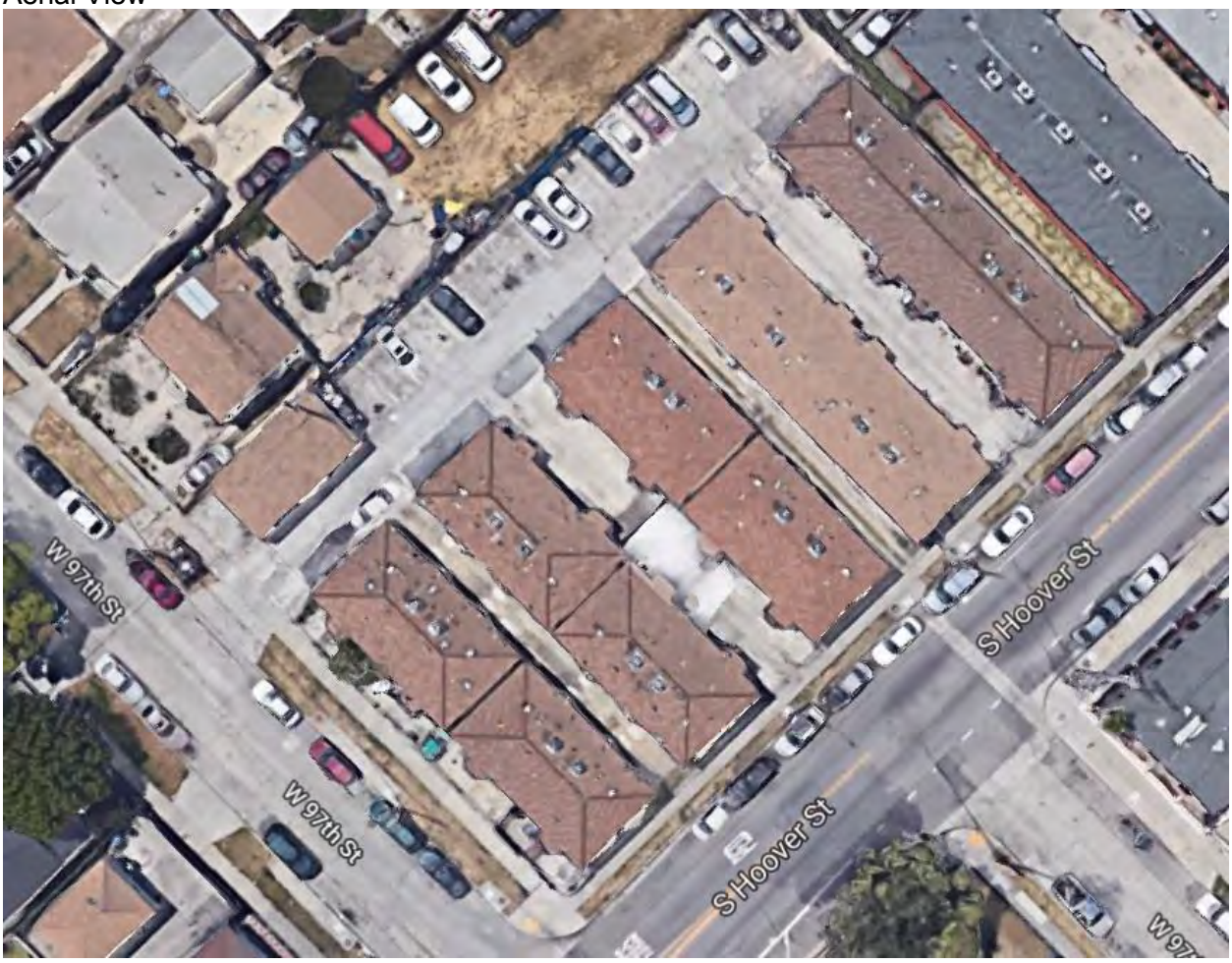
9631 S. Hoover Street

Year Built	Previous Survey Finding?	Community Plan Area
c. 1943-1944	No	South Los Angeles

Street View



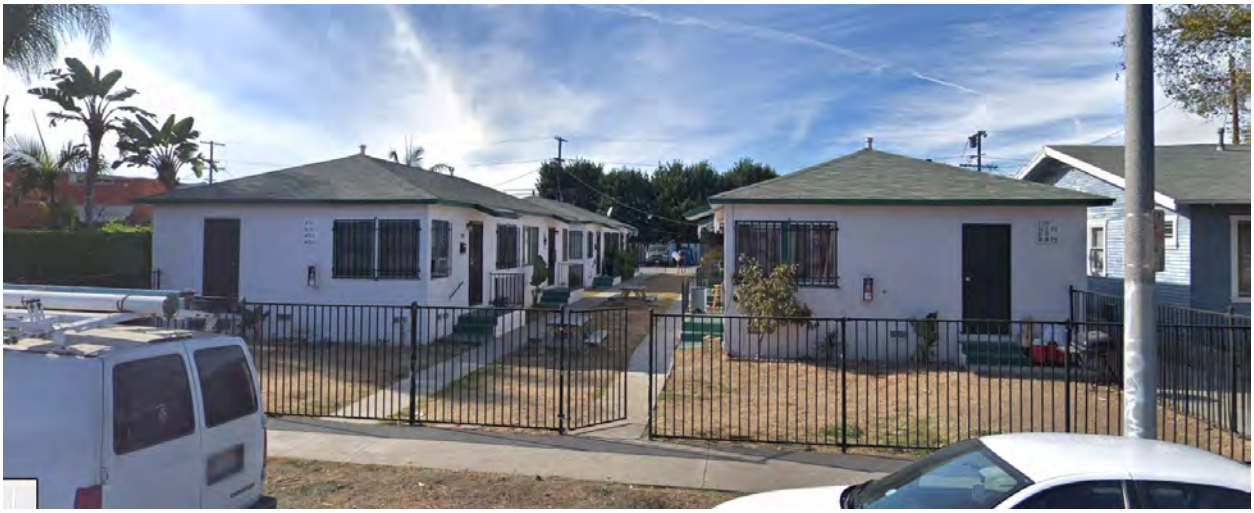
Aerial View



6721 Brynhurst Avenue, West Adams

Year Built	Previous Survey Finding?	Community Plan Area
1947	No	West Adams – Baldwin Hills – Leimert

Street View



Aerial View

6048 10th Avenue, West Adams

Year Built	Previous Survey Finding?	Community Plan Area
1949	No	West Adams – Baldwin Hills – Leimert

Street View

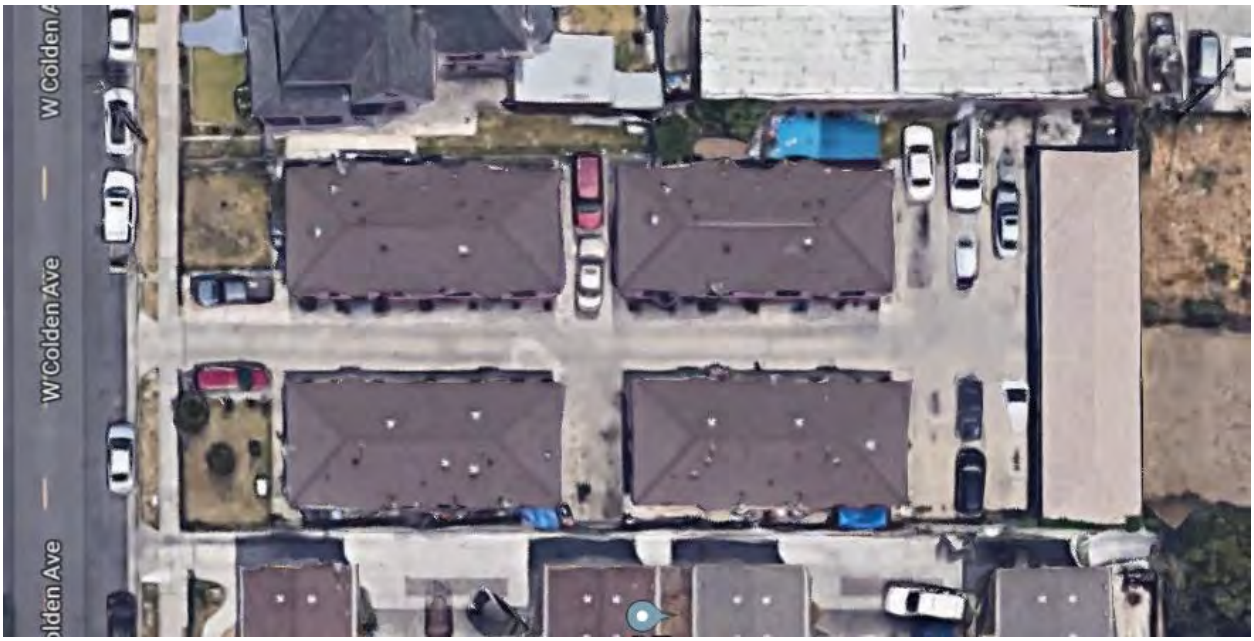
Aerial View

722 W. Colden Avenue

Year Built	Previous Survey Finding?	Community Plan Area
1951	No	South Los Angeles

Street View

Aerial View



ATTACHMENT 3

Los Angeles Department of Transportation
Referral Form
August 7, 2018;

Related Projects List
December 12, 2018

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REFERRAL FORMS:

DEPARTMENT OF TRANSPORATION REFERRAL FORM: TRAFFIC STUDY ASSESSMENT

The Department of Transportation (DOT) Referral Form serves as an initial assessment to determine whether a project requires a traffic Study.

Prior to the submittal of a referral form with DOT, a Planning case must have been filed with the Department of City Planning, and:

- ☑ The referral form must be accompanied by a proof of filing of an Environmental Assessment Form (EAF) or Environmental Impact Report (EIR) for a project with new floor area, change of use, new construction; and
- ☐ Project exceeds a threshold as listed in the "Traffic Study Exemption Thresholds"

NOTES:

1. All new school projects, including by-right projects, must contact DOT 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.
2. 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 traffic study.
3. Pursuant to LAMC Section 19.15, a review fee payable to DOT may be required to process this form. The applicant should contact the appropriate DOT Development Services Office to arrange payment.
4. DOT's Traffic Study Policies and Procedures can be found at **http://ladot.lacity.org**, under "B-Permit & Traffic Studies."

RELATED CODE SECTION/ORDINANCE: LAMC Section 16.05; various ordinances

SPECIALIZED REQUIREMENTS: When submitting this referral form to DOT, include the documents listed below:

- ☐ Copy of completed Planning Department Master Land Use Permit Application (CP-7771)
- ☐ 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 completed Site Plan Review Supplemental Application (CP-2150)

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

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

TO BE VERIFIED BY CITY PLANNING STAFF PRIOR TO DOT REVIEW

PROJECT INFORMATION

Case Number: DIR-2018-4135-TOC-SPR; ENV-2018-4136-EAF

Project Address: 714-760 S. Grand View St

Project Description: Demolition of 36 units to construct a 100 unit apartment building, of which 99 units are set aside as Restricted Affordable and 1 manager unit. The Project site is located within 850 feet from Metro's Westlake/MacArthur Park rail station.

TO BE COMPLETED BY DOT STAFF:

TRIP GENERATION CALCULATION

	Land Use (list each use)	Size / Unit	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
Proposed					
	Affordable Apartments	99 Units	404	50	34
	Manager	1 Unit	7	0	1
	Total new trips:		411	50	35
Existing					
	Apartments	Units	264	17	20
	Total existing trips:		264	17	20
	Net Increase / Decrease (+ or -)		147	33	14

DOT Comments: No study required due to acceptable LOS at nearby intersections.

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 DOT.

Transportation Specific Plan Area: Yes ☐ No ☑

Fee Calculation:

Traffic Study Required: Yes ☐ No ☑

Prepared by DOT Staff: Name: Weston Pringle Phone: 213-972-8482

Signature: Date: 08/07/18

CLATS
Case Logging and Tracking System

RELATED PROJECTS

Centroid Info:
PROJ ID: 47515
Address: 1035 S BERENDO ST
LOS ANGELES, CA 90006
Lat/Long: 34.0517, -118.294

Buffer Radius: 2 mile
Search

Include NULL "Trip info": ☐
Include NULL "FirstStudySubmittalDate" (latest): ☐
Include "Inactive" projects: ☐
Include "Do not show in Related Project": ☐
Net_AM_Trips - Select -
Net_PM_Trips - Select -
Net_Daily_Trips - Select -
Column

Record Count: 157 | Record Per Page: All Records

Results generated since: (12/13/2018 9:35:16 AM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info

34888 | Metro | MTR | 1 | 2009 | Oak Village Residences Project | 142 townhome/condos | 902 W Washington Blvd | 07/17/2009 | 1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Total Units	142	27	51	482	2	25	35	16	
			27	**51**	**482**		**2**	**25**	**35**	**16**

35236 | Metro | MTR | 8 | 2010 | West Adams Office | 75000 Office Bldg | 1999 W Adams Bl | 05/02/2011 | 1.6

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Office	S.F. Gross Area	75000	116	112	826	102	14	19	93	
			116	**112**	**826**		**102**	**14**	**19**	**93**

35294 | Metro | MTR | 9 | 2010 | Mixed-Use | 291 Condos, 7134 SF Retail | 2100 S FIGUEROA ST | 04/22/2010 | 1.8

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	291								
Retail	S.F. Gross Area	7134	-16	39	870	-82	66	67	-28	Total reflects credit for 102.294 KSF Warehouse & 27.72 KSF Office.
			-16	**39**	**870**		**-82**	**66**	**67**	**-28**

35311 | Metro | MTR | 4 | 2010 | Western Galleria Market | Mixed-Use | 100 N WESTERN AV | 04/21/2010 | 1.7

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Retail	S.F. Gross Area	30000	57	92	940	17	40	54	38	Supermarket Total reflects credit for existing
Apartments	Total Units	98								
			57	**92**	**940**		**17**	**40**	**54**	**38**

35368 | Metro | MTR | 10 | 2010 | Wilshire Temple Master Plan | School & office Improvements | 3663 W WILSHIRE BLVD | 10/21/2010 | 1.0

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	S.F. Gross Area	55380								Temple Administration
School	Seats	216								Nursery School
School	Seats	420								Elem School K-6
Other	Other		138	23	825	94	44	20	3	Total Net Trips
			138	**23**	**825**		**94**	**44**	**20**	**3**

35498 | Metro | MTR | 8 | 2010 | South LA Redevelopment 4B | 10 KSF Retail, 22 KSF Office | 1982 W Adams Bl | 12/20/2010 | 1.6

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Retail	S.F. Gross Area	10000								
Office	S.F. Gross Area	22000	39	52	457	33	6	15	37	Total includes pass-by credit.
			39	**52**	**457**		**33**	**6**	**15**	**37**

30179 | Metro | MTR | 9 | 2003 | LA Trade Tech College | 5 Year Master Plan project---->30 yr master plan | 400 W Washington Bl | 05/19/2003 | 1.9

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
School	Enrollment	21300	463	842		336	127	574	268	Net New Trips
			463	**842**	**0**		**336**	**127**	**574**	**268**

33002 | Metro | MTR | 10 | 2006 | Shopping Center/Mixed- | 109K SF retail (Groundbreaking | 3060 W Olympic Bl | 03/23/2006 | 0.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Retail	S.F. Gross Area	109006	86	360	4134	60	26	169	191	Credit for existing uses.

					Use	2016)			
32347	Metro	MTR	1	2005	2005-CEN-2347	Zinc Apartments (Wilshire Coronado) (Est. completion 2018)	2525 W Wilshire Bl	11/30/2005	1.0
32870	Metro	MTR	1	2006	TENTEN WILSHIRE EXPANSION (The Icon)	402 condos & 7428 SF retail (Est. completion 2020)	1027 W WILSHIRE BLVD	12/23/2005	1.8
33242	Metro	CBD	14	2006	Amacon Project	208 apts & 5,029 sf retail (Est. completion 2019)	1133 S HOPE ST	11/02/2006	1.9
33710	Metro	MTR	10	2006	Mixed-Use	224 Condominium Units 7000 SF Retail	805 S Catalina St	06/11/2007	0.4
34045	Metro	HWD	13	2007	Mixed-Use	32 Apartments, 5870 SF Retail	3200 W Beverly Bl	06/18/2007	1.5
34553	Metro	MTR	8	2007	Apartment Project (Figueroa & Adams Student Hsg)	145 Apartment Units	2455 S FIGUEROA ST	03/27/2008	1.9
34651	Metro	MTR	1	2008	Mixed-Use	32 Condos, 4500 SF Retail	820 S HOOVER ST	05/08/2008	0.7
34655	Metro	HWD	10	2015	NEW 3-STORY retail & office BUILDING.	20.607ksf retail & 2.78ksf office	2789 W Olympic Bl	05/18/2015	0.1
40371	Metro	MTR	9	2012	Metropolis Mixed-Use	Condos, Off., Hotel (2017), Ret., Restaurant (Est completion 2019)	899 S FRANCISCO ST	05/31/2012	1.7
40430	Metro	CBD	9	2012	SPR-Mixed-Use (Onyx West & East)	419 Apts & 42.2 KSF Retail (Est completion 2018)	1300 S Hope St	01/03/2013	1.8

			86	**360**	**4134**		**60**	**26**	**169**	**191**	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	160								
Retail	S.F. Gross Area	7500	76	97	1160	16	60	61	36	Trip credit applied for transit/pedestrians.
			76	**97**	**1160**		**16**	**60**	**61**	**36**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Mixed Use	Other		113	136	1498	21	92	83	53	
Condominiums	Total Units	402								
Retail	S.F. Gross Area	4728								
			113	**136**	**1498**		**21**	**92**	**83**	**53**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	208	94	141	1543	20	74	91	50	Total Net (2013 Project)
Other	S.F. Gross Area	5029								Restaurant
			94	**141**	**1543**		**20**	**74**	**91**	**50**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	300								
Retail	S.F. Gross Area	5000	137	167	1935	24	119	110	57	Trip totals reflects credits for existing uses.
			137	**167**	**1935**		**24**	**119**	**110**	**57**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	32								
Retail	S.F. Gross Area	5867	20	71	632	4	16	39	32	total net trips
			20	**71**	**632**		**4**	**16**	**39**	**32**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	145	64	82	870	8	51	54	28	Trips have been discounted via a 15% transit credit.
			64	**82**	**870**		**8**	**51**	**54**	**28**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	32								
Retail	S.F. Gross Area	4500	22	32	414	7	15	18	14	Total reflects credit for existing office (1435 SF)
			22	**32**	**414**		**7**	**15**	**18**	**14**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Office	S.F. Gross Area	2781								Office
Retail	S.F. Gross Area	20607	24	54	612	16	8	25	29	Total net project trips
			24	**54**	**612**		**16**	**8**	**25**	**29**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	836								
Office	S.F. Gross Area	988225								
Other	Rooms	480								FULL SERVICE HOTEL
Retail	S.F. Gross Area	46000								RETAIL/RESTAURANT
Mixed Use	Other		625	899	8010	307	318	387	512	TOTAL NET
			625	**899**	**8010**		**307**	**318**	**387**	**512**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	419								
Retail	S.F. Gross Area	42000	194	238	4280	88	105	136	102	Credits applied for transit, internal, pass-by
			194	**238**	**4280**		**88**	**105**	**136**	**102**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments

40850	Metro	HWD	10	2012	Church	85308 SF Church	968 S Berendo St	05/02/2013	0.1	Other	S.F. Gross Area	85308	31	12	535	23	8	3	9	Church (weekday)			
													31	**12**	**535**		**23**	**8**	**3**	**9**			
41020	Metro	HWD	10	2013	Restaurants	11904 Sf Restaurant	135 N WESTERN AVE	09/17/2013	1.8	Other	S.F. Gross Area	11904	4	38	457	2	2	25	13	Restaurat(Total net trips)			
													4	**38**	**457**		**2**	**2**	**25**	**13**			
41209	Metro	MTR	1	2013	Hotel Olympia	160 room hotel	1700 W OLYMPIC BL	08/06/2013	1.1	Other	Rooms	160	76	87	1157	44	32	45	42	Includes existing church to be removed			
													76	**87**	**1157**		**44**	**32**	**45**	**42**			
41406	Metro	MTR	14	2013	Flower (1212) Mixed Use	730 condos, 10.5 ksf commercial & 70.465sf off. (Est completion 2018)	1212 W FLOWER ST	09/24/2013	1.8	Condominiums	Total Units	730											
										Retail	S.F. Gross Area	10500											
										Office	S.F. Gross Area	70465	311	350	3956	78	233	229	121	Total Net Trips; Existing office to remain.			
													311	**350**	**3956**		**78**	**233**	**229**	**121**			
41427	Metro	MTR	1	2013	Mixed-Use	206 Apartments, 7500 SF Retail	2850 W 7th St	01/29/2014	0.7	Condominiums	Total Units	160								Long Term Hotel			
										Other	Rooms	40								Short Term Hotel			
										Retail	S.F. Gross Area	3600	92	114	1057	20	72	72	42	Total includes credit for transit and internal			
													92	**114**	**1057**		**20**	**72**	**72**	**42**			
41467	Metro	HWD	10	2013	Apartments	131 Apts + 7ksf retail	800 S HARVARD BL	02/06/2014	0.7	Apartments	Total Units	131											
										Retail	S.F. Gross Area	7000	46	77	827	14	32	44	33	Total net project trips			
													46	**77**	**827**		**14**	**32**	**44**	**33**			
41568	Metro	MTR	14	2013	Variety Arts (Mixed-Use)	3.295 KSF Office,10056 SF Restaurant, 5119 SF Bar	940 S Figueroa st	06/04/2014	1.8	Theatre	Seats	1942											
										Other	S.F. Gross Area	10056								Land Use=Restaurant			
										Other	S.F. Gross Area	5119	9	134	2237	5	4	99	35	Land Use = Bar. Transit & pass-by credit applied.			
													9	**134**	**2237**		**5**	**4**	**99**	**35**			
41774	Metro	MTR	14	2014	DTLA South Park Site 1 (Aven)	666 hi-rise apts & 20.69 ksf retail (Est completion 2019)	1120 S GRAND AVE	02/06/2014	2.0	Apartments	Total Units	666								HI-RISE APTS			
										Other	Rooms	0								HOTEL			
										Other	S.F. Gross Area	20690								shopping center			
										Mixed Use	Other		169	229	2730	42	127	136	93	TOTAL NET PROJECT TRIPS;Project revised 10/2014			
													169	**229**	**2730**		**42**	**127**	**136**	**93**			
41782	Metro	MTR	14	2014	1400 S Figueroa St Residential Proj	106 apts & 4,834 sf retail/restaurant (Est completion 2018)	1400 S FIGUEROA ST	03/25/2014	1.7	Apartments	Total Units	106											
										Retail	S.F. Gross Area	4834	48	61	647	10	38	39	22	Total net project trips.			
													48	**61**	**647**		**10**	**38**	**39**	**22**			
41853	Metro	MTR	1	2014	Leeward Plaza - Residential	80 Condominiums (In construction 2017)	2929 W Leeward av	02/10/2014	0.6	Condominiums	Total Units	80	40	65	476	7	33	44	21				
													40	**65**	**476**		**7**	**33**	**44**	**21**			
41864	Metro	MTR	14	2014	Restaurant	7149 SF Restaurant	1036 S Grand Av	06/18/2014	2.0	Other	S.F. Gross Area	7149	5	41	492	2	3	27	14	Land use=Restaurant, total includes existing office			
													5	**41**	**492**		**2**	**3**	**27**	**14**			

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments

42041	Metro	MTR	13	2014	AMCAL - Meridian Apts	100 apts & 5ksf retail	241 N VERMONT AV	08/11/2014	1.6	Apartments	Total Units	100										Affordable Housing
										Retail	S.F. Gross Area	5000	45	49	510	7	38	33	16	Total net trips
													45	**49**	**510**		**7**	**38**	**33**	**16**	
42114	Metro	HWD	13	2014	Hotel & Restaurant	99 room hotel, 545 Sf Addition to restaurant	2965 W 6th St	03/13/2015	0.9	Other	Rooms	99	44	50	688	26	18	25	25		
													44	**50**	**688**		**26**	**18**	**25**	**25**	
42168	Metro	HWD	10	2014	Hotel & Retail	173 Room Hotel & 2780 SF Retail	4110 W 3RD ST	09/24/2014	1.3	Other	Rooms	174									Land use=hotel
										Retail	Total Units	2780	80	86	1185	45	35	46	40	total includes existing uses credit.
													80	**86**	**1185**		**45**	**35**	**46**	**40**	
42314	Metro	HWD	4	2014	Mixed-Use	161 Apartments, 10 KSF Restaurant	700 S Manhattan pl	11/18/2015	1.1	Apartments	Total Units	162	76	117	1260	19	57	71	46	Credit applied for existing, transit and pass-by.
										Other	S.F. Gross Area	6500								land use=restaurant
										Retail	S.F. Gross Area	3500								
													76	**117**	**1260**		**19**	**57**	**71**	**46**	
42388	Metro	MTR	1	2014	Hotel & Apartments	126 Room Hotel, 425 Apartments, 4874 SF Retail	675 S Bixel st	03/02/2016	1.7	Apartments	Total Units	425	247	300	3461	74	173	184	116	Credit for transit applied
										Other	Rooms	126								land use=hotel
										Retail	S.F. Gross Area	4874								
													247	**300**	**3461**		**74**	**173**	**184**	**116**	
42393	Metro	HWD	10	2014	Apartments	91 Apartments	1011 S SERRANO AV	12/03/2014	0.7	Apartments	Total Units	91	41	50	545	8	33	32	18	Total net trips
													41	**50**	**545**		**8**	**33**	**32**	**18**	
42504	Metro	MTR	1	2014	Mixed-Use	126 Condos, 100 Apartments, 7200 SF Retail	1145 W 7th st	02/11/2015	1.6	Condominiums	Total Units	126									
										Apartments	Total Units	100									
										Retail	S.F. Gross Area	7200	70	102	1084	4	66	67	35	Total includes transit, internal and passby credit.
													70	**102**	**1084**		**4**	**66**	**67**	**35**	
42529	Metro	HWD	10	2014	Mixed-Use	226 Apartments, 16 KSF Retail	3076 W Olympic bl	02/19/2015	0.5	Apartments	Total Units	226									
										Retail	S.F. Gross Area	16907	103	146	1567	25	78	90	56	Credit for existing use, transit, and pass-by applied.
													103	**146**	**1567**		**25**	**78**	**90**	**56**	
42691	Metro	MTR	1	2014	Restaurants & Bar	9600 SF Restaurant, 3500 SF Bar	1728 W 7th St	02/09/2015	1.2	Other	S.F. Gross Area	9600									land use=restaurant
										Other	S.F. Gross Area	3500	-70	64	362	-30	-40	50	14	land use=bar, credits for existing applied.
													-70	**64**	**362**		**-30**	**-40**	**50**	**14**	
42694	Metro	HWD	10	2014	Apartments	120 Apartments	3350 W WILSHIRE BLVD	02/19/2015	0.7	Apartments	Total Units	121	54	72	728	11	43	47	25	credit applied for transit
													54	**72**	**728**		**11**	**43**	**47**	**25**	
42696	Metro	MTR	1	2014	Pharmacy/Drug Store	16572 SF CVS	1302 W Washington bl	04/24/2015	1.0	Other	S.F. Gross Area	16572	-51	33	414	-33	-18	21	12		
													-51	**33**	**414**		**-33**	**-18**	**21**	**12**	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	100								Affordable Housing
Retail	S.F. Gross Area	5000	45	49	510	7	38	33	16	Total net trips
			45	**49**	**510**		**7**	**38**	**33**	**16**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	99	44	50	688	26	18	25	25	
			44	**50**	**688**		**26**	**18**	**25**	**25**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	174								Land use=hotel
Retail	Total Units	2780	80	86	1185	45	35	46	40	total includes existing uses credit.
			80	**86**	**1185**		**45**	**35**	**46**	**40**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	162	76	117	1260	19	57	71	46	Credit applied for existing, transit and pass-by.
Other	S.F. Gross Area	6500								land use=restaurant
Retail	S.F. Gross Area	3500								
			76	**117**	**1260**		**19**	**57**	**71**	**46**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	425	247	300	3461	74	173	184	116	Credit for transit applied
Other	Rooms	126								land use=hotel
Retail	S.F. Gross Area	4874								
			247	**300**	**3461**		**74**	**173**	**184**	**116**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	91	41	50	545	8	33	32	18	Total net trips
			41	**50**	**545**		**8**	**33**	**32**	**18**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	126								
Apartments	Total Units	100								
Retail	S.F. Gross Area	7200	70	102	1084	4	66	67	35	Total includes transit, internal and passby credit.
			70	**102**	**1084**		**4**	**66**	**67**	**35**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	226								
Retail	S.F. Gross Area	16907	103	146	1567	25	78	90	56	Credit for existing use, transit, and pass-by applied.
			103	**146**	**1567**		**25**	**78**	**90**	**56**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	S.F. Gross Area	9600								land use=restaurant
Other	S.F. Gross Area	3500	-70	64	362	-30	-40	50	14	land use=bar, credits for existing applied.
			-70	**64**	**362**		**-30**	**-40**	**50**	**14**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	121	54	72	728	11	43	47	25	credit applied for transit
			54	**72**	**728**		**11**	**43**	**47**	**25**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	S.F. Gross Area	16572	-51	33	414	-33	-18	21	12	
			-51	**33**	**414**		**-33**	**-18**	**21**	**12**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments

42718	Metro	MTR	1	2014	Apartments	90 Apartments	1218 W INGRAHAM ST	12/03/2014	1.6	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	80	41	50	532	8	33	33	17	
			41	**50**	**532**		**8**	**33**	**33**	**17**

42737	Metro	MTR	1	2014	Residential	108 Apartments	1011 S PARK VIEW ST	03/03/2015	0.6	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	108	46	57	594	9	38	38	19	TOTAL NEW TRIPS
			46	**57**	**594**		**9**	**38**	**38**	**19**

42829	Metro	MTR	1	2015	Apartments	93 Apartments	1255 E ELDEN AV	06/25/2015	0.4	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	93	32	38	376	0	32	28	10	Affordable housing credit and existing use applied.
			32	**38**	**376**		**0**	**32**	**28**	**10**

42868	Metro	MTR	1	2015	422 South Lake Apts	80 Apartment Units (Est completion 2018)	422 S LAKE ST	03/25/2015	1.3	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	80	41	50	532	8	33	33	17	
			41	**50**	**532**		**8**	**33**	**33**	**17**

43024	Metro	HWD	4	2015	Apartments	44 Apartments	850 S CRENSHAW BLVD	01/20/2016	1.6	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	44	22	27	293	4	18	18	10	
			22	**27**	**293**		**4**	**18**	**18**	**10**

43041	Metro	MTR	1	2015	Charter High School	480 Student High School	1929 W Pico Bl	05/01/2015	0.8	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
School	Enrollment	480	206	62	821	140	66	20	42	High School
			206	**62**	**821**		**140**	**66**	**20**	**42**

43062	Metro	HWD	10	2015	Apartments	85 Units	427 S Berendo St	10/02/2015	1.1	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	85	23	27	288	5	17	17	10	Credit or transit and existing applied
			23	**27**	**288**		**5**	**17**	**17**	**10**

43101	Metro	HWD	10	2015	Mixed-Use	100 Apartments, 9496 SF Retail	3100 W 8th St	07/02/2015	0.3	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	100	51	62	100	10	41	10	41	Existing restaurant to remain.
			51	**62**	**100**		**10**	**41**	**10**	**41**

43131	Metro	CBD	14	2015	Grand Residence	161 condos & 3.0 ksf restaurant	1229 S GRAND AV	02/05/2016	1.9	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	161								
Other	S.F. Net Area	3000	85	95	1116	23	62	62	33	Total net project trips
			85	**95**	**1116**		**23**	**62**	**62**	**33**

43163	Metro	MTR	1	2015	Apartments	1017-1031 S Mariposa Av Apartments	1017 S MARIPOSA AV	09/24/2015	0.3	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	79	28	35	373	5	23	23	12	Total net project trips
			28	**35**	**373**		**5**	**23**	**23**	**12**

43289	Metro	MTR	10	2015	Apartments		411 S NORMANDIE AV	11/18/2015	1.1	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	224	108	134	1407	22	86	87	47	Transit credit applied.
			108	**134**	**1407**		**22**	**86**	**87**	**47**

43335	Metro	MTR	1	2015	Apartments	81 Apartments	2859 W FRANCIS AV	11/13/2015	0.5	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	81	37	47	492	7	28	31	5	Total includes credit for existing uese
			37	**47**	**492**		**7**	**28**	**31**	**5**

43366	Metro	MTR	1	2015	Apartments	65 Apartments	326 S Reno st	09/03/2015	1.2	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	65	25	30	326	5	20	20	11	Credit for existing units.
			25	**30**	**326**		**5**	**20**	**20**	**11**

43386	Metro	MTR	14	2015	Olympic Tower Project MU	Mixed-Use	815 W OLYMPIC BL	11/03/2016	1.7	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	373	336	374	4423	166	170	189	185	land use=hotel, credit applied for transit, existing.
Retail	S.F. Gross Area	65074								
Office	S.F. Gross Area	33498								
Condominiums	Total Units	374								
			336	**374**	**4423**		**166**	**170**	**189**	**185**

43453	Metro	MTR	10	2015	3525 W 8th St MU	367 apts, 23ksf supermarket, & 16.5ksf retail	3525 W 8TH ST	12/16/2015	0.9

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	367								
Other	S.F. Gross Area	22906	129	108	1214	8	121	83	25	SUPERMARKET; Total net project trips.
Retail	S.F. Gross Area	16513								
			129	**108**	**1214**		**8**	**121**	**83**	**25**

43464	Metro	HWD	13	2015	Apartment & Child Care	40 Apartments, 4237 SF Child Care	3330 W BEVERLY BLVD	07/20/2015	1.6

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	40	63	67	495	26	34	35	32	Pass-by and transit credit applied.
Other	S.F. Gross Area	4237								Land Use=Day Care
			63	**67**	**495**		**26**	**34**	**35**	**32**

43475	Metro	MTR	9	2015	USC Children's Creative Learning Ctr	Expand Child Care Ctr 9955 SF	2716 S SEVERANCE ST	07/23/2015	1.7

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	S.F. Gross Area	9955	121	123	737	64	57	58	65	land use=child care center
			121	**123**	**737**		**64**	**57**	**58**	**65**

43497	Metro	MTR	14	2015	LUXE City Center Hotel (MU Project)	300-RM HOTEL, 650 RES CONDO, 80KSF RETAIL & RESTAURANT	1020 S FIGUEROA ST	05/17/2016	1.8

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	650	478	539	6583	204	274	312	227	Total includes credit for existing, transit, internal and pass-by.
Other	Rooms	300								land use=hotel
Retail	S.F. Gross Area	40000								
Other	S.F. Gross Area	40000								land use=restaurant
			478	**539**	**6583**		**204**	**274**	**312**	**227**

43536	Metro	HWD	13	2015	Residential	71 Apartments	2335 W Temple St	09/23/2015	1.9

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	71	39	57	554	8	31	37	20	
			39	**57**	**554**		**8**	**31**	**37**	**20**

43655	Metro	MTR	1	2015	Mixed-Use	144 Apartments, 4406 SF Retail	2405 W 8TH ST	10/26/2015	0.8

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	144	28	27	333	-20	48	42	-15	Credits applied for existing uses, transit and pass-by
Retail	S.F. Gross Area	4406								
			28	**27**	**333**		**-20**	**48**	**42**	**-15**

43657	Metro	HWD	10	2015	2900 Wilshire Project MU	2900 Wilshire Project	2900 W WILSHIRE BLVD	03/09/2016	0.8

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Mixed Use			216	218	3482	81	135	137	81	Total net project trips
Retail	S.F. Gross Area	10000								
Other	S.F. Gross Area	5500								Fast food restaurant
Apartments	Total Units	644								High-rise apartments
			216	**218**	**3482**		**81**	**135**	**137**	**81**

43661	Metro	HWD	13	2015	Apartments	212 Apartments	235 N HOOVER ST	02/24/2016	1.8

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	214	109	133	1423	22	87	86	47	
			109	**133**	**1423**		**22**	**87**	**86**	**47**

43787	Metro	MTR	10	2015	Apartments	90 Apartments	825 S Kingsley dr	01/25/2016	0.7

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	90	39	48	521	7	32	30	18	Credit for existing uses applied.
			39	**48**	**521**		**7**	**32**	**30**	**18**

43794	Metro	MTR	1	2015	Apartments	80 Apartments	740 S HARTFORD AV	03/03/2016	1.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	80	37	45	479	7	30	29	15	Total includes existing credit.
			37	**45**	**479**		**7**	**30**	**29**	**15**

43828	Metro	HWD	10	2015	Charter Elementary	432 Elementary Students	4001 W VENICE BLVD	11/12/2015	1.8

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
School	Enrollment	432	97	32	557	54	43	16	16	50% credit taken for staggered schedule

					School					

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
			97	**32**	**557**		**54**	**43**	**16**	**16**

43845	Metro	MTR	10	2015	616 S Westmoreland MU	77 apts, 2360sf restaurant & 745 sf ret	616 S WESTMORELAND AVE	03/22/2016	0.8			

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	77								
Other	S.F. Net Area	2360								RESTAURANT
Retail	S.F. Net Area	745	31	36	446	1	30	31	5	TOTAL NET PROJECT TRIPS
			31	**36**	**446**		**1**	**30**	**31**	**5**

43860	Metro	MTR	1	2015	2649 San Marino Apts	45 APTS	2649 W SAN MARINO AVE	03/30/2016	0.5			

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	45	19	23	246	4	15	15	8	Total net project trips
			19	**23**	**246**		**4**	**15**	**15**	**8**

43861	Metro	MTR	1	2015	1322 Linwood Apts	84 apts	1322 W LINWOOD AVE	03/30/2016	1.4			

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	84	35	42	449	5	30	28	14	Total net project trips
			35	**42**	**449**		**5**	**30**	**28**	**14**

43863	Metro	MTR	1	2015	1633 W 11th St Charter School (K-5)	460 student K-5 charter school	1633 W 11TH ST	01/26/2016	1.1			

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
School	Seats	460	352	66	970	194	158	29	37	Total net project trips
			352	**66**	**970**		**194**	**158**	**29**	**37**

43874	Metro	MTR	10	2015	Mixed-Use	78 Hotel Rooms, 16384 SF Retail/Restaurant	2870 W OLYMPIC BL	08/19/2016	0.2			

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	121	57	84	1178	34	23	44	40	Hotel; Credit applied for existing, transit, pass-by, and internal
Retail	S.F. Gross Area	17850								Restaurant
			57	**84**	**1178**		**34**	**23**	**44**	**40**

43880	Metro	MTR	14	2015	Apex II Mixed-Use (Updated 2015)	341 Apts & 11687 SF Retail (Est completion 2018)	700 W 9th St	12/02/2015	1.9			

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	341	183	238	2624	37	146	143	95	
Retail	S.F. Gross Area	11687								
			183	**238**	**2624**		**37**	**146**	**143**	**95**

43907	Metro	MTR	13	2015	Postpartum Extended Care & retail	Postpartum Extended Care (140apts) & 3,490 sf retail	257 S MARIPOSA AVE	09/14/2016	1.3			

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Retail	S.F. Gross Area	3940								
Apartments	Total Units	140	72	94	1036	14	58	61	33	Total net project trips
			72	**94**	**1036**		**14**	**58**	**61**	**33**

43944	Metro	HWD	10	2015	Mixed-Use (Revised)	433 Apartments, 49849 SF Retail	3545 W WILSHIRE BLVD	12/23/2015	0.8			

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	433	41	94	917	-42	83	84	10	Credit applied for transit & existing uses
Retail	S.F. Gross Area	49849								
			41	**94**	**917**		**-42**	**83**	**84**	**10**

43945	Metro	HWD	10	2015	Mixed-Use Revised	103 Apartments, 30937 SF Museum	605 S Vermont av	12/23/2015	0.8			

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	103	56	79	755	17	39	42	37	Total includes transit credit.
Other	S.F. Gross Area	30937								land use=museum
			56	**79**	**755**		**17**	**39**	**42**	**37**

43947	Metro	MTR	1	2015	Sapphire Mixed-Use (revised)	369 Apts, 18.6ksf shopping ctr, 2.2ksf restaurant & 1.2ksf coffee shop	1111 W 6TH ST	12/23/2015	1.8			

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	369	46	53	587	-71	117	104	-51	Total net project trips
Other	S.F. Net Area	18600								Shopping Center
Other	S.F. Net Area	2200								Quality Restaurant
Other	S.F. Net Area	1200								Coffee Shop
			46	**53**	**587**		**-71**	**117**	**104**	**-51**

44115	Metro	MTR	14	2016	Mixed-Use	146 apts & 6,270 SF retail/restaurant	1334 S FLOWER ST	05/03/2016	1.8			

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	146	48	67	796	-1	49	51	16	Total net project trips
Other	S.F. Gross Area	6270								Retail/Restaurant
			48	**67**	**796**		**-1**	**49**	**51**	**16**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments

44184	Metro	MTR	10	2016	3700 W. Wilshire Bl. Mixed-Use	VTT74191; 506 condos, 40,323sf retail, & 21,712sf restaurant	3700 W WILSHIRE BL	10/05/2016	1.0

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Retail	S.F. Gross Area	40323	201	258	3500	49	152	178	80	Total net project trips
Other	S.F. Gross Area	6204								Quality restaurant
Other	S.F. Gross Area	12407								Hi-turnover sit down restaurant
Other	S.F. Gross Area	3101								Fast-food restaurant
Condominiums	Total Units	506								
			201	**258**	**3500**		**49**	**152**	**178**	**80**

44192	Metro	MTR	1	2016		236 apartment units, 60300 sf commercial space	1000 S VERMONT AV	08/11/2016	0.2

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	236	102	124	1334	20	82	81	43	net total count
Retail	S.F. Net Area	60300	31	115	1321	19	12	56	59	net total count
			133	**239**	**2655**		**39**	**94**	**137**	**102**

44279	Metro	MTR	10	2016	Mixed use	162 room hotel, 190 unit apartment+ retail, 355 unit apartment	3240 W Wilshire blvd	07/06/2016	0.7

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Total Units	162	188	112	1353	15	173	89	23	Total Project Trips; hotel
Apartments	Total Units	545								
Retail	S.F. Gross Area	5222								Shopping Center
			188	**112**	**1353**		**15**	**173**	**89**	**23**

44297	Metro	MTR	14	2016	Fig+Pico Conference Ctr Hotels	1162 Hotel Rooms, 6573 SF Restaurant, 6573 SF Hi-turnover rest.	1248 S FIGUEROA ST	02/21/2017	1.7

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	1162	317	415	5720	192	125	203	212	land use=hotel Credits for transit, internal, pass-by and existing uses.
Other	S.F. Gross Area	6573								land use=restaurant
Other	S.F. Gross Area	6573								land use=high-turnover restaurant
			317	**415**	**5720**		**192**	**125**	**203**	**212**

44331	Metro	MTR	10	2016	Zion Market	4.4ksf office & 47.208ksf market	888 S VERMONT AVE	05/17/2016	0.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Office	S.F. Net Area	4400								
Mixed Use	S.F. Net Area	47208	64	340	2526	45	19	171	169	Total Net Project Trips with Credit
			64	**340**	**2526**		**45**	**19**	**171**	**169**

44333	Metro	MTR	10	2016	1125 S Crenshaw Blvd MU	49,000 commercial/ residential sf	1125 S CRENSHAW BLVD	07/14/2016	1.8

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Retail	S.F. Net Area	4422	51	-35	-399	35	16	-41	6	
Other	S.F. Gross Area	4085								Quality restaurant
Other	S.F. Gross Area									Community Center
Apartments	Total Units	2								
			51	**-35**	**-399**		**35**	**16**	**-41**	**6**

44343	Metro	MTR	8	2016	K-8 Charter School	500 student K-8 Charter School	1342 W ADAMS BL	07/08/2016	1.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
School	Seats	500	435	70	993	239	196	30	40	K-8 Charter School
			435	**70**	**993**		**239**	**196**	**30**	**40**

44373	Metro	MTR	14	2016	1370 S Flower St Residential	147 apartment unit, 6921 sf retail	1400 S flower st	06/23/2016	1.8

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	147	48	67	798	-1	49	51	16	total net project trip
Retail	S.F. Gross Area	6741								
			48	**67**	**798**		**-1**	**49**	**51**	**16**

44375	Metro	MTR	10	2016	3170 W Olympic Blvd	252 apts, 32,300 sf retail	3170 W Olympic Blvd	09/20/2016	0.7

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	252								
Retail	S.F. Net Area	32300	113	150	1624	24	89	94	56	Total Net Project Trips with Credits
			113	**150**	**1624**		**24**	**89**	**94**	**56**

44399	Metro	MTR	10	2016	Harvard Boulevard Hotel	110 room hotel, 1000 sf commercial	679 S Harvard Blvd	02/21/2017	1.1

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Total Units	110	61	66	905	35	26	35	31	Total Trip
Retail	S.F. Net Area	1840								high turnover restaurant
			61	**66**	**905**		**35**	**26**	**35**	**31**

44442	Metro	MTR	1	2016	1930 Wilshire MU	478 apts, 850 seat theater, 50 student classroom, & 220-rm hotel	1930 W WILSHIRE BLVD	07/19/2016	1.2

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	478	85	61	1355	-44	128	103	-41	Total includes credit for existing uses, transit, pass-by and internal.
Other	Seats	850								land use=theater
Other	Enrollment	50								land use=classroom
Other	Rooms	220								land use=hotel
			85	**61**	**1355**		**-44**	**128**	**103**	**-41**

44459	Metro	MTR	1	2016	Mixed-Use	105 Senior Apartments, 2650 SF Retail	720 W WASHINGTON BLVD	06/01/2016	1.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	105	19	25	350	7	12	13	12	(senior apartments) total includes internal, pass-by and transit credit.
			19	**25**	**350**		**7**	**12**	**13**	**12**

44478	Metro	CCW	1	2016	Urban View Lofts Project	218 apts	495 S HARTFORD AV	09/07/2016	1.7

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	220	79	96	1033	16	63	62	34	Total net project trips. Total Net Trips. Credit applied for existing land use and transit.
			79	**96**	**1033**		**16**	**63**	**62**	**34**

44481	Metro	MTR	1	2016	Olympic & Hoover Mixed Use	173 apts & 36.18 ksf commercial/retail	2501 W OLYMPIC BLVD	09/14/2016	0.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	173	99	173	1911	27	72	100	73	Total net project trips 173 apts & 36180sf retail
Retail	S.F. Gross Area	36180								
			99	**173**	**1911**		**27**	**72**	**100**	**73**

44515	Metro	HWD	10	2016	Apartments	69 Apartments	926 S Kingsley dr	07/28/2016	0.6

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	69	31	38	408	6	25	25	13	Total includes credit for existing uses and transit.
			31	**38**	**408**		**6**	**25**	**25**	**13**

44611	Metro	MTR	1	2016	Medical Office	60 KSF Medical Office	1122 W Washington bl	09/15/2016	1.1

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Office	S.F. Gross Area	60000	136	203	2060	107	29	57	146	land use=medical office. credits for transit applied
			136	**203**	**2060**		**107**	**29**	**57**	**146**

44685	Metro	MTR	14	2016	8th & Figueroa MU	438 Apt, 3.75ksf retail, & 3.75ksf restaurant 10165 SF Retail	744 S FIGUEROA ST	10/27/2016	1.9

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	438	186	270	2972	38	148	176	94	Total includes credits for transit, walk, pass-by, and internal.
Retail	S.F. Gross Area	3750								
Other	S.F. Gross Area	3750								Restaurant
			186	**270**	**2972**		**38**	**148**	**176**	**94**

44688	Metro	MTR	14	2016	Downtown LA Hotel	225 Room Hotel	926 W JAMES M WOODS BL	12/21/2016	1.6

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	225	101	115	1562	59	42	59	56	Total includes transit credit.
			101	**115**	**1562**		**59**	**42**	**59**	**56**

44755	Metro	MTR	10	2016	Central Plaza Project	641 apartment units, 18454 sf retail	3440 W WILSHIRE BL	09/18/2018	0.7

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Retail	S.F. Gross Area	18454	131	186	2040	19	112	125	61	
Apartments	Total Units	641								high rise
			131	**186**	**2040**		**19**	**112**	**125**	**61**

44785	Metro	MTR	1	2016	Mixed-Use	122 Apartments & 1182 SF Retail	668 S CORONADO ST	10/20/2016	0.9

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	122	62	90	947	14	48	56	34	Transit and pass-by credit applied.
Retail	S.F. Gross Area	1182								
			62	**90**	**947**		**14**	**48**	**56**	**34**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
	Total									total includes credits for

44877	Metro	MTR	10	2016	Mixed-Use	148 Hotel Rooms, 96 Apartments, 29.73 KSF Retail, see below	800 S WESTERN AV	11/20/2018	0.9

Apartments	Units	230	146	129	1743	62	84	83	46	existing uses, transit, walk, bike, internal, and pass-by.
Other	S.F. Gross Area	15500								land use = high turnover restaurant
			146	**129**	**1743**		**62**	**84**	**83**	**46**

44878	Metro	MTR	10	2016	1919 S Western MU Project	22 apts, 7.75ksf retail, and 2.665ksf office	1919 S WESTERN AVE	10/19/2016	1.2

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Mixed Use	Total Units	22	18	32	340	8	10	17	15	Total Net project trips; 22 Apts
Office	S.F. Gross Area	2665								General Office
Retail	S.F. Gross Area	7750								
			18	**32**	**340**		**8**	**10**	**17**	**15**

44879	Metro	MTR	10	2016	1009-1047 Crenshaw Blvd	206-apart units, 23.59ksf shopping center	1009 S Crenshaw Blvd	01/18/2017	1.7

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	206	34	56	587	-14	48	33	23	Total Net Trips. Credit applied for existing land use, transit, pass-by, and internal capture.
Retail	S.F. Gross Area	23585								
			34	**56**	**587**		**-14**	**48**	**33**	**23**

44880	Metro	MTR	10	2016	Mixed-Use	760 apartments, 10670 SF Retail	3600 W Wilshire bl	01/04/2017	0.9

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Retail	S.F. Gross Area	10670	235	301	3264	34	201	202	99	Total includes existing use credits, transit, walk, internal and pass-by credit.
			235	**301**	**3264**		**34**	**201**	**202**	**99**

44901	Metro	MTR	10	2016	Wilshire Gate Project (Mixed-Use)	200-rm hotel, 250 condos, 49.227ksf office, & 21.320ksf retail	631 S VERMONT AV	09/30/2016	0.8

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Mixed Use	Rooms	200	190	235	2599	95	95	115	120	Total Net Project Trips; Hotel Rooms
Other	Total Units	250								Condos
Office	S.F. Gross Area	49227								
Retail	S.F. Gross Area	21230								
			190	**235**	**2599**		**95**	**95**	**115**	**120**

44922	Metro	MTR	10	2016	Mixed-Use	60 Apts & 5000 sf Restaurant	2231 S WESTERN AV	01/05/2017	1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	65	65	68	814	28	37	43	25	Total net project trips
Other	S.F. Gross Area	5000								Restaurant
			65	**68**	**814**		**28**	**37**	**43**	**25**

44995	Metro	MTR	1	2016	1620 Cordova St Charter School	400 Student Charter School	1620 W CORDOVA ST	11/08/2016	0.9

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
School	Seats	400	171	36	527	105	66	16	20	Total Net Trips. Credit applied for existing land use and transit.
			171	**36**	**527**		**105**	**66**	**16**	**20**

45064	Metro	HWD	10	2016	Hotel	99 Hotel Rooms	966 S DEWEY AV	01/26/2017	0.2

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	99	43	48	677	28	15	24	24	(land use=hotel) total includes credits for existing use and transit.
			43	**48**	**677**		**28**	**15**	**24**	**24**

45127	Metro	HWD	10	2016	Apartments	67 Apartments	748 S Kingsley Dr	12/12/2016	0.7

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	67	31	38	406	6	25	24	14	Existing use credits applied.
			31	**38**	**406**		**6**	**25**	**24**	**14**

45205	Metro	HWD	4	2016	Mixed-Use	208 Condos & 3.5 KSF Retail	3323 W Olympic bl	04/18/2017	0.9

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Mixed Use	Total Units	208	36	32	409	-13	49	39	-7	Condos; total net project trips
Retail	S.F. Gross Area	3500								
			36	**32**	**409**		**-13**	**49**	**39**	**-7**

45222	Metro	MTR	14	2016	1323 -1349 Grand Mixed-Use	284 dwelling units, 5.2ksf retail, & 1.1ksf restaurant	1323 S GRAND AV	07/07/2017	1.9	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	284	151	199	2158	33	118	125	74	Est. trips by Mobility Group
Other	S.F. Gross Area	5200								Restaurant
Retail	S.F. Gross Area	1100								
			151	**199**	**2158**		**33**	**118**	**125**	**74**

45225	Metro	MTR	13	2016	Vermont Corridor MU (LA Co.)	3 sites w/ office, sr hsg, apts, & retail	510 S VERMONT AV	05/08/2017	0.9	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Office	Employees	2166	320	414	3215	216	104	121	293	
Retail	S.F. Net Area	17500								
Apartments	Total Units	72								senior housing
Other	S.F. Net Area	13200								community center
Apartments	Total Units	246								
			320	**414**	**3215**		**216**	**104**	**121**	**293**

45288	Metro	MTR	1	2017	Apartments	101 Affordable Apartments	459 S hartford av	01/04/2017	1.7	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	101	31	44	361	15	15	22	22	Discount applied for affordable units.
			31	**44**	**361**		**15**	**15**	**22**	**22**

45371	Metro	MTR	1	2017	2005 James M Wood Hotel	100-RM HOTEL	2005 W JAMES M WOOD BLVD	02/24/2017	0.9	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	100	42	38	545	24	18	20	18	Hotel; Total net project trips
			42	**38**	**545**		**24**	**18**	**20**	**18**

45372	Metro	MTR	1	2017	2250-2270 W Pico Bl Hotel	125-rm hotel	2250 W PICO BL	02/24/2017	0.6	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	125	45	19	409	26	19	10	9	Hotel; total net project trips
			45	**19**	**409**		**26**	**19**	**10**	**9**

45425	Metro	HWD	10	2017	Mixed-Use (Revised)	228 Apartments, 12 KSF Retail,1750 SF coffee shop, 3.5KSF restaurant	3986 W Wilshire bl	02/09/2017	1.3	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	228	-44	78	503	-50	6	53	25	Total includes credit for existing, transit, pass-by.
Other	S.F. Gross Area	3500								Restaurant
Other	S.F. Gross Area	1750								Coffee Shop
Retail	S.F. Gross Area	12000								
			-44	**78**	**503**		**-50**	**6**	**53**	**25**

45578	Metro	HWD	13	2017	Mixed-Use	243 Apartments, 3500 SF Restaurant	1800 W Beverly bl	05/04/2017	1.8	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	222	129	143	1585	36	93	92	51	Total includes credits for transit, internal, pass-by, and existing uses.
Other	Total Units	21								Affordable Housing
Retail	S.F. Gross Area	3500								land use=restaurant
			129	**143**	**1585**		**36**	**93**	**92**	**51**

45583	Metro	MTR	1	2017	Apartments	53 Apartments (incl. 8 affordable)	329 S Rampart bl	05/31/2017	1.3	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	45	23	26	279	6	17	17	9	Total includes credit for existing uses.
Other	Total Units	8								land use=affordable housing
			23	**26**	**279**		**6**	**17**	**17**	**9**

45597	Metro	MTR	1	2017	Mixed-Use	37 Apartments, 1890 SF Retail	1018 W INGRAHAM ST	08/09/2017	1.8	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	37	21	30	327	5	16	18	12	
Retail	S.F. Gross Area	1890								
			21	**30**	**327**		**5**	**16**	**18**	**12**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total	879	708	764	10418	320	388	455	309	Total includes credit for internal, transit, pass-by and

45714	Metro	MTR	9	2017	Olympia Mixed-Use	879 Apts, 1000 hotel rooms, 20KSF Retail, & 20KSF Restaurant	1001 W Olympic bl	10/19/2017	1.5	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
	Units									existing uses.
Retail	S.F. Gross Area	20000								
Other	S.F. Gross Area	20000								land use=restaurant
Other	Rooms	1000								Hotel
			708	**764**	**10418**		**320**	**388**	**455**	**309**

45746	Metro	MTR	1	2017	Assisted Living	338 Assisted Living beds, 34 senior housing	1030 S Lake St	05/15/2017	0.7	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Beds	338	62	97	939	39	23	49	48	land use=assisted living, transit credit applied
Other	Total Units	34								land use=senior housing
			62	**97**	**939**		**39**	**23**	**49**	**48**

45785	Metro	HWD	13	2017	Charter Elementary School	650 student elementary school	2515 W Beverly bl	10/23/2017	1.6	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Enrollment	650	257	62	527	131	126	40	22	land use = charter elementary school
			257	**62**	**527**		**131**	**126**	**40**	**22**

45796	Metro	MTR	14	2017	Hotel	75 Room Hotel	1219 S Hope St	07/07/2017	1.8	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Total Units	75	40	45	613	24	16	23	22	Hotel rooms; est. trips by Mobility Group
Retail	S.F. Gross Area	2650								
			40	**45**	**613**		**24**	**16**	**23**	**22**

45816	Metro	HWD	10	2017	Mixed-Use	44 Apts, 200 hotel rooms, 8 KSF Restaurant, 10 KSF retail	3751 W 6th st	05/11/2017	1.0	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	44	70	57	1183	39	31	36	21	Total net project trips
Other	Rooms	200								Hotel rooms
Retail	S.F. Gross Area	10000								
Other	S.F. Gross Area	8000								Restaurant
			70	**57**	**1183**		**39**	**31**	**36**	**21**

45846	Metro	MTR	10	2017	635 Western MU	220 apts & 900sf retail	635 S WESTERN AV	06/22/2017	1.2	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	220	50	62	672	10	40	40	22	Total net project trips
Retail	S.F. Gross Area	900								
			50	**62**	**672**		**10**	**40**	**40**	**22**

45848	Metro	MTR	14	2017	City Lights - 1300 Figueroa Hotel	1,024 hotel rms	1300 S FIGUEROA ST	05/02/2017	1.7	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Total Units	1024								HOTEL ROOMS to replace 100-unit apartment complex; no ts yet.
			0	**0**	**0**		**0**	**0**	**0**	**0**

45852	Metro	MTR	14	2017	FIGUEROA CENTRE MU	220 HOTEL RMS, 200DU, & 94.080KSF COMMERCIAL	911 S FIGUEROA ST	06/04/2018	1.8	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Total Units	220	486	536	4457	370	116	168	368	Total Net Project Trips; HOTEL ROOMS
Apartments	Total Units	200								
Other	S.F. Gross Area	94080								COMMERCIAL
			486	**536**	**4457**		**370**	**116**	**168**	**368**

45860	Metro	MTR	10	2017	Apartments	68 Apartments	923 S KENMORE AV	06/28/2017	0.3	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	69	33	40	432	7	26	26	15	Total net project trips
			33	**40**	**432**		**7**	**26**	**26**	**15**

45891	Metro	HWD	4	2017	Assisted Living + Other	146 Assisted Living Units, 8682 SF Medical Office, High-Turnover	3377 W Olympic bl	05/25/2017	1.0	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Total Units	146	13	36	358	13	0	8	28	land use=assisted living. Credits for existing use and transit applied.
Other	S.F. Net Area	8682								land use=medical office
Other	S.F. Gross Area	4454								land use-high turnover restaurant

													13	36	358		13	0	8	28		

45928	Metro	MTR	9	2017	Simone Pl Project	89 condos	500 S Oxford Av	05/26/2017	1.2	Condominiums	Total Units	89	33	39	439	6	27	26	13	Total Net Project Trips
													33	**39**	**439**		**6**	**27**	**26**	**13**	

45931	Metro	MTR	14	2017	Mixed-Use	781 Apartments, 5500 SF Retail	945 W 8th St	01/31/2018	1.8	Apartments	Total Units	781	209	235	2869	63	146	144	91	Credits applied for transit, internal, and pass-by.
										Retail	S.F. Gross Area	6700								
													209	**235**	**2869**		**63**	**146**	**144**	**91**	

45952	Metro	HWD	10	2017	Apartments	49 Apartments	1048 S OXFORD AV	08/07/2017	0.8	Condominiums	Total Units	49	11	14	184	3	8	7	7	Total net trips
													11	**14**	**184**		**3**	**8**	**7**	**7**	

46030	Metro	MTR	1	2017	Self-Storage	154024 SF Self-Storage	1810 W VENICE BLVD	08/16/2017	0.5	Other	S.F. Gross Area	154024	22	40	385	12	10	20	20	land use=self storage
													22	**40**	**385**		**12**	**10**	**20**	**20**	

46071	Metro	MTR	1	2017	425 S Union Apts	33 apts	425 S UNION AV	07/07/2017	1.5	Apartments	Total Units	33	16	20	213	3	13	13	7	Est. project trips form Mobility Group
													16	**20**	**213**		**3**	**13**	**13**	**7**	

46075	Metro	MTR	1	2017	1420 Bonnie Brae apts	26 apts	1420 S BONNIE BRAE ST	07/07/2017	0.9	Apartments	Total Units	26	15	18	193	3	12	12	6	Est. trips by Mobility Group
													15	**18**	**193**		**3**	**12**	**12**	**6**	

46169	Metro	MTR	1	2017	Mixed-Use (Lifan Tower)	306 Apartment, 5960 SF Retail	1235 W 7th St	07/31/2017	1.5	Apartments	Total Units	306	138	181	1959	30	108	114	66	total net project trips
										Retail	S.F. Gross Area	5960								
													138	**181**	**1959**		**30**	**108**	**114**	**66**	

46253	Metro	HWD	10	2017	Mixed-Use	192 Hotel Rooms, 23459 SF Retail, 122 Condominiums	3800 W 6th St	10/16/2017	1.1	Condominiums	Total Units	122	84	124	1966	34	50	73	51	Total includes credits for existing uses, transit, internal, and pass-by.
										Other	Rooms	192								land use=hotel
										Retail	S.F. Gross Area	23459								
													84	**124**	**1966**		**34**	**50**	**73**	**51**	

46255	Metro	HWD	10	2017	Residential	61 Apartments	689 S Catalina st	10/10/2017	0.6	Apartments	Total Units	61	28	34	365	5	23	22	12	
													28	**34**	**365**		**5**	**23**	**22**	**12**	

46293	Metro	MTR	14	2017	949 S Hope St MU	236 Apartments, 5.06 KSF Restaurants, 894 SF Retail	949 S HOPE ST	04/18/2018	1.9	Apartments	Total Units	236	53	50	791	8	45	43	7	Total includes credit for existing uses, internal, transit, and pass-by.
										Other	S.F. Gross Area	5060								land use=restaurant
										Retail	S.F. Gross Area	894								
													53	**50**	**791**		**8**	**45**	**43**	**7**	

46320	Metro	MTR	10	2017	Mariposa & Fedora	2 Projects(Total 173 Apts): Mariposa w/98 & Fedora w/75	840 S MARIPOSA AV	11/28/2017	0.4	Apartments	Total Units	173	75	92	978	15	60	61	31	Combination of both projects
													75	**92**	**978**		**15**	**60**	**61**	**31**	

46444	Metro	MTR	10	2017	BEST WESTERN PLUS	77 hotel rms	2645 S WESTERN AVE	01/03/2018	1.7	Other	Rooms	77	31	39	547	18	13	20	19	HOTEL ROOMS
													31	**39**	**547**		**18**	**13**	**20**	**19**	

46520	Metro	CCW	1	2017	Ethos Societe	120 co-live units, 23.18ksf comm, 48.08ksf off, 1.84ksf vert farm	806 S GARLAND AVE	09/14/2018	1.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	118	126	144	1281	81	45	52	92	Total net project trips
Office	S.F. Gross Area	69295								
Retail	S.F. Gross Area	2439								
Other	S.F. Gross Area	1132								Restaurant
Other	S.F. Gross Area	2684								Gym/Spa
			126	**144**	**1281**		**81**	**45**	**52**	**92**

46564	Metro	MTR	10	2017	3216 W 8th St MU	8 condos, 80 hotel rms, 4808sf retail, & 2465 karaoke	3216 W 8TH ST	11/15/2017	0.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	8	42	74	694	24	18	42	32	Total net project trips
Other	Rooms	80								Hotel rooms
Retail	S.F. Gross Area	4808								
Other	S.F. Gross Area	2465								Karaoke
			42	**74**	**694**		**24**	**18**	**42**	**32**

46599	Metro	MTR	14	2017	1323 S Flower St MU	132 hotel rms, 47 apts, & 4ksf rooftop bar/restaurant	1323 S FLOWER ST	06/12/2018	1.7

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Total Units	132	73	100	1287	33	40	61	39	Total Net Project Trips
Apartments	Total Units	48								
Other	S.F. Gross Area	3685								Rooftop bar/restaurant
			73	**100**	**1287**		**33**	**40**	**61**	**39**

46622	Metro	MTR	8	2017	3500 Normandie Av Charter School	K-8 350 students	1372 W 35th St	12/26/2017	1.9

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
School	Seats	350	41	28	111	22	19	13	15	Total Net Trips
			41	**28**	**111**		**22**	**19**	**13**	**15**

46721	Metro	MTR	13	2018	Mixed-Use	227 Apartments, 29 Affordable Units, 2507 SF Office, see below	550 S shatto pl	10/09/2018	0.9

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	227	24	106	1101	-21	45	71	35	Total includes transit, internal, pass-by and existing use credit.
Other	Total Units	29								Affordable Housing
Office	S.F. Gross Area	2507								
Other	S.F. Gross Area	11300								High-Turnover Restaurant
Other	S.F. Gross Area	1500								Fast-Food
			24	**106**	**1101**		**-21**	**45**	**71**	**35**

46887	Metro	HWD	10	2018	Hotel	81 Hotel Rooms, 6.26 KSF restaurant	2137 S Western av	05/25/2018	1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	81	63	69	978	35	28	41	28	land use=hotel; credits applied for transit, pass-by
Other	S.F. Gross Area	6260								land use=high turnover restaurant
			63	**69**	**978**		**35**	**28**	**41**	**28**

46990	Metro	CCW	1	2018	Adaptive Reuse	15 dorm rms for new mothers & guests, 2270sf restaurant & 470sf spa	500 S LUCAS AVE	04/13/2018	1.8

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	15	6	7	211	-5	11	15	-8	Total net project trips
Other	S.F. Gross Area	2279								Restaurant
Other	S.F. Gross Area	475								Spa
			6	**7**	**211**		**-5**	**11**	**15**	**-8**

47037	Metro	MTR	1	2018	Westlake Housing Project	78 apts with 60 affordable, 17 perm supportive hsg, & 1 mgr unit	619 S WESTLAKE AV	06/01/2018	1.2

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	1								Manager Unit
Other	Total Units	77	27	20	233	11	16	11	9	Affordable housing; Total Project Trips
			27	**20**	**233**		**11**	**16**	**11**	**9**

47158	Metro	MTR	10	2018	Western & Venice Res Proj	162 apts & 18 affordable units	2360 W VENICE BL	10/25/2018	1.1

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	162	56	53	712	12	44	35	18	Apartments; Total Net Project Trips
Other	Total Units	18								Affordable Hsg
			56	**53**	**712**		**12**	**44**	**35**	**18**

47173	Metro	MTR	9	2018	806 W Adams Blvd	99 units (495 bedrooms) of student housing	806 w adams blvd	07/06/2018	1.7

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Rooms	495	12	75	1126	-4	16	41	34	off campus student housing
			12	**75**	**1126**		**-4**	**16**	**41**	**34**

47227	Metro	HWD	10	2018	Residential	227 Apartments	3875 W WILSHIRE BLVD	07/31/2018	1.2

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	227	88	108	1413	20	68	68	40	Transit credit applied.
			88	**108**	**1413**		**20**	**68**	**68**	**40**

47279	Metro	HWD	10	2018	Apartments	75 Apartments (8 Affordable)	950 S Berendo st	11/07/2018	0.2

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	67	25	26	346	7	18	18	10	Total net projects; mid-rise apts
Other	Total Units	8								land use=affordable apartments
			25	**26**	**346**		**7**	**18**	**18**	**10**

47354	Metro	MTR	1	2018	Residential	84 Apartments	1124 S Normandie av	09/26/2018	0.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	76	35	41	526	10	25	26	15	total includes credit for existing uses
Other	Total Units	8								land use=affordable apartments
			35	**41**	**526**		**10**	**25**	**26**	**15**

47409	Metro	HWD	10	2018	Mixed-Use	165 Apartments, 5125 SF Retail, 12210 SF restaurant/nightclub	621 S Catalina st	08/02/2018	0.8

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	165	51	151	1403	15	36	97	54	Total net project trips before TDM
Retail	S.F. Gross Area	5125								
Other	S.F. Gross Area	12210								Lounge/Restaurant/Nightclub
			51	**151**	**1403**		**15**	**36**	**97**	**54**

47470	Metro	MTR	13	2018	525 S VIRGIL MU	113 work res dwelling units, 19 affordable family unit, 34.6ksf office	525 S VIRGIL AV	11/21/2018	0.9

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	113	32	40	604	-5	37	34	6	Total Net Project Trips
Other	Total Units	19								Affordable Housing Units
Office	S.F. Gross Area	34654								
			32	**40**	**604**		**-5**	**37**	**34**	**6**

47474	Metro	MTR	14	2018	Hotel Mixed-Use (revised)	258 Room Hotel, 1896 SF Retail, 2722 SF Restaurant	1155 S OLIVE ST	08/28/2018	2.0

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	258	133	149	2008	77	56	77	72	Total net project trips; hotel rooms
Retail	S.F. Gross Area	1896								
Other	S.F. Gross Area	2722								restaurant
			133	**149**	**2008**		**77**	**56**	**77**	**72**

47511	Metro	MTR	1	2018	Fast Food With Drive-Through	1665 Sf Fast-Food With Drive-Through	1501 W 6th st	10/16/2018	1.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	S.F. Gross Area	1665	33	27	784	17	16	14	13	Total includes credit for pass-by.
			33	**27**	**784**		**17**	**16**	**14**	**13**

47562	Metro	MTR	10	2018	CD10 Western Ave Bridge Housing (W.O.E1908381)	Temp change of City Public Parking to Bridge Hsg Shelter (15 beds)	1819 S WESTERN AV	10/09/2018	1.2

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Total Units	15	3	3	20	1	2	2	1	15-bed shelter
			3	**3**	**20**		**1**	**2**	**2**	**1**

47630	Metro	MTR	10	2018	CD10 La Fayette Park Pl Bridge Housing	70 beds	625 S LA FAYETTE PARK PL	10/30/2018	0.9

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Total Units	70	9	9	89	4	5	5	4	70 beds
			9	**9**	**89**		**4**	**5**	**5**	**4**

						228 Apartments,				

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	228	93	130	1631	32	61	77	53	Total includes credits for pass-by and transit

47666	Metro	MTR	1	2018	Mixed-Use	4105 SF Retail, 3738 SF High-Turnover Restaurant	2972 W 7th st	10/26/2018	0.6	Retail	S.F. Gross Area	4105								
										Other	S.F. Gross Area	3738								land use=high turnover restaurant
													93	**130**	**1631**		**32**	**61**	**77**	**53**

ATTACHMENT 4

Noise Monitoring Data and Calculations Worksheets

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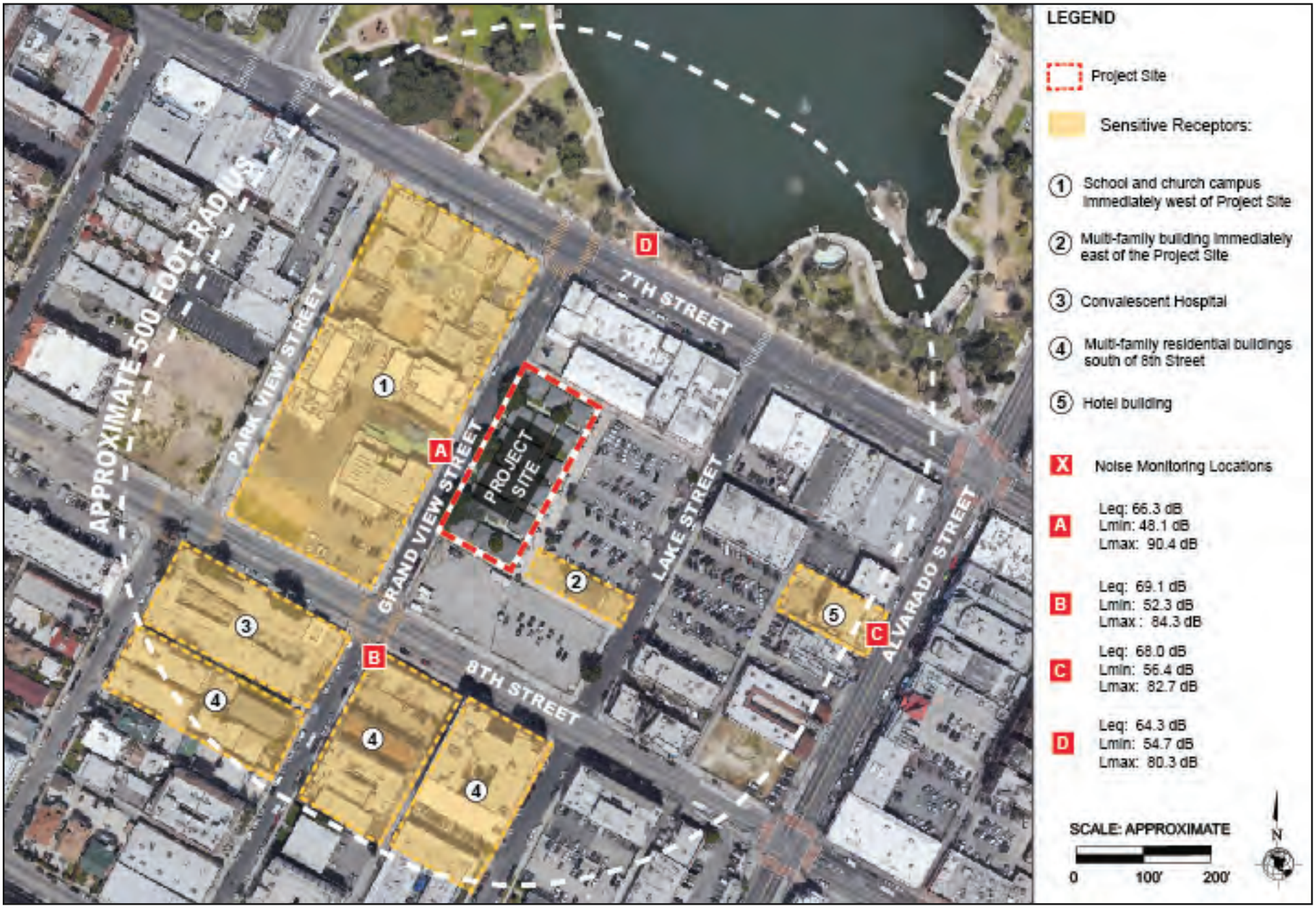


Source: Google Earth, Aerial View, 2018.

PARKER ENVIRONMENTAL CONSULTANTS

Figure 9
Noise Monitoring and Sensitive Receptors

August 2, 2018

Summary

File Name on Meter	831_Data.100
Serial Number	0003748
Model	Model 831
Firmware Version	2.311
User	Adrianna Gjonaj
Job Description	Grand View Apartments

Location A: On the western side of Grand View Street, adjacent to MacArthur Park Elementary School & Onnuri Church

Noise Sources: Light vehicle traffic

Measurement

Description	
Start	2018-08-02 12:16:57
Stop	2018-08-02 12:31:57
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2018-08-02 12:11:36
Post Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamp	PRM831
Microphone Correction	Off
Integration Method	Linear
Gain	0.0 dB
Overload	143.6 dB

	A	C	Z
Under Range Peak	76.0	73.0	**78.0** dB
Under Range Limit	**26.2**	26.5	32.0 dB
Noise Floor	17.1	17.4	22.6 dB

Results

L_{Aeq}	66.3 dB	
LAE	95.8 dB	
EA	426.011 µPa²h	
$LZ_{peak\ (max)}$	2018-08-02 12:28:46	107.4 dB
LAS_{max}	2018-08-02 12:28:47	90.4 dB
LAS_{min}	2018-08-02 12:30:41	48.1 dB
SEA	-99.9 dB	
LAS > 65.0 dB (Exceedance Counts / Duration)	11	63.8 s
LAS > 85.0 dB (Exceedance Counts / Duration)	1	4.3 s
LZ_{peak} > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s

Community Noise	**Ldn**	**LDay 07:00-22:00**	**Lden**	**LDay 07:00-19:00**
	66.3	66.3	66.3	66.3

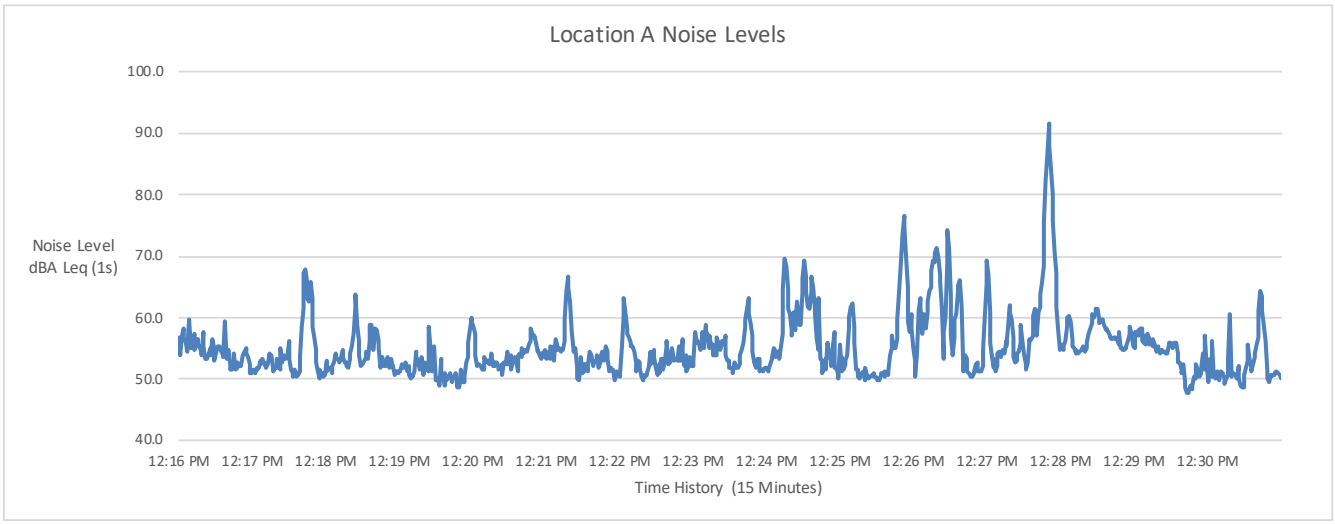
LC_{eq}	72.6 dB
LA_{eq}	66.3 dB
LC_{eq} - LA_{eq}	6.4 dB
LAI_{eq}	68.3 dB
LA_{eq}	66.3 dB
LAI_{eq} - LA_{eq}	2.0 dB

August 2, 2018

	A	
	dB	Time Stamp
L_{eq}	66.3	
$L_{S(max)}$	90.4	2018/08/02 12:28:47
$L_{F(max)}$	92.5	2018/08/02 12:28:46
$L_{I(max)}$	93.1	2018/08/02 12:28:46
$L_{S(min)}$	48.1	2018/08/02 12:30:41
$L_{F(min)}$	46.9	2018/08/02 12:30:40
$L_{I(min)}$	48.3	2018/08/02 12:30:41
$L_{Peak(max)}$	103.3	2018/08/02 12:28:46

# Overloads	0	
Overload Duration	0.0	s

Statistics		
LAS5.00	65.6	dB
LAS10.00	61.6	dB
LAS33.30	55.8	dB
LAS50.00	54.1	dB
LAS66.60	52.7	dB
LAS90.00	50.9	dB



August 2, 2018

PARKER ENVIRONMENTAL CONSULTANTS

Summary

File Name on Meter	831_Data.101
Serial Number	0003748
Model	Model 831
Firmware Version	2.311
User	Adrianna Gjonaj
Job Description	Grand View Apartments

Location B: On the south side of 8th Street, adjacent to Grand Park Convalescent Hospital

Noise Sources: Heavy vehicle traffic, delivery trucks, buses, pedestrians

Measurement

Description	
Start	2018-08-02 12:35:32
Stop	2018-08-02 12:50:32
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2018-08-02 12:11:36
Post Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamp	PRM831
Microphone Correction	Off
Integration Method	Linear
Gain	0.0 dB
Overload	143.6 dB

	A	C	Z
Under Range Peak	76.0	73.0	**78.0** dB
Under Range Limit	**26.2**	26.5	32.0 dB
Noise Floor	17.1	17.4	22.6 dB

Results

L_{Aeq}	69.1 dB	
LAE	98.6 dB	
EA	814.179 µPa²h	
$LZ_{peak\ (max)}$	2018-08-02 12:39:20	110.7 dB
LAS_{max}	2018-08-02 12:39:21	84.3 dB
LAS_{min}	2018-08-02 12:41:50	52.3 dB
SEA	-99.9 dB	
LAS > 65.0 dB (Exceedance Counts / Duration)	23	619.3 s
LAS > 85.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s

Community Noise	**Ldn**	**LDay 07:00-22:00**	**Lden**	**LDay 07:00-19:00**
	69.1	69.1	69.1	69.1

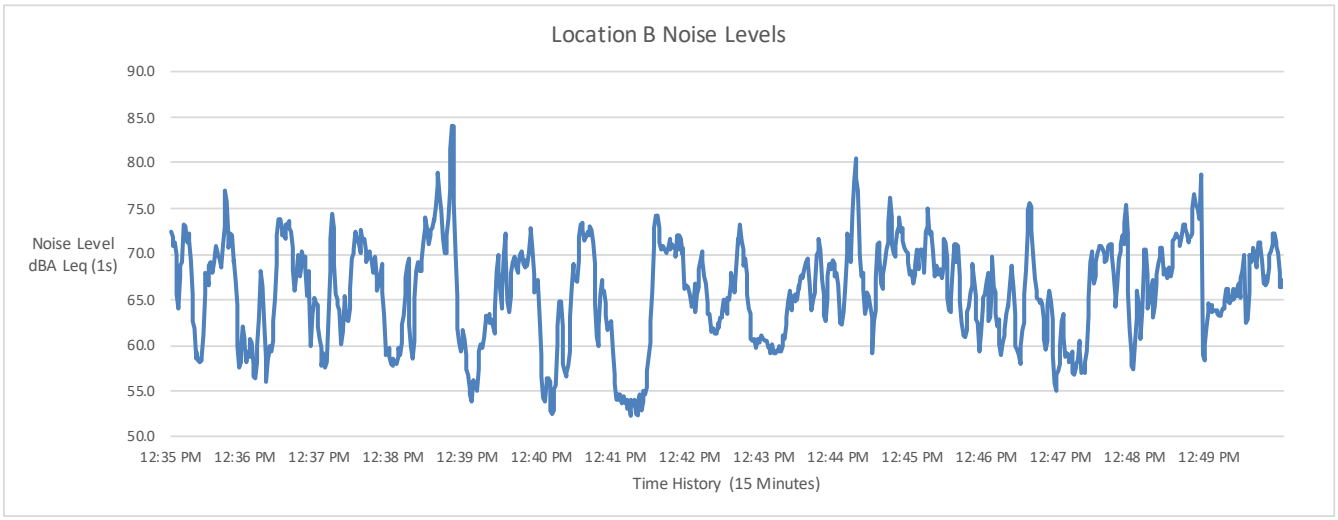
LC_{eq}	78.4 dB
LA_{eq}	69.1 dB
LC_{eq} - LA_{eq}	9.3 dB
LAI_{eq}	70.7 dB
LA_{eq}	69.1 dB
LAI_{eq} - LA_{eq}	1.6 dB

August 2, 2018

	A	
	dB	Time Stamp
L_{eq}	69.1	
$L_{S(max)}$	84.3	2018/08/02 12:39:21
$L_{F(max)}$	85.8	2018/08/02 12:39:20
$L_{I(max)}$	86.5	2018/08/02 12:39:20
$L_{S(min)}$	52.3	2018/08/02 12:41:50
$L_{F(min)}$	51.2	2018/08/02 12:41:49
$L_{I(min)}$	52.9	2018/08/02 12:41:44
$L_{Peak(max)}$	97.1	2018/08/02 12:39:20

# Overloads	0
Overload Duration	0.0 s

Statistics	
LAS5.00	73.4 dB
LAS10.00	72.2 dB
LAS33.30	69.1 dB
LAS50.00	66.9 dB
LAS66.60	64.1 dB
LAS90.00	58.9 dB



PARKER ENVIRONMENTAL CONSULTANTS

Summary

File Name on Meter	831_Data.102
Serial Number	0003748
Model	Model 831
Firmware Version	2.311
User	Adrianna Gjonaj
Job Description	Grand View Apartments

Location C: On the west side of Alvarado Street

Noise Sources: Heavy pedestrian traffic, heavy vehicle traffic, buses

Measurement

Description	
Start	2018-08-02 12:57:54
Stop	2018-08-02 13:12:54
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2018-08-02 12:11:36
Post Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamp	PRM831
Microphone Correction	Off
Integration Method	Linear
Gain	0.0 dB
Overload	143.6 dB

	A	C	Z
Under Range Peak	76.0	73.0	**78.0** dB
Under Range Limit	**26.2**	26.5	32.0 dB
Noise Floor	17.1	17.4	22.6 dB

Results

LAeq	68.0 dB		
LAE	97.5 dB		
EA	625.899 µPa²h		
LZpeak (max)	2018-08-02 13:05:01	109.0 dB	
LASmax	2018-08-02 13:01:18	82.7 dB	
LASmin	2018-08-02 13:07:04	56.4 dB	
SEA	-99.9 dB		
LAS > 65.0 dB (Exceedance Counts / Duration)	25	619.2 s	
LAS > 85.0 dB (Exceedance Counts / Duration)	0	0.0 s	
LZpeak > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s	
LZpeak > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s	
LZpeak > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s	

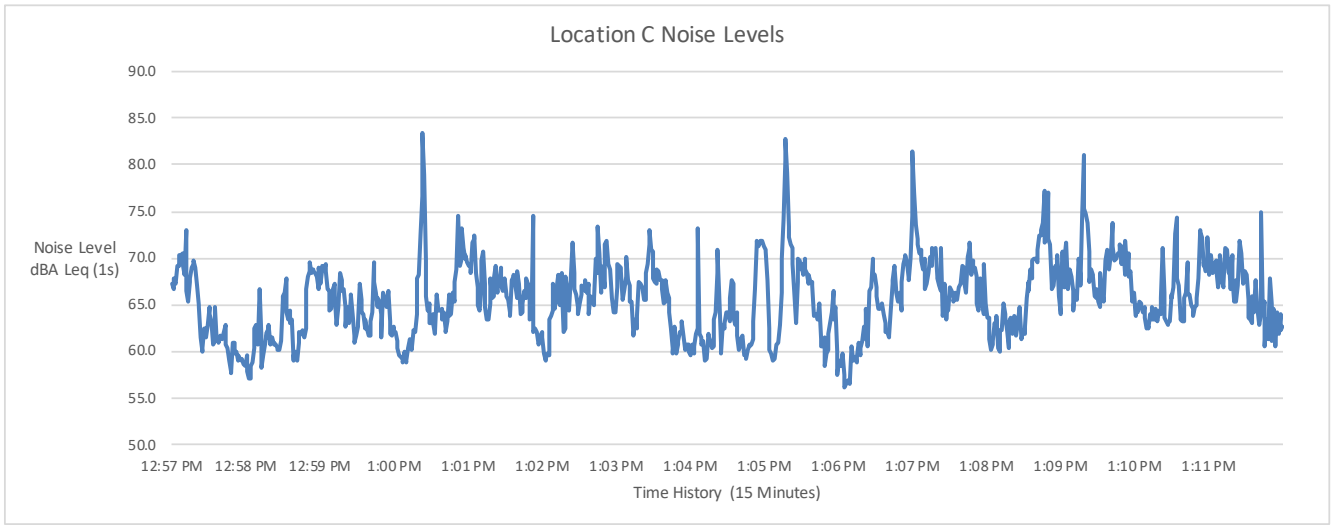
Community Noise	**Ldn**	**LDay 07:00-22:00**	**Lden**	**LDay 07:00-19:00**
	68.0	68.0	68.0	68.0

LCeq	78.3 dB
LAeq	68.0 dB
LCeq - LAeq	10.4 dB
LAleq	71.5 dB
LAeq	68.0 dB
LAleq - LAeq	3.6 dB

	A	
	dB	Time Stamp
L_{eq}	68.0	
$L_{S(max)}$	82.7	2018/08/02 13:01:18
$L_{F(max)}$	87.5	2018/08/02 13:10:12
$L_{I(max)}$	90.9	2018/08/02 13:10:12
$L_{S(min)}$	56.4	2018/08/02 13:07:04
$L_{F(min)}$	54.9	2018/08/02 13:06:54
$L_{I(min)}$	56.4	2018/08/02 13:07:01
$L_{Peak(max)}$	105.4	2018/08/02 13:05:01

# Overloads	0	
Overload Duration	0.0	s

Statistics		
LAS5.00	71.9	dB
LAS10.00	70.5	dB
LAS33.30	67.6	dB
LAS50.00	65.8	dB
LAS66.60	64.0	dB
LAS90.00	60.6	dB



August 2, 2018

PARKER ENVIRONMENTAL CONSULTANTS

Summary

File Name on Meter	831_Data.103
Serial Number	0003748
Model	Model 831
Firmware Version	2.311
User	
Job Description	Grand View Apartments
Location D: On the north side of 7th Street	
Noise Souces: Heavy vehicle traffic, buses	

Measurement

Description	
Start	2018-08-02 13:17:29
Stop	2018-08-02 13:32:29
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2018-08-02 12:11:36
Post Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamp	PRM831
Microphone Correction	Off
Integration Method	Linear
Gain	0.0 dB
Overload	143.6 dB

	A	C	Z
Under Range Peak	76.0	73.0	**78.0** dB
Under Range Limit	**26.2**	26.5	32.0 dB
Noise Floor	17.1	17.4	22.6 dB

Results

LAeq	64.3 dB			
LAE	93.9 dB			
EA	270.700 µPa²h			
LZpeak (max)	2018-08-02 13:32:17	107.5 dB		
LASmax	2018-08-02 13:18:18	80.3 dB		
LASmin	2018-08-02 13:24:49	54.7 dB		
SEA	-99.9 dB			
LAS > 65.0 dB (Exceedance Counts / Duration)	23	254.4 s		
LAS > 85.0 dB (Exceedance Counts / Duration)	0	0.0 s		
LZpeak > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s		
LZpeak > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s		
LZpeak > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s		

Community Noise	**Ldn**	**LDay 07:00-22:00**	**Lden**	**LDay 07:00-19:00**
	64.3	64.3	64.3	64.3

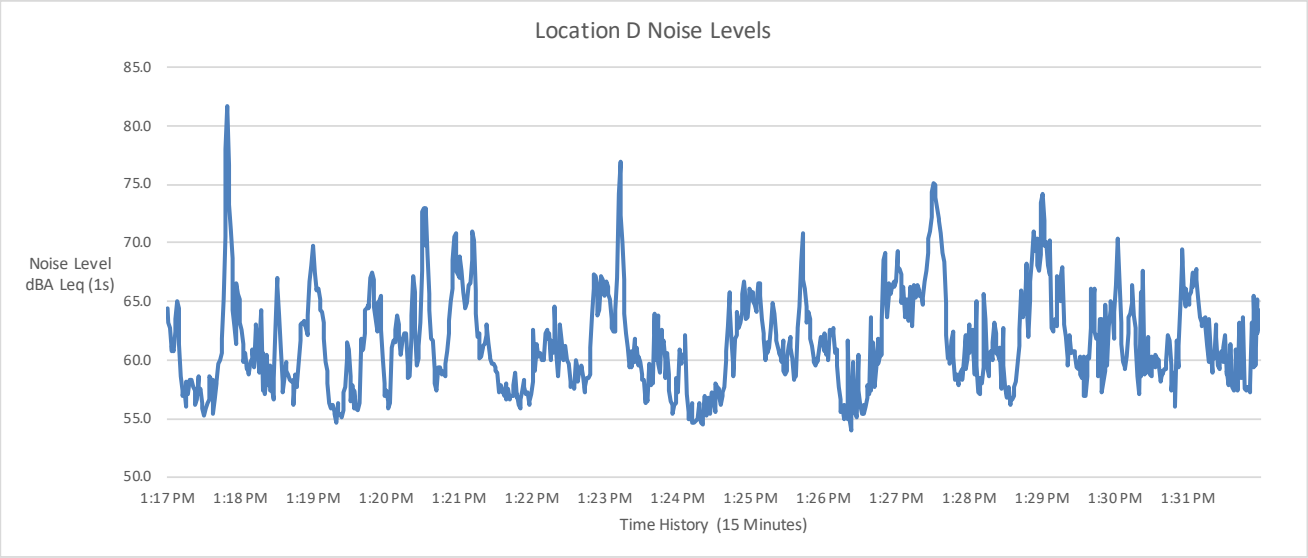
LCeq	74.1 dB
LAeq	64.3 dB
LCeq - LAeq	9.8 dB
LAleq	66.3 dB
LAeq	64.3 dB
LAleq - LAeq	2.0 dB

August 2, 2018

	A	
	dB	Time Stamp
L_{eq}	64.3	
$L_{S(max)}$	80.3	2018/08/02 13:18:18
$L_{F(max)}$	84.2	2018/08/02 13:18:18
$L_{I(max)}$	85.6	2018/08/02 13:18:18
$L_{S(min)}$	54.7	2018/08/02 13:24:49
$L_{F(min)}$	53.3	2018/08/02 13:26:51
$L_{I(min)}$	54.5	2018/08/02 13:24:49
$L_{Peak(max)}$	96.5	2018/08/02 13:18:18

# Overloads	0	
Overload Duration	0.0	s

Statistics		
LAS5.00	69.3	dB
LAS10.00	67.0	dB
LAS33.30	63.0	dB
LAS50.00	61.0	dB
LAS66.60	59.7	dB
LAS90.00	57.0	dB



Construction Noise Worksheets

Project: Grand View Apartments
Date: August 2nd, 2018
Analyst: Adrianna Gjonaj

Ambient Noise Levels

Sensitive Receptor	Noise Levels (dBA) 15-Minute Leq
1	66.3
2	66.3
3	69.1
4	69.1
5	68.0

Sensitive Receptor	Distance to Construction (feet)	Construction Noise at 50 feet with Mufflers			
		Ground Clearing	Grading/ Excavation	Structural	Finishing
		82	86	83	86
1	60	80.4	84.4	81.4	84.4
2	100	76.0	80.0	77.0	80.0
3	240	68.4	72.4	69.4	72.4
4	225	68.9	72.9	69.9	72.9
5	445	63.0	67.0	64.0	67.0

Noise Levels with Project Design Features			
Sensitive Receptor	Distance to Construction (feet)	Exterior Construction Noise Level with Attenuation [a]	Noise Level with Proposed Attenuation Features
1	60	69.4	71.1
2	100	65.0	68.7
3	240	57.4	69.4
4	225	57.9	69.4
5	445	52.0	68.1

[a] Project Design Features with noise control measures would reduce noise by aproximately 15-dBA due to the installation of a temporary noise barrier to block the line of sight between the Project Site and adjacet

Calculations of estimated noise levels were are based on Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, May 2006.

Project: Grand View Apartments
Date: August 2, 2018
Analyst: Adrianna Gjonaj

Sensitive Receptor	Construction Equipment	Distance to Construction (feet)	PPV at 25 Feet (Inches/Second)	Maximum Vibration Levels during Construction
1	Loaded trucks	26.5	0.076	0.07
	Jackhammer	26.5	0.035	0.03
	Small Bulldozer	26.5	0.003	0.00
2	Loaded trucks	109.5	0.076	0.01
	Jackhammer	109.5	0.035	0.01
	Small Bulldozer	109.5	0.003	0.00

Source: California Department of Transportation, Transportation and Construction Vibration Guidance Manual, Sept 2013.
*The peak vibration levels at the nearby sensitive receptors during project construction represents the highest instantaneous vibration level that would be generated periodically during a worst-case construction activity and does not represent continuous vibration levels occurring throughout the construction day or period. Note: heavier equipment were not included (large bulldozer, caisson drilling), since the Project Site is only 0.88 acres and would not involve caisson drilling.

ATTACHMENT 5

Air Quality and Greenhouse Gas Emissions Analysis

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AIR QUALITY AND GREENHOUSE GAS EMISSIONS ANALYSIS

714-760 S. GRAND VIEW STREET LOS ANGELES, CA 90057

Prepared for:

Grandview Apartments, LP
1149 S. Hill Street, Suite 700
Los Angeles, CA 90015

Prepared by:

PARKER ENVIRONMENTAL CONSULTANTS

23822 Valencia Boulevard, Suite 301
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July 2018

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Appendices

Appendix A: *Air Quality CalEEMod Worksheets, 714-760 Grand View Street Project, July 2018.*

Appendix B: *GHG CalEEMod Worksheets, 714-760 Grand View Street Project, July 2018.*

I. AIR QUALITY MODELING ANALYSIS

1. INTRODUCTION

The Proposed Project would include the construction and operation of a six-story multi-family residential development with 100 apartments on a 0.88-acre site. The dwelling unit mix would consist of 53 one-bedroom units, 28 two-bedroom units, and 19 three-bedroom units. The Proposed Project would be a 100 percent affordable housing development for very low- and low-income households. The Proposed Project would replace 18 duplex homes (36 dwelling units), resulting in a net increase of 64 dwelling units. The Project Site encompasses six parcels and is located at 714-760 S. Grand View Street, Los Angeles, CA 90057. Figure 1, below, shows the aerial view of the Project Site and surrounding land uses.

This section examines the degree to which the Proposed Project may result in significant environmental impacts with respect to air quality. Both short-term construction emissions occurring from activities such as demolition, haul truck trips, and long-term effects related to the ongoing operation of the Project are discussed in this report. The analysis contained herein focuses on air pollution from two perspectives: daily emissions and pollutant concentrations. As used in this study, the term "emissions" refers to the actual quantity of pollutant measured in pounds per day (ppd). The term "concentrations" refers to the amount of pollutant material per volumetric unit of air as measured in parts per million (ppm), parts per billion (ppb), or micrograms per cubic meter ($\mu g/m^3$).

This analysis also addresses the potential for the Proposed Project to conflict with or obstruct implementation of the applicable air quality plan, to violate an adopted air quality standard or contribute substantially to an existing or projected air quality violation, to result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is designated to be in non-attainment, to expose sensitive receptors to substantial pollutant concentrations, or to create objectionable odors affecting a substantial number of people. Documents and references used in the preparation of this section include, but are not limited to, the air quality modeling worksheets presented in Appendix A, the South Coast Air Quality Management District (SCAQMD) *CEQA Air Quality Handbook* (1993), the 2016 Air Quality Management Plan (AQMP), as amended, the *L.A. CEQA Thresholds Guide* (2006), as well as federal and state regulations and guidelines.

Source: Google Earth, Aerial View, 2018.

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Figure 1
Aerial View of the Project Site and Surrounding Land Uses

A. Air Pollutants

Air pollutant emissions within the Air Basin are generated by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at an identified location and are usually associated with manufacturing and industry. Examples of point sources include boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and produce many small emissions. Examples of area sources include residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and consumer products such as lighter fluid and hair spray. Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, racecars, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when fine dust particles are pulled off the ground surface and suspended in the air during high winds.

Both the federal and state governments have established ambient air quality standards for outdoor concentrations of various pollutants in order to protect public health and welfare. These pollutants are referred to as "criteria air pollutants" as a result of the specific standards, or criteria, that have been adopted for them. The national and state standards have been set at levels considered safe to protect public health, including the health of "sensitive" populations such as asthmatics, children, and the elderly with a margin of safety; and to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.

The criteria air pollutants that are most relevant to current air quality planning and regulation in the Air Basin include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), sulfur dioxide (SO_2), and lead (Pb). In addition, toxic air contaminants (TACs) are of concern in the Basin. The characteristics of each of these pollutants are briefly described below.

- *O_3* is a highly reactive and unstable gas that is formed when reactive organic gases (ROGs) and nitrogen oxides (NO_x), both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.

- *CO* is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike O_3, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

- *PM_{10}* and *$PM_{2.5}$* consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter, respectively. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.

- *NO_2* is a nitrogen oxide compound that is produced by the combustion of fossil fuels, such as in internal combustion engines (both gasoline and diesel powered), as well as point sources, especially power plants. Of the seven types of NO_x compounds, NO_2 is the most abundant in the atmosphere. As ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO_2 than those indicated by regional monitors.

- *SO_2* is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfates (SO_4). Collectively, these pollutants are referred to as sulfur oxides (SO_x).

- *Pb* occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne Pb in the Basin. The use of leaded gasoline is no longer permitted for on road motor vehicles, so the majority of such combustion emissions are associated with off-road vehicles such as racecars. However, because leaded gasoline was emitted in large amounts from vehicles when leaded gasoline was used for on-road motor vehicles, Pb is present in many urban soils and can be re-suspended in the air. Other sources of Pb include the manufacturing and recycling of batteries, paint, ink, ceramics, ammunition, and the use of secondary lead smelters.

- *TACs* refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long duration) and acute (i.e., severe but of short duration) adverse effects on human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. TACs are different than "criteria" pollutants in that ambient air quality standards have not been established for them, largely because there are hundreds of air toxics and their effects on health tend to be felt on a local scale rather than on a regional basis.

B. Health Effects of Criteria Pollutants

The health effects of the criteria pollutants (i.e., O_3, CO, PM_{10} and $PM_{2.5}$, NO_2, SO_2, and Pb) and TACs are described below. In addition, a list of the harmful effects of each criteria pollutant is provided in Table 1, Summary of Health Effects of Criteria Pollutants.

Table 1
Summary of Health Effects of Criteria Pollutants

Pollutants	Primary Health and Welfare Effects
Ozone (O_3)	• Aggravation of respiratory and cardiovascular diseases • Reduced lung function • Increased cough and chest discomfort
Carbon Monoxide (CO)	• Aggravation of some heart disease (angina) • Reduced tolerance for exercise • Impairment of mental function • Impairment of fetal development • Death at high levels of exposure
Particulate Matter (PM_{10} and $PM_{2.5}$)	• Reduced lung function • Aggravation of respiratory and cardio-respiratory diseases • Increases in mortality rate • Reduced lung function growth in children
Nitrogen Dioxide (NO_2)	• Aggravation of respiratory illness
Sulfur Dioxide (SO_2)	• Aggravation of respiratory diseases (asthma, emphysema) • Reduced lung function
Lead (Pb)	• Behavioral and hearing disabilities in children • Nervous system impairment
Source: SCAQMD, Guidance Document for Air Quality Issues in General Plans and Local Planning, 2005.	

1. Ozone (O_3)

Individuals exercising outdoors, children and people with preexisting lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible sub-groups for ozone effects. Short-term exposures (lasting for a few hours) to ozone at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated ozone levels are also associated with increased school absences. In recent years, a correlation between elevated ambient ozone levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple sports and live in high ozone communities.

Ozone exposure under exercising conditions is known to increase the severity of the above mentioned observed responses. Animal studies suggest that exposures to a combination of pollutants that include ozone may be more toxic than exposure to ozone alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

2. Carbon Monoxide (CO)

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of worsening oxygen supply to the heart.

Inhaled CO has no direct toxic effect on the lungs, but exerts its effect on tissues by interfering with oxygen transport by competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include patients with diseases involving heart and blood vessels, fetuses, and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes.

Reduction in birth weight and impaired neurobehavioral development has been observed in animals chronically exposed to CO resulting in COHb levels similar to those observed in smokers. Recent studies have found increased risks for adverse birth outcomes with exposure to elevated CO levels. These include pre-term births and heart abnormalities. Additional research is needed to confirm these results.

3. Particulate Matter (PM_{10} and $PM_{2.5}$)

A consistent correlation between elevated ambient particulate matter (PM_{10} and $PM_{2.5}$) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in life-span, and lung cancer.

Daily fluctuations in fine particulate matter concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children and to increased medication use in children and adults with asthma. Recent studies show that lung function growth in children is reduced with long-term exposure to particulate matter.

The elderly, people with pre-existing respiratory or cardiovascular disease and children appear to be more susceptible to the effects of PM_{10} and $PM_{2.5}$.

4. Nitrogen Dioxide (NO_2)

Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposures to NO_2 at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO_2 in healthy individuals. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

In animals, exposure to levels of NO_2 considerably higher than ambient concentrations results in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of ozone exposure increases when animals are exposed to a combination of O_3 and NO_2.

5. Sulfur Dioxide (SO_2)

A few minutes of exposure to low levels of SO_2 can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO_2. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO_2.

Animal studies suggest that despite SO_2 being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO_2 levels. In these studies, efforts to separate the effects of SO_2 from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically or whether one pollutant alone is the predominant factor.

6. Sulfates

Most of the health effects associated with fine particles and SO_2 at ambient levels are also associated with SO_4. Thus, both mortality and morbidity effects have been observed with an increase in ambient SO_4 concentrations. However, efforts to separate the effects of SO_4 from the effects of other pollutants generally have not been successful.

Clinical studies of asthmatics exposed to sulfuric acid suggest that adolescent asthmatics are possibly a subgroup susceptible to acid aerosol exposure. Animal studies suggest that acidic particles such as sulfuric acid aerosol and ammonium bisulfate are more toxic than non-acidic particles like ammonium sulfate. Whether the effects are attributable to acidity or to particles remains unresolved.

7. Lead (Pb)

Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure. Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence levels. In adults, increased lead levels are associated with increased blood pressure.

Lead poisoning can cause anemia, lethargy, seizures and death. It appears that there are no direct effects of lead on the respiratory system. Lead can be stored in the bone from early-age environmental exposure, and elevated blood lead levels can occur due to the breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of lead because of previous environmental lead exposure of their mothers.

8. Toxic Air Contaminants (TACs)

TACs are a broad class of compounds known to cause or contribute to cancer or non-cancer health effects such as birth defects, genetic damage, and other adverse health effects. As discussed previously, effects from TACs may be both chronic and acute on human health. Acute health effects are attributable to sudden exposure to high quantities of air toxics. These effects include nausea, skin irritation, respiratory illness, and, in some cases, death. Chronic health effects can result from low-dose, long-term exposure from routine releases of air toxics. The effect of major concern for this type of exposure is cancer, which typically requires a period of 10 to 30 years after exposure to develop.

TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., benzene near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about two-thirds of the cancer risk from TACs (based on the statewide average). According to the California Air Resources Board (CARB), diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified by the CARB as TACs, and are listed as carcinogens either under California's Proposition 65 or under the federal Hazardous Air Pollutants programs. The United States Environmental Protection Agency (U.S. EPA) has adopted Ultra Low Sulfur Diesel (ULSD) fuel standards to reduce diesel particulate matter. As of June 1, 2006, refiners and importers nationwide have been required by the U.S. EPA to ensure that at least 80 percent of the volume of the highway diesel fuel they produce or import would be ULSD-compliant. As of December 10, 2010, only ULSD fuel is available for highway use nationwide. In California, which was an early adopter of ULSD fuel and engine technologies, 100 percent of the diesel fuel sold – downstream from refineries, up to and including fuel terminals that store diesel fuel – has been ULSD fuel since July 15, 2006. Since September 1, 2006, all diesel fuel offered for sale at retail outlets in California has been ULSD fuel.

C. Regulatory Framework

Air quality in the United States is governed by the federal Clean Air Act (CAA). In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). At the federal level, the CAA is administered by the U.S. EPA. In California, the CCAA is administered by the CARB at the state level and by the Air Quality Management Districts at the regional and local levels.

Air quality within the Basin is addressed through the efforts of various federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality within the Basin are discussed below.

1. Federal Agencies

a. The U.S. Environmental Protection Agency (U.S. EPA)

The U.S. EPA is responsible for setting and enforcing the federal ambient air quality standards for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The U.S. EPA also has jurisdiction over emissions sources outside state waters (outer continental shelf) and establishes various emissions standards for vehicles sold in states other than California.

As part of its enforcement responsibilities, the U.S. EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP). The SIP is a plan for each state which identifies how that state will attain and/or maintain the primary and secondary National Ambient Air Quality Standards (NAAQS) set forth in section 109 of the CAA. These plans are developed through a public process, formally adopted by the state, and submitted by the Governor's designee to the U.S. EPA. The CAA requires the U.S. EPA to review each plan and any plan revisions and to approve the plan or plan revisions if consistent with the CAA.

2. State Agencies

a. California Air Resources Board (CARB)

The CARB, a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets California Ambient Air Quality Standards, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. The CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hair spray, aerosol paints, and lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. In some cases, the state standards are more restrictive than the federal standards established under the CAA.

3. Regional Agencies

a. Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) is a council of governments for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. SCAG is a regional planning agency and forum for regional issues relating to transportation, the economy and community development, and the environment. Although SCAG is not an air quality management agency, it is responsible for developing transportation, land use, and energy conservation measures that affect air quality.

SCAG recently prepared the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS): A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life, which

was adopted by SCAG's Regional Council on April 7, 2016. The 2016 RTP/SCS is an update to the 2012-2035 RTP/SCS that further integrates land use and transportation in certain areas so that the region as a whole can grow smartly and sustainably. Between 2015 and 2040, the region is anticipated to experience increases in population, households and jobs. The 2016 RTP/SCS includes land use strategies, based on local general plans, as well as input from local governments, to achieve the AB 32 state-mandated reductions in GHG emissions through decreases in regional per capita VMT. As part of the 2016 RTP/SCS, transportation network improvements would be included, and more compact, infill, walkable and mixed-use development strategies to accommodate new region's growth would be encouraged to accommodate increases in population, households, employment, and travel demand.

Within the RTP, the SCS demonstrates the region's ability to attain and exceed the GHG emission reduction targets set forth by the CARB. SCAG's Sustainable Communities Strategy (SCS) provides specific strategies for successful implementation. These strategies include supporting projects that encourage diverse job opportunities for a variety of skills and education, recreation and culture and a full-range of shopping, entertainment and services all within a relatively short distance; encouraging employment development around current and planned transit stations and neighborhood commercial centers; encouraging the implementation of a "Complete Streets" policy that meets the needs of all users of the streets, roads and highways including bicyclists, children, persons with disabilities, motorists, electric vehicles, movers of commercial goods, pedestrians, users of public transportation, and seniors; and supporting alternative fueled vehicles.

The SCS outlines the region's plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of SB 375, as evidenced by several Compass Blueprint Demonstration Projects and various county transportation improvements. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures.

b. South Coast Air Quality Management District (SCAQMD)

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, a regional agency, works directly with SCAG, county transportation commissions and local governments, and cooperates actively with state and federal government agencies. The SCAQMD develops air quality related rules and regulations, establishes permitting requirements, inspects emissions sources, and provides regulatory enforcement through such measures as educational programs or fines, when necessary.

The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and state ambient air quality standards (CAA and CCAA discussed

above). SCAQMD has responded to this requirement by preparing a series of AQMPs. The most recent AQMP was adopted by the Governing Board of the South Coast Air Quality Management District (SCAQMD) on March 3, 2017 ("2016 AQMP"). The 2016 AQMP represents a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies, and seeks to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gases and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The 2016 AQMP recognizes the critical importance of working with other agencies to develop funding and incentives that encourage the accelerated transition to cleaner vehicles, and the modernization of buildings and industrial facilities to cleaner technologies in a manner that benefits not only air quality, but also local businesses and the regional economy.

The 2016 AQMP includes both stationary and mobile source strategies to ensure that rapidly approaching attainment deadlines are met, that public health is protected to the maximum extent feasible, and that the region is not faced with burdensome sanctions if the Plan is not approved or if the NAAQS are not met on time. As with every AQMP, a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures is updated with the latest data and methods. The most significant air quality challenge in the Basin is to reduce nitrogen oxide (NOx) emissions sufficiently to meet the upcoming ozone standard deadlines.

The 2016 AQMP is composed of stationary and mobile source emission reduction strategies from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, furthering deployment of cleaner technologies, mobile source strategies and reductions from federal sources. These strategies are implemented in partnership with the California Air Resources Board (CARB) and the U.S. EPA. In addition, the Southern California Association of Governments (SCAG) recently approved their 2016 RTP/SCS that include transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained within baseline emissions inventory in the 2016 AQMP. The transportation strategy and transportation control measures (TCMs), included as part of the 2016 AQMP and SIP for the South Coast Air Basin, are based on SCAG's 2016 RTP/SCS and Federal Transportation Improvement Program (FTIP). Some of the control measures achieve emission reductions by continuing existing regulatory requirements and programs and extensions of those programs, while some control measures are not regulatory in form, but instead focus on incentives, outreach, and education to bring about emission reductions through voluntary participation and behavioral changes needed to complement regulations. In order to meet current standards, the 2016 AQMP builds upon past successes with new regulatory commitments for additional emissions reductions to the same extent as past AQMPs.

The future air quality levels projected in the 2016 AQMP are based on several assumptions. For example, the SCAQMD assumes that general new development within the Basin will occur in accordance with population growth and transportation projections identified by SCAG's 2016 RTP/SCS. The 2016 AQMP also assumes that general development projects will include feasible strategies (i.e., mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations, which are designed to address air quality impacts and pollution control measures. The 2016 AQMP incorporates new scientific data, primarily in the form of updated emissions inventories,

ambient measurements, new meteorological episodes, and new air quality modeling. General development projects would be affected in the form of any applicable rules and regulations – if any – that are adopted as a result of the 2016 AQMP. While economic growth for the region is desirable, it presents a challenge to air quality improvement efforts since the projected growth could offset the impressive progress made in reducing VOC, NOx, and PM2.5 emissions through adopted regulations. Meeting the U.S. EPA's current and more-stringent future air quality standards will require the continuation of emission reduction efforts from all levels of government.

In addition to the AQMP, the SCAQMD has prepared the CEQA Air Quality Handbook (1993) to assist lead agencies, as well as consultants, project proponents, and other interested parties, in evaluating potential air quality impacts of projects and plans proposed in the Basin. The AQMD is in the process of developing an "Air Quality Analysis Guidance Handbook" to replace the CEQA Air Quality Handbook approved by the AQMD Governing Board in 1993.

4. Local Agencies

a. City of Los Angeles

Local jurisdictions, such as the City of Los Angeles (City), have the authority and responsibility to reduce air pollution through their police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for implementation of the transportation control measures in the AQMP, such as bus turnouts, energy-efficient streetlights, and synchronized traffic signals. The City approved a comprehensive update to the long-term growth strategy in its General Plan. The Framework Element sets policy direction for the City's 35 Community Plan areas, in which detailed land use plans are described, and 12 citywide Elements (e.g., Transportation and Housing). The Framework Element supports land use and transportation policies and patterns that will assist the region in meeting air quality goals, for example, by encouraging the location of residential and commercial uses near transit centers and continuing the City's "centers" development concept.

The Air Quality Element of the City's General Plan was adopted on November 24, 1992 and sets forth the goals, objectives and policies that guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element acknowledges that numerous efforts are underway at the regional, county, and City levels addressing clean air concerns and that coordination of these various efforts and the involvement of the area's residents are crucial to the achievement of state and federal air quality standards. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and clean air goals. Mutually reinforcing strategies need to be developed to reduce the use of single occupant vehicles, vehicle trips, and vehicle miles traveled.

The Air Quality Element establishes six goals:

- Good air quality in an environment of continued population growth and healthy economic structure;
- Less reliance on single-occupant vehicles with fewer commute and non-work trips;
- Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques;
- Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality;
- Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels, and the implementation of conservation measures including passive measures such as site orientation and tree planting; and
- Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City utilizes the *CEQA Air Quality Handbook* as its guidance document for the environmental review of plans and development proposals within its jurisdiction.

D. Existing Air Quality Conditions

1. Existing Regional Air Quality

Ambient air quality is determined primarily by the type and amount of pollutants emitted into the atmosphere, as well as the size, topography, and meteorological conditions of a geographic area. The Basin has low mixing heights and light winds, which help to accumulate air pollutants. The most current average daily emissions inventory for the entire Basin and the Los Angeles County portion of the Basin is summarized in Table 2, 2015 Estimated Annual Average Emissions. As shown, exhaust emissions from mobile sources generate the majority of ROG, CO, NOx, and SOx in the Basin and the Los Angeles County portion of the Basin. Area-wide sources generate the most airborne particulates (i.e., PM_{10} and $PM_{2.5}$) in both the Basin and Los Angeles County.

Measurements of ambient concentrations of the criteria pollutants are used by the U.S. EPA and the CARB to assess and classify the air quality of each air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with national and state standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in "attainment." If the pollutant exceeds the standard, the area is classified as a "non-attainment" area. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated "unclassified."

Table 2
2015 Estimated Annual Average Emissions

Emissions Source	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
South Coast Air Basin						
Stationary (Point) Sources	114.2	47.9	52.4	18.3	26.1	16.1
Area-wide Sources	149.3	115.3	22.1	0.9	230.8	55.5
Mobile Sources	262.2	2,312.7	505.1	23.6	40.0	30.6
Total Emissions	**525.7**	**2,475.9**	**579.6**	**42.8**	**296.8**	**102.3**
Los Angeles County - South Coast Air Basin						
Stationary (Point) Sources	68.9	35.2	37.3	16.4	26.0	12.4
Area-wide Sources	91.3	52.5	13.3	0.4	138.2	31.5
Mobile Sources	154.5	1,376.6	359.1	40.9	27.4	21.9
Total Emissions	**314.7**	**1,464.3**	**409.7**	**57.7**	**191.7**	**65.9**

Sources: California Air Resources Board, Almanac Emission Projection Data, South Coast Air Basin and Los Angeles County 2015; website: https://www.arb.ca.gov/app/emsinv/emssumcat.php, accessed July 2018.

The U.S. EPA and the CARB use different standards for determining whether the Basin is in attainment. Federal and state standards are summarized in Table 3, Ambient Air Quality Standards. The attainment status for the Los Angeles County portion of the Basin with regard to the national ambient air quality standards (NAAQS) and California ambient air quality standards (CAAQS) are also shown in Table 3 on page 15. The CCAA designates air basins as either in attainment or nonattainment for each state air quality standard. The South Coast Air Basin is designated as a state and federal nonattainment area for O_3 and $PM_{2.5}$. In addition, the South Coast Air Basin is designated as a state nonattainment area for PM_{10}, and designated non-attainment for lead in the Los Angeles County portion of the Basin.

2. Existing Local Air Quality

The SCAQMD divides the Basin into 38 source receptor areas (SRAs) in which 38 monitoring stations operate to monitor the various concentrations of air pollutants in the region. The Project Site is located within SRA 1, which covers the Central Los Angeles County area. SCAQMD Station No. 087 collects ambient air quality data for SRA 1. This station currently monitors emission levels of O_3, CO, NO_2, SO_2, PM_{10} and $PM_{2.5}$. Table 4, Summary of Ambient Air Quality in the Project Vicinity, identifies the national and state ambient air quality standards for the relevant air pollutants, along with the ambient pollutant concentrations from 2013 to 2016, with 2016 being the latest year for available data.[1]

[1] *The most current air quality data available pertaining to ambient pollutant concentrations over a four-year period provided by the SCAQMD is from 2013 through 2016. SCAQMD, Historical Data by Year, website: http://www.aqmd.gov/smog/historicaldata.htm, accessed July 2018.*

Table 3
Ambient Air Quality Standards

Air Pollutant	Averaging Time	CAAQS		NAAQS	
		State Standard	Attainment Status	Federal Standard	Attainment Status
O_3	1 Hour	0.09 ppm	Non-attainment	--	Non-attainment
	8 Hour	0.07 ppm		0.070 ppm [a]	
CO	1 Hour	20.0 ppm	Attainment	35.0 ppm	Attainment
	8 Hour	9.0 ppm		9.0 ppm	
NO_2	1 Hour	0.18 ppm	Attainment	0.10 ppm	Attainment
	Annual	0.030 ppm		0.053 ppm	
SO_2 [b]	1 Hour	0.25 ppm	Attainment	0.075 ppm	Attainment
	24 Hour	0.04 ppm		0.14 ppm (for certain areas)	
Pb	30 Day	1.5 µg/m^3	Attainment	--	Non-attainment
	Calendar Quarter Year	--		1.5 µg/m^3	
	Rolling 3-Month Average	--		0.15 µg/m^3	
PM_{10}	24 Hour	50 µg/m^3	Non-attainment	150 µg/m^3	Attainment
	Annual	20 µg/m^3		--	
$PM_{2.5}$	24 Hour	--	Non-attainment	35 µg/m^3	Non-attainment
	Annual	12 µg/m^3		12 µg/m^3 [c]	

Notes:

[a] *On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.75 to 0.70 ppm.*

[b] *As of June 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.*

[c] *The national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m^3 to 12 µg/m^3 effective December 14, 2012.*

Sources: CARB, Ambient Air Quality Standards, May 4, 2016, website: http://www.arb.ca.gov/research/aaqs/aaqs2.pdf, accessed January 2018, CARB: State Area Designation Maps, current as of June 2017 (state and national), website: http://www.arb.ca.gov/desig/adm/adm.htm, accessed July 2018.

Table 4
Summary of Ambient Air Quality in the Project Vicinity

Air Pollutants Monitored Within SRA 1 Central Los Angeles Area	Year			
	2013	2014	2015	2016
O_3				
Maximum 1-hour concentration measured	0.081 ppm	0.113 ppm	0.104 ppm	0.103 ppm
Number of days exceeding national 0.124 ppm 1-hour standard	0	0	0	0
Number of days exceeding State 0.09 ppm 1-hour standard	0	3	2	2
Maximum 8-hour concentration measured	0.069 ppm	0.094 ppm	0.074 ppm	0.078 ppm
Number of days exceeding national 0.070 ppm 8-hour standard	0	6	6	4
Number of days exceeding State 0.07 ppm 8-hour standard	0	7	6	4
CO				
Maximum 1-hour concentration measured	--	3.0 ppm	3.2 ppm	1.9 ppm
Maximum 8-hour concentration measured	2.0 ppm	2.0 ppm	1.8 ppm	1.4 ppm
NO_2				
Maximum 1-hour concentration measured	90.3 ppb	82.1 ppb	79.1 ppb	64.7 ppb
Annual average	21.8 ppb	22.2 ppb	22.2 ppb	20.8 ppb
Does measured annual average exceed national 53.4 ppb annual average standard?	No	No	No	No
Does measured annual average exceed State 30 ppb annual average standard?	No	No	No	No
PM_{10}				
Maximum 24-hour concentration measured	57 µg/m^3	87 µg/m^3	88 µg/m^3	67 µg/m^3
Number of days exceeding national 150 µg/m^3 24-hour standard	0	0	0	0
Number of days exceeding State 50 µg/m^3 24-hour standard	1	32	26	18
Annual Average Concentration (Annual Arithmetic Mean (AAM))	29.5 µg/m^3	35.4 µg/m^3	33.0 µg/m^3	32.4 µg/m^3
Does measured AAM exceed State 20 µg/m^3 AAM standard?	Yes	Yes	Yes	Yes
$PM_{2.5}$				
Maximum 24-hour concentration measured	43.1 µg/m^3	59.9 µg/m^3	56.4 µg/m^3	44.4 µg/m^3
Number of days exceeding national 35.0 µg/m^3 24-hour standard	1	6	7	2
Annual Arithmetic Mean (AAM)	11.95 µg/m^3	12.36 µg/m^3	12.38 µg/m^3	11.83 µg/m^3
Does measured AAM exceed national 12 µg/m^3 AAM standard?	No	Yes	Yes	No
Does measured AAM exceed State 12 µg/m^3 AAM standard?	No	Yes	Yes	No
SO_2				
Maximum 1-hour concentration measured	6.3 ppb	5.4 ppb	12.6 ppb	13.4 ppb
99th Percentile Concentration (1 hour)	5.2 ppb	4.4 ppb	6.3 ppb	2.5 ppb
Pb				
Maximum monthly average concentration measured	0.013 µg/m^3	0.013 µg/m^3	0.013 µg/m^3	0.016 µg/m^3
Maximum 3-month rolling averages	0.011 µg/m^3	0.01 µg/m^3	0.01 µg/m^3	0.01 µg/m^3

Notes: ppm = parts by volume per million molecules of air
ppb = parts per billion per billion molecules of air
µg/m^3=micrograms per cubic meter
Source: SCAQMD, Historical Data by Year, website: http://www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year, accessed July 2018.

According to the air quality data shown in Table 4, the state one-hour ozone standard was exceeded three days in 2014, two days in 2015, and two days in 2016. The national eight-hour ozone standard was exceeded two days in 2014, six days in 2015, and four days in 2016. The state eight-hour ozone standard was exceeded two days in 2014, six days in 2015, and four days in 2016. The federal 24-hour PM_{10} standard has not been exceeded from 2013 through 2016, while the state 24-hour PM10 standard was exceeded one day in 2013, 32 days in 2014, 26 days in 2015, and 18 days in 2016. In addition, the state annual average standard for PM_{10} was exceeded each year from 2013 to 2016. The national 24-hour $PM_{2.5}$ standard was exceeded for one day in 2013, six days in 2014, seven days in 2015, and two days in 2016. The national and state annual average standards for $PM_{2.5}$ were exceeded in 2014 and 2015. Furthermore, neither national nor state standards for SO_2, CO, Lead (Pb) or NO_2 have been exceeded from 2013 to 2016.

2. ENVIRONMENTAL IMPACTS

A. Thresholds of Significance

The SCAQMD recommends that projects should be evaluated in terms of air pollution control thresholds established by the SCAQMD and published in the CEQA Air Quality Handbook. These thresholds were developed by the SCAQMD to provide quantifiable levels to which projects can be compared. The most current mass regional significance thresholds, shown in Table 5, SCAQMD Air Quality Significance Thresholds, are used in this analysis.

Table 5
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds		
Pollutant	**Construction**	**Operation**
NOx	100 pounds/day	55 pounds/day
VOC [a]	75 pounds/day	55 pounds/day
PM_{10}	150 pounds/day	150 pounds/day
$PM_{2.5}$	55 pounds/day	55 pounds/day
SO_x	150 pounds/day	150 pounds/day
CO	550 pounds/day	550 pounds/day

Notes:
[a] *The SCAQMD significance threshold is in terms of VOC while CalEEMod calculates reactive organic compounds (ROG) emissions. For purposes of this analysis, VOC and ROG are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.*
Source: SCAQMD Air Quality Significance Thresholds, website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2, Revision March 2015.

B. Project Impacts

1. Consistency with the 2016 AQMP

A significant air quality impact could occur if the Proposed Project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The 2016 AQMP represents a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies, and seeks to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gasses and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The 2016 AQMP recognizes the critical importance of working with other agencies to develop funding and incentives that encourage the accelerated transition to cleaner vehicles, and the modernization of buildings and industrial facilities to cleaner technologies in a manner that benefits not only air quality, but also local businesses and the regional economy. In addition, the SCAG approved its 2016 RTP/SCS that includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained within baseline emissions inventory in the 2016 AQMP. The transportation strategy and transportation control measures (TCMs), included as part of the 2016 AQMP and State Implementation Plan (SIP) for the South Coast Air Basin ("Basin"), are based on SCAG's 2016 RTP/SCS and Federal Transportation Improvement Program (FTIP). For purposes of assessing a project's consistency with the AQMP, projects that are consistent with the growth forecast projections of employment and population forecasts identified in the RTP/SCS are considered consistent with the AQMP, since the growth projections contained in the RTP/SCS form the basis of the land use and transportation control portions of the AQMP.

Based on the regional growth projections in the 2016 RTP/SCS, the City of Los Angeles had an estimated permanent population of approximately 3,845,500 persons, 1,325,500 residences, and 1,696,400 jobs in 2012. By the year 2040, SCAG forecasts that the City of Los Angeles will increase to approximately 4,609,400 persons (20% increase since the year 2012), 1,690,300 residences (28% increase since the year 2012) and 2,169,100 jobs (28% increase since the year 2012). The number of households within the City is Los Angeles is anticipated to increase by 364,800 households, or approximately 28% between 2012 and 2040. The Proposed Project's net increase of 64 dwelling units would be well within the SCAG's household growth forecast for the City of Los Angeles between 2012 and 2040. Therefore, the Proposed Project is consistent with the regional growth projections for the Los Angeles Subregion and is consistent with the smart growth policies of the 2016 RTP/SCS to increase housing density within close proximity to High-Quality Transit Areas (HQTA). An HQTA is defined as a generally walkable transit village or corridor within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The Proposed Project would concentrate new development within a half of a mile (walking distance) of several Metro and LADOT lines that run along major corridors such as 6th Street, 7th Street, 8th Street, and Alvarado Street and connect to other major regions of the Los Angeles area. Thus, the Project Site's location provides opportunities for residents and guests to use public transit to reduce vehicle trips. The Project Site is also located in a Transit Priority Area as defined by Public Resources Code Sections 21099 and 21064.3. Reports by the California Department of Transportation and SCAG have found that focusing development in areas served by transit

can result in local, regional and statewide benefits including reduced air pollution and energy consumption. The Proposed Project's close proximity to other commercial/retail land uses and regional transit would result in fewer trips and a reduction to the Proposed Project's VMTs as compared to the base trip rates for similar stand-alone land uses that are not located in close proximity to transit. Thus, because the Proposed Project would be consistent with the growth projections and regional land use planning policies of the 2016 RTP/SCS, the Proposed Project would not conflict with or obstruct implementation of the 2016 AQMP, and Project impacts would be less than significant.

2. Construction Emissions

a. Regional Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 18 months. This assumption is conservative and yields the maximum daily impacts. Construction activities associated with the Proposed Project would be undertaken in four consecutive phases: (1) demolition/site clearing, (2) grading/excavation, (3) building construction, and (4) architectural coating/finishing. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants at various stages of construction. Construction activities involving site excavation, grading and foundation preparation would primarily generate $PM_{2.5}$ and PM_{10} emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the Project Site) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod *Version 20163.2*) as recommended by the SCAQMD. Table 6, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each construction phase. These calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required and regulated by SCAQMD.

As shown in Table 6, below, construction-related daily emissions associated with the Proposed Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. Therefore, construction impacts are considered to be less than significant.

Table 6
Estimated Peak Daily Construction Emissions

Emission Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition / Site Clearing						
On-Site Fugitive Dust	--	--	--	--	0.33	0.05
On-Site Off-Road (Diesel Equipment)	0.95	8.60	7.69	0.01	0.54	0.51
Off-Site Hauling/Vendor/Worker Trips	0.52	15.76	3.68	0.05	1.22	0.38
Total Emissions	***1.47***	***24.36***	***11.37***	***0.06***	***2.09***	***0.94***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Grading / Excavation						
On-Site Fugitive Dust	--	--	--	--	0.36	0.19
On-Site Off-Road (Diesel Equipment)	1.98	21.57	14.88	0.03	0.98	0.92
Off-Site Hauling/Vendor/Worker Trips	0.46	12.84	3.27	0.04	1.07	0.33
Total Emissions	***2.44***	***34.41***	***18.15***	***0.07***	***2.41***	***1.44***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Building Construction						
On-Site Off-Road Diesel Equipment	1.86	16.13	14.37	0.02	0.97	0.94
Off-Site Hauling/Vendor/Worker Trips	0.45	1.66	3.45	0.01	0.94	0.26
Total Emissions	***2.31***	***17.79***	***17.82***	***0.03***	***1.91***	***1.20***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Architectural Coating						
On-Site Architectural Coating	11.42	--	--	--	0.00	0.00
On-Site Off-Road Diesel Equipment	1.29	9.70	11.33	0.02	0.58	0.58
Off-Site Hauling/Vendor/Worker Trips	0.07	0.05	0.55	<0.01	0.17	0.05
Total Emissions	***12.78***	***9.75***	***11.88***	***0.02***	***0.75***	***0.63***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust and Rule 1113 – Architectural Coatings. Calculation sheets are provided in Appendix A to this report.
Parker Environmental Consultants, 2018.

b. Localized Construction Emissions

In addition to the SCAQMD's regional significance thresholds, the SCAQMD has established localized significance criteria in the form of ambient air quality standards for criteria pollutants. To minimize the need for detailed air quality modeling to assess localized impacts, SCAQMD developed mass-based localized significance thresholds (LSTs) that are the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD, apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM_{10}, and $PM_{2.5}$.

The Project Site is located in SRA 1, which covers the Central Los Angeles County area. The nearest sensitive receptors that could potentially be subject to the localized air quality impacts associated with construction of the Proposed Project includes the multi-family residential to the immediate east and the school campus to the west of the Project Site. Figure 2, identifies all of the sensitive receptors within 500 feet of the Project Site. Given the proximity of these sensitive receptors to the Project Site, the LSTs with receptors located within 25 meters (82.02 feet) are used to address the potential localized air quality impacts associated with the construction-related NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions for each construction phase. Since the Project Site is approximately 0.88 acres, the construction LSTs for all phases are based on a Project Site of one acre. As shown in Table 7, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for an approximate one-acre site in SRA 1.

Table 7
Localized On-Site Peak Daily Construction Emissions

Construction Phase [a]	Total On-site Emissions (Pounds per Day)			
	NO_x [b]	CO	PM_{10}	$PM_{2.5}$
Demolition/Site Clearing	8.60	7.69	0.87	0.56
Grading/Excavation	21.57	14.88	1.34	1.11
Building Construction	16.13	14.37	0.97	0.94
Architectural Coatings	9.70	11.33	0.58	0.58
SCAQMD Localized Thresholds	**74**	**680**	**5**	**3**
Potentially Significant Impact?	***No***	***No***	***No***	***No***

Notes:
[a] *The localized thresholds for all phases are based on a receptor distance of 25 meters in SCAQMD's SRA 1 for a Project Site of one acre.*
[b] *The localized thresholds listed for NO_x in this table takes into consideration the gradual conversion of NO_x to NO_2, and are provided in the mass rate look-up tables in the "Appendix C - Mass Rate LST Look-up Tables" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels as they are associated with adverse health effects.*
Source: Final Localized Significance Threshold Methodology, June 2003, Revised July 2008; and CalEEMod 2016.3.2, Calculation sheets are provided in Appendix A.

Source: Google Earth, Aerial View, 2018.

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Figure 2
Air Quality Sensitive Receptors

3. Operational Emissions

a. Existing Emissions

The Project Site is currently developed with 18 duplex residential buildings with a total of 36 dwelling units. The existing use generates air pollutant emissions from stationary sources, such as space and water heating, architectural coatings (paint), and mobile vehicle traffic traveling to and from the Project Site. The peak daily emissions generated by the existing uses at the Project Site were estimated utilizing the California Emissions Estimator Model (CalEEMod *Version 2016.3.2*). As shown in Table 8, motor vehicles are the primary source of air pollutant emissions associated with existing uses at the Project Site.

Table 8
Existing Daily Operational Emissions from Project Site

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Area Sources	0.45	0.03	2.99	<0.01	0.02	0.02
Energy Sources	0.02	0.17	0.07	<0.01	0.01	0.01
Mobile Sources	0.51	2.45	6.89	0.02	1.54	0.43
Total Emissions	***0.98***	***2.65***	***9.95***	***0.02***	***1.57***	***0.46***
Wintertime (Non-Smog Season) Emissions						
Area Sources	0.45	0.03	2.99	<0.01	0.02	0.02
Energy Sources	0.02	0.17	0.07	<0.01	0.01	0.01
Mobile Sources	0.49	2.52	6.46	0.02	1.54	0.43
Total Emissions	***0.96***	***2.72***	***9.52***	***0.02***	***1.57***	***0.46***

Note: Calculation worksheets are provided in Appendix A to this IS/MND.
Parker Environmental Consultants 2018.

b. Proposed Project Emissions

Operational emissions associated with the Proposed Project were calculated using CalEEMod and the project characteristics as defined above. Operational emissions associated with the Proposed Project would be comprised of mobile source emissions, area source emissions, and energy source emissions. Mobile source emissions are generated by the increase in motor vehicle trips to and from the Project Site. Area source emissions would be generated by natural gas consumption for space and water heating, and landscape maintenance equipment. To determine if a regional air quality impact would occur, the increase in the Project's operational air quality emissions are compared to the SCAQMD's recommended mass regional thresholds for operational emissions shown in Table 5, above. As shown in Table 9, Proposed Project Estimated Daily Regional Operational Emissions, below, the Project Site's operational emissions would be below the regional thresholds of significance set by the SCAQMD. Accordingly, the Proposed Project would result in less than significant regional air quality emissions, and no mitigation measures are required.

Table 9
Proposed Project Estimated Daily Regional Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Area Sources	2.84	0.10	8.28	<0.01	0.05	0.05
Energy Sources	0.03	0.23	0.10	<0.01	0.02	0.02
Mobile Sources	1.35	6.81	18.14	0.06	4.89	1.35
Total Project Emissions:	***4.22***	***7.14***	***26.52***	***0.06***	***4.96***	***1.42***
Less Existing Emissions:	*-0.98*	*-2.65*	*-9.95*	*-0.02*	*-1.57*	*-0.46*
NET Project Site Emissions:	**3.24**	**4.49**	**16.57**	**0.04**	**3.39**	**0.96**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Potentially Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Wintertime (Non-Smog Season) Emissions						
Area Sources	2.84	0.10	8.28	<0.01	0.05	0.05
Energy Sources	0.03	0.23	0.10	<0.01	0.02	0.02
Mobile Sources	1.28	6.97	16.99	0.06	4.89	1.35
Total Project Emissions	***4.15***	***7.30***	***25.37***	***0.06***	***4.96***	***1.42***
Less Existing Emissions:	*-0.96*	*-2.72*	*-9.52*	*-0.02*	*-1.57*	*-0.46*
NET Project Site Emissions:	**3.19**	**4.58**	**15.85**	**0.04**	**3.39**	**0.96**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Potentially Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Source: CalEEMod 2016.3.2, Calculation worksheets are provided in Appendix A.						

C. Mitigation Measures

The Proposed Project's air quality impacts would not exceed the regional and localized air quality thresholds. Therefore, no mitigation measures are required.

D. Cumulative Impacts

Development of the Proposed Project in conjunction with other development projects within the Project vicinity would result in an increase in construction and operational emissions in the already urbanized area of the City of Los Angeles. The 2016 AQMP was prepared to accommodate growth, reduce pollutants within the areas under SCAQMD jurisdiction, improve the overall air quality of the region, and minimize the impact on the economy. Growth that is consistent with the 2016 AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified by SCAG, implementation of the 2016 AQMP will not be obstructed by such growth and cumulative impacts would be less than significant. Since the Proposed Project is consistent with SCAG's growth projections, it would not have a cumulatively considerable contribution to an impact regarding a potential conflict with or obstruction of the implementation of the applicable air quality plan. Thus, the Proposed Project's cumulative impacts related to conformance with the 2016 AQMP would be less than significant.

Cumulative air quality impacts from construction and operation of the Proposed Project, based on SCAQMD guidelines, are analyzed in a manner similar to Project-specific air quality impacts. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Thus, as discussed above, because the construction-related and operational daily emissions associated with Proposed Project would not exceed the SCAQMD's recommended thresholds, these emissions associated with the Proposed Project would not be cumulatively considerable. Therefore, cumulative air quality impacts would be less than significant.

II. GREENHOUSE GAS EMISSIONS ANALYSIS

1. INTRODUCTION

A. Overview of Greenhouse Gas Emissions

Greenhouse gas (GHG) emissions refer to a group of emissions that have the potential to trap heat in the atmosphere and consequently affect global climate conditions. Scientific studies have concluded that there is a direct link between increased emission of GHGs and long-term global temperature. The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), nitrogen trifluoride (NF_3), and water vapor (H_2O). A general description of each GHG discussed in this section is provided in Table 10, Description of Identified Greenhouse Gases, below.

Table 10
Description of Identified Greenhouse Gases

Greenhouse Gas	General Description
CO_2	CO_2 is an odorless, colorless GHG, which has both natural and anthropogenic sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing; anthrogenic sources of CO_2 are burning coal, oil, natural gas, and wood.
CH_4	CH_4 is a flammable gas and is the main component of natural gas. When one molecule of CH_4 is burned in the presence of oxygen, one molecule of CO_2 and two molecules of water are released. There are no ill health effects from CH_4. A natural source of CH_4 is the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain CH_4, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and cattle.
N_2O	N_2O is a colorless GHG. High concentrations can cause dizziness, euphoria, and sometimes slight hallucinations. N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used in rocket engines, race cars, and as an aerosol spray propellant.
HFCs	HFCs are synthetic man-made chemicals that are used as a substitute for chlorofluorocarbons (CFCs) for automobile air conditioners and refrigerants. CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. Because they destroy stratospheric ozone, the production of CFCs was stopped as required by the Montreal Protocol in 1987.
PFCs	PFCs have stable molecular structures and do not break down though the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above the Earth's surface are able to destroy the compounds. PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane and hexafluoroethane. The two main sources of PFCs are primary aluminum production and semiconductor manufacture.
SF_6	SF_6 is an inorganic, odorless, colorless, non-toxic, and nonflammable gas. SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.
Source: Association of Environment Professionals, Alternative Approaches to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents, Final, June 29, 2007.	

CO_2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. CO_2 is the most abundant GHG present within the atmosphere. Other GHGs present within the atmosphere are less abundant, but have higher global warming potential (GWP) than CO_2. Thus, emissions of other GHGs are frequently expressed in the equivalent mass of CO_2, denoted as CO_2e. Forest fires, decomposition, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooking food are the primary sources of GHG emissions. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e).

B. Regulatory Framework

1. State Regulations

a. California Global Warming Solutions Act (AB 32)

The California Global Warming Solutions Act of 2006, widely known as AB 32, requires the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verification of statewide GHG emissions. CARB is directed to set a statewide GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

b. Executive Order B-30-15

On April 29, 2015, California Governor Edmund B. Brown Jr. issued Executive Order B-30-15. Therein, Governor Brown:

- Established a new interim statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030;
- Ordered all state agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets; and
- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.

c. Senate Bill 32 and Assembly Bill 197

In summer 2016 the Legislature passed, and the Governor signed, Senate Bill 32 (SB 32) (Pavley, Chapter 249, Statutes of 2016) and Assembly Bill 197 (AB 197) (Garcia, Chapter 250, Statutes of 2016). SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in Governor Brown's April 2015 Executive Order B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels, consistent with an Intergovernmental Panel on Climate Change (IPCC) analysis of the emissions trajectory that would stabilize atmospheric GHG concentrations at 450 parts per million carbon dioxide equivalent (CO_2e) and

reduce the likelihood of catastrophic impacts from climate change. The companion bill to SB 32, AB 197, provides additional direction to CARB on the following areas related to the adoption of strategies to reduce GHG emissions.

d. Scoping Plan

Emission reduction measures that could not be initiated in the 2007-2012 timeframe were considered in the Scoping Plan, which was published by CARB in December 2008. The Scoping Plan is defined by AB 32 as "achieving the maximum technologically feasible and cost-effective reductions in GHG emissions from sources or categories of sources of GHGs by 2020." Scoping Plan measures include direct emission reductions, alternative compliance mechanisms, market-based compliance mechanisms, and potential monetary and non-monetary incentives for sources for categories. By January 1, 2014 and every five years thereafter, CARB will update its Scoping Plan.

The Climate Change Scoping Plan calls for a "coordinated set of solutions" to address all major categories of GHG emissions. Transportation emissions will be addressed through a combination of higher standards for vehicle fuel economy, implementation of the Low Carbon Fuel Standard, and greater consideration to reducing trip length and generation through land use planning and transit-oriented development. Buildings, land use, and industrial operations will be encouraged and, sometimes, required to use energy more efficiently. Utility energy supplies will change to include more renewable energy sources through implementation of the Renewables Portfolio Standard. Additionally, the Climate Change Scoping Plan emphasizes opportunities for households and businesses to save energy and money through increasing energy efficiency. It indicates that substantial savings of electricity and natural gas will be accomplished through "improving energy efficiency by 25 percent."

In December 2017, CARB adopted "California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target" (2017 Scoping Plan) that describes the actions the State will take to achieve the SB 32 climate goal of reducing GHG emissions at least 40 percent below 1990 levels by 2030. The 2017 Scoping Plan includes input from a range of State agencies and is the result of a two-year development process including extensive public and stakeholder outreach designed to ensure that California's climate and air quality efforts continue to improve public health and drive development of a more sustainable economy. It outlines an approach that cuts across economic sectors to combine GHG reductions with reductions of smog-causing pollutants, while also safeguarding public health and economic goals. The Plan reflects the direction from the Legislature on the Cap-and-Trade Program, as described in AB 398, the need to extend key existing emissions reductions programs, and acknowledges the parallel actions required under AB 617 to strengthen monitoring and reduce air pollution at the community level.

The actions identified in the proposed plan in the 2017 Scoping Plan Update can reduce overall GHG emissions in California, and deliver strong policy signals that will continue to drive investment and certainty in a low carbon economy. The proposed plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while also identifying new, technologically feasibility and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes

and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The 2017 Scoping Plan is developed to be consistent with requirements set forth in AB 32, SB 32, and AB 197. The 2017 Scoping Plan includes policies to require direct GHG reductions at some of the State's largest stationary sources and mobile sources. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and-Trade Program, which constrains and reduces emissions at covered sources. Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 $MMTCO_2e$. California has made progress toward achieving the 2020 statewide GHG target while also reducing criteria pollutants and toxic air contaminants and supporting economic growth.

e. Title 24 Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Nonresidential Buildings, located at Title 24, Part 6 of the California Code of Regulations and commonly referred to as "Title 24," were established 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 efficiency technologies and methods.

California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2016 Standards went into effect on January 1, 2017, and improve upon the 2013 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The CEC adopted the 2016 changes to the Building Energy Efficiency Standards to respond to the mandates of AB 32 and to pursue California energy policy that energy efficiency is the resource of first choice for meeting California's energy needs.

f. California Green Building Standards

The California Green Building Standards Code, which is Part 11 of the California Code of Regulations, is commonly referred to as the CALGreen Code. The first edition of the CALGreen Code was released in 2008 and contained only voluntary standards. The 2016 CALGreen Code was updated in 2016 and became effective on January 1, 2017 and applies to non-residential developments. Residential measures and standards would need to adhere to the 2013 CALGreen Code. The CALGreen Code contains requirements for construction site selection, storm water control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation and more. The CALGreen Code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The CALGreen Code also requires building commissioning which is a process for the verification that all building systems, like heating and cooling equipment and lighting systems are functioning at their maximum efficiency.

2. Regional Regulations

a. Southern California Association of Governments (SCAG)

As discussed previously, SCAG is a regional planning agency and forum for regional issues relating to transportation, the economy and community development, and the environment.

On April 7, 2016, SCAG adopted the 2016 Regional Transportation Plan/Sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life (2016 RTP/SCS). Within the RTP, the SCS demonstrates the region's ability to attain and exceed the GHG emission-reduction targets set forth by CARB. The SCS sets forth a regional plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of SB 375, as evidenced by several Compass Blueprint Demonstration Projects and various county transportation improvements. The SCS focuses the majority of new housing and job growth in High-Quality Transit Areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures. By analyzing the performance of land use changes and transportation strategies related to GHG emissions reductions, the 2016 RTP/SCS concluded that GHG emissions per capita relative to 2005 emissions would be reduced by 8% in 2020, 18% in 2035, and 21% in 2040 in the SCAG region, which would exceed CARB's required reduction targets. These future GHG goals and conditions would be met in 2040 if investments and strategies detailed in the 2016 RTP/SCS are fully realized.

b. SCAQMD

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds. Within its October 2008 document, the SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 metric tons per year. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where the SCAQMD is the lead agency. However, the SCAQMD has yet to adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects). Although SCAQMD formed a GHG Significance Threshold Working Group to further evaluate potential GHG significance thresholds, this group has not met since 2010.

3. Local Regulations

a. City of Los Angeles Green Building Code

In order to help implement the Green L.A. Plan's goal of improving energy conservation and efficiency the Los Angeles City Council adopted the L.A. Green Building Code applicable to new development projects.

In 2010, the City adopted the 2010 CALGreen, with amendments, as Ordinance No. 181,480, thereby codifying provisions of CALGreen as the new Los Angeles Green Code ("L.A. Green Code"). As amended by Ordinance 184,692 in 2016, the L.A. Green Code was amended to incorporate by reference portions of the 2016 Edition of the CALGreen Code. The L.A. Green Code, as amended, contains both mandatory and voluntary green building measures for the reduction of GHG emissions through energy conservation. Among many requirements, the L.A. Green Code requires projects to incorporate infrastructure to support future electric vehicle supply equipment (EVSE), reduce the overall use of potable water by 20 percent, meet the applicable provisions of the California Energy Code, and comply with the construction and demolition solid waste handling and diversion requirements mandated in Section 66.32 of the LAMC, among other provisions.

2. ENVIRONMENTAL IMPACTS

A. Thresholds of Significance

The *L.A. CEQA Thresholds Guide* does not provide any guidance as to how climate change issues are to be addressed in CEQA documents. Furthermore, neither the SCAQMD nor the State CEQA Guidelines Amendments provide any adopted thresholds of significance for addressing a mixed-use project's GHG emissions. The SCAQMD adopted a threshold of significance of 10,000 $MTCO_2e$ per year for projects where the Air District is the CEQA lead agency (i.e., stationary source, industrial projects). SCAQMD staff analyzed, but the SCAQMD Governing Board did not adopt, a tiered threshold of significance for mixed-use projects of 3,000 $MTCO_2e$ per year.[2]

In the absence of any applicable adopted quantitative thresholds of significance, the Proposed Project's greenhouse gas emissions would be considered less than significant if the Project's GHG emissions: (a) are below the SCAQMD's proposed screening threshold of significance for mixed-use projects of 3,000 $MTCO_2e$ per year and (b) there is substantial evidence to support the finding that the Proposed Project is substantially consistent with the following applicable regulatory plans and policies to reduce GHG emissions: the SB 32, the Climate Change Scoping Plan, SCAG's 2016 RTP/SCS, and the City of Los Angeles Green Building Ordinance.

[2] *SCAQMD, Agenda Item No. 31, Governing Board Meeting Date December 5, 2008 (available at http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds/page/2).*

B. Project Impacts

1. Construction Emissions

Construction of the Proposed Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. These impacts would vary day to day over the approximate 18-month duration of construction activities.

Emissions of GHGs were calculated using CalEEMod (*Version 2016.3.2*) for each year of construction of the Proposed Project and the results of this analysis are presented in Table 11, Proposed Project Construction-Related Greenhouse Gas Emissions. As shown in Table 11, the total GHG emissions from construction activities related to the Proposed Project would be 711.65 metric tons with the greatest annual emissions of occurring in 2019.

Table 11
Proposed Project Construction-Related Greenhouse Gas Emissions

Year	CO_2e Emissions (Metric Tons per Year)
2019	553.36
2020	158.29
Total Construction GHG Emissions:	**711.65**

Source: CalEEMod Version 2016.3.2; Calculation data and results are provided in Appendix B to this report.

2. Operational Emissions

a. Existing Baseline GHG Emissions

The Project Site is developed with 18 duplex homes with a total of 36 dwelling units and serves as the existing conditions baseline. The operations of the residential uses generate GHG emissions as a result of vehicle trips and building operations involving the use of electricity, natural gas, water, and generation of solid waste and wastewater. The average daily GHG emissions generated by the existing Project Site have been estimated utilizing the CalEEMod computer model recommended by the SCAQMD. Table 12 Existing Project Site Greenhouse Gas Emissions, presents the GHG emissions associated with operation of the existing gas station and convenience store at the Project Site. As shown in Table 12, the existing operations on the Project Site generate approximately 495.14 CO^2e MTY.

Table 12
Existing Project Site Greenhouse Gas Emissions

Emissions Source	CO_2e Emissions (Metric Tons per Year)
Area	0.62
Energy	135.39
Mobile	321.39
Waste	8.33
Water	29.41
Total	**495.14**

Greenhouse gas emissions were estimated using CalEEMod Version 2016.3.2
Calculation data and results provided in Appendix B to this report.

b. Proposed Project GHG Emissions

The Proposed Project would generate greenhouse gas emissions from the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment and generation of solid waste and wastewater. The Proposed Project's emissions were calculated using CalEEMod and based on the assumptions that the Project is constructed in compliance with the energy conservation measures mandated by the City of Los Angeles Green Building Code, which reflects in part, the City's commitment to reducing waste disposal, conserving energy, conserving water, and promoting "green" building practices, which are consistent with the goals of AB 32 with respect to how local municipalities can assist the State in achieving its GHG reduction goals. As shown in Table 13, below, the GHG emissions generated by the Proposed Project would result in a net increase of 889.32 CO_2e MTY.

Table 13
Proposed Project Operational Greenhouse Gas Emissions

Emissions Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)		
	Base Project Without GHG Reduction Features	Proposed Project	Percent Reduction [a]
Area	1.73	1.73	0%
Energy	303.19	303.19	0%
Mobile (Motor Vehicles)	978.90	978.90	0%
Waste	23.13	11.57	50%
Water	81.69	65.35	20%
Construction Emissions [b]	23.72	23.72	--
Proposed Project Total:	**1,412.36**	**1,384.46**	**2%**
Less Existing Project Site:	-- [c]	*-495.14*	--
Proposed Project Net Total:	**1,412.36**	**889.32**	**37%**

Notes:
[a] *The Percent Reduction is not a quantitative threshold of significance, but shows the efficacy of the Project's compliance with the various regulations, plans and policies that have been adopted with the intent of reducing GHG emissions.*
[b] *The total construction GHG emissions were amortized over 30 years and added to the operation of the Project.*
[c] *The existing emissions were not deducted from the Project Without GHG Reduction Measures to demonstrate the benefit of developing on an infill lot with active commercial uses.*
Calculation data and results provided in Appendix B to this report.

For purposes of this analysis, it should be noted that the Proposed Project's structural and operational features such as installing low-flow plumbing fixtures, installing ENERGY STAR-rated appliances, and implementing an operational recycling program during the life of the Project would reduce the Project's GHG emissions by approximately two percent. When considering the fact that the Proposed Project is an infill development and is recycling land and reutilizing existing structures, which is encouraged through the state, regional and local plans and policies (i.e., SB 32, SB 375, and SCAG's 2016 RTP/SCS growth strategy), the Proposed Project would realize a 37 percent reduction in GHG emissions as compared to a similar project of the same size without replacing an existing land use. As demonstrated above, the Proposed Project would not exceed the SCAQMD proposed mixed-use residential screening threshold of 3,000 $MTCO_2e$/year. While neither SCAQMD nor the City have adopted this screening threshold, the fact the Proposed Project's GHG emissions are below the threshold provides further substantial evidence that the Proposed Project's GHG impacts are less than significant.

Through required implementation of the Green Building Code, the Project Site's location on an infill site, the Proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's SB 32 Scoping Plan aimed at achieving a 40 percent reduction of 1990 GHG emission levels by 2030. The following describes the benefits and applicability of the Proposed Project's compliance measures and design features that serve to reduce the carbon footprint of the development:

1. **Infill Development.** The Proposed Project is located on an infill site that is currently developed with residential land uses and is located within a Transit Priority Area. The Proposed Project would include the demolition of the existing structures, which would off-set some of the Proposed Project's operational emissions. The Project Site is also located in an area that is adequately served by existing infrastructure and would not require the extension of utilities or roads to accommodate the proposed development.

2. **Transit Priority Area.** The Proposed Project is also located in a Transit Priority Area as defined by CEQA Sections 21099 and 21064.3. Studies by the California Department of Transportation, the U.S. Environmental Protection Agency and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional and statewide benefits including reduced air pollution and energy consumption. The Proposed Project's close proximity to neighborhood-serving commercial/retail land uses and regional transit would result in fewer trips and a reduction to the Proposed Project's vehicle miles traveled (VMTs) as compared to the base trip rates for similar stand-alone residential uses that are not located in close proximity to transit.

3. **Energy Conservation**. The Proposed Project must adhere to Title 24 2016 standards and include ENERGY STAR appliances.

4. **Solid Waste Reduction Efforts**. California Green Building Code Section 4.408.1, imposes mandatory measures for residential projects that require developers to recycle

and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with either Section 4.408.2, 4.408.3 or 4.408.4, or meet a more stringent local construction and demolition waste management ordinance. Diversion efforts would be accomplished through source reduction, recycling, and composting. Finally, the Proposed Project is required by the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials. As such, a 50 percent reduction of a Project's waste stream to the local landfill would reduce methane emissions and thus lower the Project's contribution to global GHG emissions.

5. **Water Conservation**. As mandated by the 2017 Los Angeles Green Building Code, the Proposed Project would be required to provide a schedule of plumbing fixtures and fixture fittings that implement water use reduction by complying with one of the following: (1) a 20% reduction in the building's "water use baseline" as demonstrated in Table 4.303.4.1 of Section 4.303.4 of the Los Angeles Plumbing Code; or (2) comply with the maximum flow rates shown in Table 4.303.4.2 of the Plumbing Code's Section 4.303.4. The Proposed Project's water budget for landscape irrigation use shall conform to the California Department of Water's Resources' Model Water Efficient Landscape Ordinance (MWELO). Such landscape water reduction methods include, but are not limited to, use of captured rainwater, recycled water, graywater, or water treated for irrigation purposes and conveyed by a water district or public entity. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs.

3. Plan Consistency

a. Consistency with 2017 Scoping Plan

While the Scoping Plan provided several board goals and policies aimed at reducing greenhouse gasses on a statewide level, some of the policies are applicable or interrelated to the development of specific land use projects at the local level. Provided below is a consistency analysis of the Scoping Plan's policies that are applicable or indirectly applicable to the Proposed Project.

Energy Efficiency. The Proposed Project would be consistent with the Scoping Plan's policy to (a) maximize energy efficiency building and appliance standards and pursue additional efficiency efforts including new technologies, and new policy and mechanisms, and (b) to pursue comparable investment in energy efficiency from all retail providers of electricity in California. The Proposed Project would be designed and constructed to meet L.A. Green Building Code standards by including several measures designed to reduce energy consumption including but not limited to installing efficient lighting fixtures, low flow plumbing fixtures, and installing ENERGY Star rated appliances.

Renewables Portfolio Standard. The Proposed Project would not impede the Scoping Plan's policy to achieve 33 percent renewable energy mix statewide. While this policy is not directly applicable to the

Proposed Project, the Project would use energy from the Los Angeles Department of Water and Power (LADWP), which has goals to diversify its portfolio of energy sources to increase the use of renewable energy to 35 percent.

Green Building Strategy. The Proposed Project would be consistent with the Scoping Plan's policy to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The Proposed Project would be designed and constructed to meet L.A. Green Building Code standards by including several measures designed to reduce energy consumption including but not limited to installing efficient lighting fixtures, low flow plumbing fixtures, and installing ENERGY Star rated appliances.

Recycling and Waste. The Proposed Project would be consistent with the Scoping Plan's policy to reduce methane emissions at landfills, increase waste diversion, composting and other beneficial uses of organic materials and mandate commercial recycling, and to move toward zero waste. It would meet the City's 70 percent waste diversion rate goal and comply with the City's Zero Waste Plan, which will reduce solid waste, increase recycling, and manage trash in the City through the year 2030.

Water. The Proposed Project would be consistent with the Scoping Plan's policy to continue efficiency programs and use cleaner energy sources to move and treat water. The Proposed Project would use water-efficient low-flow plumbing fixtures that would reduce the demand for potable water on site. As such, the Proposed Project's conservation efforts would be achieved by complying with the Green Building Code and would further reduce the demands for treating potable water and wastewater.

b. Consistency with 2016 RTP/SCS

The Proposed Project represents an infill development within an existing urbanized area that would concentrate new residential uses within a High Quality Transit Area (HQTA). The Proposed Project would provide residents with convenient access to public transit and opportunities for walking and biking, which would facilitate a reduction in vehicle miles traveled and related vehicular GHG emissions. These and other measures would further promote a reduction in vehicle miles traveled and subsequent reduction in GHG emissions, which would be consistent with the goals of SCAG's 2016 RTP/SCS.

c. Consistency with L.A. Green Building Code

The L.A. Green Code contains both mandatory and voluntary green building measures for the reduction of GHG emissions through energy conservation. Among many requirements, the L.A. Green Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards adopted by the California Energy Commission, meet 50 percent construction waste recycling levels, provide on-site storage for short and long term bicycle parking areas, and provide Energy-Star rated appliances were applicable. The Proposed Project would comply with these mandatory measures. Therefore, the Project is consistent with the L.A. Green Building Code.

As demonstrated above, the Proposed Project's design features and compliance with regulatory measures would be consistent with local and statewide goals and policies aimed at reducing the generation of

GHGs, including SB 32, SB 375, the LA Green Building Code, and CARB's 2017 Scoping Plan aimed at achieving 40 percent below 1990 GHG emission levels by 2030. Therefore, the Proposed Project's generation of GHG emissions would not make a project-specific or cumulatively considerable contribution to conflicting with an applicable plan, policy or regulation for the purposes of reducing the emissions of greenhouse gases, and the Proposed Project's impact would be less than significant.

C. Mitigation Measures

The Proposed Project's impacts would be less than significant with adherence to applicable regulatory compliance measures and with greenhouse gas reducing measures. Therefore, no mitigation measures are warranted.

D. Cumulative Impacts

The GHG emissions from a residential project with up to 100 multi-family residential units is relatively very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Rather, it is the increased accumulation of GHG emissions from more than one project and many sources in the atmosphere that may result in global climate change, which can cause the adverse environmental effects previously discussed. Accordingly, the threshold of significance for GHG emissions determines whether a project's contribution to global climate change is "cumulatively considerable." Many regulatory agencies, including the SCAQMD, concur that GHG and climate change should be evaluated as a potentially significant cumulative impact, rather than a project's direct impact. Accordingly, the GHG analysis presented above analyzes whether the Proposed Project's impact would be cumulatively considerable using a plan-based approach (and quantitative and qualitative analysis) to determine the Proposed Project's contributing effect on climate change. The Proposed Project would be consistent with all applicable local ordinances, regulations and policies that have been adopted in furtherance of the state and City's goals of reducing GHG emissions. Thus, the Proposed Project would not make a cumulatively considerable contribution to GHG emissions.

III. REFERENCES

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APPENDIX A

Air Quality CalEEMod Worksheets
740-760 Grand View Street Project
July 2018

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714-760 S. Grand View Street - Existing Conditions Only

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse	36.00	Dwelling Unit	0.88	16,596.00	103

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Existing Conditions: 18 duplex buildings with total of 36 dwelling units.

Construction Phase - IGNORE CONSTRUCTION EMISSIONS FOR EXISTING CONDITIONS SCENARIO.

Off-road Equipment -

Off-road Equipment -

Woodstoves - No woodstoves or fireplaes on-site.

Energy Use - Historical Title 24 assumed for existing conditions.

Sequestration - 19 trees on-site

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	22.00
tblConstructionPhase	NumDays	100.00	22.00
tblConstructionPhase	PhaseEndDate	1/15/2019	8/27/2018
tblConstructionPhase	PhaseEndDate	1/1/2019	8/27/2018
tblConstructionPhase	PhaseStartDate	1/9/2019	7/27/2018
tblConstructionPhase	PhaseStartDate	8/15/2018	7/27/2018
tblEnergyUse	NT24E	3,125.85	3,795.01
tblEnergyUse	NT24NG	3,046.55	4,831.00
tblEnergyUse	Refrigerator	824.10	731.00
tblEnergyUse	T24E	286.69	186.63
tblEnergyUse	T24NG	15,240.45	13,424.50
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	30.60	0.00
tblFireplaces	NumberNoFireplace	3.60	0.00
tblFireplaces	NumberWood	1.80	0.00
tblLandUse	LandUseSquareFeet	36,000.00	16,596.00
tblLandUse	LotAcreage	2.25	0.88
tblSequestration	NumberOfNewTrees	0.00	19.00
tblWoodstoves	NumberCatalytic	1.80	0.00
tblWoodstoves	NumberNoncatalytic	1.80	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	6.3030	13.6541	11.1471	0.0189	0.3721	0.8656	1.2377	0.0993	0.8085	0.9078	0.0000	1,889.8939	1,889.8939	0.4039	0.0000	1,899.9912
Maximum	**6.3030**	**13.6541**	**11.1471**	**0.0189**	**0.3721**	**0.8656**	**1.2377**	**0.0993**	**0.8085**	**0.9078**	**0.0000**	**1,889.8939**	**1,889.8939**	**0.4039**	**0.0000**	**1,899.9912**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	6.3030	13.6541	11.1471	0.0189	0.3721	0.8656	1.2377	0.0993	0.8085	0.9078	0.0000	1,889.8939	1,889.8939	0.4039	0.0000	1,899.9912
Maximum	**6.3030**	**13.6541**	**11.1471**	**0.0189**	**0.3721**	**0.8656**	**1.2377**	**0.0993**	**0.8085**	**0.9078**	**0.0000**	**1,889.8939**	**1,889.8939**	**0.4039**	**0.0000**	**1,899.9912**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4493	0.0347	2.9911	1.6000e-004		0.0163	0.0163		0.0163	0.0163	0.0000	5.3479	5.3479	5.3000e-003	0.0000	5.4804
Energy	0.0194	0.1659	0.0706	1.0600e-003		0.0134	0.0134		0.0134	0.0134		211.8285	211.8285	4.0600e-003	3.8800e-003	213.0873
Mobile	0.4878	2.5198	6.4634	0.0194	1.5198	0.0240	1.5438	0.4067	0.0226	0.4294		1,969.7449	1,969.7449	0.1128		1,972.5652
Total	**0.9565**	**2.7204**	**9.5250**	**0.0206**	**1.5198**	**0.0538**	**1.5736**	**0.4067**	**0.0524**	**0.4591**	**0.0000**	**2,186.9213**	**2,186.9213**	**0.1222**	**3.8800e-003**	**2,191.1329**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4493	0.0347	2.9911	1.6000e-004		0.0163	0.0163		0.0163	0.0163	0.0000	5.3479	5.3479	5.3000e-003	0.0000	5.4804
Energy	0.0194	0.1659	0.0706	1.0600e-003		0.0134	0.0134		0.0134	0.0134		211.8285	211.8285	4.0600e-003	3.8800e-003	213.0873
Mobile	0.4878	2.5198	6.4634	0.0194	1.5198	0.0240	1.5438	0.4067	0.0226	0.4294		1,969.7449	1,969.7449	0.1128		1,972.5652
Total	**0.9565**	**2.7204**	**9.5250**	**0.0206**	**1.5198**	**0.0538**	**1.5736**	**0.4067**	**0.0524**	**0.4591**	**0.0000**	**2,186.9213**	**2,186.9213**	**0.1222**	**3.8800e-003**	**2,191.1329**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	IGNORE Building Construction	Building Construction	7/27/2018	8/27/2018	5	22	
2	IGNORE Architectural Coating	Architectural Coating	7/27/2018	8/27/2018	5	22	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 33,607; Residential Outdoor: 11,202; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
IGNORE Architectural Coating	Air Compressors	1	6.00	78	0.48
IGNORE Building Construction	Cranes	1	4.00	231	0.29
IGNORE Building Construction	Forklifts	2	6.00	89	0.20
IGNORE Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
IGNORE Building Construction	5	26.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
IGNORE Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 IGNORE Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520		1,146.5323	1,146.5323	0.3569		1,155.4555
Total	**1.0848**	**11.0316**	**7.7512**	**0.0114**		**0.7087**	**0.7087**		**0.6520**	**0.6520**		**1,146.5323**	**1,146.5323**	**0.3569**		**1,155.4555**

3.2 IGNORE Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0178	0.4856	0.1340	1.0200e-003	0.0256	3.6000e-003	0.0292	7.3700e-003	3.4400e-003	0.0108		108.3026	108.3026	8.1500e-003		108.5063
Worker	0.1523	0.1100	1.1807	2.9800e-003	0.2906	2.3200e-003	0.2929	0.0771	2.1400e-003	0.0792		296.5766	296.5766	0.0101		296.8296
Total	**0.1701**	**0.5956**	**1.3147**	**4.0000e-003**	**0.3162**	**5.9200e-003**	**0.3221**	**0.0844**	**5.5800e-003**	**0.0900**		**404.8792**	**404.8792**	**0.0183**		**405.3359**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520	0.0000	1,146.5323	1,146.5323	0.3569		1,155.4555
Total	**1.0848**	**11.0316**	**7.7512**	**0.0114**		**0.7087**	**0.7087**		**0.6520**	**0.6520**	**0.0000**	**1,146.5323**	**1,146.5323**	**0.3569**		**1,155.4555**

3.2 IGNORE Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0178	0.4856	0.1340	1.0200e-003	0.0256	3.6000e-003	0.0292	7.3700e-003	3.4400e-003	0.0108		108.3026	108.3026	8.1500e-003		108.5063
Worker	0.1523	0.1100	1.1807	2.9800e-003	0.2906	2.3200e-003	0.2929	0.0771	2.1400e-003	0.0792		296.5766	296.5766	0.0101		296.8296
Total	**0.1701**	**0.5956**	**1.3147**	**4.0000e-003**	**0.3162**	**5.9200e-003**	**0.3221**	**0.0844**	**5.5800e-003**	**0.0900**		**404.8792**	**404.8792**	**0.0183**		**405.3359**

3.3 IGNORE Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.7202					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.1171
Total	**5.0189**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.3 IGNORE Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0293	0.0212	0.2271	5.7000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.1000e-004	0.0152		57.0340	57.0340	1.9500e-003		57.0826
Total	**0.0293**	**0.0212**	**0.2271**	**5.7000e-004**	**0.0559**	**4.5000e-004**	**0.0563**	**0.0148**	**4.1000e-004**	**0.0152**		**57.0340**	**57.0340**	**1.9500e-003**		**57.0826**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.7202					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**5.0189**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.3 IGNORE Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0293	0.0212	0.2271	5.7000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.1000e-004	0.0152		57.0340	57.0340	1.9500e-003		57.0826
Total	**0.0293**	**0.0212**	**0.2271**	**5.7000e-004**	**0.0559**	**4.5000e-004**	**0.0563**	**0.0148**	**4.1000e-004**	**0.0152**		**57.0340**	**57.0340**	**1.9500e-003**		**57.0826**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4878	2.5198	6.4634	0.0194	1.5198	0.0240	1.5438	0.4067	0.0226	0.4294		1,969.7449	1,969.7449	0.1128		1,972.5652
Unmitigated	0.4878	2.5198	6.4634	0.0194	1.5198	0.0240	1.5438	0.4067	0.0226	0.4294		1,969.7449	1,969.7449	0.1128		1,972.5652

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	209.16	204.12	174.24	695,224	695,224
Total	209.16	204.12	174.24	695,224	695,224

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse	0.544547	0.044708	0.198656	0.126890	0.018261	0.005879	0.019662	0.030939	0.001958	0.002113	0.004656	0.000702	0.001029

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0194	0.1659	0.0706	1.0600e-003		0.0134	0.0134		0.0134	0.0134		211.8285	211.8285	4.0600e-003	3.8800e-003	213.0873
NaturalGas Unmitigated	0.0194	0.1659	0.0706	1.0600e-003		0.0134	0.0134		0.0134	0.0134		211.8285	211.8285	4.0600e-003	3.8800e-003	213.0873

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	1800.54	0.0194	0.1659	0.0706	1.0600e-003		0.0134	0.0134		0.0134	0.0134		211.8285	211.8285	4.0600e-003	3.8800e-003	213.0873
Total		**0.0194**	**0.1659**	**0.0706**	**1.0600e-003**		**0.0134**	**0.0134**		**0.0134**	**0.0134**		**211.8285**	**211.8285**	**4.0600e-003**	**3.8800e-003**	**213.0873**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	1.80054	0.0194	0.1659	0.0706	1.0600e-003		0.0134	0.0134		0.0134	0.0134		211.8285	211.8285	4.0600e-003	3.8800e-003	213.0873
Total		**0.0194**	**0.1659**	**0.0706**	**1.0600e-003**		**0.0134**	**0.0134**		**0.0134**	**0.0134**		**211.8285**	**211.8285**	**4.0600e-003**	**3.8800e-003**	**213.0873**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4493	0.0347	2.9911	1.6000e-004		0.0163	0.0163		0.0163	0.0163	0.0000	5.3479	5.3479	5.3000e-003	0.0000	5.4804
Unmitigated	0.4493	0.0347	2.9911	1.6000e-004		0.0163	0.0163		0.0163	0.0163	0.0000	5.3479	5.3479	5.3000e-003	0.0000	5.4804

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0285					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3286					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0922	0.0347	2.9911	1.6000e-004		0.0163	0.0163		0.0163	0.0163		5.3479	5.3479	5.3000e-003		5.4804
Total	**0.4493**	**0.0347**	**2.9911**	**1.6000e-004**		**0.0163**	**0.0163**		**0.0163**	**0.0163**	**0.0000**	**5.3479**	**5.3479**	**5.3000e-003**	**0.0000**	**5.4804**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0285					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3286					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0922	0.0347	2.9911	1.6000e-004		0.0163	0.0163		0.0163	0.0163		5.3479	5.3479	5.3000e-003		5.4804
Total	**0.4493**	**0.0347**	**2.9911**	**1.6000e-004**		**0.0163**	**0.0163**		**0.0163**	**0.0163**	**0.0000**	**5.3479**	**5.3479**	**5.3000e-003**	**0.0000**	**5.4804**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

714-760 S. Grand View Street - Existing Conditions Only

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse	36.00	Dwelling Unit	0.88	16,596.00	103

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Existing Conditions: 18 duplex buildings with total of 36 dwelling units.

Construction Phase - IGNORE CONSTRUCTION EMISSIONS FOR EXISTING CONDITIONS SCENARIO.

Off-road Equipment -

Off-road Equipment -

Woodstoves - No woodstoves or fireplaes on-site.

Energy Use - Historical Title 24 assumed for existing conditions.

Sequestration - 19 trees on-site

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	22.00
tblConstructionPhase	NumDays	100.00	22.00
tblConstructionPhase	PhaseEndDate	1/15/2019	8/27/2018
tblConstructionPhase	PhaseEndDate	1/1/2019	8/27/2018
tblConstructionPhase	PhaseStartDate	1/9/2019	7/27/2018
tblConstructionPhase	PhaseStartDate	8/15/2018	7/27/2018
tblEnergyUse	NT24E	3,125.85	3,795.01
tblEnergyUse	NT24NG	3,046.55	4,831.00
tblEnergyUse	Refrigerator	824.10	731.00
tblEnergyUse	T24E	286.69	186.63
tblEnergyUse	T24NG	15,240.45	13,424.50
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	30.60	0.00
tblFireplaces	NumberNoFireplace	3.60	0.00
tblFireplaces	NumberWood	1.80	0.00
tblLandUse	LandUseSquareFeet	36,000.00	16,596.00
tblLandUse	LotAcreage	2.25	0.88
tblSequestration	NumberOfNewTrees	0.00	19.00
tblWoodstoves	NumberCatalytic	1.80	0.00
tblWoodstoves	NumberNoncatalytic	1.80	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	6.2877	13.6418	11.2816	0.0192	0.3721	0.8655	1.2377	0.0993	0.8085	0.9077	0.0000	1,917.4430	1,917.4430	0.4042	0.0000	1,927.5468
Maximum	**6.2877**	**13.6418**	**11.2816**	**0.0192**	**0.3721**	**0.8655**	**1.2377**	**0.0993**	**0.8085**	**0.9077**	**0.0000**	**1,917.4430**	**1,917.4430**	**0.4042**	**0.0000**	**1,927.5468**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	6.2877	13.6418	11.2816	0.0192	0.3721	0.8655	1.2377	0.0993	0.8085	0.9077	0.0000	1,917.4430	1,917.4430	0.4042	0.0000	1,927.5468
Maximum	**6.2877**	**13.6418**	**11.2816**	**0.0192**	**0.3721**	**0.8655**	**1.2377**	**0.0993**	**0.8085**	**0.9077**	**0.0000**	**1,917.4430**	**1,917.4430**	**0.4042**	**0.0000**	**1,927.5468**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4493	0.0347	2.9911	1.6000e-004		0.0163	0.0163		0.0163	0.0163	0.0000	5.3479	5.3479	5.3000e-003	0.0000	5.4804
Energy	0.0194	0.1659	0.0706	1.0600e-003		0.0134	0.0134		0.0134	0.0134		211.8285	211.8285	4.0600e-003	3.8800e-003	213.0873
Mobile	0.5093	2.4526	6.8875	0.0205	1.5198	0.0238	1.5437	0.4067	0.0225	0.4292		2,081.4430	2,081.4430	0.1135		2,084.2809
Total	**0.9779**	**2.6533**	**9.9492**	**0.0218**	**1.5198**	**0.0536**	**1.5734**	**0.4067**	**0.0522**	**0.4589**	**0.0000**	**2,298.6195**	**2,298.6195**	**0.1229**	**3.8800e-003**	**2,302.8486**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4493	0.0347	2.9911	1.6000e-004		0.0163	0.0163		0.0163	0.0163	0.0000	5.3479	5.3479	5.3000e-003	0.0000	5.4804
Energy	0.0194	0.1659	0.0706	1.0600e-003		0.0134	0.0134		0.0134	0.0134		211.8285	211.8285	4.0600e-003	3.8800e-003	213.0873
Mobile	0.5093	2.4526	6.8875	0.0205	1.5198	0.0238	1.5437	0.4067	0.0225	0.4292		2,081.4430	2,081.4430	0.1135		2,084.2809
Total	**0.9779**	**2.6533**	**9.9492**	**0.0218**	**1.5198**	**0.0536**	**1.5734**	**0.4067**	**0.0522**	**0.4589**	**0.0000**	**2,298.6195**	**2,298.6195**	**0.1229**	**3.8800e-003**	**2,302.8486**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	IGNORE Building Construction	Building Construction	7/27/2018	8/27/2018	5	22	
2	IGNORE Architectural Coating	Architectural Coating	7/27/2018	8/27/2018	5	22	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 33,607; Residential Outdoor: 11,202; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
IGNORE Architectural Coating	Air Compressors	1	6.00	78	0.48
IGNORE Building Construction	Cranes	1	4.00	231	0.29
IGNORE Building Construction	Forklifts	2	6.00	89	0.20
IGNORE Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
IGNORE Building Construction	5	26.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
IGNORE Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 IGNORE Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520		1,146.5323	1,146.5323	0.3569		1,155.4555
Total	**1.0848**	**11.0316**	**7.7512**	**0.0114**		**0.7087**	**0.7087**		**0.6520**	**0.6520**		**1,146.5323**	**1,146.5323**	**0.3569**		**1,155.4555**

3.2 IGNORE Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0170	0.4847	0.1207	1.0500e-003	0.0256	3.5400e-003	0.0291	7.3700e-003	3.3900e-003	0.0108		111.4632	111.4632	7.5900e-003		111.6529
Worker	0.1401	0.1004	1.3046	3.1900e-003	0.2906	2.3200e-003	0.2929	0.0771	2.1400e-003	0.0792		317.0314	317.0314	0.0108		317.3017
Total	**0.1571**	**0.5852**	**1.4253**	**4.2400e-003**	**0.3162**	**5.8600e-003**	**0.3221**	**0.0844**	**5.5300e-003**	**0.0900**		**428.4946**	**428.4946**	**0.0184**		**428.9546**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520	0.0000	1,146.5323	1,146.5323	0.3569		1,155.4555
Total	**1.0848**	**11.0316**	**7.7512**	**0.0114**		**0.7087**	**0.7087**		**0.6520**	**0.6520**	**0.0000**	**1,146.5323**	**1,146.5323**	**0.3569**		**1,155.4555**

3.2 IGNORE Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0170	0.4847	0.1207	1.0500e-003	0.0256	3.5400e-003	0.0291	7.3700e-003	3.3900e-003	0.0108		111.4632	111.4632	7.5900e-003		111.6529
Worker	0.1401	0.1004	1.3046	3.1900e-003	0.2906	2.3200e-003	0.2929	0.0771	2.1400e-003	0.0792		317.0314	317.0314	0.0108		317.3017
Total	**0.1571**	**0.5852**	**1.4253**	**4.2400e-003**	**0.3162**	**5.8600e-003**	**0.3221**	**0.0844**	**5.5300e-003**	**0.0900**		**428.4946**	**428.4946**	**0.0184**		**428.9546**

3.3 IGNORE Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.7202					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.1171
Total	**5.0189**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.3 IGNORE Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0269	0.0193	0.2509	6.1000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.1000e-004	0.0152		60.9676	60.9676	2.0800e-003		61.0196
Total	**0.0269**	**0.0193**	**0.2509**	**6.1000e-004**	**0.0559**	**4.5000e-004**	**0.0563**	**0.0148**	**4.1000e-004**	**0.0152**		**60.9676**	**60.9676**	**2.0800e-003**		**61.0196**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.7202					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**5.0189**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.3 IGNORE Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0269	0.0193	0.2509	6.1000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.1000e-004	0.0152		60.9676	60.9676	2.0800e-003		61.0196
Total	**0.0269**	**0.0193**	**0.2509**	**6.1000e-004**	**0.0559**	**4.5000e-004**	**0.0563**	**0.0148**	**4.1000e-004**	**0.0152**		**60.9676**	**60.9676**	**2.0800e-003**		**61.0196**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.5093	2.4526	6.8875	0.0205	1.5198	0.0238	1.5437	0.4067	0.0225	0.4292		2,081.4430	2,081.4430	0.1135		2,084.2809
Unmitigated	0.5093	2.4526	6.8875	0.0205	1.5198	0.0238	1.5437	0.4067	0.0225	0.4292		2,081.4430	2,081.4430	0.1135		2,084.2809

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	209.16	204.12	174.24	695,224	695,224
Total	209.16	204.12	174.24	695,224	695,224

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse	0.544547	0.044708	0.198656	0.126890	0.018261	0.005879	0.019662	0.030939	0.001958	0.002113	0.004656	0.000702	0.001029

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0194	0.1659	0.0706	1.0600e-003		0.0134	0.0134		0.0134	0.0134		211.8285	211.8285	4.0600e-003	3.8800e-003	213.0873
NaturalGas Unmitigated	0.0194	0.1659	0.0706	1.0600e-003		0.0134	0.0134		0.0134	0.0134		211.8285	211.8285	4.0600e-003	3.8800e-003	213.0873

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	1800.54	0.0194	0.1659	0.0706	1.0600e-003		0.0134	0.0134		0.0134	0.0134		211.8285	211.8285	4.0600e-003	3.8800e-003	213.0873
Total		**0.0194**	**0.1659**	**0.0706**	**1.0600e-003**		**0.0134**	**0.0134**		**0.0134**	**0.0134**		**211.8285**	**211.8285**	**4.0600e-003**	**3.8800e-003**	**213.0873**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	1.80054	0.0194	0.1659	0.0706	1.0600e-003		0.0134	0.0134		0.0134	0.0134		211.8285	211.8285	4.0600e-003	3.8800e-003	213.0873
Total		**0.0194**	**0.1659**	**0.0706**	**1.0600e-003**		**0.0134**	**0.0134**		**0.0134**	**0.0134**		**211.8285**	**211.8285**	**4.0600e-003**	**3.8800e-003**	**213.0873**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4493	0.0347	2.9911	1.6000e-004		0.0163	0.0163		0.0163	0.0163	0.0000	5.3479	5.3479	5.3000e-003	0.0000	5.4804
Unmitigated	0.4493	0.0347	2.9911	1.6000e-004		0.0163	0.0163		0.0163	0.0163	0.0000	5.3479	5.3479	5.3000e-003	0.0000	5.4804

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0285					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3286					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0922	0.0347	2.9911	1.6000e-004		0.0163	0.0163		0.0163	0.0163		5.3479	5.3479	5.3000e-003		5.4804
Total	**0.4493**	**0.0347**	**2.9911**	**1.6000e-004**		**0.0163**	**0.0163**		**0.0163**	**0.0163**	**0.0000**	**5.3479**	**5.3479**	**5.3000e-003**	**0.0000**	**5.4804**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0285					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3286					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0922	0.0347	2.9911	1.6000e-004		0.0163	0.0163		0.0163	0.0163		5.3479	5.3479	5.3000e-003		5.4804
Total	**0.4493**	**0.0347**	**2.9911**	**1.6000e-004**		**0.0163**	**0.0163**		**0.0163**	**0.0163**	**0.0000**	**5.3479**	**5.3479**	**5.3000e-003**	**0.0000**	**5.4804**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

714-760 S.Grand View Street - Proposed Project

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	100.00	Dwelling Unit	0.88	120,000.00	286
Enclosed Parking with Elevator	25.00	Space	0.00	10,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project data per Site Plan dated 7.17.18

Construction Phase - Based on approximate 18-month construction timeline.

Off-road Equipment -

Off-road Equipment - Equipment use on worst-case day.

Off-road Equipment - Equipment use on worst-case day.

Grading - Estimated 15,000 cy soil export on 0.88-acre site.

Demolition -

Trips and VMT - Estimates 14 cy haul truck capacity and an average 30-mile haul trip length to disposal site.

Woodstoves - No woodstoves or fireplaces proposed.

Sequestration -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	66.00
tblConstructionPhase	NumDays	100.00	237.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	2.00	66.00
tblConstructionPhase	PhaseEndDate	6/21/2019	7/1/2020
tblConstructionPhase	PhaseEndDate	6/7/2019	3/31/2020
tblConstructionPhase	PhaseEndDate	1/15/2019	1/31/2019
tblConstructionPhase	PhaseEndDate	1/18/2019	5/3/2019
tblConstructionPhase	PhaseStartDate	6/15/2019	4/1/2020
tblConstructionPhase	PhaseStartDate	1/19/2019	5/4/2019

714-760 S.Grand View Street - Proposed Project - South Coast AQMD Air District, Winter

tblConstructionPhase	PhaseStartDate	1/17/2019	2/1/2019
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	85.00	0.00
tblFireplaces	NumberNoFireplace	10.00	0.00
tblFireplaces	NumberWood	5.00	0.00
tblGrading	AcresOfGrading	33.00	0.88
tblGrading	MaterialExported	0.00	15,000.00
tblLandUse	LandUseSquareFeet	100,000.00	120,000.00
tblLandUse	LotAcreage	2.63	0.88
tblLandUse	LotAcreage	0.22	0.00
tblOffRoadEquipment	LoadFactor	0.31	0.31
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.41	0.41
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	LoadFactor	0.31	0.31
tblOffRoadEquipment	OffRoadEquipmentType		Generator Sets
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Cement and Mortar Mixers
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	5.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblSequestration	NumberOfNewTrees	0.00	19.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripNumber	75.00	878.00
tblTripsAndVMT	HaulingTripNumber	1,875.00	2,142.00
tblTripsAndVMT	WorkerTripNumber	18.00	15.00
tblWoodstoves	NumberCatalytic	5.00	0.00
tblWoodstoves	NumberNoncatalytic	5.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	2.4377	34.4083	18.1514	0.0708	1.9000	1.0363	2.8469	0.6967	0.9737	1.6704	0.0000	7,303.7270	7,303.7270	1.1478	0.0000	7,332.4222
2020	12.7826	16.2620	17.3400	0.0352	0.9263	0.8501	1.7764	0.2474	0.8229	1.0703	0.0000	3,410.2338	3,410.2338	0.4198	0.0000	3,420.7289
Maximum	**12.7826**	**34.4083**	**18.1514**	**0.0708**	**1.9000**	**1.0363**	**2.8469**	**0.6967**	**0.9737**	**1.6704**	**0.0000**	**7,303.7270**	**7,303.7270**	**1.1478**	**0.0000**	**7,332.4222**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	2.4377	34.4083	18.1514	0.0708	1.4916	1.0363	2.4110	0.4661	0.9737	1.4398	0.0000	7,303.7270	7,303.7270	1.1478	0.0000	7,332.4222
2020	12.7826	16.2620	17.3400	0.0352	0.9263	0.8501	1.7764	0.2474	0.8229	1.0703	0.0000	3,410.2338	3,410.2338	0.4198	0.0000	3,420.7289
Maximum	**12.7826**	**34.4083**	**18.1514**	**0.0708**	**1.4916**	**1.0363**	**2.4110**	**0.4661**	**0.9737**	**1.4398**	**0.0000**	**7,303.7270**	**7,303.7270**	**1.1478**	**0.0000**	**7,332.4222**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**14.45**	**0.00**	**9.43**	**24.42**	**0.00**	**8.41**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.8383	0.0958	8.2801	4.4000e-004		0.0455	0.0455		0.0455	0.0455	0.0000	14.8607	14.8607	0.0145	0.0000	15.2232
Energy	0.0272	0.2327	0.0990	1.4900e-003		0.0188	0.0188		0.0188	0.0188		297.0811	297.0811	5.6900e-003	5.4500e-003	298.8465
Mobile	1.2845	6.9695	16.9879	0.0587	4.8318	0.0609	4.8927	1.2929	0.0572	1.3501		5,970.7570	5,970.7570	0.3109		5,978.5294
Total	**4.1500**	**7.2980**	**25.3670**	**0.0607**	**4.8318**	**0.1252**	**4.9571**	**1.2929**	**0.1215**	**1.4144**	**0.0000**	**6,282.6988**	**6,282.6988**	**0.3311**	**5.4500e-003**	**6,292.5990**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.8383	0.0958	8.2801	4.4000e-004		0.0455	0.0455		0.0455	0.0455	0.0000	14.8607	14.8607	0.0145	0.0000	15.2232
Energy	0.0272	0.2327	0.0990	1.4900e-003		0.0188	0.0188		0.0188	0.0188		297.0811	297.0811	5.6900e-003	5.4500e-003	298.8465
Mobile	1.2845	6.9695	16.9879	0.0587	4.8318	0.0609	4.8927	1.2929	0.0572	1.3501		5,970.7570	5,970.7570	0.3109		5,978.5294
Total	**4.1500**	**7.2980**	**25.3670**	**0.0607**	**4.8318**	**0.1252**	**4.9571**	**1.2929**	**0.1215**	**1.4144**	**0.0000**	**6,282.6988**	**6,282.6988**	**0.3311**	**5.4500e-003**	**6,292.5990**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition/Site Clearing	Demolition	1/2/2019	1/31/2019	5	22	
2	Grading/Excavation	Grading	2/1/2019	5/3/2019	5	66	
3	Building Construction	Building Construction	5/4/2019	3/31/2020	5	237	
4	Architectural Coating	Architectural Coating	4/1/2020	7/1/2020	5	66	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 243,000; Residential Outdoor: 81,000; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 600 (Architectural Coating – sqft)

OffRoad Equipment

714-760 S.Grand View Street - Proposed Project - South Coast AQMD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	5	6.00	78	0.48
Grading/Excavation	Excavators	1	8.00	158	0.38
Demolition/Site Clearing	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Architectural Coating	Aerial Lifts	2	8.00	63	0.31
Building Construction	Forklifts	1	6.00	89	0.20
Grading/Excavation	Graders	1	8.00	187	0.41
Grading/Excavation	Bore/Drill Rigs	1	8.00	221	0.50
Building Construction	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition/Site Clearing	Rubber Tired Dozers	1	1.00	247	0.40
Grading/Excavation	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Demolition/Site Clearing	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading/Excavation	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Aerial Lifts	1	8.00	63	0.31
Building Construction	Air Compressors	2	8.00	78	0.48
Grading/Excavation	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition/Site Clearing	4	10.00	0.00	878.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Grading/Excavation	7	15.00	0.00	2,142.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	76.00	12.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	7	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition/Site Clearing - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7426	0.0000	0.7426	0.1124	0.0000	0.1124			0.0000			0.0000
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125		1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.7426**	**0.5371**	**1.2796**	**0.1124**	**0.5125**	**0.6249**		**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

3.2 Demolition/Site Clearing - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4633	15.7206	3.2741	0.0442	1.0457	0.0642	1.1099	0.2865	0.0614	0.3480		4,767.8255	4,767.8255	0.3157		4,775.7187
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0533	0.0373	0.4054	1.1100e-003	0.1118	8.7000e-004	0.1127	0.0296	8.0000e-004	0.0305		110.4656	110.4656	3.4500e-003		110.5519
Total	**0.5166**	**15.7579**	**3.6795**	**0.0453**	**1.1575**	**0.0651**	**1.2225**	**0.3162**	**0.0622**	**0.3784**		**4,878.2911**	**4,878.2911**	**0.3192**		**4,886.2706**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3342	0.0000	0.3342	0.0506	0.0000	0.0506			0.0000			0.0000
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125	0.0000	1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.3342**	**0.5371**	**0.8712**	**0.0506**	**0.5125**	**0.5631**	**0.0000**	**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

3.2 Demolition/Site Clearing - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4633	15.7206	3.2741	0.0442	1.0457	0.0642	1.1099	0.2865	0.0614	0.3480		4,767.8255	4,767.8255	0.3157		4,775.7187
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0533	0.0373	0.4054	1.1100e-003	0.1118	8.7000e-004	0.1127	0.0296	8.0000e-004	0.0305		110.4656	110.4656	3.4500e-003		110.5519
Total	**0.5166**	**15.7579**	**3.6795**	**0.0453**	**1.1575**	**0.0651**	**1.2225**	**0.3162**	**0.0622**	**0.3784**		**4,878.2911**	**4,878.2911**	**0.3192**		**4,886.2706**

3.3 Grading/Excavation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7926	0.0000	0.7926	0.4192	0.0000	0.4192			0.0000			0.0000
Off-Road	1.9810	21.5681	14.8808	0.0332		0.9828	0.9828		0.9225	0.9225		3,260.7765	3,260.7765	0.8859		3,282.9234
Total	**1.9810**	**21.5681**	**14.8808**	**0.0332**	**0.7926**	**0.9828**	**1.7754**	**0.4192**	**0.9225**	**1.3417**		**3,260.7765**	**3,260.7765**	**0.8859**		**3,282.9234**

3.3 Grading/Excavation - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3767	12.7842	2.6626	0.0359	0.8504	0.0522	0.9026	0.2330	0.0500	0.2830		3,877.2522	3,877.2522	0.2568		3,883.6710
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0800	0.0560	0.6081	1.6600e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2000e-003	0.0457		165.6984	165.6984	5.1800e-003		165.8278
Total	**0.4567**	**12.8402**	**3.2706**	**0.0376**	**1.0180**	**0.0535**	**1.0715**	**0.2775**	**0.0512**	**0.3286**		**4,042.9506**	**4,042.9506**	**0.2619**		**4,049.4988**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3567	0.0000	0.3567	0.1886	0.0000	0.1886			0.0000			0.0000
Off-Road	1.9810	21.5681	14.8808	0.0332		0.9828	0.9828		0.9225	0.9225	0.0000	3,260.7765	3,260.7765	0.8859		3,282.9234
Total	**1.9810**	**21.5681**	**14.8808**	**0.0332**	**0.3567**	**0.9828**	**1.3395**	**0.1886**	**0.9225**	**1.1112**	**0.0000**	**3,260.7765**	**3,260.7765**	**0.8859**		**3,282.9234**

3.3 Grading/Excavation - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3767	12.7842	2.6626	0.0359	0.8504	0.0522	0.9026	0.2330	0.0500	0.2830		3,877.2522	3,877.2522	0.2568		3,883.6710
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0800	0.0560	0.6081	1.6600e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2000e-003	0.0457		165.6984	165.6984	5.1800e-003		165.8278
Total	**0.4567**	**12.8402**	**3.2706**	**0.0376**	**1.0180**	**0.0535**	**1.0715**	**0.2775**	**0.0512**	**0.3286**		**4,042.9506**	**4,042.9506**	**0.2619**		**4,049.4988**

3.4 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8586	16.1294	14.3729	0.0240		0.9666	0.9666		0.9359	0.9359		2,295.9849	2,295.9849	0.3840		2,305.5840
Total	**1.8586**	**16.1294**	**14.3729**	**0.0240**		**0.9666**	**0.9666**		**0.9359**	**0.9359**		**2,295.9849**	**2,295.9849**	**0.3840**		**2,305.5840**

3.4 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0483	1.3741	0.3697	3.0200e-003	0.0768	9.2400e-003	0.0860	0.0221	8.8400e-003	0.0310		321.9795	321.9795	0.0236		322.5687
Worker	0.4053	0.2837	3.0809	8.4300e-003	0.8495	6.6100e-003	0.8561	0.2253	6.0900e-003	0.2314		839.5384	839.5384	0.0262		840.1941
Total	**0.4536**	**1.6578**	**3.4506**	**0.0115**	**0.9263**	**0.0159**	**0.9422**	**0.2474**	**0.0149**	**0.2623**		**1,161.5179**	**1,161.5179**	**0.0498**		**1,162.7628**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8586	16.1294	14.3729	0.0240		0.9666	0.9666		0.9359	0.9359	0.0000	2,295.9849	2,295.9849	0.3840		2,305.5840
Total	**1.8586**	**16.1294**	**14.3729**	**0.0240**		**0.9666**	**0.9666**		**0.9359**	**0.9359**	**0.0000**	**2,295.9849**	**2,295.9849**	**0.3840**		**2,305.5840**

3.4 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0483	1.3741	0.3697	3.0200e-003	0.0768	9.2400e-003	0.0860	0.0221	8.8400e-003	0.0310		321.9795	321.9795	0.0236		322.5687
Worker	0.4053	0.2837	3.0809	8.4300e-003	0.8495	6.6100e-003	0.8561	0.2253	6.0900e-003	0.2314		839.5384	839.5384	0.0262		840.1941
Total	**0.4536**	**1.6578**	**3.4506**	**0.0115**	**0.9263**	**0.0159**	**0.9422**	**0.2474**	**0.0149**	**0.2623**		**1,161.5179**	**1,161.5179**	**0.0498**		**1,162.7628**

3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6872	14.7510	14.2083	0.0240		0.8374	0.8374		0.8109	0.8109		2,276.9411	2,276.9411	0.3743		2,286.2978
Total	**1.6872**	**14.7510**	**14.2083**	**0.0240**		**0.8374**	**0.8374**		**0.8109**	**0.8109**		**2,276.9411**	**2,276.9411**	**0.3743**		**2,286.2978**

3.4 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0413	1.2579	0.3343	3.0000e-003	0.0768	6.3300e-003	0.0831	0.0221	6.0600e-003	0.0282		319.8154	319.8154	0.0222		320.3706
Worker	0.3750	0.2531	2.7975	8.1700e-003	0.8495	6.4400e-003	0.8559	0.2253	5.9400e-003	0.2312		813.4774	813.4774	0.0233		814.0606
Total	**0.4163**	**1.5110**	**3.1318**	**0.0112**	**0.9263**	**0.0128**	**0.9391**	**0.2474**	**0.0120**	**0.2594**		**1,133.2927**	**1,133.2927**	**0.0455**		**1,134.4312**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6872	14.7510	14.2083	0.0240		0.8374	0.8374		0.8109	0.8109	0.0000	2,276.9411	2,276.9411	0.3743		2,286.2978
Total	**1.6872**	**14.7510**	**14.2083**	**0.0240**		**0.8374**	**0.8374**		**0.8109**	**0.8109**	**0.0000**	**2,276.9411**	**2,276.9411**	**0.3743**		**2,286.2978**

3.4 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0413	1.2579	0.3343	3.0000e-003	0.0768	6.3300e-003	0.0831	0.0221	6.0600e-003	0.0282		319.8154	319.8154	0.0222		320.3706
Worker	0.3750	0.2531	2.7975	8.1700e-003	0.8495	6.4400e-003	0.8559	0.2253	5.9400e-003	0.2312		813.4774	813.4774	0.0233		814.0606
Total	**0.4163**	**1.5110**	**3.1318**	**0.0112**	**0.9263**	**0.0128**	**0.9391**	**0.2474**	**0.0120**	**0.2594**		**1,133.2927**	**1,133.2927**	**0.0455**		**1,134.4312**

3.5 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.4190					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	1.2896	9.6990	11.3329	0.0182		0.5832	0.5832		0.5809	0.5809		1,730.5915	1,730.5915	0.2135		1,735.9298
Total	**12.7085**	**9.6990**	**11.3329**	**0.0182**		**0.5832**	**0.5832**		**0.5809**	**0.5809**		**1,730.5915**	**1,730.5915**	**0.2135**		**1,735.9298**

3.5 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0500	0.5521	1.6100e-003	0.1677	1.2700e-003	0.1689	0.0445	1.1700e-003	0.0456		160.5547	160.5547	4.6000e-003		160.6699
Total	**0.0740**	**0.0500**	**0.5521**	**1.6100e-003**	**0.1677**	**1.2700e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**160.5547**	**160.5547**	**4.6000e-003**		**160.6699**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.4190					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	1.2896	9.6990	11.3329	0.0182		0.5832	0.5832		0.5809	0.5809	0.0000	1,730.5915	1,730.5915	0.2135		1,735.9298
Total	**12.7085**	**9.6990**	**11.3329**	**0.0182**		**0.5832**	**0.5832**		**0.5809**	**0.5809**	**0.0000**	**1,730.5915**	**1,730.5915**	**0.2135**		**1,735.9298**

3.5 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0500	0.5521	1.6100e-003	0.1677	1.2700e-003	0.1689	0.0445	1.1700e-003	0.0456		160.5547	160.5547	4.6000e-003		160.6699
Total	**0.0740**	**0.0500**	**0.5521**	**1.6100e-003**	**0.1677**	**1.2700e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**160.5547**	**160.5547**	**4.6000e-003**		**160.6699**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.2845	6.9695	16.9879	0.0587	4.8318	0.0609	4.8927	1.2929	0.0572	1.3501		5,970.7570	5,970.7570	0.3109		5,978.5294
Unmitigated	1.2845	6.9695	16.9879	0.0587	4.8318	0.0609	4.8927	1.2929	0.0572	1.3501		5,970.7570	5,970.7570	0.3109		5,978.5294

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	665.00	639.00	586.00	2,221,149	2,221,149
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	665.00	639.00	586.00	2,221,149	2,221,149

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.547828	0.043645	0.199892	0.122290	0.016774	0.005862	0.020637	0.032653	0.002037	0.001944	0.004777	0.000705	0.000956
Enclosed Parking with Elevator	0.547828	0.043645	0.199892	0.122290	0.016774	0.005862	0.020637	0.032653	0.002037	0.001944	0.004777	0.000705	0.000956

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0272	0.2327	0.0990	1.4900e-003		0.0188	0.0188		0.0188	0.0188		297.0811	297.0811	5.6900e-003	5.4500e-003	298.8465
NaturalGas Unmitigated	0.0272	0.2327	0.0990	1.4900e-003		0.0188	0.0188		0.0188	0.0188		297.0811	297.0811	5.6900e-003	5.4500e-003	298.8465

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2525.19	0.0272	0.2327	0.0990	1.4900e-003		0.0188	0.0188		0.0188	0.0188		297.0811	297.0811	5.6900e-003	5.4500e-003	298.8465
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0272**	**0.2327**	**0.0990**	**1.4900e-003**		**0.0188**	**0.0188**		**0.0188**	**0.0188**		**297.0811**	**297.0811**	**5.6900e-003**	**5.4500e-003**	**298.8465**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2.52519	0.0272	0.2327	0.0990	1.4900e-003		0.0188	0.0188		0.0188	0.0188		297.0811	297.0811	5.6900e-003	5.4500e-003	298.8465
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0272**	**0.2327**	**0.0990**	**1.4900e-003**		**0.0188**	**0.0188**		**0.0188**	**0.0188**		**297.0811**	**297.0811**	**5.6900e-003**	**5.4500e-003**	**298.8465**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.8383	0.0958	8.2801	4.4000e-004		0.0455	0.0455		0.0455	0.0455	0.0000	14.8607	14.8607	0.0145	0.0000	15.2232
Unmitigated	2.8383	0.0958	8.2801	4.4000e-004		0.0455	0.0455		0.0455	0.0455	0.0000	14.8607	14.8607	0.0145	0.0000	15.2232

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2065					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.3795					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2523	0.0958	8.2801	4.4000e-004		0.0455	0.0455		0.0455	0.0455		14.8607	14.8607	0.0145		15.2232
Total	**2.8383**	**0.0958**	**8.2801**	**4.4000e-004**		**0.0455**	**0.0455**		**0.0455**	**0.0455**	**0.0000**	**14.8607**	**14.8607**	**0.0145**	**0.0000**	**15.2232**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2065					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.3795					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2523	0.0958	8.2801	4.4000e-004		0.0455	0.0455		0.0455	0.0455		14.8607	14.8607	0.0145		15.2232
Total	**2.8383**	**0.0958**	**8.2801**	**4.4000e-004**		**0.0455**	**0.0455**		**0.0455**	**0.0455**	**0.0000**	**14.8607**	**14.8607**	**0.0145**	**0.0000**	**15.2232**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

714-760 S.Grand View Street - Proposed Project

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	100.00	Dwelling Unit	0.88	120,000.00	286
Enclosed Parking with Elevator	25.00	Space	0.00	10,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

714-760 S.Grand View Street - Proposed Project - South Coast AQMD Air District, Summer

Project Characteristics -

Land Use - Project data per Site Plan dated 7.17.18

Construction Phase - Based on approximate 18-month construction timeline.

Off-road Equipment -

Off-road Equipment - Equipment use on worst-case day.

Off-road Equipment - Equipment use on worst-case day.

Grading - Estimated 15,000 cy soil export on 0.88-acre site.

Demolition -

Trips and VMT - Estimates 14 cy haul truck capacity and an average 30-mile haul trip length to disposal site.

Woodstoves - No woodstoves or fireplaces proposed.

Sequestration -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	66.00
tblConstructionPhase	NumDays	100.00	237.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	2.00	66.00
tblConstructionPhase	PhaseEndDate	6/21/2019	7/1/2020
tblConstructionPhase	PhaseEndDate	6/7/2019	3/31/2020
tblConstructionPhase	PhaseEndDate	1/15/2019	1/31/2019
tblConstructionPhase	PhaseEndDate	1/18/2019	5/3/2019
tblConstructionPhase	PhaseStartDate	6/15/2019	4/1/2020
tblConstructionPhase	PhaseStartDate	1/19/2019	5/4/2019

714-760 S.Grand View Street - Proposed Project - South Coast AQMD Air District, Summer

tblConstructionPhase	PhaseStartDate	1/17/2019	2/1/2019
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	85.00	0.00
tblFireplaces	NumberNoFireplace	10.00	0.00
tblFireplaces	NumberWood	5.00	0.00
tblGrading	AcresOfGrading	33.00	0.88
tblGrading	MaterialExported	0.00	15,000.00
tblLandUse	LandUseSquareFeet	100,000.00	120,000.00
tblLandUse	LotAcreage	2.63	0.88
tblLandUse	LotAcreage	0.22	0.00
tblOffRoadEquipment	LoadFactor	0.31	0.31
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.41	0.41
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	LoadFactor	0.31	0.31
tblOffRoadEquipment	OffRoadEquipmentType		Generator Sets
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Cement and Mortar Mixers
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	5.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblSequestration	NumberOfNewTrees	0.00	19.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripNumber	75.00	878.00
tblTripsAndVMT	HaulingTripNumber	1,875.00	2,142.00
tblTripsAndVMT	WorkerTripNumber	18.00	15.00
tblWoodstoves	NumberCatalytic	5.00	0.00
tblWoodstoves	NumberNoncatalytic	5.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	2.4234	34.1462	18.1198	0.0714	1.9000	1.0357	2.8463	0.6967	0.9731	1.6697	0.0000	7,365.0506	7,365.0506	1.1397	0.0000	7,393.5434
2020	12.7764	16.2413	17.6151	0.0358	0.9263	0.8501	1.7764	0.2474	0.8228	1.0702	0.0000	3,476.0365	3,476.0365	0.4200	0.0000	3,486.5353
Maximum	**12.7764**	**34.1462**	**18.1198**	**0.0714**	**1.9000**	**1.0357**	**2.8463**	**0.6967**	**0.9731**	**1.6697**	**0.0000**	**7,365.0506**	**7,365.0506**	**1.1397**	**0.0000**	**7,393.5434**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	2.4234	34.1462	18.1198	0.0714	1.4916	1.0357	2.4103	0.4661	0.9731	1.4392	0.0000	7,365.0506	7,365.0506	1.1397	0.0000	7,393.5434
2020	12.7764	16.2413	17.6151	0.0358	0.9263	0.8501	1.7764	0.2474	0.8228	1.0702	0.0000	3,476.0365	3,476.0365	0.4200	0.0000	3,486.5353
Maximum	**12.7764**	**34.1462**	**18.1198**	**0.0714**	**1.4916**	**1.0357**	**2.4103**	**0.4661**	**0.9731**	**1.4392**	**0.0000**	**7,365.0506**	**7,365.0506**	**1.1397**	**0.0000**	**7,393.5434**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**14.45**	**0.00**	**9.43**	**24.42**	**0.00**	**8.41**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.8383	0.0958	8.2801	4.4000e-004		0.0455	0.0455		0.0455	0.0455	0.0000	14.8607	14.8607	0.0145	0.0000	15.2232
Energy	0.0272	0.2327	0.0990	1.4900e-003		0.0188	0.0188		0.0188	0.0188		297.0811	297.0811	5.6900e-003	5.4500e-003	298.8465
Mobile	1.3476	6.8100	18.1432	0.0621	4.8318	0.0606	4.8924	1.2929	0.0569	1.3498		6,306.9042	6,306.9042	0.3120		6,314.7032
Total	**4.2132**	**7.1384**	**26.5223**	**0.0640**	**4.8318**	**0.1249**	**4.9568**	**1.2929**	**0.1212**	**1.4141**	**0.0000**	**6,618.8460**	**6,618.8460**	**0.3322**	**5.4500e-003**	**6,628.7729**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.8383	0.0958	8.2801	4.4000e-004		0.0455	0.0455		0.0455	0.0455	0.0000	14.8607	14.8607	0.0145	0.0000	15.2232
Energy	0.0272	0.2327	0.0990	1.4900e-003		0.0188	0.0188		0.0188	0.0188		297.0811	297.0811	5.6900e-003	5.4500e-003	298.8465
Mobile	1.3476	6.8100	18.1432	0.0621	4.8318	0.0606	4.8924	1.2929	0.0569	1.3498		6,306.9042	6,306.9042	0.3120		6,314.7032
Total	**4.2132**	**7.1384**	**26.5223**	**0.0640**	**4.8318**	**0.1249**	**4.9568**	**1.2929**	**0.1212**	**1.4141**	**0.0000**	**6,618.8460**	**6,618.8460**	**0.3322**	**5.4500e-003**	**6,628.7729**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition/Site Clearing	Demolition	1/2/2019	1/31/2019	5	22	
2	Grading/Excavation	Grading	2/1/2019	5/3/2019	5	66	
3	Building Construction	Building Construction	5/4/2019	3/31/2020	5	237	
4	Architectural Coating	Architectural Coating	4/1/2020	7/1/2020	5	66	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 243,000; Residential Outdoor: 81,000; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 600 (Architectural Coating – sqft)

OffRoad Equipment

714-760 S.Grand View Street - Proposed Project - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	5	6.00	78	0.48
Grading/Excavation	Excavators	1	8.00	158	0.38
Demolition/Site Clearing	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Architectural Coating	Aerial Lifts	2	8.00	63	0.31
Building Construction	Forklifts	1	6.00	89	0.20
Grading/Excavation	Graders	1	8.00	187	0.41
Grading/Excavation	Bore/Drill Rigs	1	8.00	221	0.50
Building Construction	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition/Site Clearing	Rubber Tired Dozers	1	1.00	247	0.40
Grading/Excavation	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Demolition/Site Clearing	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading/Excavation	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Aerial Lifts	1	8.00	63	0.31
Building Construction	Air Compressors	2	8.00	78	0.48
Grading/Excavation	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition/Site Clearing	4	10.00	0.00	878.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Grading/Excavation	7	15.00	0.00	2,142.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	76.00	12.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	7	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition/Site Clearing - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7426	0.0000	0.7426	0.1124	0.0000	0.1124			0.0000			0.0000
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125		1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.7426**	**0.5371**	**1.2796**	**0.1124**	**0.5125**	**0.6249**		**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

3.2 Demolition/Site Clearing - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4537	15.4043	3.0974	0.0447	1.0457	0.0634	1.1091	0.2865	0.0607	0.3472		4,829.1547	4,829.1547	0.3053		4,836.7878
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0490	0.0341	0.4493	1.1900e-003	0.1118	8.7000e-004	0.1127	0.0296	8.0000e-004	0.0305		118.0989	118.0989	3.6900e-003		118.1912
Total	**0.5026**	**15.4384**	**3.5467**	**0.0459**	**1.1575**	**0.0643**	**1.2217**	**0.3162**	**0.0615**	**0.3776**		**4,947.2536**	**4,947.2536**	**0.3090**		**4,954.9791**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3342	0.0000	0.3342	0.0506	0.0000	0.0506			0.0000			0.0000
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125	0.0000	1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.3342**	**0.5371**	**0.8712**	**0.0506**	**0.5125**	**0.5631**	**0.0000**	**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

3.2 Demolition/Site Clearing - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4537	15.4043	3.0974	0.0447	1.0457	0.0634	1.1091	0.2865	0.0607	0.3472		4,829.1547	4,829.1547	0.3053		4,836.7878
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0490	0.0341	0.4493	1.1900e-003	0.1118	8.7000e-004	0.1127	0.0296	8.0000e-004	0.0305		118.0989	118.0989	3.6900e-003		118.1912
Total	**0.5026**	**15.4384**	**3.5467**	**0.0459**	**1.1575**	**0.0643**	**1.2217**	**0.3162**	**0.0615**	**0.3776**		**4,947.2536**	**4,947.2536**	**0.3090**		**4,954.9791**

3.3 Grading/Excavation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7926	0.0000	0.7926	0.4192	0.0000	0.4192			0.0000			0.0000
Off-Road	1.9810	21.5681	14.8808	0.0332		0.9828	0.9828		0.9225	0.9225		3,260.7765	3,260.7765	0.8859		3,282.9234
Total	**1.9810**	**21.5681**	**14.8808**	**0.0332**	**0.7926**	**0.9828**	**1.7754**	**0.4192**	**0.9225**	**1.3417**		**3,260.7765**	**3,260.7765**	**0.8859**		**3,282.9234**

3.3 Grading/Excavation - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3689	12.5270	2.5188	0.0364	0.8504	0.0516	0.9019	0.2330	0.0493	0.2823		3,927.1258	3,927.1258	0.2483		3,933.3331
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0735	0.0511	0.6740	1.7800e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2000e-003	0.0457		177.1484	177.1484	5.5400e-003		177.2869
Total	**0.4424**	**12.5781**	**3.1928**	**0.0381**	**1.0180**	**0.0529**	**1.0709**	**0.2775**	**0.0505**	**0.3280**		**4,104.2742**	**4,104.2742**	**0.2538**		**4,110.6200**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3567	0.0000	0.3567	0.1886	0.0000	0.1886			0.0000			0.0000
Off-Road	1.9810	21.5681	14.8808	0.0332		0.9828	0.9828		0.9225	0.9225	0.0000	3,260.7765	3,260.7765	0.8859		3,282.9234
Total	**1.9810**	**21.5681**	**14.8808**	**0.0332**	**0.3567**	**0.9828**	**1.3395**	**0.1886**	**0.9225**	**1.1112**	**0.0000**	**3,260.7765**	**3,260.7765**	**0.8859**		**3,282.9234**

3.3 Grading/Excavation - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3689	12.5270	2.5188	0.0364	0.8504	0.0516	0.9019	0.2330	0.0493	0.2823		3,927.1258	3,927.1258	0.2483		3,933.3331
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0735	0.0511	0.6740	1.7800e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2000e-003	0.0457		177.1484	177.1484	5.5400e-003		177.2869
Total	**0.4424**	**12.5781**	**3.1928**	**0.0381**	**1.0180**	**0.0529**	**1.0709**	**0.2775**	**0.0505**	**0.3280**		**4,104.2742**	**4,104.2742**	**0.2538**		**4,110.6200**

3.4 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8586	16.1294	14.3729	0.0240		0.9666	0.9666		0.9359	0.9359		2,295.9849	2,295.9849	0.3840		2,305.5840
Total	**1.8586**	**16.1294**	**14.3729**	**0.0240**		**0.9666**	**0.9666**		**0.9359**	**0.9359**		**2,295.9849**	**2,295.9849**	**0.3840**		**2,305.5840**

3.4 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0463	1.3731	0.3319	3.1100e-003	0.0768	9.0900e-003	0.0859	0.0221	8.7000e-003	0.0308		331.4636	331.4636	0.0219		332.0119
Worker	0.3722	0.2590	3.4150	9.0100e-003	0.8495	6.6100e-003	0.8561	0.2253	6.0900e-003	0.2314		897.5517	897.5517	0.0281		898.2534
Total	**0.4185**	**1.6321**	**3.7469**	**0.0121**	**0.9263**	**0.0157**	**0.9420**	**0.2474**	**0.0148**	**0.2622**		**1,229.0153**	**1,229.0153**	**0.0500**		**1,230.2654**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8586	16.1294	14.3729	0.0240		0.9666	0.9666		0.9359	0.9359	0.0000	2,295.9849	2,295.9849	0.3840		2,305.5840
Total	**1.8586**	**16.1294**	**14.3729**	**0.0240**		**0.9666**	**0.9666**		**0.9359**	**0.9359**	**0.0000**	**2,295.9849**	**2,295.9849**	**0.3840**		**2,305.5840**

3.4 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0463	1.3731	0.3319	3.1100e-003	0.0768	9.0900e-003	0.0859	0.0221	8.7000e-003	0.0308		331.4636	331.4636	0.0219		332.0119
Worker	0.3722	0.2590	3.4150	9.0100e-003	0.8495	6.6100e-003	0.8561	0.2253	6.0900e-003	0.2314		897.5517	897.5517	0.0281		898.2534
Total	**0.4185**	**1.6321**	**3.7469**	**0.0121**	**0.9263**	**0.0157**	**0.9420**	**0.2474**	**0.0148**	**0.2622**		**1,229.0153**	**1,229.0153**	**0.0500**		**1,230.2654**

3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6872	14.7510	14.2083	0.0240		0.8374	0.8374		0.8109	0.8109		2,276.9411	2,276.9411	0.3743		2,286.2978
Total	**1.6872**	**14.7510**	**14.2083**	**0.0240**		**0.8374**	**0.8374**		**0.8109**	**0.8109**		**2,276.9411**	**2,276.9411**	**0.3743**		**2,286.2978**

3.4 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0394	1.2592	0.2999	3.0900e-003	0.0768	6.2400e-003	0.0830	0.0221	5.9700e-003	0.0281		329.3382	329.3382	0.0207		329.8551
Worker	0.3439	0.2311	3.1070	8.7300e-003	0.8495	6.4400e-003	0.8559	0.2253	5.9400e-003	0.2312		869.7573	869.7573	0.0250		870.3824
Total	**0.3833**	**1.4904**	**3.4069**	**0.0118**	**0.9263**	**0.0127**	**0.9390**	**0.2474**	**0.0119**	**0.2593**		**1,199.0954**	**1,199.0954**	**0.0457**		**1,200.2375**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6872	14.7510	14.2083	0.0240		0.8374	0.8374		0.8109	0.8109	0.0000	2,276.9411	2,276.9411	0.3743		2,286.2978
Total	**1.6872**	**14.7510**	**14.2083**	**0.0240**		**0.8374**	**0.8374**		**0.8109**	**0.8109**	**0.0000**	**2,276.9411**	**2,276.9411**	**0.3743**		**2,286.2978**

3.4 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0394	1.2592	0.2999	3.0900e-003	0.0768	6.2400e-003	0.0830	0.0221	5.9700e-003	0.0281		329.3382	329.3382	0.0207		329.8551
Worker	0.3439	0.2311	3.1070	8.7300e-003	0.8495	6.4400e-003	0.8559	0.2253	5.9400e-003	0.2312		869.7573	869.7573	0.0250		870.3824
Total	**0.3833**	**1.4904**	**3.4069**	**0.0118**	**0.9263**	**0.0127**	**0.9390**	**0.2474**	**0.0119**	**0.2593**		**1,199.0954**	**1,199.0954**	**0.0457**		**1,200.2375**

3.5 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.4190					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	1.2896	9.6990	11.3329	0.0182		0.5832	0.5832		0.5809	0.5809		1,730.5915	1,730.5915	0.2135		1,735.9298
Total	**12.7085**	**9.6990**	**11.3329**	**0.0182**		**0.5832**	**0.5832**		**0.5809**	**0.5809**		**1,730.5915**	**1,730.5915**	**0.2135**		**1,735.9298**

3.5 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0679	0.0456	0.6132	1.7200e-003	0.1677	1.2700e-003	0.1689	0.0445	1.1700e-003	0.0456		171.6626	171.6626	4.9400e-003		171.7860
Total	**0.0679**	**0.0456**	**0.6132**	**1.7200e-003**	**0.1677**	**1.2700e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**171.6626**	**171.6626**	**4.9400e-003**		**171.7860**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.4190					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	1.2896	9.6990	11.3329	0.0182		0.5832	0.5832		0.5809	0.5809	0.0000	1,730.5915	1,730.5915	0.2135		1,735.9298
Total	**12.7085**	**9.6990**	**11.3329**	**0.0182**		**0.5832**	**0.5832**		**0.5809**	**0.5809**	**0.0000**	**1,730.5915**	**1,730.5915**	**0.2135**		**1,735.9298**

3.5 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0679	0.0456	0.6132	1.7200e-003	0.1677	1.2700e-003	0.1689	0.0445	1.1700e-003	0.0456		171.6626	171.6626	4.9400e-003		171.7860
Total	**0.0679**	**0.0456**	**0.6132**	**1.7200e-003**	**0.1677**	**1.2700e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**171.6626**	**171.6626**	**4.9400e-003**		**171.7860**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.3476	6.8100	18.1432	0.0621	4.8318	0.0606	4.8924	1.2929	0.0569	1.3498		6,306.9042	6,306.9042	0.3120		6,314.7032
Unmitigated	1.3476	6.8100	18.1432	0.0621	4.8318	0.0606	4.8924	1.2929	0.0569	1.3498		6,306.9042	6,306.9042	0.3120		6,314.7032

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	665.00	639.00	586.00	2,221,149	2,221,149
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	665.00	639.00	586.00	2,221,149	2,221,149

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.547828	0.043645	0.199892	0.122290	0.016774	0.005862	0.020637	0.032653	0.002037	0.001944	0.004777	0.000705	0.000956
Enclosed Parking with Elevator	0.547828	0.043645	0.199892	0.122290	0.016774	0.005862	0.020637	0.032653	0.002037	0.001944	0.004777	0.000705	0.000956

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0272	0.2327	0.0990	1.4900e-003		0.0188	0.0188		0.0188	0.0188		297.0811	297.0811	5.6900e-003	5.4500e-003	298.8465
NaturalGas Unmitigated	0.0272	0.2327	0.0990	1.4900e-003		0.0188	0.0188		0.0188	0.0188		297.0811	297.0811	5.6900e-003	5.4500e-003	298.8465

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2525.19	0.0272	0.2327	0.0990	1.4900e-003		0.0188	0.0188		0.0188	0.0188		297.0811	297.0811	5.6900e-003	5.4500e-003	298.8465
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0272**	**0.2327**	**0.0990**	**1.4900e-003**		**0.0188**	**0.0188**		**0.0188**	**0.0188**		**297.0811**	**297.0811**	**5.6900e-003**	**5.4500e-003**	**298.8465**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2.52519	0.0272	0.2327	0.0990	1.4900e-003		0.0188	0.0188		0.0188	0.0188		297.0811	297.0811	5.6900e-003	5.4500e-003	298.8465
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0272**	**0.2327**	**0.0990**	**1.4900e-003**		**0.0188**	**0.0188**		**0.0188**	**0.0188**		**297.0811**	**297.0811**	**5.6900e-003**	**5.4500e-003**	**298.8465**

6.0 Area Detail

6.1 Mitigation Measures Area

714-760 S.Grand View Street - Proposed Project - South Coast AQMD Air District, Summer

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.8383	0.0958	8.2801	4.4000e-004		0.0455	0.0455		0.0455	0.0455	0.0000	14.8607	14.8607	0.0145	0.0000	15.2232
Unmitigated	2.8383	0.0958	8.2801	4.4000e-004		0.0455	0.0455		0.0455	0.0455	0.0000	14.8607	14.8607	0.0145	0.0000	15.2232

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2065					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.3795					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2523	0.0958	8.2801	4.4000e-004		0.0455	0.0455		0.0455	0.0455		14.8607	14.8607	0.0145		15.2232
Total	**2.8383**	**0.0958**	**8.2801**	**4.4000e-004**		**0.0455**	**0.0455**		**0.0455**	**0.0455**	**0.0000**	**14.8607**	**14.8607**	**0.0145**	**0.0000**	**15.2232**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2065					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.3795					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2523	0.0958	8.2801	4.4000e-004		0.0455	0.0455		0.0455	0.0455		14.8607	14.8607	0.0145		15.2232
Total	**2.8383**	**0.0958**	**8.2801**	**4.4000e-004**		**0.0455**	**0.0455**		**0.0455**	**0.0455**	**0.0000**	**14.8607**	**14.8607**	**0.0145**	**0.0000**	**15.2232**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX B

GHG CalEEMod Worksheets
740-760 Grand View Street Project
July 2018

APPENDIX B

GREENHOUSE GAS EMISSIONS CALCULATIONS WORKSHEETS

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714-760 S. Grand View Street - Existing Conditions Only

South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse	36.00	Dwelling Unit	0.88	16,596.00	103

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Existing Conditions: 18 duplex buildings with total of 36 dwelling units.

Construction Phase - IGNORE CONSTRUCTION EMISSIONS FOR EXISTING CONDITIONS SCENARIO.

Off-road Equipment -

Off-road Equipment -

Woodstoves - No woodstoves or fireplaes on-site.

Energy Use - Historical Title 24 assumed for existing conditions.

Sequestration - 19 trees on-site

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	22.00
tblConstructionPhase	NumDays	100.00	22.00
tblConstructionPhase	PhaseEndDate	1/15/2019	8/27/2018
tblConstructionPhase	PhaseEndDate	1/1/2019	8/27/2018
tblConstructionPhase	PhaseStartDate	1/9/2019	7/27/2018
tblConstructionPhase	PhaseStartDate	8/15/2018	7/27/2018
tblEnergyUse	NT24E	3,125.85	3,795.01
tblEnergyUse	NT24NG	3,046.55	4,831.00
tblEnergyUse	Refrigerator	824.10	731.00
tblEnergyUse	T24E	286.69	186.63
tblEnergyUse	T24NG	15,240.45	13,424.50
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	30.60	0.00
tblFireplaces	NumberNoFireplace	3.60	0.00
tblFireplaces	NumberWood	1.80	0.00
tblLandUse	LandUseSquareFeet	36,000.00	16,596.00
tblLandUse	LotAcreage	2.25	0.88
tblSequestration	NumberOfNewTrees	0.00	19.00
tblWoodstoves	NumberCatalytic	1.80	0.00
tblWoodstoves	NumberNoncatalytic	1.80	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.0691	0.1503	0.1230	2.1000e-004	4.0200e-003	9.5200e-003	0.0135	1.0700e-003	8.8900e-003	9.9700e-003	0.0000	18.9380	18.9380	4.0300e-003	0.0000	19.0387
Maximum	**0.0691**	**0.1503**	**0.1230**	**2.1000e-004**	**4.0200e-003**	**9.5200e-003**	**0.0135**	**1.0700e-003**	**8.8900e-003**	**9.9700e-003**	**0.0000**	**18.9380**	**18.9380**	**4.0300e-003**	**0.0000**	**19.0387**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.0691	0.1503	0.1230	2.1000e-004	4.0200e-003	9.5200e-003	0.0135	1.0700e-003	8.8900e-003	9.9700e-003	0.0000	18.9379	18.9379	4.0300e-003	0.0000	19.0387
Maximum	**0.0691**	**0.1503**	**0.1230**	**2.1000e-004**	**4.0200e-003**	**9.5200e-003**	**0.0135**	**1.0700e-003**	**8.8900e-003**	**9.9700e-003**	**0.0000**	**18.9379**	**18.9379**	**4.0300e-003**	**0.0000**	**19.0387**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-27-2018	9-30-2018	0.2278	0.2278
		Highest	0.2278	0.2278

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0767	4.3400e-003	0.3739	2.0000e-005		2.0400e-003	2.0400e-003		2.0400e-003	2.0400e-003	0.0000	0.6064	0.6064	6.0000e-004	0.0000	0.6215
Energy	3.5400e-003	0.0303	0.0129	1.9000e-004		2.4500e-003	2.4500e-003		2.4500e-003	2.4500e-003	0.0000	134.9776	134.9776	3.0300e-003	1.1300e-003	135.3905
Mobile	0.0845	0.4543	1.1625	3.4900e-003	0.2642	4.2300e-003	0.2684	0.0708	3.9800e-003	0.0748	0.0000	320.9384	320.9384	0.0180	0.0000	321.3895
Waste						0.0000	0.0000		0.0000	0.0000	3.3615	0.0000	3.3615	0.1987	0.0000	8.3281
Water						0.0000	0.0000		0.0000	0.0000	0.7441	26.1604	26.9045	0.0771	1.9300e-003	29.4066
Total	**0.1647**	**0.4890**	**1.5493**	**3.7000e-003**	**0.2642**	**8.7200e-003**	**0.2729**	**0.0708**	**8.4700e-003**	**0.0793**	**4.1057**	**482.6829**	**486.7885**	**0.2974**	**3.0600e-003**	**495.1361**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0767	4.3400e-003	0.3739	2.0000e-005		2.0400e-003	2.0400e-003		2.0400e-003	2.0400e-003	0.0000	0.6064	0.6064	6.0000e-004	0.0000	0.6215
Energy	3.5400e-003	0.0303	0.0129	1.9000e-004		2.4500e-003	2.4500e-003		2.4500e-003	2.4500e-003	0.0000	134.9776	134.9776	3.0300e-003	1.1300e-003	135.3905
Mobile	0.0845	0.4543	1.1625	3.4900e-003	0.2642	4.2300e-003	0.2684	0.0708	3.9800e-003	0.0748	0.0000	320.9384	320.9384	0.0180	0.0000	321.3895
Waste						0.0000	0.0000		0.0000	0.0000	3.3615	0.0000	3.3615	0.1987	0.0000	8.3281
Water						0.0000	0.0000		0.0000	0.0000	0.7441	26.1604	26.9045	0.0771	1.9300e-003	29.4066
Total	**0.1647**	**0.4890**	**1.5493**	**3.7000e-003**	**0.2642**	**8.7200e-003**	**0.2729**	**0.0708**	**8.4700e-003**	**0.0793**	**4.1057**	**482.6829**	**486.7885**	**0.2974**	**3.0600e-003**	**495.1361**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	13.4520
Total	**13.4520**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	IGNORE Building Construction	Building Construction	7/27/2018	8/27/2018	5	22	
2	IGNORE Architectural Coating	Architectural Coating	7/27/2018	8/27/2018	5	22	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 33,607; Residential Outdoor: 11,202; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
IGNORE Architectural Coating	Air Compressors	1	6.00	78	0.48
IGNORE Building Construction	Cranes	1	4.00	231	0.29
IGNORE Building Construction	Forklifts	2	6.00	89	0.20
IGNORE Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
IGNORE Building Construction	5	26.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
IGNORE Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 IGNORE Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0119	0.1214	0.0853	1.3000e-004		7.8000e-003	7.8000e-003		7.1700e-003	7.1700e-003	0.0000	11.4413	11.4413	3.5600e-003	0.0000	11.5303
Total	**0.0119**	**0.1214**	**0.0853**	**1.3000e-004**		**7.8000e-003**	**7.8000e-003**		**7.1700e-003**	**7.1700e-003**	**0.0000**	**11.4413**	**11.4413**	**3.5600e-003**	**0.0000**	**11.5303**

3.2 IGNORE Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.9000e-004	5.4400e-003	1.4000e-003	1.0000e-005	2.8000e-004	4.0000e-005	3.2000e-004	8.0000e-005	4.0000e-005	1.2000e-004	0.0000	1.0991	1.0991	8.0000e-005	0.0000	1.1010
Worker	1.5200e-003	1.2400e-003	0.0134	3.0000e-005	3.1400e-003	3.0000e-005	3.1600e-003	8.3000e-004	2.0000e-005	8.6000e-004	0.0000	3.0102	3.0102	1.0000e-004	0.0000	3.0127
Total	**1.7100e-003**	**6.6800e-003**	**0.0148**	**4.0000e-005**	**3.4200e-003**	**7.0000e-005**	**3.4800e-003**	**9.1000e-004**	**6.0000e-005**	**9.8000e-004**	**0.0000**	**4.1092**	**4.1092**	**1.8000e-004**	**0.0000**	**4.1137**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0119	0.1214	0.0853	1.3000e-004		7.8000e-003	7.8000e-003		7.1700e-003	7.1700e-003	0.0000	11.4413	11.4413	3.5600e-003	0.0000	11.5303
Total	**0.0119**	**0.1214**	**0.0853**	**1.3000e-004**		**7.8000e-003**	**7.8000e-003**		**7.1700e-003**	**7.1700e-003**	**0.0000**	**11.4413**	**11.4413**	**3.5600e-003**	**0.0000**	**11.5303**

3.2 IGNORE Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.9000e-004	5.4400e-003	1.4000e-003	1.0000e-005	2.8000e-004	4.0000e-005	3.2000e-004	8.0000e-005	4.0000e-005	1.2000e-004	0.0000	1.0991	1.0991	8.0000e-005	0.0000	1.1010
Worker	1.5200e-003	1.2400e-003	0.0134	3.0000e-005	3.1400e-003	3.0000e-005	3.1600e-003	8.3000e-004	2.0000e-005	8.6000e-004	0.0000	3.0102	3.0102	1.0000e-004	0.0000	3.0127
Total	**1.7100e-003**	**6.6800e-003**	**0.0148**	**4.0000e-005**	**3.4200e-003**	**7.0000e-005**	**3.4800e-003**	**9.1000e-004**	**6.0000e-005**	**9.8000e-004**	**0.0000**	**4.1092**	**4.1092**	**1.8000e-004**	**0.0000**	**4.1137**

3.3 IGNORE Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0519					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2800e-003	0.0221	0.0204	3.0000e-005		1.6600e-003	1.6600e-003		1.6600e-003	1.6600e-003	0.0000	2.8086	2.8086	2.7000e-004	0.0000	2.8153
Total	**0.0552**	**0.0221**	**0.0204**	**3.0000e-005**		**1.6600e-003**	**1.6600e-003**		**1.6600e-003**	**1.6600e-003**	**0.0000**	**2.8086**	**2.8086**	**2.7000e-004**	**0.0000**	**2.8153**

3.3 IGNORE Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.4000e-004	2.5700e-003	1.0000e-005	6.0000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5789	0.5789	2.0000e-005	0.0000	0.5794
Total	**2.9000e-004**	**2.4000e-004**	**2.5700e-003**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**6.1000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5789**	**0.5789**	**2.0000e-005**	**0.0000**	**0.5794**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0519					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2800e-003	0.0221	0.0204	3.0000e-005		1.6600e-003	1.6600e-003		1.6600e-003	1.6600e-003	0.0000	2.8086	2.8086	2.7000e-004	0.0000	2.8153
Total	**0.0552**	**0.0221**	**0.0204**	**3.0000e-005**		**1.6600e-003**	**1.6600e-003**		**1.6600e-003**	**1.6600e-003**	**0.0000**	**2.8086**	**2.8086**	**2.7000e-004**	**0.0000**	**2.8153**

3.3 IGNORE Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.4000e-004	2.5700e-003	1.0000e-005	6.0000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5789	0.5789	2.0000e-005	0.0000	0.5794
Total	**2.9000e-004**	**2.4000e-004**	**2.5700e-003**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**6.1000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5789**	**0.5789**	**2.0000e-005**	**0.0000**	**0.5794**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0845	0.4543	1.1625	3.4900e-003	0.2642	4.2300e-003	0.2684	0.0708	3.9800e-003	0.0748	0.0000	320.9384	320.9384	0.0180	0.0000	321.3895
Unmitigated	0.0845	0.4543	1.1625	3.4900e-003	0.2642	4.2300e-003	0.2684	0.0708	3.9800e-003	0.0748	0.0000	320.9384	320.9384	0.0180	0.0000	321.3895

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	209.16	204.12	174.24	695,224	695,224
Total	209.16	204.12	174.24	695,224	695,224

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse	0.544547	0.044708	0.198656	0.126890	0.018261	0.005879	0.019662	0.030939	0.001958	0.002113	0.004656	0.000702	0.001029

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	99.9070	99.9070	2.3600e-003	4.9000e-004	100.1115
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	99.9070	99.9070	2.3600e-003	4.9000e-004	100.1115
NaturalGas Mitigated	3.5400e-003	0.0303	0.0129	1.9000e-004		2.4500e-003	2.4500e-003		2.4500e-003	2.4500e-003	0.0000	35.0706	35.0706	6.7000e-004	6.4000e-004	35.2790
NaturalGas Unmitigated	3.5400e-003	0.0303	0.0129	1.9000e-004		2.4500e-003	2.4500e-003		2.4500e-003	2.4500e-003	0.0000	35.0706	35.0706	6.7000e-004	6.4000e-004	35.2790

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse	657198	3.5400e-003	0.0303	0.0129	1.9000e-004		2.4500e-003	2.4500e-003		2.4500e-003	2.4500e-003	0.0000	35.0706	35.0706	6.7000e-004	6.4000e-004	35.2790
Total		**3.5400e-003**	**0.0303**	**0.0129**	**1.9000e-004**		**2.4500e-003**	**2.4500e-003**		**2.4500e-003**	**2.4500e-003**	**0.0000**	**35.0706**	**35.0706**	**6.7000e-004**	**6.4000e-004**	**35.2790**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse	657198	3.5400e-003	0.0303	0.0129	1.9000e-004		2.4500e-003	2.4500e-003		2.4500e-003	2.4500e-003	0.0000	35.0706	35.0706	6.7000e-004	6.4000e-004	35.2790
Total		**3.5400e-003**	**0.0303**	**0.0129**	**1.9000e-004**		**2.4500e-003**	**2.4500e-003**		**2.4500e-003**	**2.4500e-003**	**0.0000**	**35.0706**	**35.0706**	**6.7000e-004**	**6.4000e-004**	**35.2790**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	179379	99.9070	2.3600e-003	4.9000e-004	100.1115
Total		**99.9070**	**2.3600e-003**	**4.9000e-004**	**100.1115**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	179379	99.9070	2.3600e-003	4.9000e-004	100.1115
Total		**99.9070**	**2.3600e-003**	**4.9000e-004**	**100.1115**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0767	4.3400e-003	0.3739	2.0000e-005		2.0400e-003	2.0400e-003		2.0400e-003	2.0400e-003	0.0000	0.6064	0.6064	6.0000e-004	0.0000	0.6215
Unmitigated	0.0767	4.3400e-003	0.3739	2.0000e-005		2.0400e-003	2.0400e-003		2.0400e-003	2.0400e-003	0.0000	0.6064	0.6064	6.0000e-004	0.0000	0.6215

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.1900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0600					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0115	4.3400e-003	0.3739	2.0000e-005		2.0400e-003	2.0400e-003		2.0400e-003	2.0400e-003	0.0000	0.6064	0.6064	6.0000e-004	0.0000	0.6215
Total	**0.0767**	**4.3400e-003**	**0.3739**	**2.0000e-005**		**2.0400e-003**	**2.0400e-003**		**2.0400e-003**	**2.0400e-003**	**0.0000**	**0.6064**	**0.6064**	**6.0000e-004**	**0.0000**	**0.6215**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.1900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0600					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0115	4.3400e-003	0.3739	2.0000e-005		2.0400e-003	2.0400e-003		2.0400e-003	2.0400e-003	0.0000	0.6064	0.6064	6.0000e-004	0.0000	0.6215
Total	**0.0767**	**4.3400e-003**	**0.3739**	**2.0000e-005**		**2.0400e-003**	**2.0400e-003**		**2.0400e-003**	**2.0400e-003**	**0.0000**	**0.6064**	**0.6064**	**6.0000e-004**	**0.0000**	**0.6215**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	26.9045	0.0771	1.9300e-003	29.4066
Unmitigated	26.9045	0.0771	1.9300e-003	29.4066

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	2.34554 / 1.47871	26.9045	0.0771	1.9300e-003	29.4066
Total		**26.9045**	**0.0771**	**1.9300e-003**	**29.4066**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	2.34554 / 1.47871	26.9045	0.0771	1.9300e-003	29.4066
Total		**26.9045**	**0.0771**	**1.9300e-003**	**29.4066**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3.3615	0.1987	0.0000	8.3281
Unmitigated	3.3615	0.1987	0.0000	8.3281

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	16.56	3.3615	0.1987	0.0000	8.3281
Total		**3.3615**	**0.1987**	**0.0000**	**8.3281**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	16.56	3.3615	0.1987	0.0000	8.3281
Total		**3.3615**	**0.1987**	**0.0000**	**8.3281**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	13.4520	0.0000	0.0000	13.4520

11.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	19	13.4520	0.0000	0.0000	13.4520
Total		**13.4520**	**0.0000**	**0.0000**	**13.4520**

714-760 S.Grand View Street - Proposed Project

South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	100.00	Dwelling Unit	0.88	120,000.00	286
Enclosed Parking with Elevator	25.00	Space	0.00	10,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

714-760 S.Grand View Street - Proposed Project - South Coast AQMD Air District, Annual

Project Characteristics -

Land Use - Project data per Site Plan dated 7.17.18

Construction Phase - Based on approximate 18-month construction timeline.

Off-road Equipment -

Off-road Equipment - Equipment use on worst-case day.

Off-road Equipment - Equipment use on worst-case day.

Grading - Estimated 15,000 cy soil export on 0.88-acre site.

Demolition -

Trips and VMT - Estimates 14 cy haul truck capacity and an average 30-mile haul trip length to disposal site.

Woodstoves - No woodstoves or fireplaces proposed.

Sequestration -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	66.00
tblConstructionPhase	NumDays	100.00	237.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	2.00	66.00
tblConstructionPhase	PhaseEndDate	6/21/2019	7/1/2020
tblConstructionPhase	PhaseEndDate	6/7/2019	3/31/2020
tblConstructionPhase	PhaseEndDate	1/15/2019	1/31/2019
tblConstructionPhase	PhaseEndDate	1/18/2019	5/3/2019
tblConstructionPhase	PhaseStartDate	6/15/2019	4/1/2020
tblConstructionPhase	PhaseStartDate	1/19/2019	5/4/2019

714-760 S.Grand View Street - Proposed Project - South Coast AQMD Air District, Annual

tblConstructionPhase	PhaseStartDate	1/17/2019	2/1/2019
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	85.00	0.00
tblFireplaces	NumberNoFireplace	10.00	0.00
tblFireplaces	NumberWood	5.00	0.00
tblGrading	AcresOfGrading	33.00	0.88
tblGrading	MaterialExported	0.00	15,000.00
tblLandUse	LandUseSquareFeet	100,000.00	120,000.00
tblLandUse	LotAcreage	2.63	0.88
tblLandUse	LotAcreage	0.22	0.00
tblOffRoadEquipment	LoadFactor	0.31	0.31
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.41	0.41
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	LoadFactor	0.31	0.31
tblOffRoadEquipment	OffRoadEquipmentType		Generator Sets
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Cement and Mortar Mixers
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	5.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblSequestration	NumberOfNewTrees	0.00	19.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripNumber	75.00	878.00
tblTripsAndVMT	HaulingTripNumber	1,875.00	2,142.00
tblTripsAndVMT	WorkerTripNumber	18.00	15.00
tblWoodstoves	NumberCatalytic	5.00	0.00
tblWoodstoves	NumberNoncatalytic	5.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.2916	2.9463	2.2597	6.0500e-003	0.1581	0.1253	0.2834	0.0484	0.1202	0.1686	0.0000	551.5282	551.5282	0.0734	0.0000	553.3623
2020	0.4888	0.8512	0.9584	1.8000e-003	0.0350	0.0469	0.0819	9.3500e-003	0.0460	0.0553	0.0000	157.8175	157.8175	0.0189	0.0000	158.2899
Maximum	**0.4888**	**2.9463**	**2.2597**	**6.0500e-003**	**0.1581**	**0.1253**	**0.2834**	**0.0484**	**0.1202**	**0.1686**	**0.0000**	**551.5282**	**551.5282**	**0.0734**	**0.0000**	**553.3623**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.2916	2.9463	2.2597	6.0500e-003	0.1392	0.1253	0.2645	0.0402	0.1202	0.1604	0.0000	551.5279	551.5279	0.0734	0.0000	553.3619
2020	0.4888	0.8512	0.9584	1.8000e-003	0.0350	0.0469	0.0819	9.3500e-003	0.0460	0.0553	0.0000	157.8174	157.8174	0.0189	0.0000	158.2898
Maximum	**0.4888**	**2.9463**	**2.2597**	**6.0500e-003**	**0.1392**	**0.1253**	**0.2645**	**0.0402**	**0.1202**	**0.1604**	**0.0000**	**551.5279**	**551.5279**	**0.0734**	**0.0000**	**553.3619**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**9.77**	**0.00**	**5.17**	**14.35**	**0.00**	**3.70**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-2-2019	4-1-2019	1.0662	1.0662
2	4-2-2019	7-1-2019	0.8402	0.8402
3	7-2-2019	10-1-2019	0.6584	0.6584
4	10-2-2019	1-1-2020	0.6598	0.6598
5	1-2-2020	4-1-2020	0.5984	0.5984
6	4-2-2020	7-1-2020	0.7319	0.7319
		Highest	1.0662	1.0662

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5035	0.0120	1.0350	5.0000e-005		5.6900e-003	5.6900e-003		5.6900e-003	5.6900e-003	0.0000	1.6852	1.6852	1.6400e-003	0.0000	1.7263
Energy	4.9700e-003	0.0425	0.0181	2.7000e-004		3.4300e-003	3.4300e-003		3.4300e-003	3.4300e-003	0.0000	302.3843	302.3843	6.9200e-003	2.1400e-003	303.1948
Mobile	0.2238	1.2624	3.0710	0.0106	0.8440	0.0108	0.8548	0.2262	0.0101	0.2363	0.0000	977.6542	977.6542	0.0499	0.0000	978.9018
Waste						0.0000	0.0000		0.0000	0.0000	9.3376	0.0000	9.3376	0.5518	0.0000	23.1335
Water						0.0000	0.0000		0.0000	0.0000	2.0670	72.6678	74.7348	0.2140	5.3700e-003	81.6850
Total	**0.7322**	**1.3169**	**4.1241**	**0.0109**	**0.8440**	**0.0199**	**0.8639**	**0.2262**	**0.0193**	**0.2454**	**11.4046**	**1,354.3915**	**1,365.7961**	**0.8243**	**7.5100e-003**	**1,388.6413**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5035	0.0120	1.0350	5.0000e-005		5.6900e-003	5.6900e-003		5.6900e-003	5.6900e-003	0.0000	1.6852	1.6852	1.6400e-003	0.0000	1.7263
Energy	4.9700e-003	0.0425	0.0181	2.7000e-004		3.4300e-003	3.4300e-003		3.4300e-003	3.4300e-003	0.0000	302.3843	302.3843	6.9200e-003	2.1400e-003	303.1948
Mobile	0.2238	1.2624	3.0710	0.0106	0.8440	0.0108	0.8548	0.2262	0.0101	0.2363	0.0000	977.6542	977.6542	0.0499	0.0000	978.9018
Waste						0.0000	0.0000		0.0000	0.0000	4.6688	0.0000	4.6688	0.2759	0.0000	11.5667
Water						0.0000	0.0000		0.0000	0.0000	1.6536	58.1342	59.7878	0.1712	4.2900e-003	65.3480
Total	**0.7322**	**1.3169**	**4.1241**	**0.0109**	**0.8440**	**0.0199**	**0.8639**	**0.2262**	**0.0193**	**0.2454**	**6.3224**	**1,339.8579**	**1,346.1803**	**0.5056**	**6.4300e-003**	**1,360.7375**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**44.56**	**1.07**	**1.44**	**38.66**	**14.38**	**2.01**

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	13.4520
Total	**13.4520**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition/Site Clearing	Demolition	1/2/2019	1/31/2019	5	22	
2	Grading/Excavation	Grading	2/1/2019	5/3/2019	5	66	
3	Building Construction	Building Construction	5/4/2019	3/31/2020	5	237	
4	Architectural Coating	Architectural Coating	4/1/2020	7/1/2020	5	66	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 243,000; Residential Outdoor: 81,000; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 600 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	5	6.00	78	0.48
Grading/Excavation	Excavators	1	8.00	158	0.38
Demolition/Site Clearing	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Architectural Coating	Aerial Lifts	2	8.00	63	0.31
Building Construction	Forklifts	1	6.00	89	0.20
Grading/Excavation	Graders	1	8.00	187	0.41
Grading/Excavation	Bore/Drill Rigs	1	8.00	221	0.50
Building Construction	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition/Site Clearing	Rubber Tired Dozers	1	1.00	247	0.40
Grading/Excavation	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Demolition/Site Clearing	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading/Excavation	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Aerial Lifts	1	8.00	63	0.31
Building Construction	Air Compressors	2	8.00	78	0.48
Grading/Excavation	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition/Site Clearing	4	10.00	0.00	878.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Grading/Excavation	7	15.00	0.00	2,142.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	76.00	12.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	7	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition/Site Clearing - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.1700e-003	0.0000	8.1700e-003	1.2400e-003	0.0000	1.2400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0105	0.0946	0.0846	1.3000e-004		5.9100e-003	5.9100e-003		5.6400e-003	5.6400e-003	0.0000	11.5723	11.5723	2.2100e-003	0.0000	11.6274
Total	**0.0105**	**0.0946**	**0.0846**	**1.3000e-004**	**8.1700e-003**	**5.9100e-003**	**0.0141**	**1.2400e-003**	**5.6400e-003**	**6.8800e-003**	**0.0000**	**11.5723**	**11.5723**	**2.2100e-003**	**0.0000**	**11.6274**

3.2 Demolition/Site Clearing - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.0300e-003	0.1759	0.0349	4.9000e-004	0.0113	7.0000e-004	0.0120	3.1100e-003	6.7000e-004	3.7800e-003	0.0000	47.9333	47.9333	3.0900e-003	0.0000	48.0106
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3000e-004	4.2000e-004	4.5900e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1212	1.1212	4.0000e-005	0.0000	1.1221
Total	**5.5600e-003**	**0.1763**	**0.0395**	**5.0000e-004**	**0.0125**	**7.1000e-004**	**0.0132**	**3.4300e-003**	**6.8000e-004**	**4.1100e-003**	**0.0000**	**49.0545**	**49.0545**	**3.1300e-003**	**0.0000**	**49.1327**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.6800e-003	0.0000	3.6800e-003	5.6000e-004	0.0000	5.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0105	0.0946	0.0846	1.3000e-004		5.9100e-003	5.9100e-003		5.6400e-003	5.6400e-003	0.0000	11.5722	11.5722	2.2100e-003	0.0000	11.6274
Total	**0.0105**	**0.0946**	**0.0846**	**1.3000e-004**	**3.6800e-003**	**5.9100e-003**	**9.5900e-003**	**5.6000e-004**	**5.6400e-003**	**6.2000e-003**	**0.0000**	**11.5722**	**11.5722**	**2.2100e-003**	**0.0000**	**11.6274**

3.2 Demolition/Site Clearing - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.0300e-003	0.1759	0.0349	4.9000e-004	0.0113	7.0000e-004	0.0120	3.1100e-003	6.7000e-004	3.7800e-003	0.0000	47.9333	47.9333	3.0900e-003	0.0000	48.0106
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3000e-004	4.2000e-004	4.5900e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1212	1.1212	4.0000e-005	0.0000	1.1221
Total	**5.5600e-003**	**0.1763**	**0.0395**	**5.0000e-004**	**0.0125**	**7.1000e-004**	**0.0132**	**3.4300e-003**	**6.8000e-004**	**4.1100e-003**	**0.0000**	**49.0545**	**49.0545**	**3.1300e-003**	**0.0000**	**49.1327**

3.3 Grading/Excavation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0262	0.0000	0.0262	0.0138	0.0000	0.0138	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0654	0.7118	0.4911	1.1000e-003		0.0324	0.0324		0.0304	0.0304	0.0000	97.6182	97.6182	0.0265	0.0000	98.2812
Total	**0.0654**	**0.7118**	**0.4911**	**1.1000e-003**	**0.0262**	**0.0324**	**0.0586**	**0.0138**	**0.0304**	**0.0443**	**0.0000**	**97.6182**	**97.6182**	**0.0265**	**0.0000**	**98.2812**

3.3 Grading/Excavation - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0123	0.4292	0.0851	1.1900e-003	0.0276	1.7100e-003	0.0293	7.5800e-003	1.6400e-003	9.2200e-003	0.0000	116.9397	116.9397	7.5400e-003	0.0000	117.1283
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3900e-003	1.9000e-003	0.0206	6.0000e-005	5.4300e-003	4.0000e-005	5.4700e-003	1.4400e-003	4.0000e-005	1.4800e-003	0.0000	5.0455	5.0455	1.6000e-004	0.0000	5.0494
Total	**0.0147**	**0.4311**	**0.1058**	**1.2500e-003**	**0.0330**	**1.7500e-003**	**0.0348**	**9.0200e-003**	**1.6800e-003**	**0.0107**	**0.0000**	**121.9852**	**121.9852**	**7.7000e-003**	**0.0000**	**122.1777**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0118	0.0000	0.0118	6.2300e-003	0.0000	6.2300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0654	0.7118	0.4911	1.1000e-003		0.0324	0.0324		0.0304	0.0304	0.0000	97.6181	97.6181	0.0265	0.0000	98.2811
Total	**0.0654**	**0.7118**	**0.4911**	**1.1000e-003**	**0.0118**	**0.0324**	**0.0442**	**6.2300e-003**	**0.0304**	**0.0367**	**0.0000**	**97.6181**	**97.6181**	**0.0265**	**0.0000**	**98.2811**

3.3 Grading/Excavation - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0123	0.4292	0.0851	1.1900e-003	0.0276	1.7100e-003	0.0293	7.5800e-003	1.6400e-003	9.2200e-003	0.0000	116.9397	116.9397	7.5400e-003	0.0000	117.1283
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3900e-003	1.9000e-003	0.0206	6.0000e-005	5.4300e-003	4.0000e-005	5.4700e-003	1.4400e-003	4.0000e-005	1.4800e-003	0.0000	5.0455	5.0455	1.6000e-004	0.0000	5.0494
Total	**0.0147**	**0.4311**	**0.1058**	**1.2500e-003**	**0.0330**	**1.7500e-003**	**0.0348**	**9.0200e-003**	**1.6800e-003**	**0.0107**	**0.0000**	**121.9852**	**121.9852**	**7.7000e-003**	**0.0000**	**122.1777**

3.4 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1598	1.3871	1.2361	2.0700e-003		0.0831	0.0831		0.0805	0.0805	0.0000	179.1279	179.1279	0.0300	0.0000	179.8768
Total	**0.1598**	**1.3871**	**1.2361**	**2.0700e-003**		**0.0831**	**0.0831**		**0.0805**	**0.0805**	**0.0000**	**179.1279**	**179.1279**	**0.0300**	**0.0000**	**179.8768**

3.4 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0500e-003	0.1203	0.0302	2.6000e-004	6.5100e-003	7.9000e-004	7.2900e-003	1.8800e-003	7.5000e-004	2.6300e-003	0.0000	25.5493	25.5493	1.7700e-003	0.0000	25.5935
Worker	0.0316	0.0251	0.2725	7.4000e-004	0.0717	5.7000e-004	0.0723	0.0190	5.2000e-004	0.0196	0.0000	66.6209	66.6209	2.0800e-003	0.0000	66.6730
Total	**0.0356**	**0.1454**	**0.3027**	**1.0000e-003**	**0.0782**	**1.3600e-003**	**0.0796**	**0.0209**	**1.2700e-003**	**0.0222**	**0.0000**	**92.1703**	**92.1703**	**3.8500e-003**	**0.0000**	**92.2665**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1598	1.3871	1.2361	2.0700e-003		0.0831	0.0831		0.0805	0.0805	0.0000	179.1277	179.1277	0.0300	0.0000	179.8766
Total	**0.1598**	**1.3871**	**1.2361**	**2.0700e-003**		**0.0831**	**0.0831**		**0.0805**	**0.0805**	**0.0000**	**179.1277**	**179.1277**	**0.0300**	**0.0000**	**179.8766**

3.4 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0500e-003	0.1203	0.0302	2.6000e-004	6.5100e-003	7.9000e-004	7.2900e-003	1.8800e-003	7.5000e-004	2.6300e-003	0.0000	25.5493	25.5493	1.7700e-003	0.0000	25.5935
Worker	0.0316	0.0251	0.2725	7.4000e-004	0.0717	5.7000e-004	0.0723	0.0190	5.2000e-004	0.0196	0.0000	66.6209	66.6209	2.0800e-003	0.0000	66.6730
Total	**0.0356**	**0.1454**	**0.3027**	**1.0000e-003**	**0.0782**	**1.3600e-003**	**0.0796**	**0.0209**	**1.2700e-003**	**0.0222**	**0.0000**	**92.1703**	**92.1703**	**3.8500e-003**	**0.0000**	**92.2665**

3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0548	0.4794	0.4618	7.8000e-004		0.0272	0.0272		0.0264	0.0264	0.0000	67.1322	67.1322	0.0110	0.0000	67.4081
Total	**0.0548**	**0.4794**	**0.4618**	**7.8000e-004**		**0.0272**	**0.0272**		**0.0264**	**0.0264**	**0.0000**	**67.1322**	**67.1322**	**0.0110**	**0.0000**	**67.4081**

3.4 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.3100e-003	0.0416	0.0103	1.0000e-004	2.4600e-003	2.0000e-004	2.6600e-003	7.1000e-004	2.0000e-004	9.0000e-004	0.0000	9.5921	9.5921	6.3000e-004	0.0000	9.6079
Worker	0.0110	8.4500e-003	0.0936	2.7000e-004	0.0271	2.1000e-004	0.0273	7.2000e-003	1.9000e-004	7.3900e-003	0.0000	24.3954	24.3954	7.0000e-004	0.0000	24.4129
Total	**0.0123**	**0.0501**	**0.1039**	**3.7000e-004**	**0.0296**	**4.1000e-004**	**0.0300**	**7.9100e-003**	**3.9000e-004**	**8.2900e-003**	**0.0000**	**33.9875**	**33.9875**	**1.3300e-003**	**0.0000**	**34.0207**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0548	0.4794	0.4618	7.8000e-004		0.0272	0.0272		0.0264	0.0264	0.0000	67.1321	67.1321	0.0110	0.0000	67.4080
Total	**0.0548**	**0.4794**	**0.4618**	**7.8000e-004**		**0.0272**	**0.0272**		**0.0264**	**0.0264**	**0.0000**	**67.1321**	**67.1321**	**0.0110**	**0.0000**	**67.4080**

3.4 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.3100e-003	0.0416	0.0103	1.0000e-004	2.4600e-003	2.0000e-004	2.6600e-003	7.1000e-004	2.0000e-004	9.0000e-004	0.0000	9.5921	9.5921	6.3000e-004	0.0000	9.6079
Worker	0.0110	8.4500e-003	0.0936	2.7000e-004	0.0271	2.1000e-004	0.0273	7.2000e-003	1.9000e-004	7.3900e-003	0.0000	24.3954	24.3954	7.0000e-004	0.0000	24.4129
Total	**0.0123**	**0.0501**	**0.1039**	**3.7000e-004**	**0.0296**	**4.1000e-004**	**0.0300**	**7.9100e-003**	**3.9000e-004**	**8.2900e-003**	**0.0000**	**33.9875**	**33.9875**	**1.3300e-003**	**0.0000**	**34.0207**

3.5 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3768					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0426	0.3201	0.3740	6.0000e-004		0.0192	0.0192		0.0192	0.0192	0.0000	51.8089	51.8089	6.3900e-003	0.0000	51.9687
Total	**0.4194**	**0.3201**	**0.3740**	**6.0000e-004**		**0.0192**	**0.0192**		**0.0192**	**0.0192**	**0.0000**	**51.8089**	**51.8089**	**6.3900e-003**	**0.0000**	**51.9687**

3.5 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2100e-003	1.6900e-003	0.0188	5.0000e-005	5.4300e-003	4.0000e-005	5.4700e-003	1.4400e-003	4.0000e-005	1.4800e-003	0.0000	4.8890	4.8890	1.4000e-004	0.0000	4.8925
Total	**2.2100e-003**	**1.6900e-003**	**0.0188**	**5.0000e-005**	**5.4300e-003**	**4.0000e-005**	**5.4700e-003**	**1.4400e-003**	**4.0000e-005**	**1.4800e-003**	**0.0000**	**4.8890**	**4.8890**	**1.4000e-004**	**0.0000**	**4.8925**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3768					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0426	0.3201	0.3740	6.0000e-004		0.0192	0.0192		0.0192	0.0192	0.0000	51.8088	51.8088	6.3900e-003	0.0000	51.9686
Total	**0.4194**	**0.3201**	**0.3740**	**6.0000e-004**		**0.0192**	**0.0192**		**0.0192**	**0.0192**	**0.0000**	**51.8088**	**51.8088**	**6.3900e-003**	**0.0000**	**51.9686**

3.5 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2100e-003	1.6900e-003	0.0188	5.0000e-005	5.4300e-003	4.0000e-005	5.4700e-003	1.4400e-003	4.0000e-005	1.4800e-003	0.0000	4.8890	4.8890	1.4000e-004	0.0000	4.8925
Total	**2.2100e-003**	**1.6900e-003**	**0.0188**	**5.0000e-005**	**5.4300e-003**	**4.0000e-005**	**5.4700e-003**	**1.4400e-003**	**4.0000e-005**	**1.4800e-003**	**0.0000**	**4.8890**	**4.8890**	**1.4000e-004**	**0.0000**	**4.8925**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2238	1.2624	3.0710	0.0106	0.8440	0.0108	0.8548	0.2262	0.0101	0.2363	0.0000	977.6542	977.6542	0.0499	0.0000	978.9018
Unmitigated	0.2238	1.2624	3.0710	0.0106	0.8440	0.0108	0.8548	0.2262	0.0101	0.2363	0.0000	977.6542	977.6542	0.0499	0.0000	978.9018

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	665.00	639.00	586.00	2,221,149	2,221,149
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	665.00	639.00	586.00	2,221,149	2,221,149

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.547828	0.043645	0.199892	0.122290	0.016774	0.005862	0.020637	0.032653	0.002037	0.001944	0.004777	0.000705	0.000956
Enclosed Parking with Elevator	0.547828	0.043645	0.199892	0.122290	0.016774	0.005862	0.020637	0.032653	0.002037	0.001944	0.004777	0.000705	0.000956

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	253.1992	253.1992	5.9800e-003	1.2400e-003	253.7174
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	253.1992	253.1992	5.9800e-003	1.2400e-003	253.7174
NaturalGas Mitigated	4.9700e-003	0.0425	0.0181	2.7000e-004		3.4300e-003	3.4300e-003		3.4300e-003	3.4300e-003	0.0000	49.1851	49.1851	9.4000e-004	9.0000e-004	49.4774
NaturalGas Unmitigated	4.9700e-003	0.0425	0.0181	2.7000e-004		3.4300e-003	3.4300e-003		3.4300e-003	3.4300e-003	0.0000	49.1851	49.1851	9.4000e-004	9.0000e-004	49.4774

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	921694	4.9700e-003	0.0425	0.0181	2.7000e-004		3.4300e-003	3.4300e-003		3.4300e-003	3.4300e-003	0.0000	49.1851	49.1851	9.4000e-004	9.0000e-004	49.4774
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**4.9700e-003**	**0.0425**	**0.0181**	**2.7000e-004**		**3.4300e-003**	**3.4300e-003**		**3.4300e-003**	**3.4300e-003**	**0.0000**	**49.1851**	**49.1851**	**9.4000e-004**	**9.0000e-004**	**49.4774**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	921694	4.9700e-003	0.0425	0.0181	2.7000e-004		3.4300e-003	3.4300e-003		3.4300e-003	3.4300e-003	0.0000	49.1851	49.1851	9.4000e-004	9.0000e-004	49.4774
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**4.9700e-003**	**0.0425**	**0.0181**	**2.7000e-004**		**3.4300e-003**	**3.4300e-003**		**3.4300e-003**	**3.4300e-003**	**0.0000**	**49.1851**	**49.1851**	**9.4000e-004**	**9.0000e-004**	**49.4774**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	396008	220.5612	5.2100e-003	1.0800e-003	221.0126
Enclosed Parking with Elevator	58600	32.6380	7.7000e-004	1.6000e-004	32.7047
Total		**253.1992**	**5.9800e-003**	**1.2400e-003**	**253.7174**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	396008	220.5612	5.2100e-003	1.0800e-003	221.0126
Enclosed Parking with Elevator	58600	32.6380	7.7000e-004	1.6000e-004	32.7047
Total		**253.1992**	**5.9800e-003**	**1.2400e-003**	**253.7174**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5035	0.0120	1.0350	5.0000e-005		5.6900e-003	5.6900e-003		5.6900e-003	5.6900e-003	0.0000	1.6852	1.6852	1.6400e-003	0.0000	1.7263
Unmitigated	0.5035	0.0120	1.0350	5.0000e-005		5.6900e-003	5.6900e-003		5.6900e-003	5.6900e-003	0.0000	1.6852	1.6852	1.6400e-003	0.0000	1.7263

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0377					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4343					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0315	0.0120	1.0350	5.0000e-005		5.6900e-003	5.6900e-003		5.6900e-003	5.6900e-003	0.0000	1.6852	1.6852	1.6400e-003	0.0000	1.7263
Total	**0.5035**	**0.0120**	**1.0350**	**5.0000e-005**		**5.6900e-003**	**5.6900e-003**		**5.6900e-003**	**5.6900e-003**	**0.0000**	**1.6852**	**1.6852**	**1.6400e-003**	**0.0000**	**1.7263**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0377					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4343					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0315	0.0120	1.0350	5.0000e-005		5.6900e-003	5.6900e-003		5.6900e-003	5.6900e-003	0.0000	1.6852	1.6852	1.6400e-003	0.0000	1.7263
Total	**0.5035**	**0.0120**	**1.0350**	**5.0000e-005**		**5.6900e-003**	**5.6900e-003**		**5.6900e-003**	**5.6900e-003**	**0.0000**	**1.6852**	**1.6852**	**1.6400e-003**	**0.0000**	**1.7263**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	59.7878	0.1712	4.2900e-003	65.3480
Unmitigated	74.7348	0.2140	5.3700e-003	81.6850

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	6.5154 / 4.10754	74.7348	0.2140	5.3700e-003	81.6850
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**74.7348**	**0.2140**	**5.3700e-003**	**81.6850**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	5.21232 / 3.28603	59.7878	0.1712	4.2900e-003	65.3480
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**59.7878**	**0.1712**	**4.2900e-003**	**65.3480**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.6688	0.2759	0.0000	11.5667
Unmitigated	9.3376	0.5518	0.0000	23.1335

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	46	9.3376	0.5518	0.0000	23.1335
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**9.3376**	**0.5518**	**0.0000**	**23.1335**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	23	4.6688	0.2759	0.0000	11.5667
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**4.6688**	**0.2759**	**0.0000**	**11.5667**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	13.4520	0.0000	0.0000	13.4520

11.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	19	13.4520	0.0000	0.0000	13.4520
Total		**13.4520**	**0.0000**	**0.0000**	**13.4520**

ATTACHMENT 6

U.S. Fish & Wildlife Service,
Information for Planning and Consultation (IPaC) Resource List,
September 14, 2018

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IPaC **U.S. Fish & Wildlife Service**

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Los Angeles County, California

Local office

Carlsbad Fish And Wildlife Office

(760) 431-9440
(760) 431-5901

2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385

http://www.fws.gov/carlsbad/

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information.
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Birds

NAME	STATUS

Coastal California Gnatcatcher Polioptila californica californica Threatened

There is **final** critical habitat for this species. Your location is outside the critical habitat.
https://ecos.fws.gov/ecp/species/8178

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Measures for avoiding and minimizing impacts to birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Nationwide conservation measures for birds http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)
Allen's Hummingbird Selasphorus sasin This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9637	Breeds Feb 1 to Jul 15
Black Swift Cypseloides niger This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8878	Breeds Jun 15 to Sep 10
Common Yellowthroat Geothlypis trichas sinuosa This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/2084	Breeds May 20 to Jul 31
Costa's Hummingbird Calypte costae This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9470	Breeds Jan 15 to Jun 10
Marbled Godwit Limosa fedoa This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9481	Breeds elsewhere
Nuttall's Woodpecker Picoides nuttallii This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9410	Breeds Apr 1 to Jul 20

Oak Titmouse Baeolophus inornatus — Breeds Mar 15 to Jul 15
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9656

Rufous Hummingbird selasphorus rufus — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/8002

Song Sparrow Melospiza melodia — Breeds Feb 20 to Sep 5
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

Spotted Towhee Pipilo maculatus clementae — Breeds Apr 15 to Jul 20
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/4243

Whimbrel Numenius phaeopus — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9483

Willet Tringa semipalmata — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Wrentit Chamaea fasciata — Breeds Mar 15 to Aug 10
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ “Proper Interpretation and Use of Your Migratory Bird Report” before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

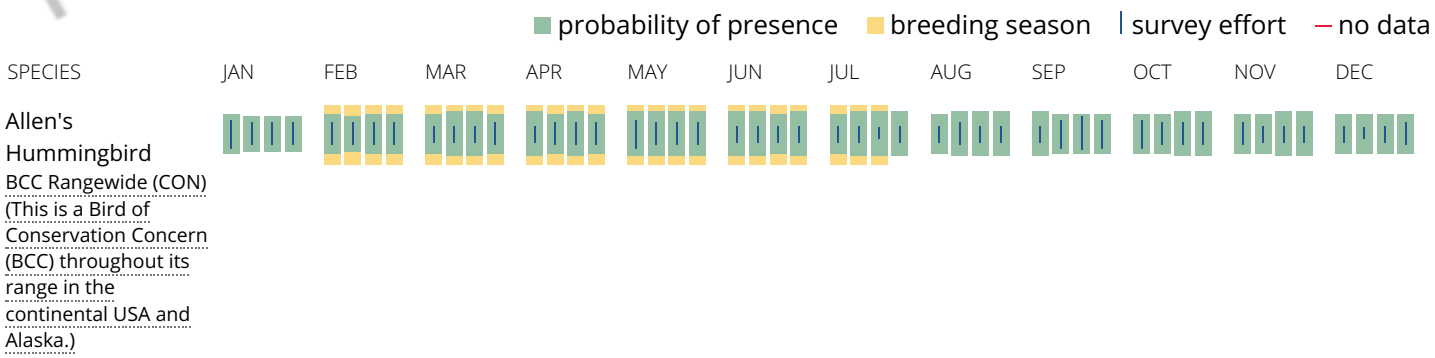
Breeding Season (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

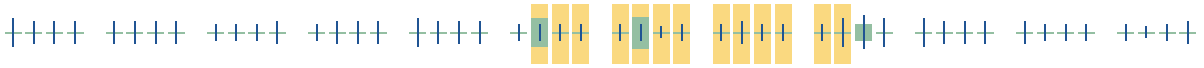
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

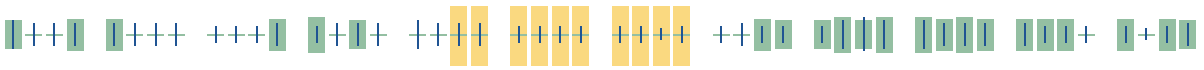
Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Black Swift
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



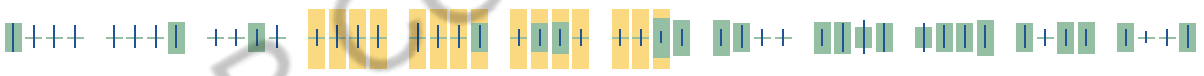
Common Yellowthroat
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)



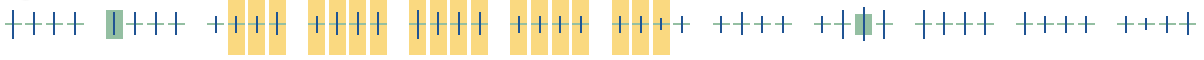
Costa's Hummingbird
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)

Marbled Godwit
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

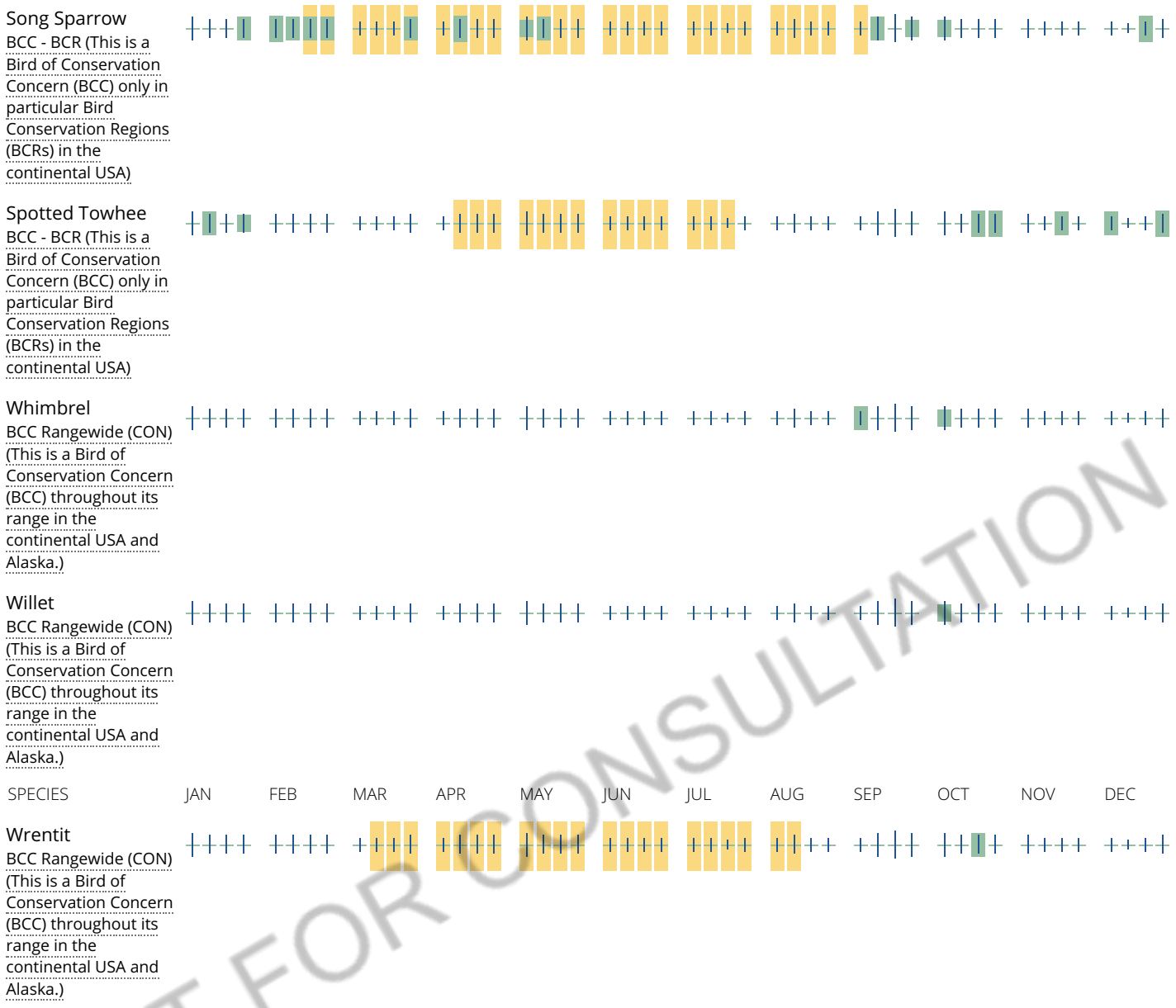
Nuttall's Woodpecker
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)



Oak Titmouse
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



Rufous Hummingbird
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures and/or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects,

and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the E-bird Explore Data Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

Wildlife refuges and fish hatcheries

REFUGE AND FISH HATCHERY INFORMATION IS NOT AVAILABLE AT THIS TIME

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

THERE ARE NO KNOWN WETLANDS AT THIS LOCATION.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

ATTACHMENT 7

The Tree Resource
Tree Report
October 25, 2016

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TREE REPORT

PREPARED FOR

Abode Communities

1149 S. Hill Street, Suite 700

Los Angeles, CA 90015

PROPERTY

714 S. Grand View St.

Los Angeles, CA 90057

CONTACT

Sue Keintz
Abode Communities

213-225-2814

skeintz@abodecommunities.org

October 25, 2016

PREPARED BY

LISA SMITH, **THE TREE RESOURCE**

REGISTERED CONSULTING ARBORIST #464

ISA CERTIFIED ARBORIST #WE3782

ISA TREE RISK ASSESSOR QUALIFIED

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TABLE OF CONTENTS

TREE REPORT

714 S. Grand View St.
Los Angeles, CA 90057

PROJECT SUMMARY

This Tree Report was prepared at the request of Abode Communities, a non-profit affordable housing developer, who is preparing to to demolish the 36 existing housing units and develop a 5-story (92 unit) affordable housing project over a level of subterranean parking. The subject property is 38,236 square feet and is located in the Westlake/Macarthur area of Los Angeles. The proposed development will have a footprint of 26,779 square feet.

PROTECTED TREES, URBAN FORESTRY DIVISION

This property is under the jurisdiction of the City of Los Angeles and guided by the Native Tree Protection Ordinance No. 177,404. **Protected Trees** are defined by this ordinance as Oaks (*Quercus* sp) indigenous to California but excluding the scrub oak (*Quercus dumosa*); Southern California black walnut (*Juglans californica* var. californica); Western sycamore *(Platanus racemosa)* and California bay laurel (*Umbellularia californica*) trees with a diameter at breast height (DBH) of four inches (4") or greater.

There are NO trees on this property that would be considered protected within the City of Los Angeles Native Tree Protection Ordinance.

NON-PROTECTED SIGNIFICANT TREES, DEPARTMENT OF CITY PLANNING

The Department of City Planning requires the identification of the location, size, type and condition of all existing trees on the site with a DBH of 8 inches (8") or greater. These trees will be identified as **Non-Protected Significant Trees.**

At this time, I observed nineteen (19) **Non-Protected Significant Trees** on the property. Due to the scope of construction nineteen (19) of these trees will be impacted and are recommended for removal and replacement to the satisfaction of the City of Los Angeles Department of City Planning.

ASSIGNMENT

The Assignment included a field observation and inventory of the trees on site. A Tree Location Plot Map is included in Appendix A. Photographs of the subject trees are included in Appendix.

TREE CHARACTERISTICS AND SITE CONDITIONS

Detailed information with respect to size, condition, species and recommendations are included in the Summary of Field Inspections in Appendix C. The trees are numbered on the Tree Location Map in Appendix A.

IMPACT ANALYSIS AND SPECIFIC RECOMMENDATIONS

The proposed construction for this project will require the demolition of all of the existing structures on the property. The proposed new development will include the construction of a new five-story affordable housing structure with one level of subterranean parking. This will require extensive soil work and all the trees on site are located within the footprint of the proposed construction. All nineteen (19) trees are recommended for removal and replacement to the satisfaction of the City of Los Angeles.

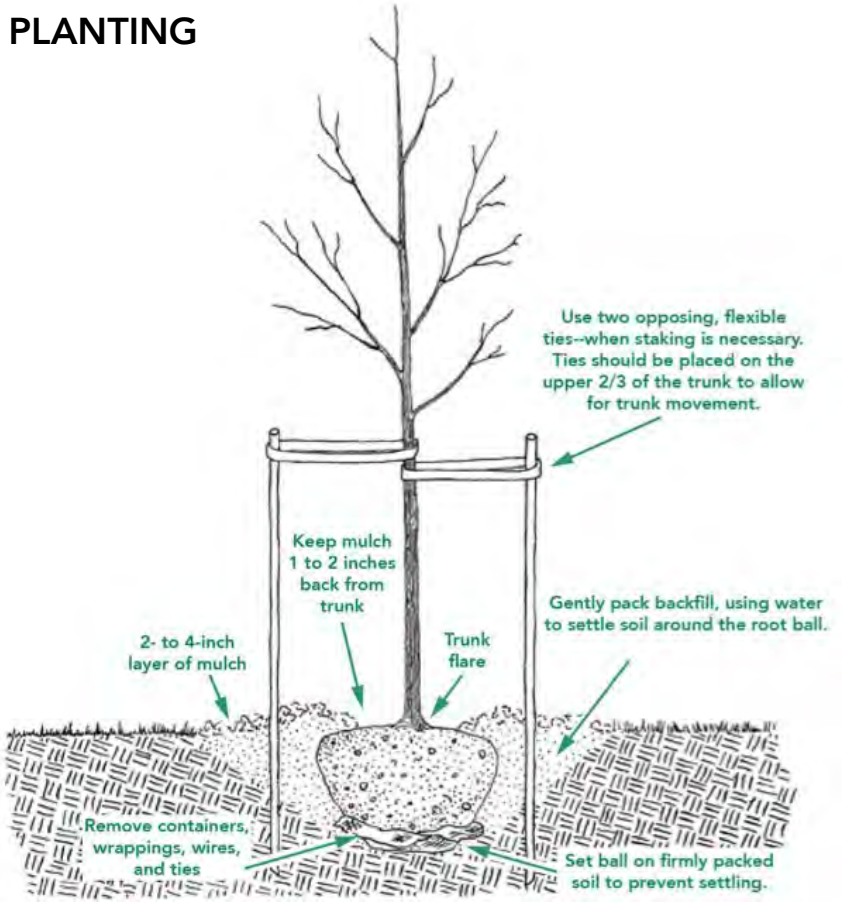
These tree will be replaced at a 1:1 ratio with at least 24" box size trees.

Table 1. Summary of Tree Replacement

	Existing Trees to Be Removed	Trees to be Planted as REPLACEMENT
NON-NATIVE TREES, 8" + DBH REPLACED 1:1	19	19

GENERAL RECOMMENDATIONS

NEW TREE PLANTING



The ideal time to plant trees and shrubs is during the dormant season, in the fall after leaf drop or early spring before budbreak. Weather conditions are cool and allow plants to establish roots in the new location before spring rains and summer heat stimulate new top growth. Before you begin planting your tree, be sure you have had all underground utilities located prior to digging.

If the tree you are planting is balled or bare root, it is important to understand that its root system has been reduced by 90 to 95 percent of its original size during transplanting. As a result of the trauma caused by the digging process, trees commonly exhibit what is known as transplant shock. Containerized trees may also experience transplant shock, particularly if they have circling roots that must be cut. Transplant shock is indicated by slow growth and reduced vigor following transplanting. Proper site preparation before and during planting coupled with good follow-up care reduces the amount of time the plant experiences transplant shock and allows the tree to quickly establish in its new location. Carefully follow nine simple steps, and you can significantly reduce the stress placed on the plant at the time of planting.

NEW TREE PLANTING, continued

1. Dig a shallow, broad planting hole. Make the hole wide, as much as three times the diameter of the root ball but only as deep as the root ball. It is important to make the hole wide because the roots on the newly establishing tree must push through surrounding soil in order to establish. On most planting sites in new developments, the existing soils have been compacted and are unsuitable for healthy root growth. Breaking up the soil in a large area around the tree provides the newly emerging roots room to expand into loose soil to hasten establishment.

2. Identify the trunk flare. The trunk flare is where the roots spread at the base of the tree. This point should be partially visible after the tree has been planted (see diagram). If the trunk flare is not partially visible, you may have to remove some soil from the top of the root ball. Find it so you can determine how deep the hole needs for proper planting.

3. Remove tree container for containerized trees. Carefully cutting down the sides of the container may make this easier. Inspect the root ball for circling roots and cut or remove them. Expose the trunk flare, if necessary.

4. Place the tree at the proper height. Before placing the tree in the hole, check to see that the hole has been dug to the proper depth and no more. The majority of the roots on the newly planted tree will develop in the top 12 inches of soil. If the tree is planted too deeply, new roots will have difficulty developing because of a lack of oxygen. It is better to plant the tree a little high, 1-2 inches above the base of the trunk flare, than to plant it at or below the original growing level. This planting level will allow for some settling.

5. Straighten the tree in the hole. Before you begin backfilling, have someone view the tree from several directions to confirm that the tree is straight. Once you begin backfilling, it is difficult to reposition the tree.

6. Fill the hole gently but firmly. Fill the hole about one-third full and gently but firmly pack the soil around the base of the root ball. Be careful not to damage the trunk or roots in the process. Fill the remainder of the hole, taking care to firmly pack soil to eliminate air pockets that may cause roots to dry out. To avoid this problem, add the soil a few inches at a time and settle with water. Continue this process until the hole is filled and the tree is firmly planted. It is not recommended to apply fertilizer at time of planting.

7. Stake the tree, if necessary. If the tree is grown properly at the nursery, staking for support will not be necessary in most home landscape situations. Studies have shown that trees establish more quickly and develop stronger trunk and root systems if they are not staked at the time of planting. However, protective staking may be required on sites where lawn mower damage, vandalism, or windy conditions are concerns. If staking is necessary for support, there are three methods to choose among: staking, guying, and ball stabilizing. One of the most common methods is staking. With this method, two stakes used in conjunction with a wide, flexible tie material on the lower half of the tree will hold the tree upright, provide flexibility, and minimize injury to the trunk (see diagram). Remove support staking and ties after the first year of growth.

8. Mulch the base of the tree. Mulch is simply organic matter applied to the area at the base of the tree. It acts as a blanket to hold moisture, it moderates soil temperature extremes, and it reduces competition from grass and weeds. A 2- to 3-inch layer is ideal. More than 3 inches may cause a problem with oxygen and moisture levels. When placing mulch, be sure that the actual trunk of the tree is not covered. Doing so may cause decay of the living bark at the base of the tree. A mulch-free area, 1 to 2 inches wide at the base of the tree, is sufficient to avoid moist bark conditions and prevent decay.

TREE MAINTENANCE AND PRUNING

Some trees do not generally require pruning. The occasional removal of dead twigs or wood is typical. Occasionally a tree has a defect or structural condition that would benefit from pruning. Any pruning activity should be performed under the guidance of a certified arborist or tree expert.

Because each cut has the potential to change the growth of the tree, no branch should be removed without a reason. Common reasons for pruning are to remove dead branches, to remove crowded or rubbing limbs, and to eliminate hazards. Trees may also be pruned to increase light and air penetration to the inside of the tree's crown or to the landscape below. In most cases, mature trees are pruned as a corrective or preventive measure.

Routine thinning does not necessarily improve the health of a tree. Trees produce a dense crown of leaves to manufacture the sugar used as energy for growth and development. Removal of foliage through pruning can reduce growth and stored energy reserves. Heavy pruning can be a significant health stress for the tree.

Yet if people and trees are to coexist in an urban or suburban environment, then we sometimes have to modify the trees. City environments do not mimic natural forest conditions. Safety is a major concern. Also, we want trees to complement other landscape plantings and lawns. Proper pruning, with an understanding of tree biology, can maintain good tree health and structure while enhancing the aesthetic and economic values of our landscapes.

Pruning Techniques – From the I.S.A. Guidelines

Specific types of pruning may be necessary to maintain a mature tree in a healthy, safe, and attractive condition.

Cleaning is the removal of dead, dying, diseased, crowded, weakly attached, and low- vigor branches from the crown of a tree.

Thinning is the selective removal of branches to increase light penetration and air movement through the crown. Thinning opens the foliage of a tree, reduces weight on heavy limbs, and helps retain the tree's natural shape.

Raising removes the lower branches from a tree to provide clearance for buildings, vehicles, pedestrians, and vistas.

Reduction reduces the size of a tree, often for clearance for utility lines. Reducing the height or spread of a tree is best accomplished by pruning back the leaders and branch terminals to lateral branches that are large enough to assume the terminal roles (at least one-third the diameter of the cut stem). Compared to topping, reduction helps maintain the form and structural integrity of the tree.

TREE MAINTENANCE AND PRUNING, continued

How Much Should Be Pruned?

Mature trees should require little routine pruning. A widely accepted rule of thumb is never to remove more than one-quarter of a tree's leaf-bearing crown. In a mature tree, pruning even that much could have negative effects. Removing even a single, large- diameter limb can create a wound that the tree may not be able to close. The older and larger a tree becomes, the less energy it has in reserve to close wounds and defend against decay or insect attack. Pruning of mature trees is usually limited to removal of dead or potentially hazardous limbs.

Wound Dressings

Wound dressings were once thought to accelerate wound closure, protect against insects and diseases, and reduce decay. However, research has shown that dressings do not reduce decay or speed closure and rarely prevent insect or disease infestations. Most experts recommend that wound dressings not be used.

DISEASES AND INSECTS

Continual observation and monitoring of your tree can alert you to any abnormal changes. Some indicators are: excessive leaf drop, leaf discoloration, sap oozing from the trunk and bark with unusual cracks. Should you observe any changes, you should contact a Tree specialist or Certified Arborist to review the tree and provide specific recommendations. Trees are susceptible to hundreds of pests, many of which are typical and may not cause enough harm to warrant the use of chemicals. However, diseases and insects may be indication of further stress that should be identified by a professional.

GRADE CHANGES

The growing conditions and soil level of trees are subject to detrimental stress should they be changed during the course of construction. Raising the grade at the base of a tree trunk can have long-term negative consequences. This grade level should be maintained throughout the protected zone. This will also help in maintaining the drainage in which the tree has become accustomed.

INSPECTION

The property owner should establish an inspection calendar based on the recommendation provided by the tree specialist. This calendar of inspections can be determined based on several factors: the maturity of the tree, location of tree in proximity to high-use areas vs. low-use area, history of the tree, prior failures, external factors (such as construction activity) and the perceived value of the tree to the homeowner.

Assumptions and Limiting Conditions

No warranty is made, expressed or implied, that problems or deficiencies of the trees or the property will not occur in the future, from any cause. The Consultant shall not be responsible for damages or injuries caused by any tree defects, and assumes no responsibility for the correction of defects or tree related problems.

The owner of the trees may choose to accept or disregard the recommendations of the Consultant, or seek additional advice to determine if a tree meets the owner's risk abatement standards.

The Consulting Arborist has no past, present or future interest in the removal or retaining of any tree. Opinions contained herein are the independent and objective judgments of the consultant relating to circumstances and observations made on the subject site.

The recommendations contained in this report are the opinions of the Consulting Arborist at the time of inspection. These opinions are based on the knowledge, experience, and education of the Consultant. The field inspection was a visual, grade level tree assessment.

The Consulting Arborist shall not be required to give testimony, perform site monitoring, provide further documentation, be deposed, or to attend any meeting without subsequent contractual arrangements for this additional employment, including payment of additional fees for such services as described by the Consultant.

The Consultant assumes no responsibility for verification of ownership or locations of property lines, or for results of any actions or recommendations based on inaccurate information.

This Arborist report may not be reproduced without the express permission of the Consulting Arborist and the client to whom the report was issued. Any change or alteration to this report invalidates the entire report.

Should you have any further questions regarding this property, please contact me at (310) 663-2290.

Respectfully submitted.

Lisa Smith

Registered Consulting Arborist #464
ISA Certified Arborist #WE3782
ISA Tree Risk Assessor Qualified
American Society of Consulting Arborists, Member

APPENDIX A -Tree Location Map

714-754 S. Grand View Street, Los Angeles, CA 90057

KEY

#	Non-Protected Tree for removal

APPENDIX A -Proposed Construction

714-754 S. Grand View Street, Los Angeles, CA 90057

Grandview

09/21/2016

BIRD'S EYE VIEW 02

A-3

Abode Communities | ARCHITECTURE
1149 S. Hill Street, Suite 700
Los Angeles, CA 90015

213.629.2702 tel
213.627.6407 fax

abode COMMUNITIES

APPENDIX B - PHOTOGRAPHS

PHOTO 1. Shows the subject property from the front entrance at Grand View Street.

APPENDIX C - SUMMARY OF FIELD INSPECTION

Tree #	Location	Species	Status	DBH (")	Height (')	Spread (')	Summary of Condition	Retain or Remove
1	Front set back along Grand View	Queen Palm *Syagrus romanzoffiana*	Non-Protected	12	20	10	Fair	REMOVE
2	Front set back along Grand View	Chinese Elm *Ulmus parvifolia*	Non-Protected	20	35	40	Fair	REMOVE
3	Front set back along Grand View	Chinese Elm *Ulmus parvifolia*	Non-Protected	20	35	40	Fair	REMOVE
4	Front set back along Grand View	Queen Palm *Syagrus romanzoffiana*	Non-Protected	8	35	15	Fair	REMOVE
5	Front set back along Grand View	Chinese Elm *Ulmus parvifolia*	Non-Protected	19	35	35	Fair	REMOVE
6	Front set back along Grand View	Chinese Elm *Ulmus parvifolia*	Non-Protected	19	35	35	Fair	REMOVE
7	Front set back along Grand View	Queen Palm *Syagrus romanzoffiana*	Non-Protected	13	20	20	Fair	REMOVE
8	Front set back along Grand View	Chinese Elm *Ulmus parvifolia*	Non-Protected	22	35	40	Fair	REMOVE
9	Front set back along Grand View	Chinese Elm *Ulmus parvifolia*	Non-Protected	22	35	40	Fair	REMOVE
10	Front set back along Grand View	Queen Palm *Syagrus romanzoffiana*	Non-Protected	12	15	15	Fair-Poor	REMOVE
11	Southern side of property	Schefflera *Schefflera sp*	Non-Protected	36 +	30	25	Fair	REMOVE
12	Western Side of property	Pecan Tree *Carya illinoinensis*	Non-Protected	16.5	50	45	Good-Fair	REMOVE
13	Center of property	Peach Tree *Prunus persica*	Non-Protected	6, 6	15	10	Good-Fair	REMOVE
14	Center of property	Apple tree *Malus pumila*	Non-Protected	12 @ 1	15	10	Good-Fair	REMOVE
15	Western Side of property	Weeping Bottle Brush *Callistemon viminalis*	Non-Protected	8 @ 1	20	8	Good-Fair	REMOVE
16	Western Side of property	Bush cherries *Syzygium malaccense*	Non-Protected	6, 6	35	10	Good-Fair	REMOVE

APPENDIX C - SUMMARY OF FIELD INSPECTION

Tree #	Location	Species	Status	DBH (")	Height (')	Spread (')	Summary of Condition	Retain or Remove
17	Center of property	Citrus sp	Non-Protected	8 +	20	15	Fair	REMOVE
18	Northern side of property	Fiddle Leaf fig *Ficus lyrata*	Non-Protected	10.5, 10.5	50	40	Fair	REMOVE
19	Northern side of property	Schefflera *Schefflera sp*	Non-Protected	14	30	20	Fair	REMOVE

EXHIBIT G.1
DIR-2018-4135-TOC-SPR-1A
Correspondence – Office of Historic Resources

Historic Report - 714-760 S. Grand View Street

Ken Bernstein <ken.bernstein@lacity.org> Thu, Feb 14, 2019 at 3:02 PM
To: Shane Swerdlow <shane@craiglawson.com>
Cc: Janet Hansen <janet.hansen@lacity.org>, Nuri Cho <nuri.cho@lacity.org>, Jim Ries <jim@craiglawson.com>, Aimee Luan <aimee@craiglawson.com>

Shane,

Janet and I have reviewed the revised report and believe it adequately addresses our previous comments. We're prepared to accept this version of the report as complete.

Ken

Ken Bernstein, AICP, Principal City Planner
Department of City Planning
Office of Historic Resources and
Urban Design Studio
T: (213) 847-3652
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planning.lacity.org/urbandesign

On Thu, Jan 31, 2019 at 3:45 PM Shane Swerdlow <shane@craiglawson.com> wrote:

> Hi Janet and Ken,
>
> Attached is an updated Historic Resources Assessment for the property at 714-760 S. Grand View Street.
>
> This report has been updated to integrate relevant SurveyLA Multi-Family Residential Development eligibility standards, as well as an analysis of planned groupings of duplexes throughout the City.
>
> Please let me know if you have any questions.
>
> Thank you,
>
> Shane

Craig Lawson & Co., LLC

Land Use Consultants

Shane Stuart Swerdlow

Project Manager

Craig Lawson & Co., LLC

3221 Hutchison Avenue, Suite D

Los Angeles, CA 90034

(310) 838-2400 x 110

shane@craiglawson.com

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Los Angeles
HOUSING+COMMUNITY
Investment Department

Eric Garcetti, Mayor
Rushmore D. Cervantes, General Manager

DATE: August 17, 2018

TO: Grandview Apartments, LP, a California limited partnership, Owner

FROM: Robert Manford, Environmental Affairs Officer
Los Angeles Housing and Community Investment Department

SUBJECT: **AB 2556 (TOC) Determination for**
714-760 South Grand View Street, Los Angeles, CA 90057

Based on the Affordable Unit Determination Application submitted by Grandview Apartments, LP, a California limited partnership (Owner), the Los Angeles Housing and Community Investment Department (HCIDLA) has determined that twenty-five (25) units are subject to replacement under AB 2556 (formerly AB 2222).

Information about the existing property for the five years prior to the date of the application is required in order to make a determination. HCIDLA received the Affordable Unit Determination on May 31, 2018, so HCIDLA must collect data from May 2013 to May 2018.

Grandview Apartments, LP, a California limited partnership (Owner), acquired the properties 714-760 South Grand View Street under APN #'s 5141-017-004, 5141-017-005, 5141-017-006, 5141-017-007, 5141-017-008, and 5141-017-009 (consolidated under APN # 6322-005-028) on January 18, 2018 per Grant Deed.

Per Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPAMS), Real Quest database, Billing Information System (BIMS) database, Code, Compliance, and Rent Information (CRIS) database, Internet Search, Rent Stabilization Ordinance Unit (RSO), the properties 714-760 South Grand View Street under APN # 6322-005-028 all have a use code of "500 – Residential/Five or More Units".

The Los Angeles Department of Building and Safety database indicates that the Owner has not applied for a New Building Permit nor Demolition Permits.

Per statement received by HCIDLA on May 31, 2018, the Owner plans to demolish the existing duplexes and construct up to one-hundred (100) residential apartment units in a five (5) story affordable housing development, pursuant to Transit Oriented Communities (TOC) guidelines.

[Remainder of this page left intentionally blank]

ADDRESS	BEDROOM TYPE
714 South Grand View Street	1 Bedroom
716 South Grand View Street	1 Bedroom
718 South Grand View Street	1 Bedroom
718 ½ South Grand View Street	1 Bedroom
720 South Grand View Street	1 Bedroom
720 ½ South Grand View Street	1 Bedroom
722 South Grand View Street	1 Bedroom
722 ½ South Grand View Street	1 Bedroom
724 South Grand View Street	1 Bedroom
724 ½ South Grand View Street	1 Bedroom
726 South Grand View Street	1 Bedroom
728 South Grand View Street	1 Bedroom
730 South Grand View Street	1 Bedroom
732 South Grand View Street	1 Bedroom
734 South Grand View Street	1 Bedroom
734 ½ South Grand View Street	1 Bedroom
736 South Grand View Street	1 Bedroom
736 ½ South Grand View Street	1 Bedroom
738 South Grand View Street	1 Bedroom
738 ½ South Grand View Street	1 Bedroom
740 South Grand View Street	1 Bedroom
740 ½ South Grand View Street	1 Bedroom
742 South Grand View Street	1 Bedroom
744 South Grand View Street	1 Bedroom
746 South Grand View Street	1 Bedroom
748 South Grand View Street	1 Bedroom
750 South Grand View Street	1 Bedroom
750 ½ South Grand View Street	1 Bedroom
752 South Grand View Street	1 Bedroom
752 ½ South Grand View Street	1 Bedroom
754 South Grand View Street	1 Bedroom
754 ½ South Grand View Street	1 Bedroom
756 South Grand View Street	1 Bedroom
756 ½ South Grand View Street	1 Bedroom
758 South Grand View Street	1 Bedroom
760 South Grand View Street	1 Bedroom

Per AB 2556, the number of RSO replacement units must match the percent of renter households currently living at Extremely Low, Very Low, and Low Income levels in Los Angeles per Department of Housing and Urban Development's (HUD) Comprehensive Housing Affordability Strategy (CHAS) database. At present, the CHAS database shows 31% Extremely Low (Below 31% Area Median Income [AMI]), 19% Very Low ([31% to 50% AMI]) and 18% Low ([51% to 80% AMI]) renter households for Los Angeles.

Replacement Units = 25

36 Units x 68%	**25 Units**
31% Extremely Low	12 Units
19% Very Low	7 Units
18% Low	6 Units

As shown above, there existed thirty-six (36) RSO units within the past five (5) years with no income documents provided. Consistent with AB 2556, HCIDLA has determined that twenty-five (25) units need to be replaced with equivalent type, with twelve (12) units restricted to Extremely Low Income households, seven (7) units restricted to Very Low Income households, and six (6) units restricted to Low Income households. Please note that this AB 2556 determination only applies to TOC rental projects.

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

cc: Los Angeles Housing and Community Investment Department File
Grandview Apartments, LP, a California limited partnership, Owner
Ulises Gonzalez, Case Management Section, City Planning Department

RM:MAC:jm