DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: **March 25, 2021**
Time: After 8:30 A.M.*
Place: In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [https://zoom.us/]. The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.org/about/commissionsboards-hearings and/or by contacting cpc@lacity.org

Case No.:	CPC-2020-4714-CU-DB-SPR-RDP-HCA
CEQA No.:	ENV-2020-4715-CE
Incidental Cases:	VTT-83024-CN
Related Cases:	CPC-2008-4228-ZC-HD-SPR
Council No.:	9 –Price
Plan Area:	South Los Angeles
Specific Plan:	South Los Angeles Alcohol Sales
Redevelopment Plan:	Exposition/University Park
Overlay:	Neighborhood Stabilization
Certified NC:	North Area Neighborhood Development Council (NANDC)
GPLU:	Community Commercial
Zone:	C2-1L
Applicant:	Core OZ Figueroa LLC
Representative:	Andrew Brady, DLA Piper

Public Hearing: January 6, 2020
Appeal Status: The Density Bonus on-menu incentives, Conditional Use, Site Plan Review, and Compliance with the Redevelopment Plan are appealable to the City Council by any party. Density Bonus on-menu incentives are appealable to the City Council. The Density Bonus off-menu waivers are not appealable.
Expiration Date: March 26, 2021
Multiple Approval: Yes

PROJECT LOCATION: 2714 – 2724 South Figueroa Street; 2727 Flower Street; 511 – 525 West 28th Street

PROPOSED PROJECT: The project involves the demolition of two existing restaurant buildings and one industrial building, and the construction, use, and maintenance of a 212,371 square foot, seven-story mixed-use building with 157 dwelling units and 5,128 square-feet of commercial tenant space, known as "The Hub on Campus LA - Figueroa". Of the 157 dwelling units located above the ground-floor level, 11 percent of the total units (or 18 units) would be reserved for Very Low Income households. In addition, four percent of the total units (or six units) would be set aside for Workforce Housing Occupancy. Ground-floor commercial tenant space would be concentrated along the western portion of the project site, with an existing fast-food restaurant returning as a tenant with drive-through service. The building would rise to a maximum height of 86 feet within seven stories and a subterranean parking garage. The project would have a Floor Area Ratio (FAR) of 4.83 to 1. A total of 101 parking spaces would be provided between the ground floor and subterranean levels (86 residential and 15 commercial), and a total of 125 long-term and short-term bicycle parking spaces would also be provided.

REQUESTED ACTIONS:

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

2. Pursuant to LAMC Section 12.22 A.25, a Density Bonus for a residential-commercial development project consisting of 157 dwelling units, of which 18 units will be set aside for Very Low Income Households, and the following two On-Menu Incentives and two Off-Menu Incentives:

    a. An On-Menu Incentive to allow a maximum height of 86 feet and seven stories in lieu of the otherwise permitted 75 feet and six stories in the C2-1L Zone;

    b. An On-Menu Incentive to allow a 20 percent reduction in open space in lieu of the otherwise required pursuant to LAMC Section 12.21 G;

    c. An Off-Menu Incentive to allow a floor area ratio of 4.83 to 1 in lieu of the otherwise permitted 1.5 to 1 pursuant to LAMC Section 12.21.1 A; and

    d. An Off-Menu Incentive to allow a reduction in residential automobile parking requirements to 0.5 spaces per dwelling unit in lieu of the otherwise required pursuant to LAMC Section 12.21 A.4; and

3. Pursuant to Los Angeles Municipal Code Section 12.24 W.17, a **Conditional Use Permit** to allow a fast-food drive-through restaurant adjacent to a property with residential uses;

4. Pursuant to LAMC Section 16.05, **Site Plan Review** for a development project resulting in an increase in 50 or more residential dwelling units; and

5. Pursuant to LAMC Section 11.5.14 D.5, **Project Compliance Review** for conformance to the provisions of the Exposition/University Redevelopment Plan.

RECOMMENDED ACTIONS:

1. Determine that based on the whole of the administrative record, the Project is exempt from CEQA pursuant to CEAQ Guidelines, Section 15332, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEAQ Guidelines, Section 15300.2 applies;

2. **Approve** a **Density Bonus** for a residential-commercial development project consisting of 157 dwelling units, of which 18 units will be set aside for Very Low Income Households, with vehicular parking provided pursuant to Assembly Bill 2345 and requesting the following incentives:

    a. An on-menu incentive to allow a maximum height of 86 feet and seven stories in lieu of the otherwise permitted 75 feet and six stories in the C2-1L Zone;

    b. An on-menu incentive to allow a 20 percent reduction in open space in lieu of the otherwise required pursuant to LAMC Section 12.21 G;

    c. An off-menu incentive to allow a floor area ratio of 4.83 to 1 in lieu of the otherwise permitted 1.5 to 1 pursuant to LAMC Section 12.21.1 A; and

3. **Dismiss** the requested off-menu incentive to allow a reduction in residential automobile parking requirements to 0.5 spaces per dwelling unit. The project will utilize Assembly Bill 2345, which permits Density Bonus projects that reserve 11 percent of its dwelling units for Very Low Income households and are within one-half mile of a major transit stop to utilize a vehicular parking ratio of 0.5 spaces per dwelling unit as a base incentive.

4. **Approve** a **Conditional Use Permit** to allow a fast-food drive-through restaurant adjacent to a property with residential uses;

5. **Approve** a **Site Plan Review** for a development project resulting in an increase of 50 or more residential dwelling units;

6. **Approve** a **Project Compliance Review** for conformance to the provisions of the Exposition/University Park Redevelopment Plan;

7. **Adopt** the attached Conditions of Approval and Findings;

VINCENT P. BERTONI, AICP
Director of Planning

Heather Bleemers
Senior City Planner

JoJo Pewsawang
City Planner

David Woon
Planning Assistant

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

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PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project involves the demolition of two restaurant buildings and one industrial building and the construction, use, and maintenance of a seven-story, residential-commercial building consisting of 157 dwelling units and 5,128 square feet of commercial tenant space in the South Los Angeles Community Plan area. Of the proposed residential units, the project would dedicate 18 units for Very Low Income Households. While not required and not counted toward affordable set aside, the applicant is volunteering to set aside six units for Workforce Housing (120% to 150% of AMI). As shown in Figure 1, two commercial tenant spaces would be located on the western portion of the project site, closest to the intersection of South Figueroa Street and West 28th Street. In exchange for reserving a portion of the project toward affordable housing, the applicant requests two On-Menu and one Off-Menu Incentive regarding an increase in height and floor area ratio (FAR) and a reduction in open space. The applicant also seeks a Conditional Use to allow a fast-food drive-through restaurant adjacent to a property to with residential uses.

The project would encompass a total floor area of 212,371 square feet, equating to a Floor Area Ratio (FAR) of 4.83 to 1. The building would rise to a maximum height of 86 feet and have one subterranean level for residential parking. The project would provide a mix of 40 studio units, 5 one-bedroom units, 45 two-bedroom units, 1 three-bedroom unit, 22 four-bedroom units, and 44 five-bedroom units. The proposed building will observe a varying front yard of 3 feet and 7 inches, a varying rear yard of 10 feet and 4 inches, and a side yard of 4 feet. A total of 16,641 square feet of open space would be provided, including private balconies, community amenity areas, and a pool terrace.

The project would provide a total of 101 automobile parking spaces between the subterranean and ground floor parking garages. Of the 101 parking spaces, 32 spaces would be reserved for electric vehicle parking. The subterranean level would consist of 86 parking spaces solely for residents. Vehicular access to the subterranean parking garage would be located along Flower Street, in which a two-way driveway would descend from the street level. The ground floor level would consist of 15 parking spaces for commercial tenants and patrons. Access to the ground floor garage would be located mid-block off West 28th Street through a two-way driveway. The project would also provide a total of 125 bicycle parking spaces; 109 long-term spaces would be provided in two separate enclosed rooms designated for residential and commercial patrons within the ground floor parking garage and 16 short-term spaces would be located along the sidewalk fronting West 28th Street.

The existing drive-through restaurant is expected return to the new development to occupy the northwest tenant space with the drive-through service operating within the building enclosed ground floor parking garage. The drive-through entrance would be located mid-block along West 28th Street, just west of the two-way driveway into the building's parking garage. The drive-through driveway would be separate from the two-way driveway, guiding restaurant customers solely through the drive-through service queue. The drive-through exit is through a one-way egress driveway that requires a right turn only onto South Figueroa Street.

The main pedestrian entrance into the residential lobby would be located along South Figueroa Street, where residents would have access to the leasing office, mail area, elevators, stairway, fitness room, and other amenities. A bike storage room for residents and commercial patrons, respectively, would also be located adjacent to the ground level parking garage. On the second floor of the building would be two courtyards which function as common open space areas that can be viewed from the walkways of each floor. A south-facing pool terrace would be located on

the seventh floor of the building, with a pool, hot tub, and lounge area. Select residential units from the second to seventh floors would have private terraces that overlook the street or into the residential building. No private terraces would face the abutting property to the north.

Figure 1. Proposed Development with commercial tenant space fronting the intersection of South Figueroa Street and West 28th Street

PROJECT BACKGROUND

Project Site

The subject property is comprised of 15 flat lots with a total lot area of 43,976 net square feet (1.01 acres) in the South Los Angeles Community Plan area. The property has a combined frontage of approximately 133 feet along the east side of South Figueroa Street and the west side of Flower Street, and 337 feet on the north side of West 28th Street. Currently, the site is developed with two, one-story restaurant buildings, a one-story industrial building, and surface parking lots, all of which are subject to demolition with the implementation of the proposed project. With the Advisory Agency's approval of Vesting Tract Map No. 83024-CN on January 25, 2021, the existing 15 lots have been merged into one lot and 10 commercial condominium units.

General Plan Land Use Designation and Zoning

The project site is located within the South Los Angeles Community Plan, which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the site for Community Commercial land uses with the corresponding zones of C2, C4, RAS3, R3, RAS4, and R4. The project site is zoned C2-1L and is thus consistent with the existing land use designation. The site is also located in the South Los Angeles Alcohol Sales Specific Plan, the North University Park/Exposition Park/West Adams Neighborhood Stabilization Overlay District, the Exposition/University Park Redevelopment Plan Area, the Greater Downtown Housing Incentive Area, and a State Enterprise Zone.

Surrounding Properties

The project site is located in an urbanized area surrounded primarily by commercial and multi-family residential uses, and an interstate highway. As shown in Figure 2 below, the abutting property to the north is zoned [T][Q]C2-2D and C2-1L and is improved with a seven-story, residential-commercial building known as "West 27th Place". Further north are commercial and retail businesses, a gas station, and church zoned C2-2D-O-CPIO. Properties to the east, across Flower Street, are zoned PF and are developed with the Harbor Freeway (Interstate 110). Properties to the south are zoned C2-1L and are developed with one-story fast-food establishments, a florist, and motorcycle shop. Properties to the west, across South Figueroa Street, are zoned [Q]C2-1VL-O and are developed with fast-food establishments and retail stores. Further west are multi-family residencies zoned RD1.5-1-O.

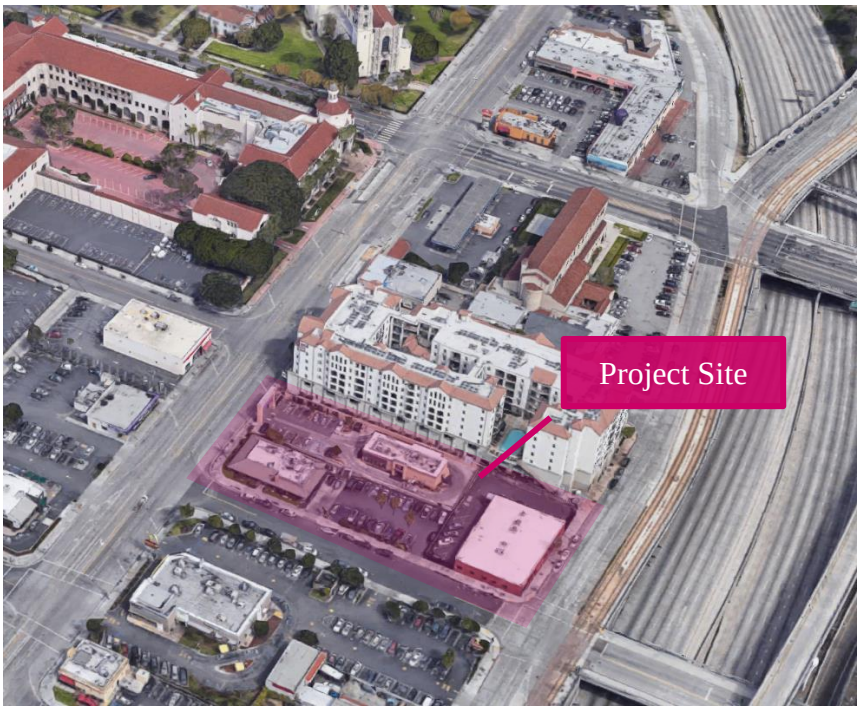

Figure 2. Project Site and Surrounding Area

Streets, Circulation, and Transit

South Figueroa Street, adjoining the subject property to the west is an Avenue I, dedicated to a right-of-way width of 100 feet and a roadway width of 70 feet, and is improved with an asphalt roadway, concrete curb, gutter, and sidewalk.

Flower Street, adjoining the subject property to the east is an Avenue II, dedicated to a right-of-way width of 86 feet and a roadway width of 56 feet, and is improved with an asphalt roadway, concrete curb, gutter, and sidewalk. Flower Street allows for south-traveling vehicle traffic only.

West 28th Street, adjoining the subject property to the south is a Local Street - Standard, dedicated to a right-of-way width of 60 feet and a roadway width of 36 feet, and is improved with an asphalt roadway, concrete curb, gutter, and sidewalk.

The following bus and rail transit lines connect the community to and around the project site:

Metro Bus	
Local Line 81	*600 feet north and south of project site*
Local Line 37	*600 feet north of project site*
Silver Line 910	*850 feet north of project site*
Metro Rail Lines	
Metro E Line (Expo)	*1,200 feet north of project site*
LADOT	
DASH 422	
Commuter Express 423	*600 feet north of project site, intersection of South Figueroa Street/West Adams Boulevard*
DASH Downtown "F"	
King East	
Torrance Transit	
Line 4X	*850 feet north of project site*

Table 1. Public Transit Stops within ¼ mile of Project Site

The MyFigueroa Project was completed in 2018, providing improved transit and pedestrian access along South Figueroa Street. Protected bike lanes front the project site to the east.

Relevant Cases

Subject Property:

Case No. VTT-83024-CN – On January 25, 2021 the Advisory Agency approved Vesting Tract Map No. 83024-CN for the merger of 15 lots into one lot and 10 commercial condominium units in the South Los Angeles Community Plan area. No appeals were filed.

Surrounding Properties:

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

Case No. CPC-2008-4228-ZC-HD-SPR – On June 10, 2009, the City Planning Commission approved the demolition of a one-story commercial building and the construction of a seven-story mixed-use student housing development with 171 dwelling units and 22,500 square feet of retail space on the ground floor.

REQUESTED ACTIONS

The applicant is requesting a Density Bonus with incentives of certain development standards to facilitate the development of the proposed project. The applicant's request includes the following On- and Off-Menu Incentives:

a. An On-Menu Incentive to allow a maximum height of 86 feet and seven stories in lieu of the otherwise permitted 75 feet and six stories in the C2-1L Zone;

b. An On-Menu Incentive to allow a 20 percent reduction in open space in lieu of the otherwise required pursuant to LAMC Section 12.21 G;

c. An Off-Menu Incentive to allow a floor area ratio of 4.83 to 1 in lieu of the otherwise permitted 1.5 to 1 pursuant to LAMC Section 12.21.1 A; and

d. An Off-Menu Incentive to allow a reduction in residential automobile parking requirements to 0.5 spaces per dwelling unit in lieu of the otherwise required pursuant to LAMC Section 12.21 A.4

As detailed in the Findings, the incentives are required to provide for affordable housing costs. Code requirements for the height, floor area ratio, and open space would have the effect of physically precluding construction of the proposed project. The incentives will accommodate the construction of affordable units in the 157-unit development.

In addition, the applicant is requesting the following entitlements for the proposed development:

a. Pursuant to Los Angeles Municipal Code Section 12.24 W.17, a Conditional Use Permit to allow a fast-food drive-through restaurant adjacent to a property with residential uses;

b. Pursuant to Los Angeles Municipal Code Section 16.05, a Site Plan Review for a development project resulting in an increase of 50 or more residential dwelling units; and

c. Pursuant to LAMC Section 11.5.14 D.5, Project Compliance Review for conformance to the provisions of the Exposition/University Park Redevelopment Plan.

Density Bonus / Affordable Housing Incentive Program

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

Density

The subject site is located within the Greater Downtown Housing Incentive Area, which eliminates the maximum unit per lot area and allows for unlimited density. The applicant is requesting two On-Menu and one Off-Menu Incentives for the construction of a 157-unit mixed-use development and in exchange would set aside 18 units for Very Low Income households. The Very Low Income household units represents 11 percent of the proposed density of the project

Automobile Parking

LAMC Section 12.22 A.25(d) and California Code Section 65915(p) allows for the reduction of required residential parking for a project providing affordable units. Additionally, under Assembly Bill (AB) 2345, which amended sections of the State Density Bonus Law (California Government Code Sections 65400 and 65915) the site's location within one-half mile of a major transit stop permits a maximum required parking ratio of 0.5 spaces per unit[1]. The project has opted to utilize AB 2345's parking reductions to allow for a total of 101 parking spaces to be provided for the proposed development.

Incentives

[1] "Major transit stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The project site is located within one-half mile of the LATTC/Ortho Metro Expo Line light rail station near Adams Boulevard and Flower Street, classified as a "Major Transportation Stop or Intersection" pursuant to the Affordable Housing Referral Form signed and dated by Department of City Planning staff on May 14, 2020 and attached to the subject case file.

Pursuant to the LAMC and California Government Code Section 65915, the applicant is entitled to two incentives in exchange for reserving a minimum of 11 percent of the proposed density for Very Low Income households, in addition to other waivers or modifications of development standards that physically preclude the density bonus and incentives. The proposed project would set aside 18 units for Very Low Income households. Accordingly, the applicant has requested the following two On-Menu Incentives and one Off-Menu Incentive as follows:

On-Menu

a. **Height.** The requested incentive for an increase in maximum height is expressed in the Menu of Incentives in the State Density Bonus requirements, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. Per LAMC Section 12.21.2 B.2, projects developed in the 1L height district shall not exceed 75 feet or six stories, whichever is lower. The applicant has requested to utilize an On-Menu Density Bonus Incentive to allow an increase in the maximum height by 11 feet or one story. The maximum proposed height of the project would be 86 feet and encompassing seven stories.

b. **Open Space.** The requested incentive for a reduction in open space is expressed in the Menu of Incentives in the State Density Bonus requirements, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. Per LAMC Section 12.21 G, new construction projects resulting in six or more residential units must conform with Open Space requirements. Given that the subject property is located in the Greater Downtown Los Angeles Incentive Area, the proposed project is not subject to the common and private open space percentage requirements however the total per unit open space requirement shall be provided. The applicant requests to utilize an On-Menu Density Bonus Incentive to allow a reduction of open space by 20 percent. The maximum proposed open space area that the project would provide would be 16,641 square feet in lieu of the required 20,675 square feet.

Off-Menu

c. **Floor Area Ratio.** The subject property is zoned C2-1L in the South Los Angeles Community Plan which allows for a maximum FAR of 1.5 to 1. The net lot area of the subject property is 43,976 square feet, therefore the maximum floor area would be 65,964 square feet. The applicant requests an Off-Menu Density Bonus Incentive to increase the maximum FAR to 4.83 to 1, to allow a floor area of 212,371 square feet. Approval of the incentive would permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs.

Housing Replacement

The Housing Crisis Act of 2019 (SB 330) prohibits the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant “Protected Units” unless the project replaces those units. The replacement requirements are applicable to those proposed housing development projects that submit a complete application pursuant to California Government Code Section 65943 to the Department of City Planning on or after January 1, 2020.

On July 9, 2020, the Los Angeles Housing and Community Investment Department (HCID) determined that no units are subject to replacement pursuant to the requirements of SB 330. The project would demolish an existing commercial development on the subject property therefore no housing units are required to be replaced.

PUBLIC HEARING

A public hearing on this matter was held by the Hearing Officer virtually on January 6, 2021 (see Public Hearing and Communications, Page P-1).

Ms. Maria Patino Gutierrez of the non-profit organization, Strategic Actions for a Just Economy (SAJE), expressed the need for more affordable housing in the community as the subject project is likely to function as off-campus USC student housing. In addition, Ms. Gutierrez expressed concerned with the project being located in the North University Park-Exposition Park-West Adams Neighborhood Stabilization Overlay (NSO) District which limits the development of dormitories on an official college or university campus or any qualifying affordable housing units.[2] The applicant responded by stating that the proposed project is exempt from the provisions of the NSO as it fronts South Figueroa Street.

Planning Staff also provided a comment regarding the exposure of the customer/transformer station fronting South Figueroa Street. The applicant was asked to screen the station with landscaping to reduce its visual impact from public view.

PROFESSIONAL VOLUNTEER PROGRAM

The proposed project was reviewed by the Urban Design Studio's Professional Volunteer Program (PVP) on October 20, 2020. The resulting comments and suggestions detailed in the following section, Issues and Considerations, focus primarily on-site layout and design. The following comments and recommendations were focused on the circulation and design the proposed project.

Vehicular and Pedestrian Circulation

The project provides two mid-block driveways along West 28th Street Given the location and layout of the drive-through and parking uses, PVP suggested the relocation of these driveways to Flower Street to improve vehicular circulation and access. The applicant has stated that LADOT requested the dual driveway layout as opposed to having a single driveway for both the drive-through service and vehicle parking. The dual driveway design would reduce the potential for vehicles from stacking onto the street, as each driveway would serve a distinctive purpose, and increase pedestrian and vehicle safety. In addition, a 21-foot separation between the two driveways would provide a safe distance against vehicular and pedestrian conflicts.

360 Degree Design

Landscaping:

The project would plant trees and shrubs along the ground floor perimeter of the building, with the exception of the north-facing side which fronts a seven-story mixed-use development. The project would replace five existing parkway trees with 10 trees, as required by the Urban Forestry Division of the Bureau of Street Services. With commercial tenant spaces fronting South Figueroa Street and portions of West 28th Street, PVP suggested the opportunity to create provide more landscaping along the storefronts of these spaces to create a more vibrant pedestrian experience. In response to PVP's suggestions, the project has been redesigned to include planters for wall

[2] On November 16 2018, Ordinance Nos. 180218 and 180219 became effective, amending the Los Angeles Municipal Code and establishing the North University Park-Exposition Park-West Adams Neighborhood Stabilization Overlay District. The purpose of the ordinances is to preserve the existing low density housing stock, to maintain and enhance the quality of life of area residents, to promote well-planned student housing, to address inadequate parking, and to regulate the negative impact of multi-habitable room projects. The provision of the ordinances shall apply to all lots within the NSO except properties fronting on Figueroa Street.

creeping vines and shrubs along the primary pedestrian entrances on South Figueroa Street and West 28th Street.

Pedestrian-Friendly Design Features:

The project enhances the streetscape design along the western portion of the property with commercial storefronts looking out onto South Figueroa Street and West 28th Street and landscaping along the building's pedestrian entrances. Along the eastern portion of the project, grey concrete walls and metal screens enclose the building's ground-floor parking garage with trees and shrubs planted along the southeast corner of the property. Given the lack of active uses at the eastern portion of the project site, PVP recommended the addition of more pedestrian-friendly design features that would create a more engaging space. In response to PVP's comments, the applicant revised the project to add an art wall fronting Flower Street to showcase the work of one or more local artists.

North-facing façade:

The project's northern façade faces an existing seven-story, residential-commercial building. Windows would be installed at every northern unit, primarily in the bedroom, providing the infiltration of sunlight. Compared to the East, West, and South elevations, PVP suggested that the applicant provide an equal treatment in design that allows for adequate sunlight, heat, and air infiltration. In response to PVP's suggestion, the applicant has redesigned the north façade with a graduated design that emanates from the northeast corner of the building and utilizes cladding, wood-finish siding, and complementary colored stucco finish. Additional vertical elements were added to modulate and add depth to the façade. These changes would enhance the visual interest of the northern façade and create a more cohesive project design. Regarding any opportunity to add additional glazing onto the north façade of the building, California Building Code Section 705.8 limits the amount of exterior wall openings given its distance to the northern property line. As such, the applicant did not include more windows along this portion of the building.

CONCLUSION

The project implements the goals and policies of the South Los Angeles Community Plan by providing additional housing, including affordable housing, to the neighborhood and maintaining commercial uses on-site.

Based on the public hearing and information submitted to the record, staff recommends that the City Planning Commission determine, based on its independent judgment, after consideration of the administrative record, that the project is categorically exempt from CEQA. Staff also recommends that the City Planning Commission approve the Density Bonus, Conditional Use, and Site Plan Review for a seven-story, residential-commercial building with 157 units (reserving 18 units for Very Low Income households, six units for Workforce Housing occupancy, and 133 units for market-rate housing) and ground floor commercial tenant space.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22 A.25, 12.24 W.17, 16.05, and 11.5.14 D.5 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

Development Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans dated March 7, 2021, submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file.

2. **Residential Density.** The project shall be limited to a maximum density of 157 dwelling units including Density Bonus Units.

3. **Affordable and Income Restricted Units.**

    a. A minimum of 18 dwelling units, that is 11 percent of the total dwelling units, shall be reserved as Very Low Income units, as defined by the State Density Bonus Law per Government Code Section 65915(c)(2). In addition to the affordable units required under the Density Bonus program, the project shall also provide a minimum of four percent of the total units for Workforce Housing occupancy pursuant to HCIDLA Land Use Rent Income Schedule 1. The Workforce Housing units shall be the following units as shown in the plans stamped as Exhibit A: Unit Nos. 220, 224, 227, 311, 524 and 623.

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

4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 11 percent of the total number of dwelling units available to Very Low Income Households and provide a minimum of four percent of the total number of dwelling units for Workforce Housing occupancy, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with LAMC Section 12.22 A.25, to the satisfaction of HCIDLA, and in consideration of the project's Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination, dated July 9, 2020. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. The project shall also comply with any other requirements stated in project's SB 330 Determination, including but not limited to replacement unit requirements and requirements regarding relocation, right of return, and right to remain for occupants of protected units.

5. **Incentives (On-Menu)**

    a. **Height**. The project shall be permitted a maximum height of 86 feet and seven stories, in lieu of 75 feet and six stories permitted in the C2-1L Zone.

b. **Open Space**. The project shall be permitted a reduction in Open Space requirements by 20 percent, in lieu of the otherwise required pursuant to LAMC Section 12.21 G

6. **Incentives (Off-Menu)**

a. **Floor Area Ratio**. The project shall be permitted a maximum floor area ratio of 4.83 to 1 in lieu of the otherwise permitted 1.5 to 1 pursuant to LAMC Section 12.21.1 A;

7. **Parking**.

a. **Automobile Parking for Residential Uses.** Minimum residential automobile parking requirements shall be provided consistent with LAMC Section 12.22 A.25(d) and California Government Code Section 65915(p). The project may utilize either, or a combination of, Parking Option 1 (LAMC Section 12.22 A.25(d)(1) and California Government Code Section 65915(p)(1)) to provide one on-site parking space for each one-bedroom unit, 1.5 on-site parking spaces for each two- to three-bedroom units, 2.5 on-site parking spaces for each four and more bedroom units and/or parking reductions authorized under California Government Code Section 65915(p)(2) to provide residential parking at a ratio of 0.5 parking spaces per dwelling unit.[3]

b. **Automobile Parking for Commercial Uses.** Commercial automobile parking shall be provided in compliance with the Municipal Code and to the satisfaction of the Department of Building and Safety. No variance from the parking requirements has been requested or granted herein.

c. **Unbundled Parking.** Tenants of the market rate residential dwelling units shall have the option to lease parking spaces separately from the residential dwelling units. Parking spaces for Restricted Affordable Units shall be sold or rented consistent with LAMC Section 12.22 A.25(d).

d. **Adjustment of Parking.** In the event that the composition of residential units changes (i.e. the number of bedrooms), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth pursuant to LAMC Section 12.22 A.25.

e. Bicycle parking shall be provided consistent with LAMC Section 12.21 A.16.

f. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article9, Chapter IX of the LAMC.

8. **Circulation.** The applicant shall submit a parking and driveway plan to the Los Angeles Department of Transportation (LADOT) for approval. Review and approval of the driveways should be coordinated with DOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024).

Drive-Through Conditional Use

[3] Pursuant to a December 17, 2014 memorandum from the Director of Planning, Assembly Bill 744 requires local jurisdictions to approve alternative parking ratios. To utilize the parking reductions set forth in California Government Code Section 65915(p)(2), the project shall comply with the above-mentioned set-aside requirements.

9. **Drive-Through Restaurant.** A maximum of one drive-through restaurant is permitted within the mixed-used development as shown on Exhibit A.

10. **Hours of Operation.** The drive-through restaurant shall be permitted to operate 24 hours daily.

11. All portions of the drive-through service area shall be adequately illuminated so as to make discernible the faces and clothing of persons utilizing the space. Lighting shall be directed onto the drive-through service area without being disruptive to persons on adjacent properties.

12. The applicant shall be responsible for maintaining free of debris or litter the drive-through service area and the area adjacent to the restaurant premises over which they have control, including the sidewalk in front of the establishment.

13. The applicant shall be responsible for monitoring both patron and employee conduct on the premises and within the drive-through service and parking areas under his/her control to assure behavior that does not adversely affect or detract from the quality of life for adjoining residents, property owners, and businesses.

14. Loitering is prohibited on or around these premises or the area under the control of the applicant.

Site Plan Review Conditions

15. **Materials**. A variety of high-quality exterior building materials, consistent with Exhibit A, shall be used. Substitutes of an equal quality shall be permitted, to the satisfaction of the Department of City Planning.

16. **Entrances.** The project shall maintain at least one street-facing pedestrian entrance along South Figueroa Street. There shall be a direct, linear pathway from the street to the entrance.

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

18. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer(s), if located at-grade and facing the public right-of-way, shall be screened with landscaping and/or materials consistent with the building façade on all exposed sides (those not adjacent to a building wall).

19. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, walkways, common open space and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.

20. **Landscaping.**

    a. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.

b. **Tree Wells and other Planters.**

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

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

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

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

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

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

(5) 600 cubic feet for a small tree (less than 25 feet tall at maturity).

(6) 900 cubic feet for a medium tree (25-40 feet tall at maturity).

(7) 1,200 cubic feet for a large tree (more than 40 feet tall at maturity).

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

22. **Drive-through Windows.** In conformance with South Los Angeles Design Guidelines (G4), the project's drive-through windows shall not be located on the frontage facing the primary street. The drive-through windows shall be oriented toward the internal vehicular circulation of the restaurant's drive-through service, with minimal visibility from the street level, in substantial conformance with Exhibit A.

23. **Parking.** With the exception of vehicle and pedestrian entrances, fresh air intake grilles, and metal security grilles, all vehicle parking shall be enclosed along all sides of the building.

24. **Trash.** All trash collection and storage areas shall be located on-site and not visible from the public right-of-way. Trash and recycle receptacles shall be stored within a fully enclosed portion of the building at all times.

25. The project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

26. **Solar Panels.** Prior to the issuance of a certificate of occupancy, the applicant shall install a minimum 3,251 square feet of solar panels. A minimum 15 percent of the available roof area shall be reserved for the installation of a solar photovoltaic system, in substantial conformance with the plans stamped "Exhibit A".

Administrative Conditions

27. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans

that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.

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

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

30. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

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

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

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

34. **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.

35. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

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

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

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

39. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

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

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

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

d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's

failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

DENSITY BONUS/AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS

1. Pursuant to Section 12.22 A.25 and Government Code 65915, the decision-maker shall approve a density bonus and requested incentive(s) 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 do not result in identifiable and actual cost reductions to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

In exchange for reserving at least 11 percent of the base density for Very Low Income households, the applicant is entitled to two Incentives under both Government Code Section 65915 and the LAMC. The project proposes to reserve 11 percent of the proposed density of 157 units for Very Low Income households; accordingly, the requested two On-Menu Incentives for an increase in height and a reduction in open space and one Off-Menu Incentive for an increase in floor area ratio. These requested Incentives provide cost reductions that provide for affordable housing costs because the incentives by their nature increase the scale of the project, which facilitates the creation of more affordable housing units.

The list of On-Menu Incentives in Section 12.22 A.25 of the LAMC were pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. Expanding the scale of the project allows for design efficiencies and greater market rate floor area that reduces the cost of constructing the affordable units and subsidizes the operational cost of the affordable units. As such, the City Planning Commission will always arrive at the conclusion that the Density Bonus On-Menu Incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

Based on the set-aside of 11 percent of the proposed density for Very Low Income households, the applicant is entitled to two On-Menu Density Bonus Incentives under both Government Code Section 65915 and the LAMC. The project is requesting two On-Menu Incentives, which include an increase in maximum height and a reduction in open space requirements. Based on the set asides and the project's proximate location within one-half mile of a major transit stop, the project will utilize a residential parking ratio of 0.5 spaces per dwelling unit, in accordance with AB 2345.

The applicant also requests one Off-Menu Incentive to permit an increase in floor area ratio from 1.5 to 1 to 4.83 to 1. The Off-Menu Incentive is necessary because such requirements preclude the Housing Development from constructing the Density Bonus

and affordable units. Limiting the full build out of the project decreases the number of units including affordable units.

Height. The requested incentive for an increase in maximum height is expressed in the Menu of Incentives in the State Density Bonus requirements, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. Per LAMC Section 12.21.2 B.2, projects developed in the 1L height district shall not exceed 75 feet or six stories, whichever is lower. However, the applicant has requested to utilize an On-Menu Density Bonus Incentive to allow an increase in the maximum height by 11 feet or one story. The maximum proposed height of the project will be 86 feet and will encompass seven stories. This increase in one residential level supports the inclusion of units reserved for Very Low Income Households. Expanding the height of the project allows for design efficiencies and greater market rate floor area that reduces the cost of constructing the affordable units and subsidizes the operational cost of the affordable units. In addition to the units reserved for Very Low Income Households, the project will also set aside six units for Workforce Housing occupancy. Therefore, the incentive supports the applicant's proposal to reserve 18 units for Very Low Income Households, six Workforce Housing units, and 133 market-rate units, for a total of 157 units.

Open Space. The requested incentive for a reduction in open space is expressed in the Menu of Incentives in the State Density Bonus requirements, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. Per LAMC Section 12.21 G, new construction projects resulting in six or more residential units must conform with Open Space requirements. Given that the subject property is located in the Greater Downtown Los Angeles Incentive Area, the proposed project is not subject to the common and private open space percentage requirements however the total per unit open space requirement shall be provided. The applicant requests to utilize an On-Menu Density Bonus Incentive to allow a reduction of open space by 20 percent. The maximum proposed open space area that the project would provide is 16,641 square feet from the required 20,675 square feet. The reduction in open space supports the inclusion of units reserved for affordable housing with 18 units designated for Very Low Income Households.

Floor Area Ratio. The subject property is zoned C2-1L which allows for a maximum FAR of 1.5 to 1, or 65,964 square feet. The applicant requests a maximum FAR of 4.83 to 1 through an Off-Menu Incentive to allow a floor area of 212,371 square feet. The increase in floor area would allow for the development of more residential units of which 11 percent of the total dwelling dwellings proposed would be reserved for Very Low Income Households. Of the 157 units proposed, 18 units would be dedicated to Very Low Income Households.

As proposed, the FAR increase would allow for additional floor area to accommodate the construction of affordable units in addition to larger-sized dwelling units. Granting of the Off-Menu Incentive would result in a building design and construction efficiencies that provide for affordable housing costs given the limited size of the lot; it enables the developer to expand the building envelope so that additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. This Incentives supports the applicant's decision to set aside a minimum of 18 dwelling units for Very Low Income Households for 55 years.

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

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

There is no substantial evidence in the record that any of the two proposed Incentives will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The property is also not located on a substandard street in a Hillside area. Although the project site is located within a potential liquefaction zone, the project will be required to comply with all applicable regulations for development in such zones, and thus will not present any specific adverse impacts upon public health or safety. The project site is not located in a Methane Zone, a Special Grading Area, a Very High Fire Hazard Severity Zone, or any other special hazard area. Therefore, there is no substantial evidence that the proposed project, and thus the requested Incentives, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource. Based on the above, there is no basis to deny the requested Incentives.

c. The Incentives are contrary to State/federal law.

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

CONDITIONAL USE FINDINGS

2. Pursuant to LAMC 12.24 W.17, the applicant requests a Conditional Use permit to allow a drive-through fast-food restaurant located adjacent to residential uses. As such, the following findings were made regarding the request.

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

The proposed project is requesting a Conditional Use to permit a drive-through fast food establishment to be located within 500 feet of existing residential uses. The project site is

currently improved with a fast-food restaurant with drive-through service that would return as a tenant once the proposed project was completed. The restaurant would occupy a new commercial tenant space (labeled "Commercial 1" in Site Plan, Exhibit A) fronting South Figueroa Street with a dedicated drive-through service lane located within the enclosed ground-floor level. The entrance of the drive-through service lane would be located mid-block along West 28th Street, where customers would queue prior to placing their order. Once customers have retrieved their order from the drive-through window, they would be required to exit by turning north onto South Figueroa Street.

The subject restaurant with drive-through service would provide a beneficial service to the community by offering on-site tenants, local residents and workers, and visitors a selection of readily available food options with a service that customers have come to expect with such food establishments. The drive-through service component provides an additional level of convenience for customers wishing to place an order without exiting their vehicles. Located adjacent to South Figueroa Street, an active commercial and transit corridor in South Los Angeles, and the Harbor Freeway, drive-through fast-food restaurants such as the subject restaurant are common in the neighborhood. As a tenant of the proposed seven-story, commercial-residential project, the restaurant with drive-through service would provide a beneficial and complementary use to the surrounding neighborhood.

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

The subject drive-through fast-food restaurant would be located on the ground-floor of the proposed seven story, residential-commercial building proposed on the project site. It would occupy a commercial tenant space fronting South Figueroa Street and would abut a similar residential-commercial building to the north. The subject restaurant would conform with the design and layout of the proposed mixed-use project and would be compatible with the adjacent properties in the neighborhood.

The restaurant with drive-through service would not adversely affect the welfare of the pertinent community as the drive-through component would operate primarily within the enclosed ground-floor of the proposed seven-story mixed-use building. Restaurant operations, including food order in-take, pick-up, dine-in and drive-through service, would take place within the restaurant premises and the dedicated drive-through area. Customers utilizing the drive-through service would enter a dedicated driveway located mid-block along West 28th Street, where they would queue within the enclosed drive-through and parking areas until their order is fulfilled. In addition, trash collection for the subject restaurant would also be located within the enclosed ground-floor level of the building in dedicated commercial trash areas hidden from street view. Furthermore, noise, odor, and traffic analysis reports provided by the applicant concluded that the operational use of the seven-story, residential-commercial building would impose a less than significant impact onto the surrounding neighborhood. As such, the subject drive-through fast-food restaurant would not adversely affect or further degrade the community.

The approval of the subject Conditional Use request allows for the subject restaurant to provide drive-through service that customers have come to expect, adjacent to the residential uses abutting the subject property to the north. The restaurant's location within the proposed seven-story mixed-use project, its operation, and the internal circulation of its drive-through service lane would not impose an adverse impact onto the surrounding neighborhood. Conditional Use conditions have been imposed in the grant to address nuisances, security, mode and character, and responsible management. A complaint

number posted at the front of the restaurant and the maintenance of the complaint log will enable abutting neighbors and the community to inform the owner of complaints of the use. As conditioned, the restaurant with drive-through service would not further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety and the development of the community.

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

The twelve elements of the General Plan establish policies that provide for the regulatory environment in managing the City and for addressing concerns and issues. The majority of the policies derived from these Elements are in the form of Code Requirements of the Los Angeles Municipal Code (LAMC). Except for the entitlement described herein, the project does not propose to deviate from any of the requirements of the LAMC.

The Land Use Element of the City's General Plan divides the City into 35 Community Plans. The subject site is located within the South Los Angeles Community Plan Area, and designates the land use as Community Commercial with the corresponding zones of C2, C4, RAS3, R3, RAS4, and R4.

The subject site is zoned C2-1L Zone and is thus in conformance with the underlying land use designation. The Plan acknowledges the proliferation of undesirable uses along the Community Commercial corridors and encourages the revitalization of such areas by encouraging an equitable and diverse mix of quality uses and the implementation of design guidelines and standards that create attractive buildings and an active, pedestrian-oriented environment. The subject restaurant and drive-through service addresses these opportunities as it will be a tenant of the proposed seven-story, residential-commercial building on the project site. The subject restaurant and the proposed mixed-use project would promote a mix of land uses and neighborhood-oriented amenities along South Figueroa Street, which functions as an active commercial and pedestrian corridor in the South Los Angeles community. The restaurant would provide a beneficial service to on-site occupants, local residents and workers, and visitors by offering readily available food for dine-in and take-out. The drive-through service provides an additional service of convenience by allowing customers to place and retrieve their food order without exiting their vehicle.

Although the South Los Angeles Community contains policies that discourage the development of new fast-food establishments with drive-through service in commercial and transit-oriented areas, the subject restaurant and its drive-through service would be a returning existing use as it will occupy a tenant space within the new development. The operation of the drive-through service would take place entirely within the enclosed ground-floor of the building, with customers entering a dedicated drive-through service lane along West 28th Street and exiting through a mandatory northbound lane along South Figueroa Street. In conformance with South Los Angeles Design Guidelines (G4), the project's drive-through windows will not be located on the frontage facing the primary street. The drive-through windows would be oriented toward the internal vehicular circulation of the restaurant's drive-through service, with minimal visibility from the street level.

With the proposed drive-through service for the restaurant, the project would provide a beneficial service to the community and would be consistent with the goals, polices, and objectives of the South Los Angeles Community Plan including:

Goal LU12: Strong and competitive community commercial areas that serve the needs of the surrounding community while preserving historic commercial and cultural character

Policy LU12.1 – Density and Mixed-Use: Locate higher densities and a mix of uses in areas designated community commercial, as appropriate, unless identified as commercial-only

Policy LU12.3 – Design Standards and Guidelines: Recommend that new development projects conform to design standards and guidelines that promote high-quality and attractive buildings, as well as an active pedestrian oriented environment.

While the project site is also located in the South Los Angeles Alcohol Sales Specific Plan, the fast-food drive-through service is not subject to the provisions of the plan as the applicant is not requesting the sale and dispensing of alcoholic beverages at the project site.

The subject restaurant supports the Community Plan's Objectives and Policies by providing a convenient and beneficial service to the community. It would contribute to the economic vitality and commercial character of the South Los Angeles neighborhood through its offering of readily available food and drive-through service. The required findings in support have been made and the operation has been imposed with conditions of approval to minimize potential impacts on the surrounding neighborhood. Therefore, the project conforms to the purpose, intent, and provisions of the General Plan and the South Los Angeles Community Plan.

d. That residential uses in the vicinity of a proposed drive-through fast-food establishment will be adequately protected from any significant noise resulting from outdoor speakers, autos, or other sources of noise associated with the lot.

The subject restaurant would provide its drive-through service within the enclosed, ground-floor of the proposed seven-story mixed-use building on the project site. Operational activities such as food order intake, food pick-up, and trash disposal would take place within the restaurant premises and the dedicated drive-through area. Cars queuing in the drive-through service lane would also take place internally, with the entrance located mid-block along West 28th Street and the exit located along South Figueroa Street. Based on a Noise Analysis prepared by Core Campus Manager, LLC and Envicom Corporation on June 2, 2020 operational noise impacts including commercial activities and project-related traffic noise would have a less than significant impact on ambient noise levels. As such, residential uses abutting the project site to the north would be adequately protected from potential noise associated with the restaurant's operations and its drive-through service.

e. That all stationary light generated on the lot is screened to avoid any significant adverse impact on nearby residential uses.

Stationary lights associated with the subject restaurant would illuminate the street sidewalk along South Figueroa Street and the enclosed, ground-floor parking and drive-through areas of the proposed project. A majority of the restaurant's stationary lighting would be located internally within a covered area and oriented away from the abutting residential uses to the north. Therefore, light generated by the subject restaurant would

be adequately screened to avoid any significant adverse impacts onto nearby residential uses.

f. That trash storage, trash pickup hours, driveways, parking locations, screening walls, trees and landscaping are provided for and located so as to minimize disturbance to the occupants of nearby residential uses, and to enhance the privacy of those uses.

The proposed project would construct a seven-story mixed-use building with trash disposal and parking spaces located within the enclosed, ground-floor of the development. A total of 15 commercial parking spaces would be provided on the ground floor of the project. Access to the subject restaurant's drive-through service lane and parking spaces would be located mid-block on West 28th Street through two separate driveways, thereby minimizing the potential for disturbances to develop between restaurant patrons arriving by car and the abutting residential uses to the north on West 27th Street. The driveway exiting the drive-through service would be located along South Figueroa Street, in which drivers must turn north onto the corridor and pass by the abutting residential-commercial development. Based on the LOS (Level of Service) transportation assessment conducted by Kimley Horn on May 2020, all of the driveways and intersections studied, including those associated with fast-food drive-through service, would operate at acceptable levels upon completion of the project. The subject restaurant would have access to two, enclosed commercial trash areas; one of the trash areas would be adjacent to the restaurant and the second would be located on the southern portion of the project site, between the drive-through service lane and parking area. The commercial trash areas would be located away from the residential concentrated areas. Waste and recycle trucks would be able to perform their pick-ups at a designated loading zone along West 28th Street. Such activities are expected to be short-term, imposing a temporary disturbance onto nearby residential occupants. Through Noise and Odor studies conducted by Core Campus Manager, LLC and Envicom Corporation, operational activities associated with the residential and commercial use of the project were concluded to impose a less than significant impact on the neighborhood.

The project would provide landscaping and trees throughout the project site to create a sense of privacy and separation between the commercial and residential use of the project and the public right-of-way. These features create a buffer along South Figueroa Street, West 28th Street, and Flower Street between the vehicular traffic and pedestrians. In addition, the proposed landscaping serves to create a more pedestrian-friendly and engaging experience on the street, especially along South Figueroa Street where the project's commercial tenants front.

SITE PLAN REVIEW FINDINGS

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

The proposed project is consistent with the purposes, intent, and provisions of the General Plan and South Los Angeles Community Plan. While the project site is also located in the South Los Angeles Alcohol Sales Specific Plan, the project is not subject to the provisions of the plan as the applicant is not requesting the sale and dispensing of alcoholic beverages. The South Los Angeles Community Plan Map designates the property for Community Commercial land uses with corresponding zones C2, C4, RAS3, R3, RAS4, and R4. The project site is zoned C2-1L and is thus consistent with the land use designation. The site is also located within the Greater Downtown Housing Incentive Area, which allows for unlimited

density. The project would provide 157 units with 18 units set aside for Very Low Income households and six units set aside for Workforce Housing occupancy.

The proposed project is consistent with the Goals, Objectives, and Policies, of the South Los Angeles Community Plan and Framework Element as described below.

> *Policy LU6.2 Feasible Development Sites. Encourage consolidation and deepening of shallow commercial corridor lots in a manner that is compatible with the prevailing urban form as a means to stimulate existing businesses and create feasible opportunities for new development.*

The project site is currently comprised of 15 lots and is developed with two restaurant buildings and one industrial building. The project proposes the demolition of all existing structures, the merging and resubdivision of the 15 lots into one lot and 10 commercial condominium units, and the construction, use, and maintenance of a seven-story mixed-use development with 157 residential dwelling units and ground-floor commercial tenant space. The proposed project provides better utilization of the property by increasing the housing supply in the neighborhood while maintaining commercial uses on-site. The project would stimulate local investment and existing commercial activity surrounding the project site, especially along South Figueroa Street which functions as an active, commercial and transit corridor in the community. The project is consistent with the Community Plan's goal of serving "the needs of individual neighborhoods and the broader community" with the redevelopment of the subject property by providing a mixed-use project.

> *Policy LU12.1 Density and Mixed-Use. Locate higher densities and a mix of uses in areas designated community commercial, as appropriate, unless identified as commercial only.*

The applicant proposes the demolition of two restaurant buildings and one industrial building on the project site designated for Community Commercial land uses and the construction of a seven-story, mixed-use development with residential and commercial uses. The underlying zoning of the subject property allows for a mix of uses, therefore the proposed project would be compatible with the adjacent properties which include fast-food restaurants, retail businesses, and multi-family and student housing. The project would provide a net increase of 157 residential dwelling units and would maintain commercial tenant space on the ground floor fronting South Figueroa Street. As such, the proposed project is consistent with the Community Plan's policy on locating higher densities and a mix of uses in Community Commercial designated areas.

The proposed project is also consistent with the Goals, Objectives, and Policies, of the General Plan's 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 1.1.1 Expand opportunities for residential development, particularly in designated centers, Transit Oriented Districts, and along mixed-use boulevards.*

The proposed project would result in the construction of a new seven-story mixed-use development with 157 dwelling units and ground floor commercial space. The project would provide a range of mixed-income housing; 133 market-rate units, 18 units set aside for Very Low Income households, and six units set aside for Workforce Housing. In addition, the project

would accommodate a variety of household sizes with a unit mix ranging from studio to five-bedroom units. The project would be developed in a transit priority area, serviced by multiple public transit stops including the Metro E Line light rail service. The project's proximity to public transit would allow individuals to connect to essential services and centers, including employment centers, schools, and grocery markets. Surrounding the project site are a mix of residential, commercial, and public facility uses, with a residential-commercial abutting the property to the north. As such, the proposed project would complement the surrounding community while expanding housing opportunities along a transit-rich area and mixed-use corridors.

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

Policy 2.2.2 Provide incentives to encourage integration of housing with other compatible land uses.

The proposed project would dedicate a total of 11 percent of its total number of dwelling units (18 units) for Very Low Income households in exchange for the requested Density Bonus Program On- and Off-menu Incentives. In addition, the project would reserve six units for Workforce Housing occupancy. Additionally, the project would provide a range of unit types ranging from studio to five-bedroom apartments. As a result, the project would provide a mix of affordable and market rate housing with units accommodating a variety of household sizes.

Within the seven-story development, the project would integrate restaurant and retail uses with the residential component of the project; commercial space would be dedicated to the ground floor and residential units would be dedicated to the second to seventh floors. Residents would benefit from the proximity of amenities and services provided by these businesses while commercial tenants would benefit from these sales. In addition, the project would complement the surrounding land uses and transit infrastructure that are developed in the neighborhood. Multiple bus and light rail lines service the project vicinity, promoting the accessibility and sustainable development of the neighborhood. Residents, workers, and students can utilize the existing public transit service to connect to communities across Los Angeles. Additionally, the project site is adjacent to the MyFigueroa project along South Figueroa Street which provides protected bike lanes and other street improvements which address pedestrian and public transit connectivity and safety. Overall, the combination of services, amenities, transit accessibility, and housing opportunities provided by the project promotes the sustainable development of the South Los Angeles community.

The proposed project is also consistent with the Goals, Objectives, and Policies, of the General Plan's Mobility Element, also known as Mobility Plan 2035, which provides policies with the ultimate goal of developing a balanced transportation network for all users. The project supports the following policies of the Mobility Element:

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

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

Policy 5.4 Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

The project's proximity to multiple public transit lines and a protected bike lane provides commercial patrons and residents access to various modes of transportation. The proposed project is located within one-quarter mile from the following transit lines: Metro Local Bus Lines 81 and 37, Metro Silver Line 910, Metro E Light Rail Line, LADOT Bus Lines 422, 423 and Downtown Line "F", and Torrance Transit Bus Line 4X. These public transit lines provide local residents and workers access to work centers, destinations, and other neighborhood services across Los Angeles. Additionally, the project site is located adjacent to a projected bike line which connects cyclists between Downtown Los Angeles and Exposition Park along South Figueroa Street. The protected bike lane is associated with the street improvements provided by the MyFigueroa project. Therefore, the project supports the reduction of VMT per capita, connecting individuals to public and active transportation infrastructure.

In addition, the project encourages the adoption of low and zero emission fuel sources by providing a total of 32 electric vehicle (EV) parking spaces; 27 spaces would be reserved for residents and five spaces would be reserved for commercial patrons. The project also provides low and zero emission supporting infrastructure with the provision of 15 percent of the rooftop area installed with solar panels. The project's incorporation of EV parking and solar supports the goals and polices of the Mobility Element.

As detailed above, the proposed project is in substantial conformance with the purposes, intent and provisions of the South Los Angeles Community Plan and General Plan. The project is consistent with the applicable general plan designation and policies as well as with applicable zoning designation and regulations.

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

The subject property is comprised of 15 lots consisting of 43,976 net square feet (1.01 acres) of lot area having a combined frontage of approximately 133 feet along the east side of South Figueroa Street and the west side of Flower Street, and 337 feet on the north side of West 28th Street in South Los Angeles. The project site is zoned C2-1L and is located within the South Los Angeles Community Plan with a General Plan Land Use Designation of Community Commercial. The project site is further located within the Greater Downtown Housing Incentive Area, the South Los Angeles Alcohol Sales Specific Plan, the Exposition/University Park Redevelopment Plan, the North University Park-Exposition-West Adams Neighborhood Stabilization Overlay District, the Los Angeles Enterprise Zone, a Transit Priority Area, and is a TOC Tier 4 site. The proposed project involves the demolition of existing one-story restaurant and industrial buildings, the merger of 15 lots into one lot and 10 commercial condominium units, and the construction, use, and maintenance of a new seven-story, mixed-use residential-commercial building with 157 dwellings units and ground-floor commercial tenant space.

The proposed project would encompass approximately 212,371 square feet in total floor area, resulting in an FAR of 4.83 to 1. The development would rise to a maximum height of 86 feet within seven stories. The project would provide a unit mix of 40 studio, 5 one-bedroom, 45 two-bedroom, 1 three-bedroom, 22 four-bedroom, 44 five bedroom dwelling units, allocating 11 percent of the proposed dwelling units for Very Low Income households (18 units) and four percent of the proposed dwelling units for Workforce Housing occupancy (six units). In addition, the project would provide 5,128 square feet of ground-floor commercial tenant space along the western side of the building facing South Figueroa Street. The restaurant, which is

currently established on the project site, would return as a tenant of the new building and offer fast-food drive-through service. The project would provide 101 automobile parking spaces (86 residential, 15 commercial) in addition to 109 long-term bicycle parking spaces and 16 short-term bicycle parking spaces. A total of 16,641 square feet of open space would be distributed among the building's residential courtyard, private terraces, seventh-floor pool terrace, and ground-floor recreational area (building lobby, amenities room, fitness center).

The project site is located in a highly urbanized area surrounded predominately by commercial and residential structures, and an interstate highway. Abutting the subject property to the north is zoned [T][Q]C2-2D and C2-1L and is improved with a seven-story, residential-commercial building known as "West 27th Place". Further north are commercial and retail businesses, a gas station, and church zoned C2-2D-O-CPIO. Properties to the east, across Flower Street, are zoned PF and are developed with the Harbor Freeway (Interstate 110). Properties to the south are zoned C2-1L and are developed with one-story fast-food establishments, a florist, and motorcycle shop. Properties to the west, across South Figueroa Street, are zoned [Q]C2-1VL-O and are developed with fast-food establishments and retail stores. Further west are multi-family residencies zoned RD1.5-1-O.

The project would utilize two On-Menu and one Off-Menu Density Bonus Incentives to provide the proposed 157 dwelling units, in which 11 percent of the dwelling units would be reserved for Very Low Income households. The project would also provide six units for Workforce Housing occupancy. The project has been conditioned and designed to comply with the State Density Bonus Law. Furthermore, the project is compatible with the adjacent land uses and is consistent with the General Plan, South Los Angeles Community Plan, and the Exposition/University Park Redevelopment Plan.

Height, Bulk, and Setbacks

Properties zoned for commercial use with a height district of 1L allow for a maximum height of 75 feet within six stories. The proposed project requests an On-Menu Density Bonus Incentive to increase its maximum height by 11 feet and one story, with the project reserving a portion of its dwelling units for restricted affordable housing. As such, the project proposes a maximum height of 86 feet within seven stories.

The underlying C2-1L Zone allows a maximum FAR of 1.5 to 1. The proposed project requests an Off-Menu Density Bonus Incentive to increase the FAR to 4.83 to 1, allowing for the construction of the proposed seven-story residential-commercial building. In exchange, the project would set aside 11 percent of the proposed dwelling units for Very Low Income households. With the requested FAR of 4.83 to 1, the project would consist of 212,371 square feet of floor area.

Although the proposed project is not required to provide any setbacks as it is located in the Greater Downtown Housing Incentive Area, the project would provide a front yard setback (along South Figueroa Street) of approximately 3 feet and 7 inches, northerly and southerly side setbacks of 4 feet, and a rear setback (along Flower Street) of 10 feet and 4 inches. The proposed setbacks would, nevertheless, be consistent with the overall project design and be compatible with the surrounding properties and public infrastructure.

The bulk and massing of the proposed mixed-use development would be tempered by multiple design features which relate to the project's open space, landscaping, building materials, and orientation in relation to the surrounding built environment. The project would feature street-facing terraces on the residential floors of the building and provide a variation of façades by combining changes in depth and horizontal plane with changes in material and character. The

façades include columns, slanted beams, and a variety of non-repetitive geometric shapes to provide articulation and visual interest on the streetscape. The building would incorporate a variety of building materials and design features including metal and aluminum cladding, synthetic stucco, glass panels, wooden accents and finishes to produce a balanced and cohesive look that distinguishes the commercial and residential portions of the project. Glass store fronts along South Figueroa Street and an art mural wrapped along the building's façade on Flower Street will create an active and engaging pedestrian environment. Landscaping would be utilized in a thoughtful manner to create an attractive second-floor residential courtyard and pool terrace, as well as along the perimeter of the project site on the street level to provide a buffer between pedestrians and the roadway.

The height, bulk, and setbacks of the project are thus consistent with the existing development in the immediate surrounding area and with the underlying C2 Zone. Therefore, the project will be compatible with the existing and future developments in the neighborhood.

Parking

Under Assembly Bill 2345 and Government Code Section 65915(p)(2) the project is permitted a maximum required parking ratio of 0.5 parking spaces per unit as the project site would be located within one-half mile of two major transit stops and would provide over 11 percent of its total units for Very Low Income households, thereby requiring a minimum of 79 residential parking spaces. In addition, projects developed in the State Enterprise Zone are required to provide one parking stall per 500 square feet of commercial space, thereby requiring 11 commercial parking spaces. The 157-unit mixed-use development with 5,128 square feet of ground-floor commercial tenant space would provide more parking spaces than required with 86 parking spaces designated for residential use and 15 spaces designated for commercial use. Automobile parking would be located on the ground and subterranean floors of the project with the ground floor consisting of commercial parking and the subterranean floor consisting solely residential parking. The ground-floor commercial parking area would be predominately enclosed within the interior of the building and would be accessible through the two-way driveway along West 28th Street and a pedestrian pathway. The subterranean, residential parking garage would be enclosed and accessible through a two-way driveway and ramp along Flower Street. Security grilles would be installed at each of the driveways to prevent after-hours access to the ground-floor parking garage and non-residential access into the subterranean parking garage. The enclosure of the parking areas would minimize visibility and potential noise impacts onto the surrounding area.

In addition, the project would also provide 109 long-term bicycle parking spaces and 16 short-term bicycle parking spaces located on the subterranean and ground floors, respectively. Residential long-term bicycle parking and a bike workstation would be located in a partially enclosed room on the southeastern corner of the project site to allow for airflow. Access to this area would be located from the street-level near the intersection of West 28th Street and Flower Street. Commercial long-term bicycle parking would also be located in an enclosed room adjacent to the commercial parking area. Short-term residential and commercial bicycle parking would be located on the sidewalk front West 28th Street.

Lighting

The project would provide security lighting on exterior areas to illuminate the building entrances, walkways, and parking areas, consistent with the LAMC requirements. The project has been condition to provide outdoor lighting with shielding, so that the light source cannot be seen from adjacent residential properties. Therefore, the project's lighting will be compatible with the existing and future developments in the neighborhood.

On-site Landscaping

A total of 16,641 square feet of open space would be distributed among the Project's residential courtyard, private terraces, pool terrace, and recreational area. A total of 4,855 square feet of landscaped area would also be installed with a total of 25 on-site trees and 15 parkway trees. Ten of the 15 parkway trees would replace the five existing trees proposed for removal. The project has been conditioned so that all open areas not used for buildings, driveways, parking areas, recreational facilities or walkways will be attractively landscaped and maintained in accordance with a landscape plan. The planting of any required trees and street trees will be selected and installed per the Bureau of Street Services, Urban Forestry Division's requirements. Therefore, the on-site landscaping will be compatible with the existing the future developments in the neighborhood.

Loading/Trash Area

The project would provide a designated loading/unloading and trash pick-up area on West 28th Street, along the southern side of the building, in proximity to the residential lobby and ground-floor parking garage. Tenants moving in and out of the building would be able to park their moving trucks in this area. Additionally, service trucks (i.e., utility, waste, maintenance) and USPS carriers can also utilize this space during regular business hours. The location of the loading and trash pick-up area would minimize noise disturbances onto the adjacent residential-commercial building to the north.

The project would include on-site trash collection for both refuse and recyclable materials, in conformance with LAMC. The project would have three enclosed trash areas on the ground floor of the project site. The residential trash and recycling collection area would be located at the eastern side of the building adjacent to the parking garage. Residents would dispose of their trash and recycling through chutes located on each residential floor, which feed into the residential trash and recycling collection area. This area would only be accessible to maintenance staff. One of the commercial trash areas would be located adjacent to the returning fast-food restaurant labeled "Commercial 1" in the Exhibit A. The second commercial trash area would be located on the southern side of the building, adjacent to the residential lobby. With both trash areas located within enclosed rooms and away adjacent properties, odor impacts would be minimized. Compliance with these regulations would allow the project to be compatible with existing and future development.

As described above, the project consists of an arrangement of buildings and structure (including height, bulk, and setbacks), off-street parking facilities, lighting, landscaping, trash collection, and other such pertinent improvements that will be compatible with existing and future development on neighboring properties.

5. The residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The project would provide 16,641 square feet of open space, inclusive of the third-floor courtyards, the seventh-floor pool terrace, the ground floor recreation area, and residential patio spaces. The project's amenities would include a pool, spa, and lounging area at the pool terrace, a fitness center and sauna on the ground floor, and a communal space on the second-floor courtyard. These amenities would provide residents a space for gathering, socialization, recreation, and relaxation.

The project would also accommodate off-street parking within two parking levels (the subterranean floor is designated for residents, and the ground floor is designated for commercial tenants and patrons). Long-term and short-term bicycle parking would also be accommodated within the project's enclosed bike storage rooms and on the sidewalk fronting West 28th Street. Residents would have access to a bike workstation within the bike storage room on the ground floor. In addition, the subject property is located in a commercial area with numerous transit amenities including local bus and rail lines and bike infrastructure. Therefore, as proposed, the project provides a variety of recreational and service amenities to improve habitability for the residents while minimizing impacts on neighboring properties.

REDEVELOPMENT PLAN PROJECT COMPLIANCE FINDINGS

6. Pursuant to LAMC 11.5.14 D.5(d) the following findings were made regarding the project's compliance with the Exposition/University Park Redevelopment Plan (also known as the Hoover Redevelopment Project); and

a) The Project substantially complies with the relevant Redevelopment Regulations, findings, standards and provisions of the Redevelopment Plan;

The project complies with the regulations, findings, standards and provisions of the Exposition/University Park Redevelopment Plan. The project is compatible with the surrounding properties and is consistent with the C2-1VL Zone. The project will maintain the existing commercial use of the project site and increase the number dwelling units in the community for various income groups and household sizes. The project would provide 133 market-rate units, 18 units set aside for Very Low Income households, and six units for Workforce Housing with a unit mix ranging from studio to five-bedroom apartments. The proposed project would utilize two On-Menu and one Off-Menu Density Bonus Incentives to construct a seven-story, residential-commercial building with 157 dwelling units and 5,128 square feet of ground-floor commercial tenant space. As such, the project is in conformity with the regulations, standards, and goals of the Redevelopment Plan.

b) The Project is subject to all conditions required by the relevant Redevelopment Regulations; and

The proposed project is consistent with the regulations of the Redevelopment Plan. The project is located in a commercially-zone area and therefore is not subject to residential densities as outlined in Sections 1302 – 1305. Section 1307 permits residential uses within commercial areas. There are no applicable designs for development adopted by the CRA that apply to the plan area. As stated in Section 1232, at least 15 percent of all new dwelling units developed shall be available at Low or Moderate income and 40 percent thereof shall be reserved for Very Low Income households. These set sides are for the aggregate of the plan area and are not project specific. The project complies with the Redevelopment Plan by setting aside 18 units, or 11 percent, for Very Low Income households. The project will also set aside four percent for Workforce Housing occupancy. Due to the project's location within 500 feet of a religious institution (St. John's Episcopal Cathedral), the project does not propose any of the restricted commercial uses outlined in Section 1311. The project is also consistent with the design and development standards stated in Section 1315, as it addresses revitalization issues and development opportunities in the neighborhood through the implementation of design features that create a safe and active pedestrian experience. The project would incorporate landscaping along the frontages of the project which would function as a buffer between vehicular traffic and the public right-of-way. The project's parking areas and fast-food drive-through service would be enclosed within the ground and subterranean levels of the

building thereby reducing potential nuisances between project users and adjacent property owners. Commercial activity would be prioritized along South Figueroa Street which functions as an active commercial and public transit corridor. In addition, glass storefronts installed along the ground-floor commercial tenant spaces would attract pedestrians, create active sidewalks, and enhance the safety of the neighborhood.

c) The Project complies with CEQA; and

The proposed Project qualifies for a Class 32 Categorical Exemption – Infill Development. Therefore, the Project complies with CEQA.

d) Any other findings that are required in the relevant Redevelopment Plan.

The proposed project complies with the required findings for projects in the Exposition/University Park Redevelopment Plan. The findings include the project's conformity with the goals and objectives of the Plan, the project's compatibility with the surrounding neighborhood as well as being regionally and/or community-oriented, and the project's promotion of community revitalization, economic improvement, and aesthetic and environmental improvement.

Per Section 1309 of the Fifth Amendment to the Redevelopment Plan for the Hoover Redevelopment Project, the following findings were made:

a) Conforms with the goals and objective of the Plan;

The project conforms with the Goals of the Exposition/University Park Redevelopment Plan by redeveloping an underutilized parcel of land into a new seven-story, mixed-use building which will add residential dwelling units in the neighborhood and retain the commercial use of the project site. The applicant requests two On-Menu and one Off-Menu Incentive for the development of the proposed project: 1) On-Menu Incentive to allow a maximum height of 86 feet within seven stories; 2) On-Menu Incentive to allow a 20 percent reduction in open space; and 3) Off-Menu Incentive to allow a floor area ratio of 4.83 to 1. The project proposes 157 dwelling units, in which 24 units would be dedicated to Very Low Income households and Workforce Housing, and would provide 5,128 square feet of ground-floor commercial tenant space. As such, the project is consistent with the following Goals:

To eliminate and prevent the spread of blight and deterioration and to conserve, rehabilitate, and redevelop the Expanded Project Area in accordance with the Plan.

The proposed project would demolish and redevelop an underutilized parcel of land which is currently established with two restaurant buildings and one industrial building. The project would intensify the use of the project site with the construction of a seven-story, mixed-use development with 157 dwelling units and ground-floor commercial tenant space. Of the 157 dwelling units proposed 18 units, or 11 percent, would be reserved for Very Low Income households and six units, or four percent, would be reserved for Workforce Housing occupancy. As a result, the project would provide a net increase in housing units in the neighborhood, provide housing that is accessible for various income groups, and maintain the commercial use of the project site.

To make provisions for housing as is required to satisfy the needs and desires of the various age, income, and ethnic groups of the community, maximizing the opportunity for individual choice.

In exchange for the requested On-Menu and Off-Menu Incentives of the proposed project, the applicant would allocate 11 percent, or 18 units, of the proposed 157 dwelling units for Very Low Income households. The project would also set aside six units for Workforce Housing occupancy and the remaining 133 units would be offered at market-rate.

In addition, the project proposes a unit mix ranging from studio to five-bedroom units. The project's unit mix would consist of 40 studio units, 5 one-bedroom units, 45 two-bedroom units, 1 three-bedroom, 22 four-bedroom, and 44 five-bedroom units.

As such, the project would offer housing that satisfies the needs of various income groups in the community and provides a diverse choice of unit-types for different household sizes.

To encourage a thriving commercial environment which will contribute to neighborhood improvement.

The proposed project would maintain the commercial use of the project site with the construction of a seven-story, residential-commercial building. The project would provide 5,128 square feet of ground-floor commercial tenant space, largely along the western portion of the project site fronting South Figueroa Street. South Figueroa Street is a major commercial corridor which extends through the South Los Angeles community. Within the project vicinity, numerous fast-food restaurants and retail businesses are located along the corridor. The fast-food restaurant, which is currently established on the project site, would continue as a tenant of the proposed project. As such, the restaurant and the project's prospective commercial tenants would be consistent with the character of the surrounding area and promote a thriving commercial environment.

In addition, the project site is adjacent to the Harbor Freeway and numerous public transit lines which provides convenient access to the project site and other commercial businesses within the neighborhood. Bike lanes along South Figueroa Street also provide increased accessibility and connectivity to neighborhood amenities. The project's proximity to these transit amenities would encourage commercial activity in the neighborhood.

To promote compatible development, with consideration of scale, height, material, architectural quality, and site orientation.

The proposed project would intensify the use of the subject property by replacing three, one-story buildings on the project site with a seven-story mixed-use development. While most of the properties surrounding the project site are one-story commercial buildings, the project is similar to the mixed-use development abutting the property to the north. In 2009, the abutting property was approved of the construction of a seven-story, mixed-use development known as "West 27th Place". Similar to the proposed project, "West 27th Place" designates commercial uses to the ground floor and residential units above. Therefore, the proposed project would be familiar and compatible with the surrounding area.

The project utilizes multiple design features to create a pedestrian-friendly environment, reduce potential nuisances from impacting the surrounding area and public right-of-way, and create visual interest from the street level. Landscaping and trees along the frontages of the project would provide a buffer between vehicular traffic and the public right-of-way. The project's parking areas and fast-food drive-through service would be enclosed within the ground and subterranean levels of the building, with driveway access on West 28th

Street and Flower Street, thereby reducing potential nuisances between project users and adjacent property owners. Commercial activity would be prioritized along South Figueroa Street, an active commercial corridor which connects drivers, public transit users, bicyclists, and pedestrians throughout the neighborhood. In addition, glass storefronts installed along the ground-floor commercial tenant spaces would attract pedestrians, create active sidewalks, and enhance the safety of the neighborhood. The project's façades would incorporate a variety of architectural features including columns, slanted beams, and non-repetitive geometric shapes, to provide visual interest to the streetscape.

b) Be regionally and/or community oriented, and include but not be limited to office, retail, and service uses, such as laundry/cleaners, medical/legal/accounting/professional/general business offices, banks, theatres, hotels, motels, and limited to ancillary manufacturing, churches, schools and ancillary parking and parking structures;

The proposed project would introduce 157 new dwelling units to the community and maintain commercial uses on the project site. Of the 157 dwelling units, 11 percent would be designated for Very Low Income households, four percent would be designated for Workforce Housing occupancy, and the remaining would be leased at market-rate. As such, the project would provide the surrounding neighborhood a net increase in dwelling units for various income groups. In addition, the project will continue to contribute to the commercial character and underlying commercial zone of the subject property. The project would allocate 5,128 square feet of ground-floor commercial space along South Figueroa Street, with the existing fast-food restaurant returning as a tenant of the building. Therefore, the mix of residential and commercial uses would provide regionally and community-oriented services to the surrounding neighborhood.

c) Be compatible with adjacent uses, the surrounding neighborhood and the community; and

The project will be compatible with the adjacent properties and surrounding neighborhood with the construction of a seven-story, mixed-use building on the subject property zoned C2-1VL. Surrounding the project site are predominantly commercial and residential buildings in the C2 and R1.5 zones. The project proposes 157 new dwelling units to the community while maintaining the commercial use and character of the project site. The project would provide a mix of affordable and market-rate housing with a range of unit types that can accommodate different household sizes. On the ground floor of the proposed development, commercial tenants including the existing fast-food restaurant would be characteristic of the commercial establishments located along South Figueroa Street and would serve residents and workers. As such, the project would be compatible with the surrounding land uses and neighborhood.

d) Promote community revitalization, economic improvement, and aesthetic and environmental improvement.

The project would support the revitalization and economic improvement of the community by redeveloping an underutilized parcel of land which is currently established with one-story restaurant and industrial buildings, into a seven-story, residential-commercial building. The project would increase the community's housing supply by 157 dwelling units and would maintain the commercial use of the subject property within 5,128 square feet of ground floor commercial tenant space. A combination of market-rate, affordable- and income-restricted units would provide for various income groups, with 11 percent of units designated for Very Low Income households and four percent of units designated for

Workforce Housing. Prospective commercial tenants would contribute to increased employment opportunities and tax revenue, as well as provide access to beneficial community services.

The project would utilize multiple design features to create an active, pedestrian-friendly environment and to create visual interest on the street level. Landscaping and trees along the frontages of the project would provide a buffer between vehicular traffic and the public right-of-way. Commercial and pedestrian activities would be prioritized along South Figueroa Street to reduce potential nuisances between Project tenants and the surrounding area. In addition, glass storefronts installed along the ground-floor commercial tenant spaces will attract pedestrians, encourage sidewalk activity, and enhance the safety of the neighborhood. The project's façades would incorporate a variety of architectural features including columns, slanted beams, and non-repetitive geometric shapes, to provide visual interest to the streetscape.

CEQA FINDINGS

On January 6, 2021, the Department of City Planning determined based on the whole administrative record that the project is exempt from the California Environmental Quality Act (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 CEQA Guidelines, Section 15300.2 applies. The Notice of Exemption and Justification for Project Exemption for Environmental Case No. ENV-2020-4715-CE is provided in the case file and attached as Exhibit C.

The proposed project involves the demolition of existing structures and construction, use, and maintenance of a seven-story, 157-unit mixed-use residential-commercial building. Seven stories would be constructed above grade and one level below grade. The proposed building would encompass approximately 212,371 square feet of floor area, resulting in a FAR of 4.83 to 1. The building will reach a maximum of 86 feet in height. The project's residential dwelling units will inhabit the top six stories of the building, with 18 units reserved for Very Low Income households, six units reserved for Workforce Housing occupancy, and 133 units reserved for market-rate housing. As such, 11 percent of the total units proposed will be affordable. The project's unit mix will consist of 40 studio units, 5 one-bedroom units, 45 two-bedroom units, 1 three-bedroom, 22 four-bedroom, and 44 five-bedroom units. A total of 101 automobile parking stalls would be provided on the ground and subterranean floors; 86 stalls will be dedicated for residential use and 15 stalls will be dedicated for commercial use. In addition, 125 short-term and long-term bicycle parking stalls will be provided. The project would have two ground-floor, commercial tenant spaces fronting Figueroa Street. The commercial space located on the northwest portion of the project will be designated for the fast-food restaurant which currently exists on the property. It would provide dine-in, take-out, and drive-through service on-site.

As a mixed-use multi-family residential building characterized as an in-fill development, the proposed project qualifies for the Class 32 Categorical Exemption.

CEQA Determination – Class 32 Categorical Exemption Applies

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following five applicable conditions: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project

would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

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

The proposed Project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations. The South Los Angeles Community Plan Map designates the property for Community Commercial land uses with the corresponding zones C2, C4, RAS3, R3, RAS4, and R4. The project site is zoned C2-1L and is thus consistent with the land use designation. The site is located within the Greater Downtown Housing Incentive Area, which allows for unlimited density. The project would provide 157 units with 18 units set aside for Very Low Income households and six dwelling units set aside for Workforce Housing. The proposed project is consistent with the Goals, Objectives, and Policies, of the South Los Angeles Community Plan and Framework Element as described below.

Policy LU6.2 Feasible Development Sites. Encourage consolidation and deepening of shallow commercial corridor lots in a manner that is compatible with the prevailing urban form as a means to stimulate existing businesses and create feasible opportunities for new development.

The project site is currently comprised of 15 lots and is developed with two restaurant buildings and one industrial building. The project proposes the demolition of the existing structures, the merging of the 15 lots into one lot and 10 commercial condominium units, and the construction, use, and maintenance of a seven-story mixed-use development with 157 residential dwelling units and ground-floor commercial tenant space. The proposed Project provides better utilization of the property by increasing the housing supply in the neighborhood while maintaining commercial uses on-site. The mixed-use development would stimulate local investment and existing commercial activity surrounding the project site, especially along South Figueroa Street which functions as an active, commercial and transit corridor in the community. The Project is consistent with the Community Plan's goal of serving "the needs of individual neighborhoods and the broader community" with the redevelopment of the subject property for more intense and mixed land uses.

Policy LU12.1 Density and Mixed-Use. Locate higher densities and a mix of uses in areas designated community commercial, as appropriate, unless identified as commercial only.

The applicant proposes the demolition of two restaurant buildings and one industrial building on the project site designated for Community Commercial land uses and the construction of a seven-story, mixed-use development with residential and commercial uses. The subject property allows for a mix of uses, therefore the proposed project will be compatible with the adjacent properties which include fast-food restaurants, retail businesses, and multi-family and student housing. The project would increase the net number or residential dwelling units from zero to 157 and would maintain commercial tenant space on the ground floor fronting South Figueroa Street. As such, the proposed project is consistent with the Community Plan's policy on locating higher densities and a mix of uses in Community Commercial designated areas.

The proposed project is also consistent with the Goals, Objectives, and Policies, of the General Plan's 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 1.1.1 *Expand opportunities for residential development, particularly in designated centers, Transit Oriented Districts, and along mixed-use boulevards.*

The proposed project would redevelop and intensify the use of the subject property by constructing a seven-story mixed-use development with 157 apartment units and commercial tenant space. This represents a net increase in 157 dwelling units in the South Los Angeles community. The project would be developed in a transit priority area, serviced by multiple public transit stops including the Metro E Line (Expo) light rail service. The project's proximity to public transit would allow individuals to connect to essential services and centers, including employment centers, schools, and grocery markets. Surrounding the project site are a mix of residential, commercial, and public facility uses, with a residential-commercial abutting the property to the north. As such, the proposed project would expand housing opportunities along a transit-rich area and mixed-use corridors, and complement the surrounding community.

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

Policy 2.2.2 *Provide incentives to encourage integration of housing with other compatible land uses.*

The proposed Project would dedicate a total of 11 percent of its total number of dwelling units for Very Low Income households (18 units) in exchange for the requested Density Bonus Program On- and Off-Menu Incentives. Additionally, the project would provide a range of unit types ranging from studio to five-bedroom apartments. As a result, the Project would provide a mix of affordable and market rate housing with units accommodating a variety of household sizes.

Within the seven-story development, the project would integrate restaurant and retail uses with the residential component of the project; commercial space would be dedicated to the ground floor and residential units would be dedicated to the second to seventh floors. Residents would benefit from the proximity of amenities and services provided by these businesses while commercial tenants would benefit from these sales. In addition, the project would complement the surrounding land uses and transit infrastructure that are developed in the neighborhood. Multiple bus and light rail lines service the project vicinity, promoting the accessibility and sustainable development of the neighborhood. Residents, workers, and students can utilize the existing public transit service to connect to communities across Los Angeles. Additionally, the project site is adjacent to the MyFigueroa project along South Figueroa Street which provides protected bike lanes and other street improvements which address pedestrian and public transit connectivity and safety. Overall, the combination of services, amenities, transit accessibility, and housing opportunities provided by the Project promotes the sustainable development of the South Los Angeles community.

As detailed above, the proposed project is in substantial conformance with the purposes, intent and provisions of the South Los Angeles Community Plan and General Plan. The

project is consistent with the applicable general plan designation and 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.

The proposed development is wholly within the City of Los Angeles and is on a 1.01 acre site (i.e., less than five acres). The project site is surrounded by urban uses within an urban area; and is not located in a farmland or agricultural designated area. The neighborhood is fully built out with a variety of development including transit, commercial, office, and residential uses. The proposed project will be consistent with the developments in the area, in compliance with subsection b.

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

The project site is located within an established, fully-developed commercial use area located in the South Los Angeles Community Plan. The subject property is currently developed with two, one-story restaurant buildings and one one-story industrial building. As documented in the Tree Report prepared by Carlberg Associates, dated January 21, 2020, none of the private property tree species are identified as "protected" under the City of Los Angeles Tree Preservation Ordinance No. 177.44. A total of 25, non-protected trees on the property and along the public right-of-way would be removed as part of the proposed project. Street trees, or parkway trees, would be required to be replanted or replaced at a 2 to 1 ratio. The project site is not located in a riparian area or other sensitive plant community, and has no value as habitat for endangered species, rare, or threatened species.

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

Traffic:

A significant traffic/transportation impact may occur if a project conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.

On July 29, 2020, LADOT's review of the Kimley-Horn, Inc. Transportation Assessment determined the following findings for the proposed project.

1. As concluded in the Project Trip Generation Analysis, the proposed project exceeds the CEQA Screening Threshold with more than 250 daily vehicle trips. The Project would not, however, have a significant transportation impact to thresholds for (1) conflicting with plans, programs, ordinances, and policies, and (2) substantially increasing hazards due to geometric design feature or incompatible use, and;

2. The proposed project is projected to have a Household VMT capita of 3.5 and a Work VMT per employee of 0, and therefore would have no significant VMT impact;

The Transportation Assessment conducted by Kimley-Horn, Inc., dated May 2020, analyzed non-CEQA and CEQA impacts associated with the previously proposed project of 173 dwelling units with 6,231 square feet of ground-floor commercial use space. The assessment accounted for cumulative projects and an ambient growth rate of 2% in 2022

when the project is projected to be completed. The non-CEQA, Project Trip Generation Analysis concluded that the project would generate a net increase of 869 daily trips, including 53 net new a.m. peak hour trips and 68 net new p.m. peak hour trips. To discourage vehicle trips and encourage alternate modes of transportation such as carpooling, utilizing public transit, walking and biking, the Project proposes the following Transportation Demand Management (TDM) strategies as project design features:

- Provide fewer parking spaces, in which residents will need to apply for access to a parking space;
- Require residents wishing to reserve parking spaces to pay an additional cost at a monthly or periodic basis, and is consistent with market-value parking costs;
- Provide short-term and long-term parking spaces for the residential and commercial component of the Project

The Project is also located in close proximity to numerous public transit lines, including the Metro E (Expo) Line service, as well as bike lanes adjacent to the Project along South Figueroa Street that encourage Project users to utilize public and active transportation options.

With the incorporation of the above TDM strategies, the Transportation Assessment concluded that the proposed project would be consistent with the plans, ordinances, programs, and policies established by the City. These include, but are not limited to, the Los Angeles Mobility Plan 2035 and the South Los Angeles Community Plan. Additionally, a delay-based Level of Service (LOS) assessment concluded that the project driveways and adjacent intersections will operate at acceptable levels upon completion.

Based on the CEQA-based VMT Analysis conducted, the report determined that the Project would generate a total of 986 daily vehicle trips and 6,431 daily vehicle miles traveled (VMT), resulting in a 3.5 household VMT per capita and a work VMT per employee of 0. According to the LADOT Transportation Assessment Guidelines, the proposed project will have a potential impact if it generates a household VMT per capita exceeding 15% below the existing average household VMT per capita for the applicable Area Planning Commission (APC). The applicable threshold of significance for VMT impacts is 6.0 household VMT per capita and 11.6 work VMT per employee, therefore the Project will not exceed these thresholds and will have a transportation impact that will be less than significant.

The current project proposes a reduction in dwelling units and commercial space to 157 dwelling units and 5,128 square feet of ground-floor commercial space. As such, the traffic impacts associated with the revised project with fewer residential dwelling units and commercial space is expected to be less than that concluded by the Kimley-Horn Inc. Transportation Assessment and will maintain a less than significant transportation impact.

Noise:

In regard to noise, a significant impact would occur if the proposed project would result in exposure of persons to or generation of noise levels in excess of standards established in the general plan, noise ordinance, of applicable standards of other agencies.

A Noise Analysis studying the noise impacts associated with the construction and operation of the proposed project was completed by Core Campus Manager, LLC and Envicom Corporation on June 2, 2020. Similar to LADOT's review of the Transportation Assessment for the proposed project, the analysis referenced a residential and

commercial density that has been reduced since the project was initially proposed and therefore the levels of impact reported are expected to be less than concluded in the submitted analysis. To determine the existing ambient exterior noise levels, measurements were taken on October 15, 2019 at three locations on the project site. Using the thresholds from the State CEQA Thresholds Guidelines, the Noise Analysis concluded that the project would comply with the City's existing noise and ground-borne vibration regulations and thus construction and operational noise impacts would be less than significant.

Construction-related noise impacts associated with the proposed project would be temporary, intermittent, and typical. The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. The project would comply with the City's existing noise regulations which include noise level thresholds and the implementation of project features required by LAMC Section 112.05, as well as the permitted hours for construction activities restricted by LAMC Section 41.40. To ensure construction noise impacts will not exceed a noise level of 75 dBA at 50 feet from the project site, the project will incorporate the following features: the installation of a temporary noise barrier on the northern property line, the use of well-maintained construction equipment with mufflers, and the use of noise shielding for stationary, portable equipment sources. In addition, temporary construction activities and associated noise will be restricted to daytime hours between 7:00 a.m. to 9:00 p.m., Monday – Friday and 8:00 a.m. to 6:00 p.m., Saturdays. With compliance to LAMC Section 112.05 and Section 41.40, the Project will not exceed the construction equipment noise threshold and therefore construction noise impacts would be less than significant.

Upon completion and operation of the project, operational noise would be generated by HVAC systems, parking lot activities, unloading and loading of delivery trucks or trash trucks, landscape maintenance, traffic in and around the project area, and other residential and commercial activities. The project would comply with the City's noise regulations regarding these sources of noise, including LAMC Section 112.02 which prohibits HVAC units from exceeding ambient noise levels by more than 5 dBA. Conservatively assuming that all residential and commercial HVAC units are located along the northern portion of the proposed building, nearest to the residential building to the north of the project site, while also considering the proposed building's roofline and parapet, the Project would not result in a discernable increase in ambient noise levels. Therefore, stationery HVAC noise levels would be less than significant. In addition, the project would comply with LAMC Sections 112.04, 113.01, 114.03, and other similar noise regulations which restrict the use of landscape maintenance equipment, refuse disposal, parking lot sweeping, vacuuming by trucks, and loading and unloading activities by wheeled vehicles within specific hours of day. Compliance with these regulations will ensure that stationary noise impacts pertaining to these operational activities would be less than significant. The Noise Analysis also concluded that while the proposed project would generate an increase in project-related traffic noise given the increase in daily trips concluded in the Transportation Assessment, traffic-related permanent increase in ambient noise levels would be less than significant. This analysis includes factors such as the cumulative noise increase during the expected opening year of 2022 and the ambient growth of traffic.

Regarding ground-borne vibrations associated with the project, the primary source is identified to be heavy construction equipment used during site preparation, grading, and foundation work. Given the size of the project site, smaller bulldozers are likely to be used and will operate under the daytime hours in accordance with LAMC Section 41.40.

Therefore, the Noise Analysis concludes that the project would not result in significant ground-borne vibration impacts.

Air Quality:

An Air Quality Study evaluating the proposed project for potential air quality impacts was prepared by Envicom Corporation in June 2020. It does not reflect the revised residential and commercial density of the existing project, therefore the levels of impact reported in the study are expected to be less than those concluded. The study compares the potential construction and operations emissions of criteria pollutants associated with the project with the South Coast Air Quality Management District's (SCAQMD) air quality significance thresholds. The Project's emissions were estimated using the CalEEMod 2016.3.2 model provided by SCAQMD. Based on the Air Quality Study, the Project would not exceed SCAQMD air quality significance thresholds. Below is a summary of the findings made regarding the project's impact on ambient air quality on the regional level, the local level, toxic air contaminants (TACs) and diesel particulate matter (DPM), and odor.

(1) Regional Air Quality Impact associated with project-related construction and operation activities -- less than significant.

The South Coast Air Quality Management District (SCAQMD) develops significance thresholds for regulated pollutants (ROGs, NO_X, SO_X, CO, PM-10, and PM2.5) using emissions data quantified by CalEEMod software. The Air Quality Study compares the regional air quality thresholds with the construction- and operations-related activities associated with the project.

Construction activities include demolition, grading, building construction, paving, and architectural coating. In addition to the above pollutants released from such activities, dust emissions are also regulated by SCAQMD Rule 403. Based on the potential pollutant emissions involved in the construction of the project, the project would not exceed SCAQMD's regional significance thresholds. As a Best Available Control Method (BACM), the project would implement adequate watering during grading to reduce dust emissions.

Operational activities associated with the project resulting in the release of pollutant emissions are divided between three source categories: mobile (vehicle use), area (on-site maintenance, landscaping, and the use of natural gas), and energy (off-site electricity generation). Based on the potential pollutant emissions involved with the operation of the project and its three sources of emissions, the project will not exceed SCAQMD's regional thresholds.

The Air Quality Study also assessed the project's potential incremental contribution to the cumulative air quality emissions. Since SCAQMD's assessment of a project's potential contributions to cumulative impacts uses the same significance thresholds as it does for project-specific impacts, the study concludes that the project's construction and operations-related emissions, as it relates to the incremental contribution to cumulative air quality emissions, would be less than significant.

(2) Local Air Quality Impact associated with project-related construction and operation activities -- less than significant.

Similar to how criteria pollutants were measured using SCAQMD's CalEEMod software, the emission of NO_X, CO, PM-10, and PM-2.5 associated with the existing commercial use of the project site (two restaurants and one industrial building) and the proposed project were also evaluated in the Air Quality Study for local air quality impacts. A Localized Significance Threshold (LST) analysis was conducted to evaluate potential impacts on sensitive receptors surrounding the project site. Sensitive receptors include land uses where populations are generally more susceptible to the effects of air pollution, i.e. residences, long-term care facilities, schools, playgrounds, parks, hospitals, and outdoor athletic facilities. The closest sensitive receptors that could be subject to localized air quality impacts associated with the construction of the project would be the existing multi-family residencies adjacent to the project site to the north. Consistent with SCAQMD LST analysis guidelines, a 25-meter source-receptor distance was used to evaluate LST impacts from the Project. Based on the maximum daily on-site emissions generated from construction-related activities for the assessed criteria pollutants, the project would not exceed the LST thresholds and therefore air quality impacts would be less than significant.

Likewise, operations-related activities which include area source emissions from activities such as on-site maintenance, landscaping, and the use of natural gas would not exceed LST thresholds. (Mobile and energy generation source emissions would be generated off-site and therefore would not impact LSTs). Based on the estimated daily LST emissions of NO_X, CO, PM-10, and PM-2.5 for operation-related activities, the project would have a less than significant impact on localized air quality.

(3) Toxic Air Contaminants (TACs) and Diesel Particulate Matter (DCM) emissions impact -- less than significant.

TACs and DCM are both identified as carcinogenic compounds that have a disproportionate effect on vulnerable populations including children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and individuals who engage in frequent exercise. They are emitted from diesel powered equipment and are commonly found near freeways. With the project site located within 250 to 400 feet of the Harbor Freeway (Interstate-110), the project must comply with LAMC Section 99.04.504.6 which requires mechanically ventilated buildings within 1,000 feet of a freeway to provide regularly occupied areas of the building with air filtration media for outside and return air that provides a Minimum Efficiency Reporting Value (MERV) of 13.

With the proposed project being a primarily residential development with commercial tenants on the ground-floor, the Air Quality Study finds that the Project would not substantially contribute to the generation of diesel particulate emissions from the freeway and therefore an analysis of the ambient freeway particulate emissions on sensitive receptors was not warranted. The Study also concluded that construction-related impacts related to TAC emissions for heavy-duty equipment would occur for a brief period of time and would not result in a considerable health risk. Operations-related impacts associated with the residential and commercial use of the project would not generate a substantial quantity of diesel truck trips in the vicinity. As such, TAC emissions related to the construction and operations of the project would have less than significant impact.

(4) Odor Impacts -- less than significant.

Objectionable odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other odorous materials used in manufacturing processes and some sewage treatment facilities and landfills. The proposed project would not involve the activities described as it would function primarily as a residential development with commercial uses dedicated to the ground-floor. During the construction phase of the project, discernible odors may come from the application of architectural coatings and other interior and exterior finishes, paving, or other construction activities. These odors are typical and generally limited to the duration of the construction phase. During the operational use of the project, good housekeeping practices would be implemented to prevent nuisance odors associated with the proposed residential and commercial uses. The project would provide two, enclosed trash and recycle collection areas on the ground-floor, parking garage area thereby reducing the impact of objectionable odors onto adjacent properties. Residents can dispose of their trash on the residential levels of the project through a collective chute that descends down to the main trash collection area. These areas are labeled on the submitted Site and Floor Plans. As such, the potential impacts associated with objectionable odors from construction and operations activities related to the project would be less than significant.

(5) Project conformance with the Air Quality Management Plan (AQMP), South Los Angeles Community Plan, and General Plan Air Quality Element – consistent with policies and would not obstruct implementation of AQMP.

The project site is within the South Coast Air Basin and the South Coast Air Quality Management District (SCAQMD). It is subject to the standards and thresholds laid out by the Air Quality Management Plan (AQMP) as well as those established on the state and federal level, i.e. CAAQS and NAAQS. Based on the findings reported in the Air Quality Study, the project would comply with all regulations related to appliance and equipment use, and energy conservation and/or emissions reduction of criteria pollutants. The project would not exceed SCAQMD thresholds during the construction and operation of the project for criteria pollutants, and therefore would not substantially affect conformance with the AQMP.

In addition, the project would be consistent with the emissions-related land use and mobility policies of the South Los Angeles Community Plan as well as the General Plan's Air Quality Element. The project site is located within a Transit Priority Area, in which existing transit alternatives including bus, rail, and bike infrastructure reduce reliance on personal vehicle transportation. Therefore, the reduction in automobile emissions is consistent with land use planning for mixed-use transit-oriented development.

Water Quality:

The proposed project would demolish the existing restaurant and industrial buildings on the project site and construct a seven-story mixed-use residential-commercial building in the South Los Angeles community. Existing utilities would supply water and wastewater treatment services for project tenants similar to the current existing conditions. The project does not propose on-site groundwater extraction, nor does it propose on-site wastewater treatment. Additionally, the residential and commercial use of the project would not be anticipated to generate, store, or dispose substantial quantities of hazardous material

which may impact water quality. As such, the project would have a less than significant impact on groundwater quality.

Upon the completion of the proposed project, the project site would predominantly be covered in impervious surfaces similar to the current use of the site. In regard to stormwater runoff and capture, the project would be required to comply with multiple national, state, and city regulations to ensure that it would have a less than significant impact on water quality. For compliance with a National Pollutant Discharge Elimination System (NPDES) permit, the Project would be subject to the State's Construction General Permit Order 2009-0009-DWQ for disturbing over one acre of soil. The order requires the development of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of Best Management Practices (BMPs) to prevent discharge of storm water that causes or threatens to cause pollutants, contaminants, or nuisance. The Project would also comply with Ordinance 172,176 and 173,494 which specifies Stormwater and Urban Runoff Pollution Control requirements as well as the application of BMPs, as applicable. In addition, the Project would comply with Chapter IX, Article 1, Division 70 of the Los Angeles Municipal Code which addresses grading, excavations, and fills and the City's Low Impact Development (LID) Ordinance, which requires on-site stormwater management features that include the capture, infiltration, and/or on-site use of rainwater. Compliance with the aforementioned regulations and the implementation of stormwater management features ensure the project would have a less than significant impact on water quality.

As with the cumulative projects located in the project's vicinity, the project would be required to comply with State and local regulations to avoid polluting water resources during its construction and operation phases. Therefore, the project would not in combination with other projects result in substantial cumulative water quality impacts.

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

The proposed project has been reviewed by City staff and can be adequately served by all required utilities and public services. The project site will be adequately served by all required public utilities and services given that the site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California (SoCal) Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. In addition, the City's existing regulatory compliance measures and landscaping ordinance (Ordinance No. 170,978) requires projects to meet stringent efficiency standards for both water and power, such as the use of high-efficiency appliances and irrigation methods that promote water conservation. As a result of these regulations, which are required of all projects, it can be anticipated that the proposed project will not create any impact on existing utilities and public services through the addition of 157 residential dwelling units and 5,128 square feet of commercial tenant space. Based on the facts herein, it can be found that the project meets the qualifications of the Class 32 Exemption.

Assessment of the required utilities and public services referenced a residential and commercial density that has been reduced since the project was initially proposed. The current project proposes a reduction in dwelling units and commercial space, compared to the previously proposed 173 dwelling units and 6,231 square feet of ground-floor commercial space. The project proposes 157 dwelling units and 5,128 square feet of ground-floor commercial space. With the project proposing a less intense use of the

project site, it is expected that the project would be serviced adequately as previously determined.

Based on the estimated Project Water Demand for the previously proposed building, the Project would impose a net increase in water demand of 35,797 gallons per day resulting from the removal of existing uses and the use and maintenance of the proposed seven-story residential-commercial building. This represents a net increase of less than 1% of the Los Angeles Department of Water and Power's projected water demand for the year 2020.

The proposed project would also impose a net increase in wastewater generation of 29,831 gallons per day resulting from the removal of existing uses and the operations of the proposed commercial and residential uses. Based on the capacity of the Hyperion Water Reclamation Plant, this net increase represents approximately 0.02% of excess treatment capacity for wastewater. Therefore, the proposed project would not require new wastewater treatment facilities and potential impacts related to wastewater generation would be less than significant.

EXCEPTIONS TO THE USE OF CATEGORICAL EXEMPTIONS

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed project listed in "CEQA Guidelines" Section 15300.2 and determined that none of the exceptions apply to the proposed project as described below:

(a) **Location.** *Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. A project that is ordinarily insignificant in its effect on the environment may in a particularly sensitive environment be significant. Therefore, these classes may not be utilized where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

As the proposed project is not defined as a Class 3, 4, 5, 6 or 11 projects, this exception is non-applicable. The project site is in an urbanized area in the City of Los Angeles. The project site is not located in a particularly sensitive environment and would not be located on a site containing wetlands, endangered species, or wildlife habitats; therefore, this exception is not applicable.

(b) ***Cumulative Impact.*** *The exception applies when, although a particular project may not have a significant impact, the impact of successive projects, of the same type, in the same place, over time is significant.*

This exception does not apply to the proposed project. The project involves demolition of existing structures and the construction, use, and maintenance of a mixed-use building containing residential dwelling units and commercial tenant spaces. The project site is surrounded by commercial and residential developments, and the Harbor Freeway (Interstate-110). The project is entirely consistent with the existing General Plan designation and zoning, which accounts for the impacts of developments which are within their parameters, and as permitted by the City's Density Bonus Program. With 157 residential units proposed, the project's density and use are permitted by the underlying zone and land use designation and through the Density Bonus Program and the Greater Downtown Housing Incentive Area. Any successive projects of the same type and nature would reflect a development that is consistent with the underlying land use designation

and the LAMC, and thus would be subject to the same regulations and requirements, including development standards and environmental impacts. The impacts of each subsequent project will be mitigated if necessary, and thus will not result in a cumulative impact.

The project will not result in a cumulatively considerable contribution to traffic, noise, air quality, or water quality impacts taking account anticipated growth and development in the area. The threshold of significance for a cumulatively considerable contribution to a traffic impact is the same as the threshold of significance for a project impact. Therefore, since the project would not exceed that threshold it would have neither a project-specific significant impact nor the potential to result in a cumulatively considerable contribution to a significant traffic impact. The same is true for air quality thresholds of significance; the project does not have the potential to result in a project-specific significant air quality impact from both the construction and operational use of the project. As a result, the project does not have the potential to result in a cumulatively considerable contribution to a significant air quality impact.

Regulatory Compliance Measures (RCMs) in the City of Los Angeles and California state guidelines regulate impacts related to Transportation/Traffic, Construction and Operational Noise, Air Quality, and Water Quality. Numerous Los Angeles Municipal Code Sections provide requirements for construction and operation activities, and ensure impacts related to noise and water quality are less than significant. LAMC Sections 41.40, 111.03, 112.02, 112.04, 112.05 regulate noise thresholds from project-specific construction and operational uses by regulating the time which such activities can occur and restricting noise levels from exceeding specific thresholds relative to the project's proximity to sensitive land uses. In addition, the California Environmental Quality Act (CEQA) Guidelines Section 15064.3 evaluates traffic impact by screening the number of vehicle trips and vehicle miles traveled (VMT) generated by the project. The South Coast Air Quality Management Plan regulates air pollutant emissions from project-related construction and operations activities, in including those emitted from asbestos containing materials (ACMs) and lead based paint (LBP). There is insufficient evidence to conclude that significant impacts will occur based on past project approvals or in progress entitlement applications and that the proposed project will have adverse impacts on the cumulative in the area surrounding the project site. Thus, this exception does not apply.

(c) **Significant Effect Due To Unusual Circumstances.** *This exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project will have a significant effect due to unusual circumstances.*

The project proposes to construct a seven-story mixed-use building with 157 multi-family residential dwelling units and commercial tenant space on the ground floor in an area zoned and designated for commercial development. The project site is located in an urbanized area in the City of Los Angeles with neighboring properties developed with commercial, residential, public facilities-freeway, and mixed uses. The property abutting the project site to the north is similar to the proposed project as it is developed with a mixed-use, residential-commercial building. As such, the proposed project will be compatible with the surrounding land uses and will be consistent with the underlying zone. The proposed height and density of the project are permitted by the C2-1L Zone through the City's Density Bonus Program. There are no special districts or other known circumstances that indicate a special or sensitive surrounding environment. The project imposes no significant impacts in regard to traffic, noise, air quality, and water quality. Thus, there are no unusual circumstances which may lead to a significant effect on the environment. Therefore, this exception does not apply.

(d) **Scenic Highways.** *This exception applies when, although the project may otherwise be exempt, there may be damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within* a *highway officially designated as* a *state scenic highway.*

Based on a review of the California Scenic Highway Mapping System, the project site is not located along a State Scenic Highway, nor are there any designated State Scenic Highways located near the project site. Based on this, the proposed project will not result in damage to scenic resources including trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway, and this exception does not apply.

(e) **Hazardous Waste Sites.** *Projects located on* a *site or facility listed pursuant to California Government Code 65962.5.*

Based on a review of the State Water Resources Control Board's GeoTracker database and the Department of Toxic Substance Control (DTSC) EnviroStor database, the project site is not associated with a hazardous cleanup site or other conditions that could cause groundwater contamination. The nearest cleanup site is located 600 feet north of the project site and comprises a previously identified leaking underground storage tanks (LUST) that has been remediated. There are currently no "open case" cleanup sites within 1,000 feet of the project site. Therefore, construction and operation of the project would not impose an environmental hazard to surrounding sensitive uses or the environment as the project is not located within a hazardous waste site.

In May 2019, two Phase I Environmental Site Assessments were prepared by Partner Engineering and Science, Inc.. Both reports concluded that the project site does not contain any controlled recognized environmental conditions (CRECs) or historical recognized environmental conditions (HRECs). The reports and the City's Zone Information and Map Access System (ZIMAS) identify the project site as being within a Methane Zone, which is a recognized environmental condition (REC). As a result, the Project would be subject to the City's building code standards which regulate methane gas ventilation and require a methane system to be approved by the City's Department of Building and Safety. Compliance to this regulation would not require a mitigation measure to implement.

(f) **Historical Resources.** *Projects that may cause* a *substantial adverse change in the significance of an historical resource.*

A Historical Resource Assessment was conducted by Historic Resources Group in April 2020. The assessment concluded that none of the existing structures on the project site are identified as a historic resource by local or state agencies, and that the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or the Los Angeles Historic-Cultural Monuments Register. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

In conclusion, since the project meets all of the requirements of the categorical exemption set forth at CEQA Guidelines, Section 15300.2 and none of the applicable exceptions to the use of the exemption apply to the project, it is appropriate to determine this project is categorically exempt from the requirements of CEQA.

PUBLIC HEARING AND COMMUNICATIONS

Public Hearing

Summary

A public hearing for Case No. CPC-2020-4714-CU-DB-HCA was held virtually by the Hearing Officer on Wednesday, January 6, 2021. The purpose of the hearing was to receive public testimony on behalf of the City Planning Commission as the decision maker on the case.

The public hearing was attended by the applicant's representative, the project architect, and a representative of the non-profit organization, "Strategic Actions for a Just Economy" (SAJE).

Ms. Maria Patino Gutierrez of SAJE expressed the need for more affordable housing in the community as the subject project is likely to function as off-campus USC student housing. In addition, Ms. Gutierrez expressed concerned with the project being located in the North University Park-Exposition Park-West Adams Neighborhood Stabilization Overlay (NSO) District which limits the development of dormitories on an official college or university campus or any qualifying affordable housing units. The applicant responded by stating that the proposed project is exempt from the provisions of the NSO as it fronts South Figueroa Street.

Sherilyn Correa, Council District 9 – On November 18, 2020, communication with Ms. Correa was made regarding the proposed seven-story, residential-commercial building with 157 units (15 percent set aside for affordable housing) and ground-floor commercial tenant space. Ms. Correa stated that the Council Office did not having any issues concerning the project.

On March 10, 2021, a letter was received from the Council Office of Council District 9 in support of the project. The Council Office was pleased to see that the project will create additional affordable housing units in the community, including voluntary Workforce Housing units. In addition, the Council Office acknowledges the redesign of the project to maintain all bicycle parking at the ground floor as opposed to the previous project design which had bicycle parking at both the ground and subterranean floors. By improving access to bicycle parking, the project better achieves the goal of promoting alternative forms of transportation within a high-quality transit area in close proximity to two Metro light rail stations.

North Area Neighborhood Development Council (NANDC) – In a memo dated October 16, 2020, the NANDC voted in support of the project after revisions were made regarding the project's initial design and parking. The NANDC Board had adopted the Policy Committee's recommendation to support the support the project noting the softer building design compared to what was originally presented, the addition of more affordable housing units as compared to the minimal number required, and recommending the addition of more parking spaces.

EXHIBIT A

PLANS

THE HUB ON CAMPUS LOS ANGELES - FIGUEROA
MIXED-USE DEVELOPMENT

2718 S. FIGUEROA STREET, LOS ANGELES, CA 90007

ISSUE FOR PLANNING ENTITLEMENT FILING

MARCH 08, 2021

OPEN SPACE REQUIRMENTS

PER LAMC SECTION 12.21.G - OPEN SPACE REQMTS FOR SIX OR MORE RESID. UNITS

		DWELLING UNIT (DU)	FACTOR (SF)	TOTAL (SF*DU)
REQUIRED	< THAN 3 HABITABLE ROOMS	90	100	9,000
	3 HABITABLE ROOMS	1	125	125
	> THAN 3 HABITABLE ROOMS	66	175	11,550
	TOTAL	157	-	**20,675 SF**

		OPEN SPACE REDUCTION (SEE DENSITY BONUS INSENTIVE LIST)	NEW REQUIRED OPEN SPACE
DENSITY BONUS INCENTIVE	PER GREATER DOWNTOWN HOUSING INCENTIVE AREA (ZI NO.2385) - **OPEN SPACE REDUCTION OF 20%,**	4,135 SF	**16,540 SF**

NOTE: THE PERCENTAGES OF PRIVATE AND COMMON OPEN SPACE WERE ELIMINATED; HOWEVER THE TOTAL PER UNIT OPEN SPACE REQUIREMENT SHALL STILL BE PROVIDED

		PRIVATE OPEN SPACE	COMMON OPEN SPACE	AMENITY / RECREATION	TOTAL
PROVIDED	LEVEL 7	500 SF	7,158 SF	-	7,658 SF
	LEVEL 6	200 SF	-	-	200 SF
	LEVEL 5	250 SF	-	-	250 SF
	LEVEL 4	250 SF	-	-	250 SF
	LEVEL 3	200 SF	-	-	200 SF
	LEVEL 2	200 SF	3,748 SF	-	3,948 SF
	LEVEL 1	-	-	4,135 SF	4,135 SF
	TOTAL	1,600 SF	10,906 SF	4,135 SF	**16,641 SF**

	LANDSCAPE (LAMC SECT. 12.21 G.2(a)(3): 25% OF TOTAL OPEN SPACE SHALL BE PLANTED W/ GROUND COVER, SHRUBS, OR TREES		TREES (LAMC SECT. 12.21 G.2(a)(3): AT LEAST ONE 24-INCH BOX TREE FOR EVERY FOUR DWELLING UNITS SHALL BE PROVIDED ON SITE	
LANDSCAPE & TREES REQ'MTS	**REQUIRED**	**PROVIDED**	**REQUIRED**	**PROVIDED**
	4,160 SF	4,855 SF	40	40

PARKING SUMMARY

NOTE: ELECTRICAL VEHICLE SUPPLY EQUIPMENT (**EVSE - EV CAPABLE**) ELECTRICAL VEHICLE CHARGING STATION (**EVCS - EV READY**)

REQUIRED	PROVIDED	TYPES PROVIDED
RESIDENTIAL: **79 SPACES PER DENSITY BONUS** **OFF-MENU INCENTIVE** - CAL GREEN CODE, SECT. 4.106.4.2: **10% OF TOTAL PARKING** SPACES TO BE CAPABLE OF SUPPORTING FUTURE EVSE - ORDINANCE NO. 186,485: **30% OF TOTAL PARKING** PROVIDED TO BE EV PARKING AS SHOWN ON PLANS	**86 SPACES TOTAL** (27 EV SPACES)	STANDARD: 55 COMPACT: 0 STANDARD ADA: 3 VAN ADA: 1 STANDARD EVSE: 17 EVSE VAN ADA: 1 STANDARD EVCS: 7 EVCS STANDARD ADA: 1 EVCS VAN ADA: 1
COMMERCIAL: **11 SPACES** - STATE ENTERPRISE ZONE: **1 SPACE PER 500 SF** - ORDINANCE NO. 186,485: **30% OF TOTAL PARKING** PROVIDED TO BE EV PARKING AS SHOWN ON PLANS - CAL GREEN CODE, SECT. 5.106.5.2: **ONE (1) REQUIRED** CARPOOL SPACE - P/ZC 2002-001 SECT. I.c: PARKING GARAGES CONTAINING 10 MORE SPACES FOR OTHER THAN DWELLING USES, **40% MAX OF REQUIRED SPACES ALLOWED** AS COMPACT	**15 SPACES** (5 EV SPACES)	STANDARD: 4 COMPACT: 4 STANDARD ADA: - VAN ADA: 1 STANDARD EVSE: 2 STANDARD EVCS: 2 EVCS STANDARD ADA: - EVCS VAN ADA: 1 CARPOOL STALL: 1

BIKE PARKING SUMMARY

	SHORT TERM (LAMC TABLE 12.21-A.16(a)(1)(i) FOR 101-200 DWELLING UNITS, 1:20 SPACES REQ'D)		LONG TERM (LAMC TABLE 12.21-A.16(a)(1)(ii) FOR 101-200 DWELLING UNITS, 1:2 SPACES REQ'D)	
	REQUIRED	**PROVIDED**	**REQUIRED**	**PROVIDED**
RESIDENTIAL	10	**10**	104	**104**
	SHORT TERM (LAMC TABLE 12.21-A.16(a)(2) OFFICE: 1 SPACE/10,000SF (2 MIN); RESTAURANT: 1 SPACE/2,000SF (2MIN))		**LONG TERM** (LAMC TABLE 12.21-A.16(a)(2) OFFICE: 1 SPACE/5,000 SF (2 MIN); RESTAURANT: 1 SPACE/2,000SF (2MIN))	
	REQUIRED	**PROVIDED**	**REQUIRED**	**PROVIDED**
COMMERCIAL	5	**6**	5	**5**

RESIDENTIAL UNIT SUMMARY (DU)

DWELLING UNIT TYPES	TOTAL
STUDIOS/MICROS/CONVERTIBLES	40
1 BEDROOM	5
2 BEDROOM	45
3 BEDROOM	1
4 BEDROOM	22
5 BEDROOM	44
TOTAL DU	**157**

AFFORDABLE HOUSING CALCULATIONS

	REQUIRED	PROVIDED
11% VERY LOW INCOME - PER DENSITY BONUS REQ'D (PROPORTIONALITY)	18 DU	18 DU
4% WORKFORCE - VOLUNTARY	-	6 DU
TOTAL: 15% OF DWELLING UNITS PROVIDED		**24 TOTAL** DWELLING UNITS (DU)
WORKFORCE UNIT MIX:		- 2x STUDIO: UNIT #227, 623 - 2x CONVERTIBLE: UNIT #220, 311 - 2x 2 BEDROOM: UNIT #224, 524

FLOOR AREA SUMMARY (SQ. FT.)

AS DEFINED IN LAMC SECTION 12.03
**NOTE. RESIDENTIAL AREA INCLUDES AMENITY SPACE IN TABLE BELOW

- FLOOR AREA, (LAMC, CH. 1. SECT. 12.03):

THE AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING: EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING-OPERATING EQUIPMENT OR MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE DEDICATED TO BICYCLE PARKING, SPACE FOR THE LANDING OF HELICOPTERS, AND BASEMENT STORAGE AREAS.

LEVEL	RESID.	COMMERCIAL	COMMON USE	BALCONIES/ TERRACE	TOTAL
7	20,276	-	5,321	2,060	27,657
6	27,610	-	4,703	308	32,621
5	29,673	-	4,703	403	34,779
4	29,672	-	4,703	403	34,779
3	29,675	-	4,703	308	34,686
2	29,351	-	4,493	328	34,172
1	7,902	5,128	422	-	13,452
LOWER		-	265	-	265
TOTAL	**174,159**	**5,128**	**29,313**	**3,810**	**212,410**

PROJECT DATA

LEGAL DESCRIPTION:
THOSE PORTION OF LOTS 3, 4, 20, 21, AND OF VACATED ALLEY LYING BETWEEN SAID LOTS IN BLOCK "B" OF THE TEAT TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5, PAGE 430 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS A WHOLE AS FOLLOWS:

COMMENCING AT THE MOST NORTHERLY CORNER OF THE SOUTH 26.25 FEET OF SAID LOT 3; THENCE SOUTHEASTERLY PARALLEL WITH THE SOUTHWEST LINE OF SAID LOT; THENCE SOUTHEASTERLY ALONG THE NORTH LINE OF THAT PORTION OF SAID VACATED ALLEY ADJOINING SAID SOUTH 26.25 FEET ON THE SOUTHEAST TO THE CENTER OF SAI ALLEY; THENCE ALONG SAID CENTER TO THE NORTH LINE OF THAT PORTION OF SAID ALLEY ADJOINING SAID LOT 21 ON THE NORTHWEST; THENCE EASTERLY ALONG SAID NORTH LINE TO THE NORTHWEST CORNER OF SAID LOT 21; THENCE SOUTHEASTERLY ALONG THE NORTHEAST LINES OF SAID LOTS 21, AND 20, A DISTANCE OF 100 FEET, MORE OR LESS, TO THE MOT EASTERLY CORNER OF SAID LOT 20; THENCE SOUTHWESTERLY ALONG THE SOUTHEAST LINE OF SAID LOT 20 TO THE SOUTH LINE OF THE NORTH 66 FEET OF SAID LOT; THENCE NORTHWESTERLY PARALLEL WITH THE NORTH LINE OF SAID LOTS 20 AND 21 AND THE WESTERLY PROLONGATION THEREOF TO THE NORTHWEST LINE OF SAID LOT 4; THENCE NORTHEASTERLY ALONG THE NORTHWEST LINE OF SAID LOTS 4 AND 3 TO THE POINT OF BEGINNING.

APN: 5123-018-032
ADDRESSES: 2714-2720 S. FIGUEROA STREET

LEGAL DESCRIPTION:
THOSE PORTIONS OF LOTS 4, 5, 20, 21 AND OF VACATED ALLEY LYING BETWEEN SAID LOTS IN BLOCK B OF TREAT TRACT, IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5, PAGE 430 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS A WHOLE AS FOLLOWS:

BEGINNING AT THE MOST WESTERLY CORNER OF SAID LOT 5;
THENCE SOUTHERLY ALONG THE SOUTHWEST LINE OF SAID LOT, 120 FEET TO THE MOST SOUTHERLY CORNER OF SAID LOT;
THENCE SOUTHEASTERLY IN A DIRECT LINE TO THE MOST WESTERLY CORNER OF SAID LOT 21;
THENCE SOUTHEASTERLY ALONG THE SOUTHWEST LINES OF SAID LOTS 21 AND 20, A DISTANCE OF 100 FEET, MORE OR LESS, TO THE MOST SOUTHERLY CORNER OF SAID LOT 20, TO THE SOUTH LINE OF THE NORTH 66 FEET OF SAID LOT;
THENCE NORTHWESTERLY PARALLEL WITH THE NORTH LINES OF SAID LOTS 20 AND 21 AND THE WESTERLY PROLONGATION THEREOF TO THE NORTHWEST LINE OF SAID LOT 41;
THENCE SOUTHWESTERLY ALONG THE NORTHWEST LINES OF SAID LOTS 4 AND 5 TO THE POINT OF BEGINNING.

APN: 5123-018-014, 015, 020, 022
ADDRESSES: 511-525 W 28TH STREET & 2724 S. FIGUEROA STREET

LEGAL DESCRIPTION:
LOTS 1, 2 AND 3 OF VIGUS RESUBDIVISION OF LOTS 16, 17, 18 AND 19 IN BLOCK "B" OF TREAT TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 78, PAGE 82, OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 5123-018-023
ADDRESSES: 2727 S. FLOWER STREET

ZONING

COMMUNITY PLAN: SOUTH LOS ANGELES

SPECIFIC PLAN: SOUTH LOS ANGELES ALCOHOL SALES

NEIGHBORHOOD STABALIZATION OVERLAY DISTRICT: NORTH UNIVERSITY PARK/ EXPOSITION PARK / WEST ADAMS.
(EXEMPT PER ORDINANCE 180,218 AS LOTS FRONTING FIGUEROA STREET ARE EXEMPT FROM THE PROVISIONS OF THE ORDINANCE)

REDEVELOPMENT PLAN AREA: EXPOSITION/ UNIVERSITY PARK

ENTERPRISE ZONE:
- FOR COMMERCIAL USES, 1 PARKING SPACE PER EVERY 500 SF PROVIDED

GREATER DOWNTOWN HOUSING INCENTIVE AREA:
- UNLIMITED DENSITY
- NO YARD REQUIREMENT
- BUILDABLE AREA IS THE SAME AS LOT AREA
- NO PRIVATE/ COMMON OPEN SPACE PERCENTAGE REQUIREMENT
- TRACT AND PARCEL MAPS MAY INCLUDE LAND SET ASIDE FOR STREET OR ALLEY PURPOSES WITHIN THE CALCULATIONS OF ALLOWABLE FLOOR AREA OF A RESIDENTIAL OR MIXED USE BUILDING

GENERAL PLAN LAND USE: COMMUNITY COMMERCIAL

TRANSIT ORIENTED COMMUNITY: TIER 4

ZONING: C2-1L

FAR

TOTAL LOT AREA: 43,976 SF (1.01 ACRES)

BASE FAR: 1.5:1

MAX FAR: 4.25:1
PROPOSED FAR: 4.83:1 INCLUDING INTERNAL WALKWAYS (DENSITY BONUS OFF-MENU INCENTIVE)

TOTAL PROPOSED FAR AREA: 212,371 SF

BUILDABLE AREA:
SAME AS LOT AREA PER GREATER DOWNTOWN HOUSING INCENTIVES

	REQUIRED/ALLOWED (C2-1L)	PROPOSED
BUILDABLE HEIGHT/ STORIES:	75 FEET / 6 STORIES	**86 FEET / 7 STORIES** (W/ DENSITY BONUS ON-MENU INCENTIVES)
SETBACKS:	FRONT (S. FIGUEROA ST): 0' -0" SIDE (W. 28TH ST): 0' -0" REAR (FLOWER ST): 0' -0"	FRONT (S. FIGUEROA ST): 3' -7" (VARIES) SIDE (W. 28TH ST): 4' -0" REAR (FLOWER ST): 10' -4" (VARIES) (GREATER DOWNTOWN HOUSING INCENTIVE AREA)
BY-RIGHT DENSITY:	UNLIMITED	157 D.U. (GREATER DOWNTOWN HOUSING INCENTIVE AREA)
BONUS DENSITY:	N/A	N/A

DENSITY BONUS INCENTIVES LIST

DENSITY BONUS INCENTIVES:
PROJECT PROVIDES 11% VERY LOW INCOME RESTRICTED AFFORDABLE UNITS. TWO ON-MENU INCENTIVES ARE ALLOWED PURSUANT TO LAMC SECTION 12.22-A.25(e)(1).

ON-MENU:
1. **HEIGHT**: INCREASE ALLOWABLE HEIGHT BY 11 FEET / 1 STORY FROM 75 FEET / 6 STORIES TO 86 FEET / 7 STORIES
2. **OPEN SPACE**: 20% DECREASE IN OPEN SPACE REQUIRMENTS

ADDITIONALLY, PROJECT REQUESTS 2 OFF-MENU INCENTIVES

OFF-MENU:
1. **FAR:** INCREASE ALLOWABLE FAR TO 4.83:1
2. **PARKING**: REDUCE RESIDENTIAL AUTOMOBILE PARKING REQUIRMENTS TO 0.5 PARKING SPACES PER DWELLING UNIT

PROJECT DESCRIPTION

AN 86-FOOT TALL, 7-STORY COMMERCIAL RESIDENTIAL MIXED-USE DEVELOPMENT WITH 5,128 SF OF COMMERCIAL SPACE AND 157 RESIDENTIAL DWELLING UNITS. PROJECT REQUESTS ON AND OFF-MENU DENSITY BONUS INCENTIVES AND PROVIDES 11% VERY LOW INCOME RESTRICTED AFFORDABLE UNITS.

CONDITIONS OF APPROVAL:

EXHIBIT "A"
Page No. 1 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA

PROJECT DIRECTORY

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949.724.9531

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LOS ANGELES, CA 90017
213.298.3700

MECHANICAL/ PLUMBING ENGINEER:
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SAN DIEGO, CA 92123
858.541.0788

ELECTRICAL ENGINEER:
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SANTA BARBARA, CA 93101
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660 S. FIGUEROA ST., SUITE 2050
LOS ANGELES, CA 90017
213.261.4098

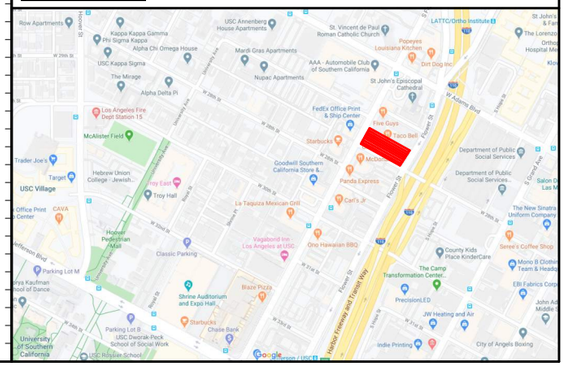
LANDSCAPE ARCHITECT:
KIMLEY HORN & ASSOCIATES, INC.
401 B ST., SUITE 600
SAN DIEGO, CA 92101
619.798.9629

INTERIOR DESIGNER:
STUDIO K
1733 W HUBBARD ST.
CHICAGO, IL 60622
312.754.1200

CODE COMPLIANCE

2020	LOS ANGELES BUILDING CODE	2019	CALIFORNIA GREEN BUILDING STANDARDS (TITLE 24)
2019	CALIFORNIA BUILDING CODE (TITLE 24)		
2020	LOS ANGELES MECHANICAL CODE (TITLE 24)	2019	CALIFORNIA FIRE CODE (TITLE 24)
2020	LOS ANGELES ELECTRICAL CODE (TITLE 24)	2019	CALIFORNIA ENERGY CODE (TITLE 24)
2020	LOS ANGELES PLUMBING CODE (TITLE 24)		

VICINITY MAP



APPROVAL STAMPS:

No.	Date	Description
	03.08.21	REVISED ISSUE FOR PLNNING ENTITLEMENT FILING
	02.24.21	REVISED ISSUE FOR PLANNING ENTITLEMENT FILING
	12.07.20	REVISED ISSUE FOR PLANNING ENTITLEMENT FILING
	07.23.20	REVISED ISSUE FOR PLANNING ENTITLEMENT FILING
	06.25.20	ISSUE FOR PLANNING ENTITLEMENT FILING
	05.01.20	ISSUE FOR PLANNING ENTITLEMENT FILING - PRE APPLICATION

SUBMISSIONS & REVISIONS

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(949) 724-9531

PROJECT LOCATION
HUB ON CAMPUS LA - FIGUEROA
2718 S. FIGUEROA STREET
LOS ANGELES, CA 90007

DRAWING TITLE
COVER PAGE

SEAL
LICENSED ARCHITECT — Joseph M. Antunovich — No. C-8708 — 01/31/2023 RENEWAL DATE — STATE OF CALIFORNIA

DATE: 03/08/21
DRAWN BY:
CHECKED BY:
PROJECT NO:

DRAWING NO:
G0.0

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EXHIBIT "A"
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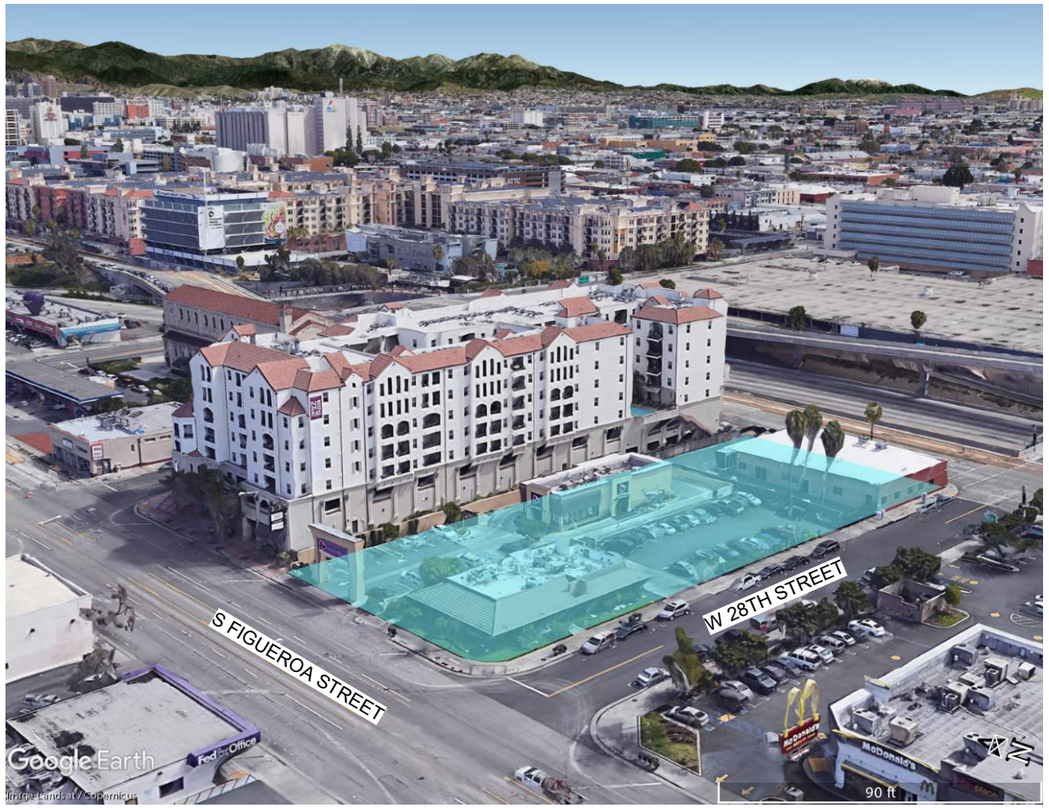

CORNER OF S FIGUEROA STREET AND W 28TH STREET

CORNER OF W 28TH STREET AND FLOWER STREET

2/24/2021 6:23:15 PM

APPROVAL STAMPS:

No.	Date	Description
	03.08.21	REVISED ISSUE FOR PLNNING ENTITLEMENT FILING
	02.24.21	REVISED ISSUE FOR PLANNING ENTITLEMENT FILING
	12.07.20	REVISED ISSUE FOR PLANNING ENTITLEMENT FILING
	07.23.20	REVISED ISSUE FOR PLANNING ENTITLEMENT FILING
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	05.01.20	ISSUE FOR PLANNING ENTITLEMENT FILING - PRE APPLICATION

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PROJECT LOCATION
HUB ON CAMPUS LA - FIGUEROA
2718 S. FIGUEROA STREET
LOS ANGELES, CA 90007

DRAWING TITLE
AERIAL PHOTOS

SEAL
LICENSED ARCHITECT
Joseph M. Antunovich
No. C-8708
01/31/2023
RENEWAL DATE
STATE OF CALIFORNIA

DATE: 03/08/21
DRAWN BY:
CHECKED BY:
PROJECT NO:

DRAWING NO:
G0.2

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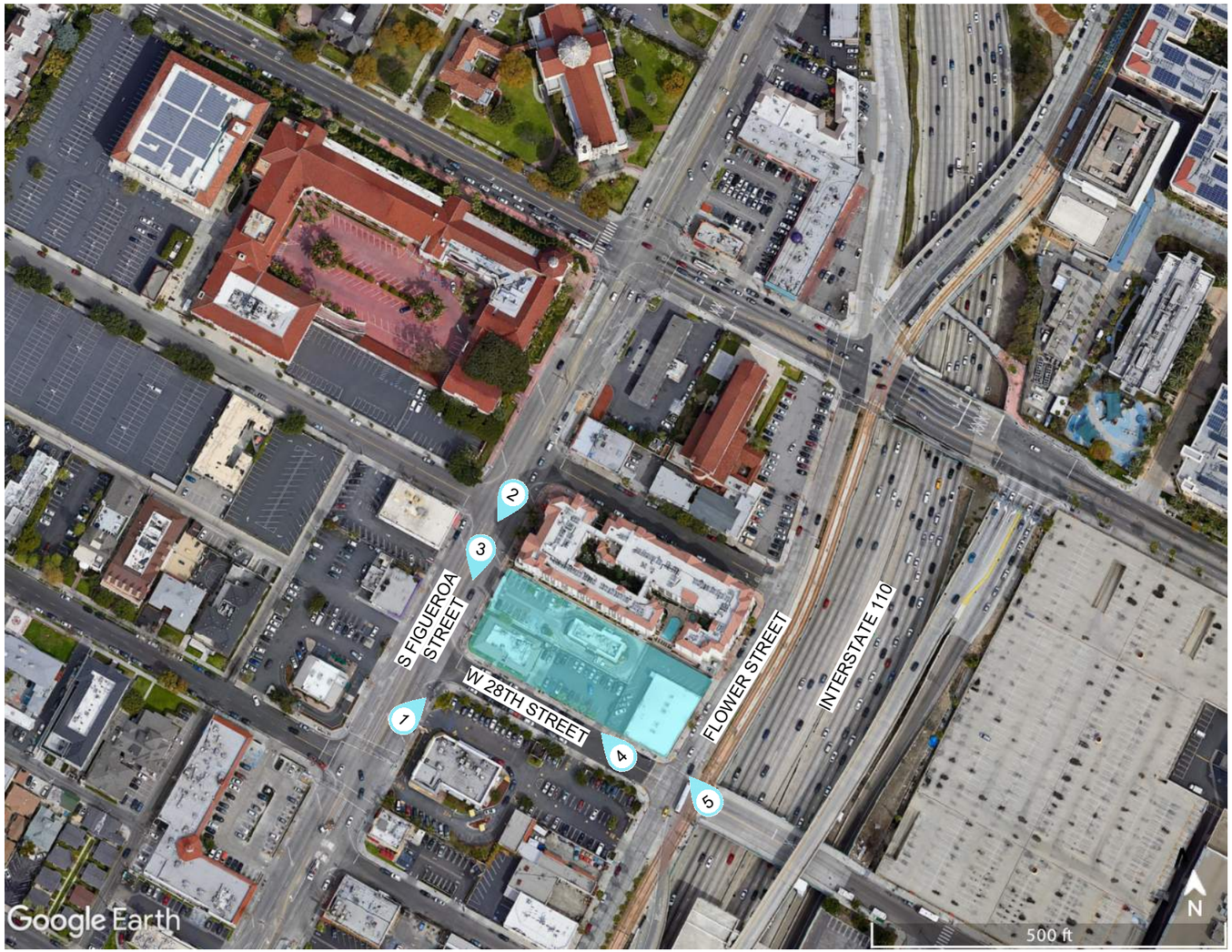
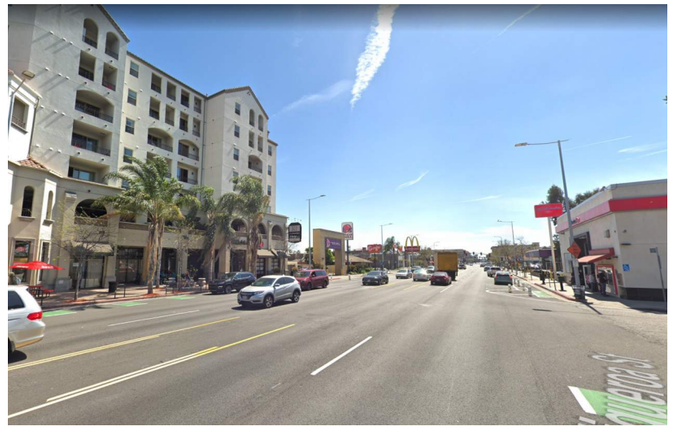
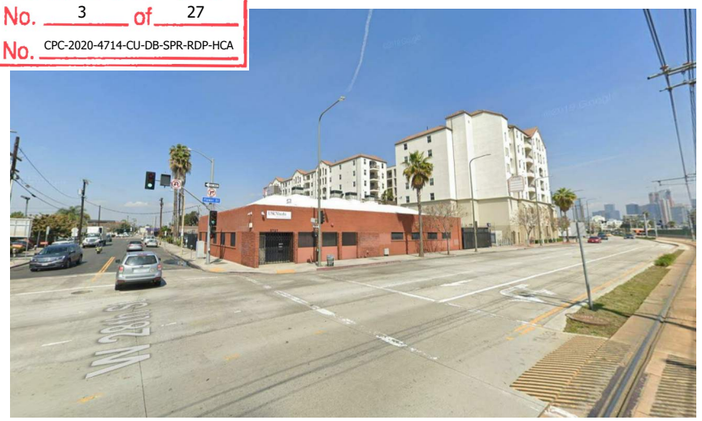


(1) CORNER OF S FIGUEROA STREET AND W 28TH STREET



(2) FACING SOUTH ON S FIGUEROA STREET

EXHIBIT "A"
Page No. 3 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA



(5) CORNER OF FLOWER STREET AND W 28TH STREET

(4) EXISTING SITE FACING NORTH FROM W 28TH STREET

(3) FACING SOUTH ON S FIGUEROA STREET

2/24/2021 6:23:17 PM

APPROVAL STAMPS:

No.	Date	Description
	03.08.21	REVISED ISSUE FOR PLNNING ENTITLEMENT FILING
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	12.07.20	REVISED ISSUE FOR PLANNING ENTITLEMENT FILING
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PROJECT LOCATION
HUB ON CAMPUS LA - FIGUEROA
2718 S. FIGUEROA STREET
LOS ANGELES, CA 90007

DRAWING TITLE
CONTEXT PHOTOS

SEAL
LICENSED ARCHITECT Joseph M. Antunovich No. C-8708 01/31/2023 RENEWAL DATE STATE OF CALIFORNIA

DATE: 03/08/21
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CHECKED BY:
PROJECT NO:

DRAWING NO:
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LEVEL 7 PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	HEIGHT/SPREAD	CAL.	WUCOLS
	AP	4	ACER PALMATUM `BLOODGOOD` / BLOODGOOD JAPANESE MAPLE	24" BOX	9`-10` HT. X 3`-4` SPR.	1.5" CAL.	MODERATE
	AF	4	AGONIS FLEXUOSA `JEDDA`S DREAM` / PEPPERMINT TREE	24" BOX	3`-5` HT. X 2`-3` SPR.	0.5" CAL.	MODERATE
	LN	9	LAURUS NOBILIS / SWEET BAY	24" BOX	8`-9` HT. X 3`-4` SPR.	1" CAL.	LOW
SHRUBS	**CODE**	**QTY**	**BOTANICAL / COMMON NAME**	**CONT.**	**SPACING**	**WUCOLS**	
	CHO	63	CHONDROPETALUM TECTORUM `EL CAMPO` / CAPE RUSH	1 GAL.	36" O.C.	LOW	
	CLI	26	CLIVIA MINIATA `SAN MARCOS YELLOW` / SAN MARCOS YELLOW BUSH LILY	1 GAL.	18" O.C.	LOW	
	DIE	58	DIETES BICOLOR / FORTNIGHT LILY	5 GAL.	36" O.C.	LOW	
	HN	72	HELIOTROPIUM ARBORESCENS `IOWA` / IOWA HELIOTROPE	5 GAL.	30" O.C.	MODERATE	
GROUND COVERS	**CODE**	**QTY**	**BOTANICAL / COMMON NAME**	**CONT.**	**SPACING**	**WUCOLS**	
	ERI	173	ERIGERON GLAUCUS `WAYNE RODERICK` / SEASIDE DAISY	5 GAL.	18" O.C.	LOW	
	MYO	22	MYOPORUM PARVIFOLIUM / TRAILING MYOPORUM	5 GAL.	36" O.C.	LOW	

LEVEL 2 PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	HEIGHT/SPREAD	CAL.	WUCOLS
	AP	4	ACER PALMATUM `BLOODGOOD` / BLOODGOOD JAPANESE MAPLE	24" BOX	9`-10` HT. X 3`-4` SPR.	1.5" CAL.	MODERATE
	JM	1	JACARANDA MIMOSIFOLIA / JACARANDA	24" BOX	7`-8` HT. X 2`-3` SPR.	1.5" CAL.	MODERATE
	ME	3	METROSIDEROS EXCELSA / NEW ZEALAND CHRISTMAS TREE	24" BOX	7`-8` HT. X 2`-3` SPR.	1.5" CAL.	MODERATE
SHRUBS	**CODE**	**QTY**	**BOTANICAL / COMMON NAME**	**CONT.**	**SPACING**	**WUCOLS**	
	CHO	66	CHONDROPETALUM TECTORUM `EL CAMPO` / CAPE RUSH	1 GAL.	36" O.C.	LOW	
	CLI	95	CLIVIA MINIATA `SAN MARCOS YELLOW` / SAN MARCOS YELLOW BUSH LILY	1 GAL.	18" O.C.	LOW	
	CRA	2	CRASSULA OVATA / LARGE JADE PLANT	10 GAL.	48" O.C.	LOW	
	HN	80	HELIOTROPIUM ARBORESCENS `IOWA` / IOWA HELIOTROPE	5 GAL.	30" O.C.	MODERATE	
	SAN	22	SANSEVIERIA TRIFASCIATA `MOONSHINE` / MOONSHINE SNAKE PLANT	1 GAL.	12" O.C.	LOW	
GROUND COVERS	**CODE**	**QTY**	**BOTANICAL / COMMON NAME**	**CONT.**	**SPACING**	**WUCOLS**	
	ERI	105	ERIGERON GLAUCUS `WAYNE RODERICK` / SEASIDE DAISY	5 GAL.	18" O.C.	LOW	
	MYO	26	MYOPORUM PARVIFOLIUM / TRAILING MYOPORUM	5 GAL.	36" O.C.	LOW	
	TP	99	TRACHELOSPERMUM JASMINOIDES `PINK SHOWERS` / PINK SHOWERS JASMINE	5 GAL.	18" O.C.	MODERATE	

LEVEL 1 PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	HEIGHT/SPREAD	CAL.	WUCOLS
	ME	15	METROSIDEROS EXCELSA / NEW ZEALAND CHRISTMAS TREE	24" BOX	7`-8` HT. X 2`-3` SPR.	1.5" CAL.	MODERATE
SHRUBS	**CODE**	**QTY**	**BOTANICAL / COMMON NAME**	**CONT.**	**SPACING**	**WUCOLS**	
	COL	13	COLEONEMA PULCHELLUM `SUNSET GOLD` / SUNSET GOLD BREATH OF HEAVEN	5 GAL.	48" O.C.	MODERATE	
	LIG	16	LIGUSTRUM SINENSE `SUNSHINE` / SUNSHINE LIGUSTRUM	5 GAL.	48" O.C.	MODERATE	

5/4/2020 1:07:54 PM

LANDSCAPE PLANS

FOR

THE HUB 2 AT LOS ANGELES MIXED-USE DEVELOPMENT

2718 S. FIGUEROA ST
LOS ANGELES, CA 90037

GENERAL NOTES:

1. THE WORK SHALL BE DONE IN ACCORDANCE WITH THE PLANS AND THE MOST CURRENT EDITION OF THE APPLICABLE CITY AND/OR REGIONAL STANDARDS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN COPIES OF THESE STANDARDS, SPECIFICATIONS AND DRAWINGS, AS WELL AS ALL OTHER STANDARDS AND SPECIFICATIONS WHICH MAY BE NECESSARY TO COMPLETE AND ACCURATELY INTERPRET THESE PLANS.
2. ALL QUANTITIES LISTED IN THE LANDSCAPE SCHEDULE ARE FOR THE CONVENIENCE OF THE CONTRACTOR. IN THE CASE OF ANY DISCREPANCIES, PLANS SHALL OVER RIDE THE LANDSCAPE AND BID SCHEDULE QUANTITIES. CONTRACTOR SHALL VERIFY QUANTITIES SHOWN ON THE PLANS AND BASE THEIR BID ACCORDINGLY.
3. RESPONSIBILITY FOR ESTABLISHING SUBGRADES IS NOT INCLUDED IN THIS WORK. INSPECT SUBGRADES PRIOR TO COMMENCING WORK TO CONFIRM SUBGRADE DEPTHS AND GRADES. ADVISE LANDSCAPE ARCHITECT OF DISCREPANCIES WITH DRAWINGS OR SPECIFICATIONS. ALL PLANTING AREAS SHALL BE LEFT FREE OF CONSTRUCTION DEBRIS AND/OR TOXIC MATERIAL AND SUBGRADED TO A LEVEL TO PERMIT LANDSCAPE CONSTRUCTION. TRENCHES OR OTHER FILLED EXCAVATIONS SHALL BE COMPACTED PRIOR TO LANDSCAPE INSTALLATION.
4. SITE GRADING NECESSITATED BY THE WORK AS IT PROGRESSES AND NOT SPECIFICALLY CALLED OUT ON THE PLANS WILL BE CONSIDERED INCIDENTAL WORK.
5. ALL LANDSCAPE AREAS SHALL BE UNIFORMLY GRADED SO THAT FINISHED SURFACES CONFORM TO THE TYPICAL SECTIONS AND PROPOSED GRADES SHOWN. FINISHED SURFACES SHALL BE REASONABLY SMOOTH, COMPACTED, AND FREE FROM IRREGULAR SURFACE DRAINAGE. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING THE FINISH GRADE AND SHALL BEAR FINAL RESPONSIBILITY FOR PROPER SURFACE DRAINAGE OF PLANTED AREAS.
6. PRIOR TO COMMENCEMENT OF ANY WORK, DETERMINE LOCATION OF ALL UNDERGROUND UTILITIES THROUGH '811' OR OTHER METHOD AND PERFORM WORK IN A MANNER WHICH WILL AVOID POSSIBLE DAMAGE. HAND EXCAVATE, AS REQUIRED. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGES CAUSED AS A RESULT OF HIS WORK.
7. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO VERIFY THE PRESENT LOCATION OF ANY AND ALL EXISTING OVERHEAD AND/OR UNDERGROUND UTILITIES THAT MAY INTERFERE WITH THIS CONSTRUCTION, WHETHER OR NOT SAID UTILITIES ARE SHOWN ON THE CONSTRUCTION PLANS FOR THIS PROJECT AND TO ADEQUATELY PROTECT AND MAINTAIN ANY SUCH UTILITIES.
8. EXCAVATE PITS, AS SHOWN ON DRAWINGS AND DETAILS. LOOSEN HARD SUBSOIL IN BOTTOM OF EXCAVATION. TEST DRAINAGE OF TREE, SHRUB AND PLANT PITS BY FILLING WITH WATER TWICE IN SUCCESSION. CONDITIONS PERMITTING THE RETENTION OF WATER IN PLANTING PITS FOR MORE THAN TWENTY-FOUR (24) HOURS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE. SUBMIT IN WRITING A PROPOSAL FOR THE CORRECTION TO THE OWNER'S REPRESENTATIVE FOR APPROVAL BEFORE PROCEEDING WITH WORK.
9. IF ROCK, UNDERGROUND CONSTRUCTION, ADVERSE DRAINAGE CONDITIONS, OR OTHER OBSTRUCTIONS ARE ENCOUNTERED IN EXCAVATION FOR PLANTING OF ANY PLANT MATERIAL, NOTIFY THE OWNER'S REPRESENTATIVE. NEW LOCATIONS MAY BE SELECTED BY THE OWNER'S REPRESENTATIVE, OR INSTRUCTIONS MAY BE ISSUED TO DIRECT REMOVAL OF OBSTRUCTION. PROCEED WITH WORK ONLY AFTER APPROVAL OF THE OWNER'S REPRESENTATIVE.
10. DO NOT MAKE SUBSTITUTIONS. IF SPECIFIED LANDSCAPE MATERIAL IS NOT OBTAINABLE, SUBMIT PROOF OF NON-AVAILABILITY FROM AT LEAST FIVE SOURCES TO THE OWNER'S REPRESENTATIVE, TOGETHER WITH PROPOSAL FOR USE OF EQUIVALENT MATERIAL FOR FINAL APPROVAL.
11. ALL PLANT MATERIAL AND SPECIFICATIONS TO CONFORM TO THE AMERICAN STANDARD FOR NURSERY STOCK STANDARDS UNLESS OTHERWISE NOTED.
12. LAY OUT INDIVIDUAL TREE AND PLANT LOCATIONS AND AREAS FOR MULTIPLE PLANTINGS, STAKE LOCATIONS AND OUTLINE AREAS AND SECURE THE OWNER'S REPRESENTATIVE'S ACCEPTANCE BEFORE START OF PLANTING WORK. MAKE MINOR ADJUSTMENTS AS MAY BE DIRECTED.
13. ALL PLANT PITS SHALL BE AMENDED AS SPECIFIED, UNLESS A SITE SPECIFIC SOIL TEST INDICATES OTHERWISE. BACKFILL MIX SHALL BE PLACED IN 6" LIFTS AND TAMPED INTO PLACE AROUND THE PLANT. NO TRANSPLANTING SHALL BE DONE WHEN SOIL IS EXCESSIVELY WET. DO NOT COUNTERSINK AROUND CACTI OR SUCCULENTS. PROVIDE POSITIVE DRAINAGE AWAY FROM PLANT.
14. ALL TREES SHALL BE PLANTED A MINIMUM OF 5 FEET, ALL SHRUBS AND ACCENTS A MINIMUM OF 36", AND ALL GROUNDCOVERS 18" FROM EDGE OF CURBS, WALKS, WALLS, PADS, ETC., UNLESS DIRECTED OTHERWISE BY THE LANDSCAPE ARCHITECT.
15. ALL SHRUBS SHALL HAVE A FULL HEAD THAT COVERS THE CAN DIAMETER (CAN FULL) AND A MINIMUM OF THREE STEMS/BRANCHES.
16. FINISH GRADE FOR PLANTED AREAS SHALL BE 1" BELOW ALL CURBS, WALKS AND PAVING WITH SMOOTH EVEN LINES AT EDGES OF STRUCTURES.
17. FINISH LANDSCAPE GRADES SHALL SLOPE AT A 2% GRADE AWAY FROM CURBS, WALKS, AND WALLS.
18. ALL LANDSCAPE AREAS SHALL RECEIVE A 3" DEPTH OF MULCH, OR AS SHOWN ON THESE PLANS. MULCH SHALL EXTEND UNDER ALL TREES, SHRUBS, AND PLANTS. APPLY PRE-EMERGENT HERBICIDE PRIOR TO AND AFTER MULCH INSTALLATION.
19. PROVIDE SAMPLES OF PROPOSED MULCH SHOWING COLOR, GRADATION SIZE RANGE AND TEXTURE INCLUDING PROPOSED SOURCE. PROVIDE 1/2 CUBIC FOOT SAMPLE OF EACH.
20. ANY ROCK MULCH OR DECOMPOSED GRANITE SHALL NOT CONTAIN LUMPS OR BALLS OF CLAY, CALICHE, ORGANIC MATTER OR CALCAREOUS COATING. THE CONTRACTOR SHALL ENSURE THAT SUFFICIENT QUANTITY IS AVAILABLE FROM A SINGLE SOURCE TO COMPLETE THE PROJECT. THE OWNER'S REPRESENTATIVE SHALL APPROVE SAMPLES PRIOR TO ORDERING.
21. NO JOB WILL BE CONSIDERED COMPLETE UNTIL ALL CURBS, PAVEMENT AND SIDEWALKS HAVE BEEN SWEPT CLEAN OF ALL DIRT AND DEBRIS ACCORDING TO PLANS.
22. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN ANY PERMITS REQUIRED. (SEE THE CITY GENERAL CONDITIONS)
23. ALL PLANT MATERIAL SHALL BE MAINTAINED FOR A MINIMUM PERIOD OF NINETY (90) DAYS FROM THE DATE OF MAINTENANCE BEGINNING.
24. ALL CONSTRUCTION ROADS AND COMPACTED AREAS DEVELOPED THROUGH CONSTRUCTION THAT ARE WITHIN THE LANDSCAPE AREAS SHALL BE SCARIFIED AND LOOSENED TO A DEPTH OF 12" PRIOR TO LANDSCAPE AND IRRIGATION WORK BEGINNING
25. PLANTINGS WITHIN THE SIGHT VISIBILITY TRIANGLE LINE SHALL BE MAINTAINED SO THAT NO LIMBS HANG LOWER THAN SEVEN (7) FEET AND SHRUBS OR OTHER PLANTS PLANTED WITHIN THE SIGHT VISIBILITY TRIANGLE LINE SHALL BE NO TALLER THAN TWO (2) FEET AT FULL GROWTH.

CITY NOTES:

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

PRELIMINARY LANDSCAPE NOTE:

THE SELECTION OF PLANT MATERIAL IS BASED ON CULTURAL, AESTHETIC, AND MAINTENANCE CONSIDERATIONS. ALL PLANTING AREAS SHALL BE PREPARED WITH APPROPRIATE SOIL AMENDMENTS, FERTILIZERS AND APPROPRIATE SUPPLEMENTS BASED UPON A SOILS REPORT FROM AN AGRICULTURAL SUITABILITY SOIL SAMPLE TAKEN FROM THE SITE. DECOMPOSED GRANITE SHALL FILL IN BETWEEN SHRUBS TO SHIELD THE SOIL FROM THE SUN, EVAPOTRANSPIRATION, AND RUN-OFF. ALL SHRUB BEDS SHALL BE MULCHED TO A 3" DEPTH TO HELP CONSERVE WATER, LOWER SOIL TEMPERATURE, AND REDUCE WEED GROWTH. THE SHRUBS SHALL BE ALLOWED TO GROW IN THEIR NATURAL FORMS. ALL LANDSCAPE IMPROVEMENTS SHALL FOLLOW THE GUIDELINES SET FORTH BY THE CITY OF LOS ANGELES MUNICIPAL CODE.

IRRIGATION NOTE:

AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED TO PROVIDE 100% COVERAGE FOR ALL PLANTING AREAS SHOWN ON THE PLAN. THE WATER SUPPLY FOR THIS SITE IS A POTABLE WATER CONNECTION AND A DEDICATED IRRIGATION METER WILL BE PROVIDED. LOW VOLUME EQUIPMENT SHALL PROVIDE SUFFICIENT WATER FOR PLANT GROWTH WITH NO WATER LOSS DUE TO WATER CONTROLLERS, AND OTHER NECESSARY IRRIGATION EQUIPMENT. ALL POINT SOURCE SYSTEM SHALL BE ADEQUATELY FILTERED AND REGULATED PER THE MANUFACTURER'S RECOMMENDED DESIGN PARAMETERS. ALL IRRIGATION IMPROVEMENTS SHALL FOLLOW THE GUIDELINES SET FORTH BY THE CITY OF LOS ANGELES MUNICIPAL CODE.

I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE.

MICHAEL MADSEN, LLA 5798

EXHIBIT "A"
Page No. 4 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA

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	05.01.20	ISSUE FOR PLANNING ENTITLEMENT FILING - PRE APPLICATION

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GENERAL CONTRACTOR

PROJECT LOCATION
HUB ON CAMPUS LA - FIGUEROA
2718 S. FIGUEROA STREET
LOS ANGELES, CA 90007

DRAWING TITLE
LANDSCAPE COVER SHEET

SEAL

DATE: 03/08/21
DRAWN BY: CLF
CHECKED BY: MM
PROJECT NO:

DRAWING NO: **L-1**

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TREE REPLACEMENT REQUIREMENTS

2:1 TREE REPLACEMENT FOR ALL REMOVED PARKWAY TREES.

PARKWAY TREES REMOVED: 5
REPLACEMENT TREES PROVIDED: 10

LEVEL 1 PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	HEIGHT/SPREAD	CAL.	WUCOLS
	ME	15	METROSIDEROS EXCELSA / NEW ZEALAND CHRISTMAS TREE	24" BOX	7'-8" HT. X 2'-3" SPR.	1.5" CAL.	MODERATE
SHRUBS	**CODE**	**QTY**	**BOTANICAL / COMMON NAME**	**CONT.**	**SPACING**	**WUCOLS**	
	COL	13	COLEONEMA PULCHELLUM `SUNSET GOLD` / SUNSET GOLD BREATH OF HEAVEN	5 GAL.	48" O.C.	MODERATE	
	LIG	16	LIGUSTRUM SINENSE `SUNSHINE` / SUNSHINE LIGUSTRUM	5 GAL.	48" O.C.	MODERATE	

FOR REFERENCE ONLY: NOT TO SCALE

EXHIBIT "A"
Page No. 5 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA

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PROJECT LOCATION
HUB ON CAMPUS LA - FIGUEROA
2718 S. FIGUEROA STREET
LOS ANGELES, CA 90007

DRAWING TITLE
LEVEL 1 COLORED LANDSCAPE PLAN

SEAL

DATE: 03/08/21
DRAWN BY:
CHECKED BY:
PROJECT NO:

DRAWING NO:
L-2

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LEVEL 2 PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	HEIGHT/SPREAD	CAL.	WUCOLS
	AP	4	ACER PALMATUM `BLOODGOOD` / BLOODGOOD JAPANESE MAPLE	24" BOX	9`-10` HT. X 3`-4` SPR.	1.5" CAL.	MODERATE
	JM	1	JACARANDA MIMOSIFOLIA / JACARANDA	24" BOX	7`-8` HT. X 2`-3` SPR.	1.5" CAL.	MODERATE
	ME	3	METROSIDEROS EXCELSA / NEW ZEALAND CHRISTMAS TREE	24" BOX	7`-8` HT. X 2`-3` SPR.	1.5" CAL.	MODERATE

SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	SPACING	WUCOLS
	CHO	66	CHONDROPETALUM TECTORUM `EL CAMPO` / CAPE RUSH	1 GAL.	36" O.C.	LOW
	CLI	95	CLIVIA MINIATA `SAN MARCOS YELLOW` / SAN MARCOS YELLOW BUSH LILY	1 GAL.	18" O.C.	LOW
	CRA	2	CRASSULA OVATA / LARGE JADE PLANT	10 GAL.	48" O.C.	LOW
	HN	80	HELIOTROPIUM ARBORESCENS `IOWA` / IOWA HELIOTROPE	5 GAL.	30" O.C.	MODERATE
	SAN	22	SANSEVIERIA TRIFASCIATA `MOONSHINE` / MOONSHINE SNAKE PLANT	1 GAL.	12" O.C.	LOW

GROUND COVERS	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	SPACING	WUCOLS
	ERI	105	ERIGERON GLAUCUS `WAYNE RODERICK` / SEASIDE DAISY	5 GAL.	18" O.C.	LOW
	MYO	26	MYOPORUM PARVIFOLIUM / TRAILING MYOPORUM	5 GAL.	36" O.C.	LOW
	TP	99	TRACHELOSPERMUM JASMINOIDES `PINK SHOWERS` / PINK SHOWERS JASMINE	5 GAL.	18" O.C.	MODERATE

FOR REFERENCE ONLY: NOT TO SCALE

EXHIBIT "A"
Page No. 6 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA

2/24/2021 6:32:23 PM

APPROVAL STAMPS:

No.	Date	Description
	03.08.21	REVISED ISSUE FOR PLNNING ENTITLEMENT FILING
	02.24.21	REVISED ISSUE FOR PLANNING ENTITLEMENT FILING

SUBMISSIONS & REVISIONS

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PROJECT LOCATION
HUB ON CAMPUS LA - FIGUEROA
2718 S. FIGUEROA STREET
LOS ANGELES, CA 90007

DRAWING TITLE
LEVEL 2 COLORED LANDSCAPE PLAN

SEAL

DATE: 03/08/21
DRAWN BY:
CHECKED BY:
PROJECT NO:

DRAWING NO:
L-3

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LEVEL 7 PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	HEIGHT/SPREAD	CAL.	WUCOLS
	AP	4	ACER PALMATUM `BLOODGOOD` / BLOODGOOD JAPANESE MAPLE	24" BOX	9`-10` HT. X 3`-4` SPR.	1.5" CAL.	MODERATE
	AF	4	AGONIS FLEXUOSA `JEDDA`S DREAM` / PEPPERMINT TREE	24" BOX	3`-5` HT. X 2`-3` SPR.	0.5" CAL.	MODERATE
	LN	9	LAURUS NOBILIS / SWEET BAY	24" BOX	8`-9` HT. X 3`-4` SPR.	1" CAL.	LOW

SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	SPACING	WUCOLS
	CHO	63	CHONDROPETALUM TECTORUM `EL CAMPO` / CAPE RUSH	1 GAL.	36" O.C.	LOW
	CLI	26	CLIVIA MINIATA `SAN MARCOS YELLOW` / SAN MARCOS YELLOW BUSH LILY	1 GAL.	18" O.C.	LOW
	DIE	58	DIETES BICOLOR / FORTNIGHT LILY	5 GAL.	36" O.C.	LOW
	HN	72	HELIOTROPIUM ARBORESCENS `IOWA` / IOWA HELIOTROPE	5 GAL.	30" O.C.	MODERATE

GROUND COVERS	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	SPACING	WUCOLS
	ERI	173	ERIGERON GLAUCUS `WAYNE RODERICK` / SEASIDE DAISY	5 GAL.	18" O.C.	LOW
	MYO	22	MYOPORUM PARVIFOLIUM / TRAILING MYOPORUM	5 GAL.	36" O.C.	LOW

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EXHIBIT "A"
Page No. 7 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA

2/24/2021 6:31:48 PM

APPROVAL STAMPS:

No.	Date	Description
	03.08.21	REVISED ISSUE FOR PLNNING ENTITLEMENT FILING
	02.24.21	REVISED ISSUE FOR PLANNING ENTITLEMENT FILING

SUBMISSIONS & REVISIONS

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PROJECT LOCATION
HUB ON CAMPUS LA - FIGUEROA
2718 S. FIGUEROA STREET
LOS ANGELES, CA 90007

DRAWING TITLE
LEVEL 7 COLORED LANDSCAPE PLAN

SEAL

DATE: 03/08/21
DRAWN BY:
CHECKED BY:
PROJECT NO:

DRAWING NO: **L-4**

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TREE REPLACEMENT REQUIREMENTS

2:1 TREE REPLACEMENT FOR ALL REMOVED PARKWAY TREES.

PARKWAY TREES REMOVED: 5
REPLACEMENT TREES PROVIDED: 10

PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL / COMMON NAME
·	ER	25	EXISTING / TO BE REMOVED

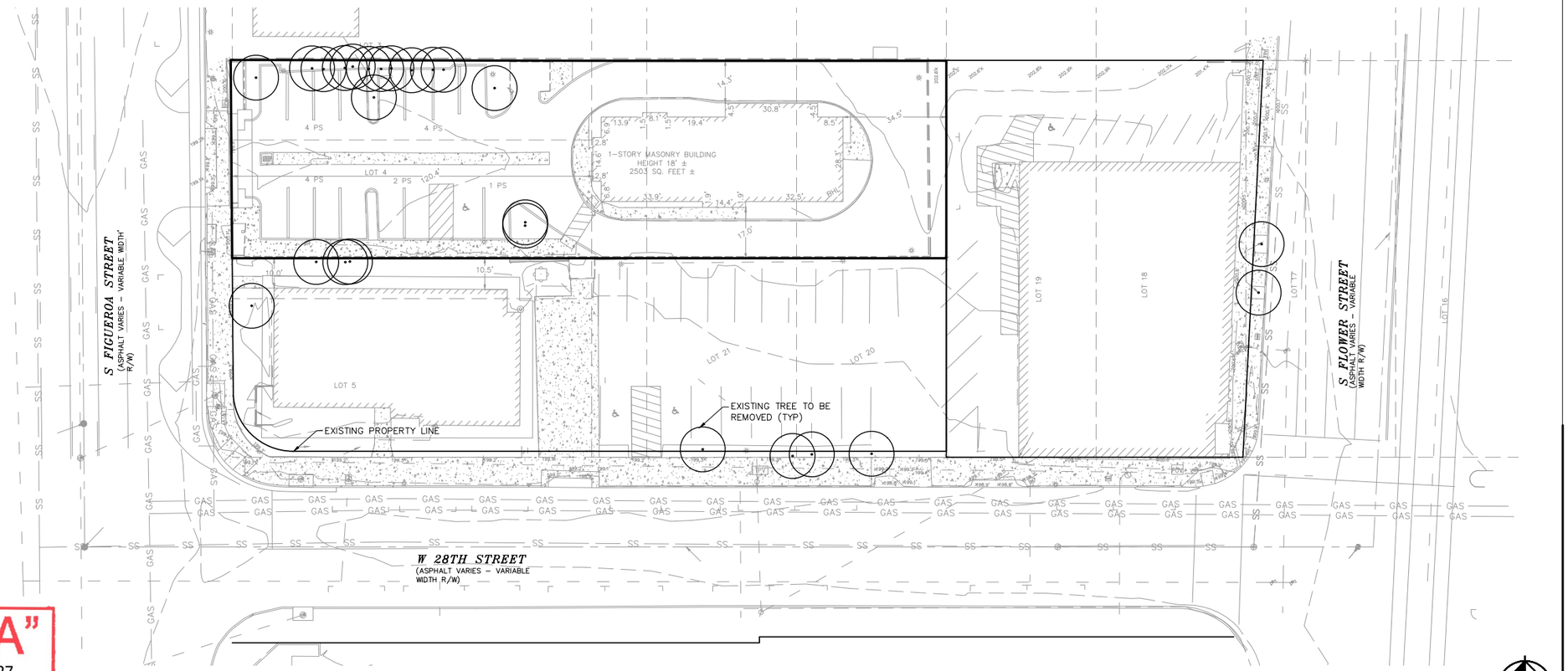

EXHIBIT "A"
Page No. 8 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA

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APPROVAL STAMPS:

No.	Date	Description
	03.08.21	REVISED ISSUE FOR PLNNING ENTITLEMENT FILING
	02.24.21	REVISED ISSUE FOR PLANNING ENTITLEMENT FILING
	05.01.20	ISSUE FOR PLANNING ENTITLEMENT FILING - PRE APPLICATION

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GENERAL CONTRACTOR

PROJECT LOCATION

HUB ON CAMPUS LA - FIGUEROA

2718 S. FIGUEROA STREET
LOS ANGELES, CA 90007

DRAWING TITLE

TREE PLAN

SEAL

DATE: 03/08/21
DRAWN BY: CLF
CHECKED BY: MM
PROJECT NO:

DRAWING NO: **T-1**

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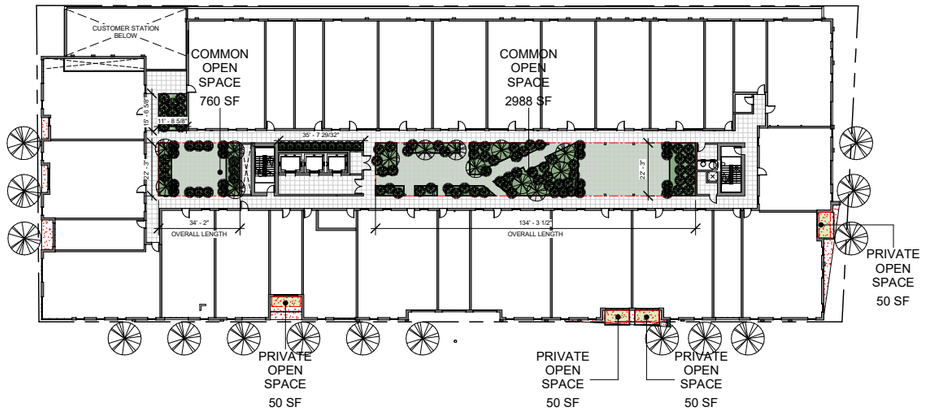
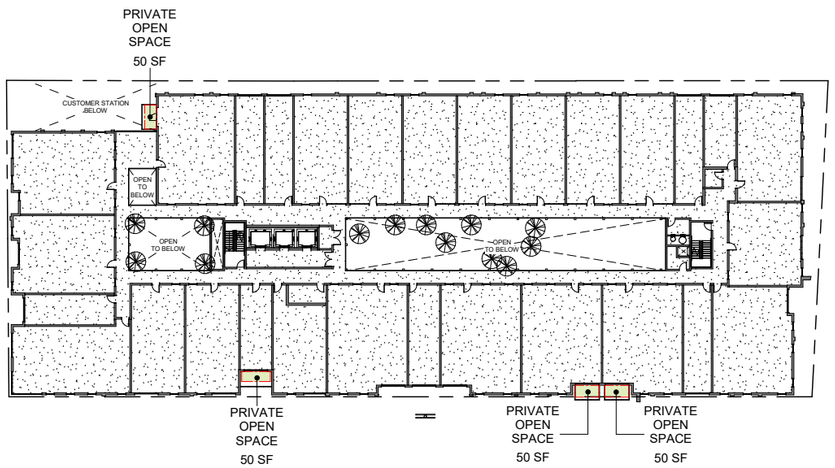
EXHIBIT "A"
Page No. 9 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA



2 G0.4 A3.0 LEVEL 2 OPEN SPACE PLAN
1" = 30'-0"



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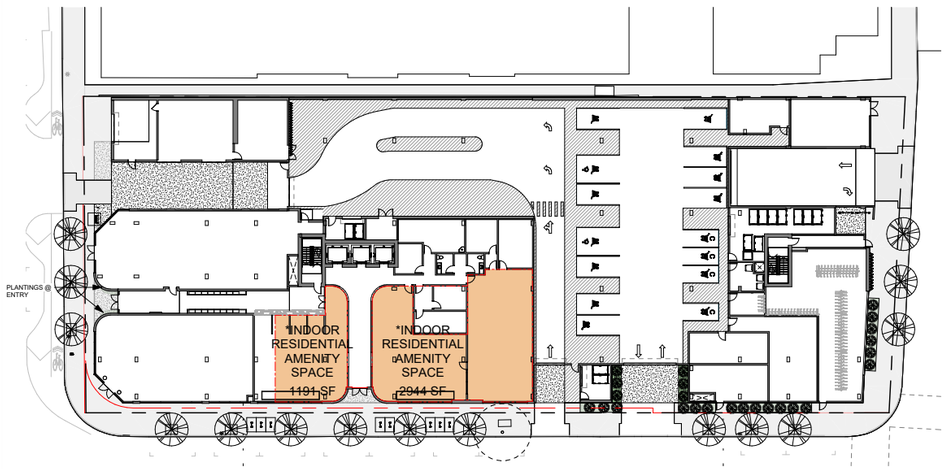
1" = 30'-0"



1 G0.4 A3.0 LEVEL 1 OPEN SPACE PLAN
1" = 30'-0"

GENERAL NOTES:

OPEN SPACE REQUIREMENT (LAMC SEC. 12.21.G)

COMMON OPEN SPACE

COMMON OPEN SPACE SHALL MEET EACH OF THE FOLLOWING REQUIREMENTS:

(I) BE OPEN TO THE SKY AND HAVE NO STRUCTURES THAT PROJECT INTO THE COMMON OPEN SPACE AREA, EXCEPT AS PROVIDED IN SECTION 12.22.C.20(b)

(II) HAVE A MINIMUM AREA OF 400 SF WITH NO HORIZONTAL DIMENSION LESS THAN 15 FEET WHEN MEASURED PERPENDICULAR FROM ANY POINT ON EACH OF THE BOUNDARIES OF THE OPEN SPACE AREA

(III) BE LOCATED AT THE GRADE LEVEL OR FIRST HABITABLE ROOM LEVEL, EXCEPT IN DEVELOPMENTS BUILT AT AN R3, RAS3, R4, RAS4, AND/OR R5 DENSITY REGARDLESS OF THE UNDERLYING ZONE

(IV) COMMON OPEN SPACE SHALL INCORPORATE RECREATIONAL AMENITIES. RECREATION ROOMS AT LEASE 600 SF IN AREA FOR A DEVELOPMENT OF 16 OR MORE DWELLING UNITS MAY QUALIFY AS OPEN SPACE, BUT SHALL NOT QUALIFY FOR MORE THAN 25% OF THE TOTAL REQUIRED USABLE OPEN SPACE

PRIVATE OPEN SPACE:

PRIVATE OPEN SPACE IS AN OPEN SPACE AREA WHICH IS CONTIGUOUS TO AND IMMEDIATLEY ACCESSIBLE FROM A SINGLE DWELLING UNIT AND WHICH MEETS ALL OF THE FOLLOWING REQUIREMENTS OF THE ZONES SPECIFIED:

(AMENDED BY ORD. NO 174,999, EFF. 1/15/03.) IN DEVELOPMENTS BUILT AT AN R3, RAS3, R4, RAS4, AND/ OR R5 DENSITY REGARDLESS OF THE UNDERLYING ZONE, PRIVATE OPEN SPACE MAY BE PROVIDED ABOVE THE FIRST HABITABLE ROOM LEVEL. WHEN SO PROVIDED IT SHALL:

(I) CONTAIN A MINIMUM OF 50 SF OF WHICH NO MORE THAN 50 SQUARE FT PER DWELLING UNIT SHALL BE ATTRIBUTABLE TO THE TOTAL REQUIRED USABLE OPEN SPACE;

(II) HAVE NO HORIZONTAL DIMENSION LESS THAN SIX FEET, WHEN MEASURED PERPENDICULAR FROM ANY POINT ON EACH OF THE BOUNDARIES OF THE OPEN SPACE AREA

(III)PROVIDE A MINIMUM EIGHT FOOT VERTICAL CLEARANCE UNDER ANY PROJECTION, EXCEPT AS PROVIDED IN SECTION 12.22 C 20 (B); AND

(IV)THAT PORTION OF A BALCONY WHICH EXTENDS OR PROJECTS INTO A REQUIRED FRONT YARD IN COMPLIANCE WITH SECTION 12.22 C 20 (D) MAY QUALIFY AS USABLE OPEN SPACE PROVIDED IT MEETS EACH OF THE ABOVE SPECIFIED REQUIREMENTS SET FORTH IN THIS SUBPARAGRAPH.

LANDSCAPE:

(I) A MINIMUM OF 25% OF OPEN SPACE SHALL BE PLANTED WITH GROUND COVER, SHRUBS OR TREES. FOR A SURFACE AREA NOT LOCATED DIRECTLY ON FINISHED GRADE THAT IS USED FOR OPEN SPACE, AND LOCATED AT GROUND LEVEL OR THE FIRST HABITABLE ROOM LEVEL, SHRUBS AND/OR TREES SHALL BE CONTAINED WITHIN PERMANENT PLANTERS AT LEAST 30 INCHES IN DEPTH, AND LAWN OR GROUND COVER SHALL BE AT LEAST 12 INCHES IN DEPTH. ALL REQUIRED LANDSCAPED AREAS SHALL BE EQIPPED WITH AN AUTOMATIC IRRIGATION SYSTEM AND BE PROPERLY DRAINED.

(II) AT LEAST ONE 24 IN BOX TREE FOR EVERY FOUR DWELLING UNITS SHALL BE PROVIDED ON SITE AND MAY INCLUDE STREET TREES IN THE PARKWAY

*****OPEN SPACE CALCULATIONS LOCATED ON COVER SHEET*****

LEGEND:

- PRIVATE OPEN SPACE (BALCONIES)
- COMMON OPEN SPACE
- LANDSCAPE
- COMMON INDOOR (RES. AMENITY SPACE)

APPROVAL STAMPS:

No.	Date	Description
	03.08.21	REVISED ISSUE FOR PLNNING ENTITLEMENT FILING
	02.24.21	REVISED ISSUE FOR PLANNING ENTITLEMENT FILING
	12.07.20	REVISED ISSUE FOR PLANNING ENTITLEMENT FILING
	07.23.20	REVISED ISSUE FOR PLANNING ENTITLEMENT FILING

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PROJECT LOCATION
HUB ON CAMPUS LA - FIGUEROA
2718 S. FIGUEROA STREET
LOS ANGELES, CA 90007

DRAWING TITLE
OPEN SPACE PLANS

SEAL
LICENSED ARCHITECT
Joseph M. Antunovich
No. C-8708
01/31/2023
RENEWAL DATE
STATE OF CALIFORNIA

DATE: 03/08/21
DRAWN BY:
CHECKED BY:
PROJECT NO:

DRAWING NO:
G0.4

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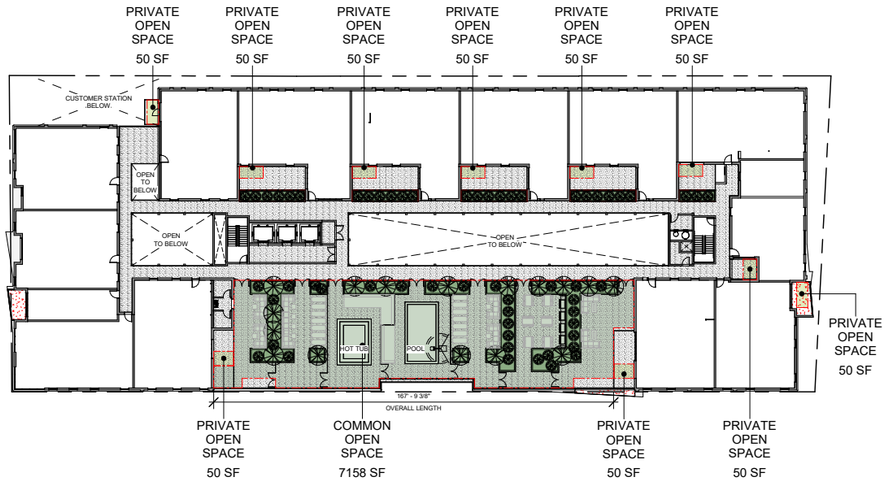
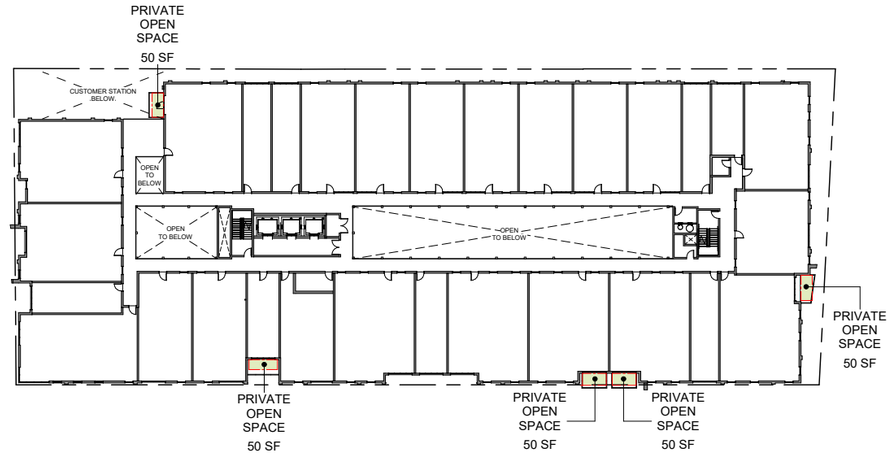


4 G0.5 A3.0 LEVEL 7 OPEN SPACE PLAN
1" = 30'-0"



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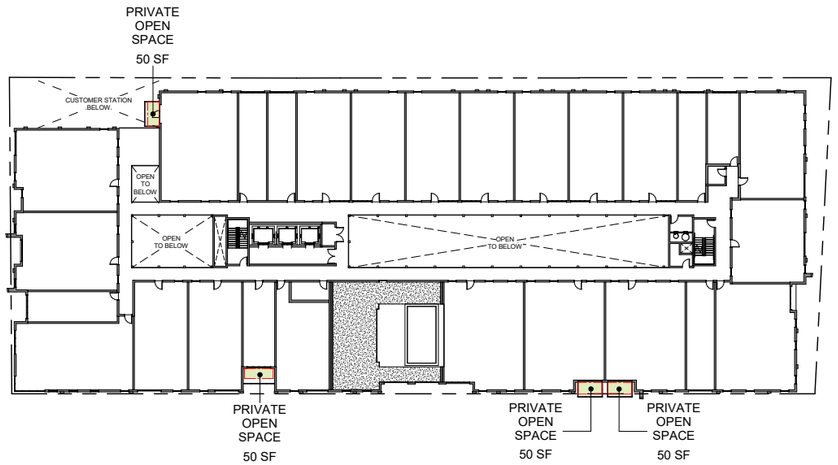

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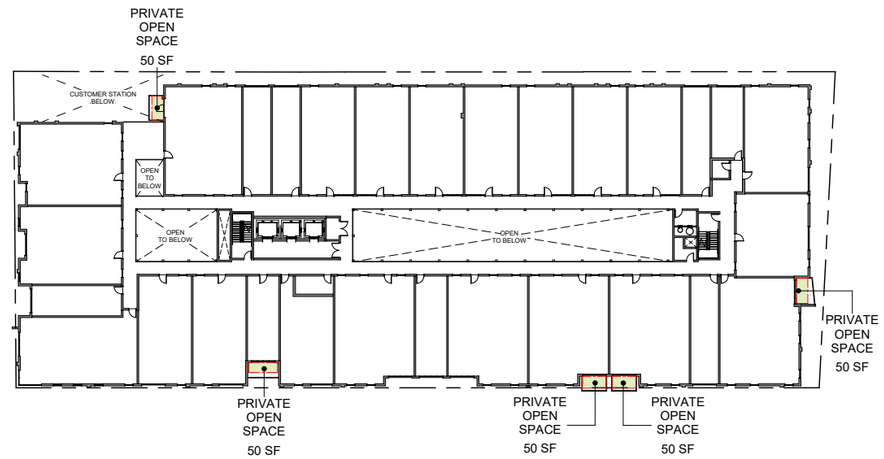

1 G0.5 A3.0 LEVEL 4 OPEN SPACE PLAN
1" = 30'-0"

EXHIBIT "A"
Page No. 10 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA

2/24/2021 6:23:33 PM

GENERAL NOTES:

OPEN SPACE REQUIREMENT (LAMC SEC. 12.21.G)

COMMON OPEN SPACE

COMMON OPEN SPACE SHALL MEET EACH OF THE FOLLOWING REQUIREMENTS:

(I) BE OPEN TO THE SKY AND HAVE NO STRUCTURES THAT PROJECT INTO THE COMMON OPEN SPACE AREA, EXCEPT AS PROVIDED IN SECTION 12.22.C.20(b)

(II) HAVE A MINIMUM AREA OF 400 SF WITH NO HORIZONTAL DIMENSION LESS THAN 15 FEET WHEN MEASURED PERPENDICULAR FROM ANY POINT ON EACH OF THE BOUNDARIES OF THE OPEN SPACE AREA

(III) BE LOCATED AT THE GRADE LEVEL OR FIRST HABITABLE ROOM LEVEL, EXCEPT IN DEVELOPMENTS BUILT AT AN R3, RAS3, R4, RAS4, AND/OR R5 DENSITY REGARDLESS OF THE UNDERLYING ZONE

(IV) COMMON OPEN SPACE SHALL INCORPORATE RECREATIONAL AMENITIES. RECREATION ROOMS AT LEASE 600 SF IN AREA FOR A DEVELOPMENT OF 16 OR MORE DWELLING UNITS MAY QUALIFY AS OPEN SPACE, BUT SHALL NOT QUALIFY FOR MORE THAN 25% OF THE TOTAL REQUIRED USABLE OPEN SPACE

PRIVATE OPEN SPACE:

PRIVATE OPEN SPACE IS AN OPEN SPACE AREA WHICH IS CONTIGUOUS TO AND IMMEDIATLEY ACCESSIBLE FROM A SINGLE DWELLING UNIT AND WHICH MEETS ALL OF THE FOLLOWING REQUIREMENTS OF THE ZONES SPECIFIED:

(AMENDED BY ORD. NO 174,999, EFF. 1/15/03.) IN DEVELOPMENTS BUILT AT AN R3, RAS3, R4, RAS4, AND/ OR R5 DENSITY REGARDLESS OF THE UNDERLYING ZONE, PRIVATE OPEN SPACE MAY BE PROVIDED ABOVE THE FIRST HABITABLE ROOM LEVEL. WHEN SO PROVIDED IT SHALL:

(I) CONTAIN A MINIMUM OF 50 SF OF WHICH NO MORE THAN 50 SQUARE FT PER DWELLING UNIT SHALL BE ATTRIBUTABLE TO THE TOTAL REQUIRED USABLE OPEN SPACE;

(II) HAVE NO HORIZONTAL DIMENSION LESS THAN SIX FEET, WHEN MEASURED PERPENDICULAR FROM ANY POINT ON EACH OF THE BOUNDARIES OF THE OPEN SPACE AREA

(III)PROVIDE A MINIMUM EIGHT FOOT VERTICAL CLEARANCE UNDER ANY PROJECTION, EXCEPT AS PROVIDED IN SECTION 12.22 C 20 (B); AND

(IV)THAT PORTION OF A BALCONY WHICH EXTENDS OR PROJECTS INTO A REQUIRED FRONT YARD IN COMPLIANCE WITH SECTION 12.22 C 20 (D) MAY QUALIFY AS USABLE OPEN SPACE PROVIDED IT MEETS EACH OF THE ABOVE SPECIFIED REQUIREMENTS SET FORTH IN THIS SUBPARAGRAPH.

LANDSCAPE:

(I) A MINIMUM OF 25% OF OPEN SPACE SHALL BE PLANTED WITH GROUND COVER, SHRUBS OR TREES. FOR A SURFACE AREA NOT LOCATED DIRECTLY ON FINISHED GRADE THAT IS USED FOR OPEN SPACE, AND LOCATED AT GROUND LEVEL OR THE FIRST HABITABLE ROOM LEVEL, SHRUBS AND/OR TREES SHALL BE CONTAINED WITHIN PERMANENT PLANTERS AT LEAST 30 INCHES IN DEPTH, AND LAWN OR GROUND COVER SHALL BE AT LEAST 12 INCHES IN DEPTH. ALL REQUIRED LANDSCAPED AREAS SHALL BE EQIPPED WITH AN AUTOMATIC IRRIGATION SYSTEM AND BE PROPERLY DRAINED.

(II) AT LEAST ONE 24 IN BOX TREE FOR EVERY FOUR DWELLING UNITS SHALL BE PROVIDED ON SITE AND MAY INCLUDE STREET TREES IN THE PARKWAY

OPEN SPACE CALCULATIONS LOCATED ON COVER SHEET

LEGEND:

- PRIVATE OPEN SPACE (BALCONIES)
- COMMON OPEN SPACE
- LANDSCAPE
- COMMON INDOOR (RES. AMENITY SPACE)

APPROVAL STAMPS:

No.	Date	Description
	03.08.21	REVISED ISSUE FOR PLNNING ENTITLEMENT FILING
	02.24.21	REVISED ISSUE FOR PLANNING ENTITLEMENT FILING
	12.07.20	REVISED ISSUE FOR PLANNING ENTITLEMENT FILING
	07.23.20	REVISED ISSUE FOR PLANNING ENTITLEMENT FILING

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PROJECT LOCATION
HUB ON CAMPUS LA - FIGUEROA
2718 S. FIGUEROA STREET
LOS ANGELES, CA 90007

DRAWING TITLE
OPEN SPACE PLANS

SEAL
LICENSED ARCHITECT Joseph M. Antunovich No. C-8708 01/31/2023 RENEWAL DATE STATE OF CALIFORNIA

DATE: 03/08/21
DRAWN BY:
CHECKED BY:
PROJECT NO:

DRAWING NO:
G0.5

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FOR REFERENCE ONLY

Demolition Contractor/Applicant:

AMPCO Contracting Inc
1420 S Allec Street
Anaheim, CA 92805

METHOD OF DEMOLITION:

DOZER OR LOADER WRECKING: 1 OR 2 STORIES, MAXIMUM 24 FEET HIGH BUILDING WITH YARDS GREATER THAN THE HEIGHT OF BUILDING.

DEMOLITION NOTES:

1. ALL DEBRIS SHALL BE WET AT TIME OF HANDLING TO PREVENT DUST.
2. NO STRUCTURAL MEMBER IN ANY STORY SHALL BE DEMOLISHED UNTIL THE STORY ABOVE IS COMPLETELY REMOVED.
3. THERE WILL BE NO FREE FALL DUMPING OVER EXTERIOR WALL FOR A HEIGHT OF MORE THAN 25 FEET.
4. CALL FOR INSPECTION AT LEAST 24 HOURS BEFORE STARTING WORK.
5. APPROVAL OF PROTECTION FENCES AND CANOPIES IS REQUIRED PRIOR TO DEMOLITION.
6. ALL BASEMENT FILLS SHALL BE CLEAN AND UNIFORM.
7. STORAGE OF MATERIALS ON FLOOR SHALL NOT EXCEED _____ PSF LIVE LOAD.

STORM WATER POLLUTION CONTROL:

1. ERODED SEDIMENTS AND POLLUTANTS SHALL BE RETAINED ON SITE AND SHALL NOT BE TRANSPORTED FROM TEH SITE VIA SHEETFLOW, SWALES, AREA DRAINS, NATURAL DRAINAGE OR WIND.
2. STOCKPILES OF EARTH AND OTHER CONSTRUCTION-RELATED MATERIALS SHALL BE COVERED AND/OR PROTECTED FROM BEING TRANSPORTED FROM THE SITE BY WIND OR WATER.
3. FUELS, OILS, SOLVENTS AND OTHER TOXIC MATERIALS MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND PROTECTED FROM THE WEATHER. SPILLS MUST BE CLEANED UPIMMEDIATELY AND DISPOSED OF PROPERLY AND SHALL NOT BE WASHED INTO THE DRAINAGE SYSTEM.
4. NON-STORM WATER RUNOFF FROM EQUIPMENT AND VEHICLE WASHING AND ANY OTHER ACTIVITY SHALL BE CONSTAINED ON PROJECT SITE.
5. EXCESS OR WASTE CONCRETE MAY NOT BE WASHED INTO THE PUBLIC WAY OR ANY DRAINAGE SYSTEM. PROVISIONS SHALL BE MADE TO RETAIN CONCRETE WASTE ON-SITE UNTIL IT CAN BE APPROPORIATELY DISPOSED OF OR RECYCLED.
6.TRASH AND CONSTRUCTION-RELATED SOLID WASTES MUST BE DEPOSITED INTO A COVERED RECEPTACLE TO PREVENT CONTAMINATION OF STORM WATER AN DISPERSAL BY WIND.
7. SEDIMENTS AND OTEHR MATERIALS SHALL NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS MUST BE STABILIZED SO AS TO INHIBIT SEDIMENTS FROM BEING DEPOSITED INTO THE STREET/PUBLIC WAYS. ACCIDENTAL DEPOSITIONS MUST BE SWEPT UP IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR BY ANY OTHER MEANS.
8. RETENTION BASINS OF SUFFICIENT SIZE SHALL BE PROVIDED TO RETAIN STORM WATER RUNOFF ON-SITE AND SHALL BE PROPERLY LOCATED TO COLLECT ALL TRIBUTRARY SITE RUNOFF.
9. WHERE RETENTION OF STORM WATER RUNOFF ON-SITE IS NOT FEASIBLE DUE TO SITE CONSTRAINTS, RUNOFF MAY BE CONVEYED TO THE STREET AND THE STORM DRAIN SYSTEM PROVIDED THAT AN APPROVED FILTERING SYSTEM IS INSTALLED AND MAINTAINED ON-SITE DURING THE CONSTRUCTION DURATION.

GENERAL NOTES:

FOR INFORMATION ONLY. NOT FOR CONSTRUCTION

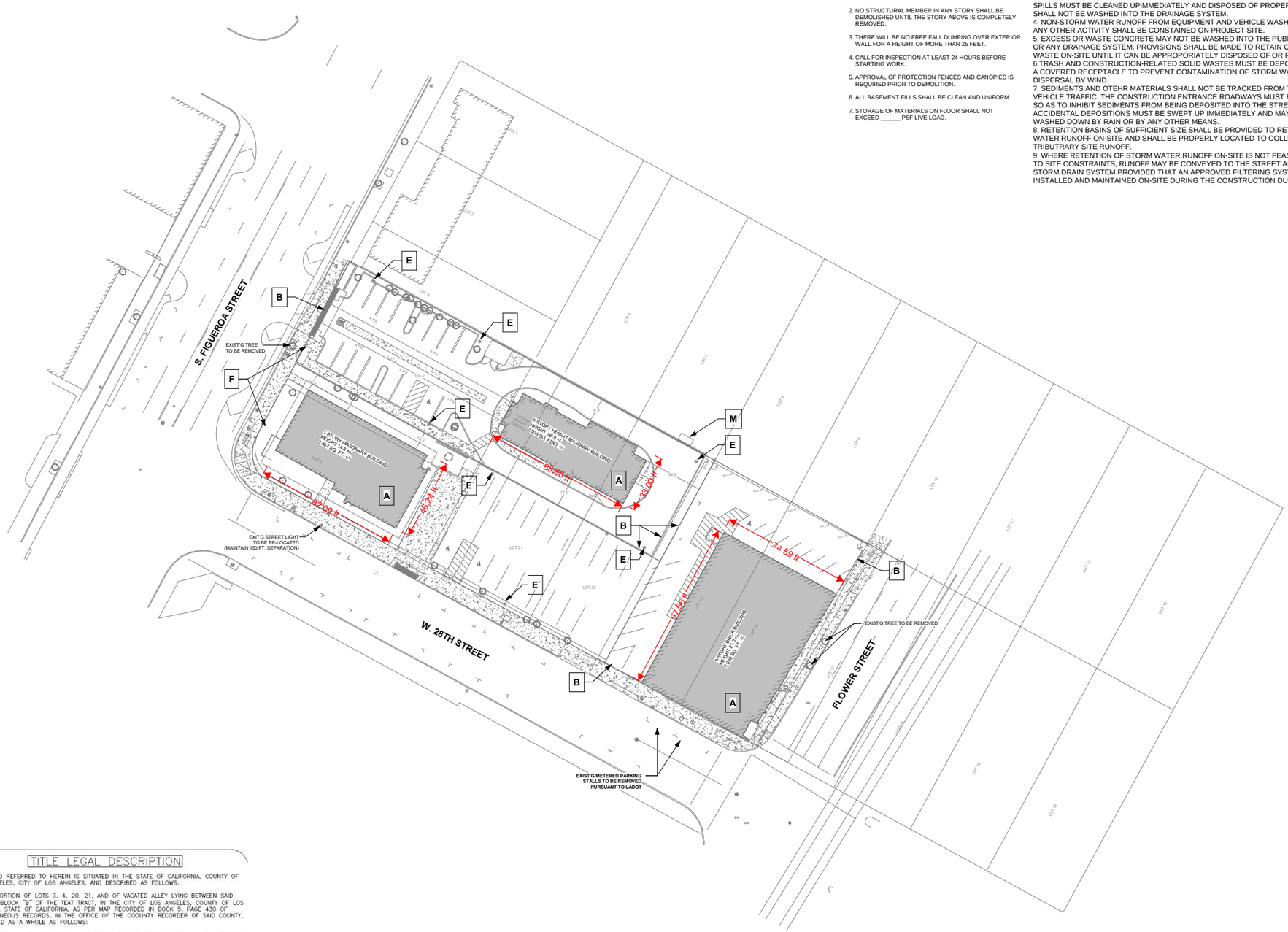
DEMOLITION NOTES:

A - EXISTING BUILDING TO BE DEMOLISHED
B - EXISTING WALL/ FENCE TO BE REMOVED
C - EXISTING CURB CUT TO BE DEMOLISHED
D - EXSTING DRIVEWAY TO BE DEMOLISHED
E - EXISITING ON-SITE LIGHT TO BE REMOVED
F - EXISITING SIGNAGE TO BE REMOVED

M - EXISTING METHANE PULL SECTION ON NORTH PROPERTY TO REMAIN PROTECTED DURING DEMOLITION. EQUIPMENT **NOT TO BE DAMAGED**.

GENERAL NOTES:

- ALL EXISTING ONSITE TREES/ PLANTINGS TO BE REMOVED
- EXISTING TREES/ PLANTING TO BE REMOVED. SEE ALTA SURVEY FOR TREE LOCATIONS
- ALL EXISTING ON-SITE PARKING TO BE REMOVED
- ALL EXISTING ON-SITE UTILITIES TO BE REMOVED AND CONNECTED AS NEEDED PER CIVIL PLANS.
- ALL EXISTING ON-SITE PAVMENT TO BE REMOVED



TITLE LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF LOS ANGELES, CITY OF LOS ANGELES, AND DESCRIBED AS FOLLOWS:

THOSE PORTION OF LOTS 3, 4, 20, 21, AND OF VACATED ALLEY LYING BETWEEN SAID LOTS IN BLOCK "B" OF THE TEAT TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5, PAGE 430 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS A WHOLE AS FOLLOWS:

COMMENCING AT THE MOST NORTHERLY CORNER OF THE SOUTH 26.25 FEET OF SAID LOT 3; THENCE SOUTHEASTERLY PARALLEL WITH THE SOUTHWEST LINE OF SAID LOT; THENCE SOUTHEASTERLY ALONG THE NORTH LINE OF THAT PORTION OF SAID VACATED ALLEY ADJOINING SAID SOUTH 26.25 FEET ON THE SOUTHEAST TO THE CENTER OF SAI ALLEY; THENCE ALONG SAID CENTER TO THE NORTH LINE OF THAT PORTION OF SAID ALLEY ADJOINING SAID LOT 21 ON THE NORTHWEST; THENCE EASTERLY ALONG SAID NORTH LINE TO THE NORTHWEST CORNER OF SAID LOT 21; THENCE SOUTHEASTERLY ALONG THE NORTHEAST LINES OF SAID LOTS 21, AND 20, A DISTANCE OF 100 FEET, MORE OR LESS, TO THE MOT EASTERLY CORNER OF SAID LOT 20; THENCE SOUTHWESTERLY ALONG THE SOUTHEAST LINE OF SAID LOT 20 TO THE SOUTH LINE OF THE NORTH 66 FEET OF SAID LOT; THENCE NORTHWESTERLY PARALLEL WITH THE NORTH LINE OF SAID LOTS 20 AND 21 AND THE WESTERLY PROLONGATION THEREOF TO THE NORTHWEST LINE OF SAID LOT 4; THENCE NORTHEASTERLY ALONG THE NORTHWEST LINE OF SAID LOTS 4 AND 3 TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL IS THE SAME LAND DESCRIBED IN STEWART TITLE GUARANTY COMPANY TITLE COMMITMENT, NUMBER 19000036048, CONTAINING AN EFFECTIVE DATE OF DECEMBER 24, 2019 AT 7:30 AM

EXHIBIT "A"
Page No. 11 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA

1 D1.01 DEMO PLAN
1" = 30'-0"

12/7/2020 6:07:35 PM

APPROVAL STAMPS:

No.	Date	Description
	03.08.21	REVISED ISSUE FOR PLNNING ENTITLEMENT FILING
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	07.23.20	REVISED ISSUE FOR PLANNING ENTITLEMENT FILING
	06.25.20	ISSUE FOR PLANNING ENTITLEMENT FILING

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GENERAL CONTRACTOR

PROJECT LOCATION

HUB ON CAMPUS LA - FIGUEROA

2718 S. FIGUEROA STREET
LOS ANGELES, CA 90007

DRAWING TITLE

DEMO PLANS

SEAL

DATE: 03/08/21
DRAWN BY:
CHECKED BY:
PROJECT NO:

DRAWING NO: **D1.01**

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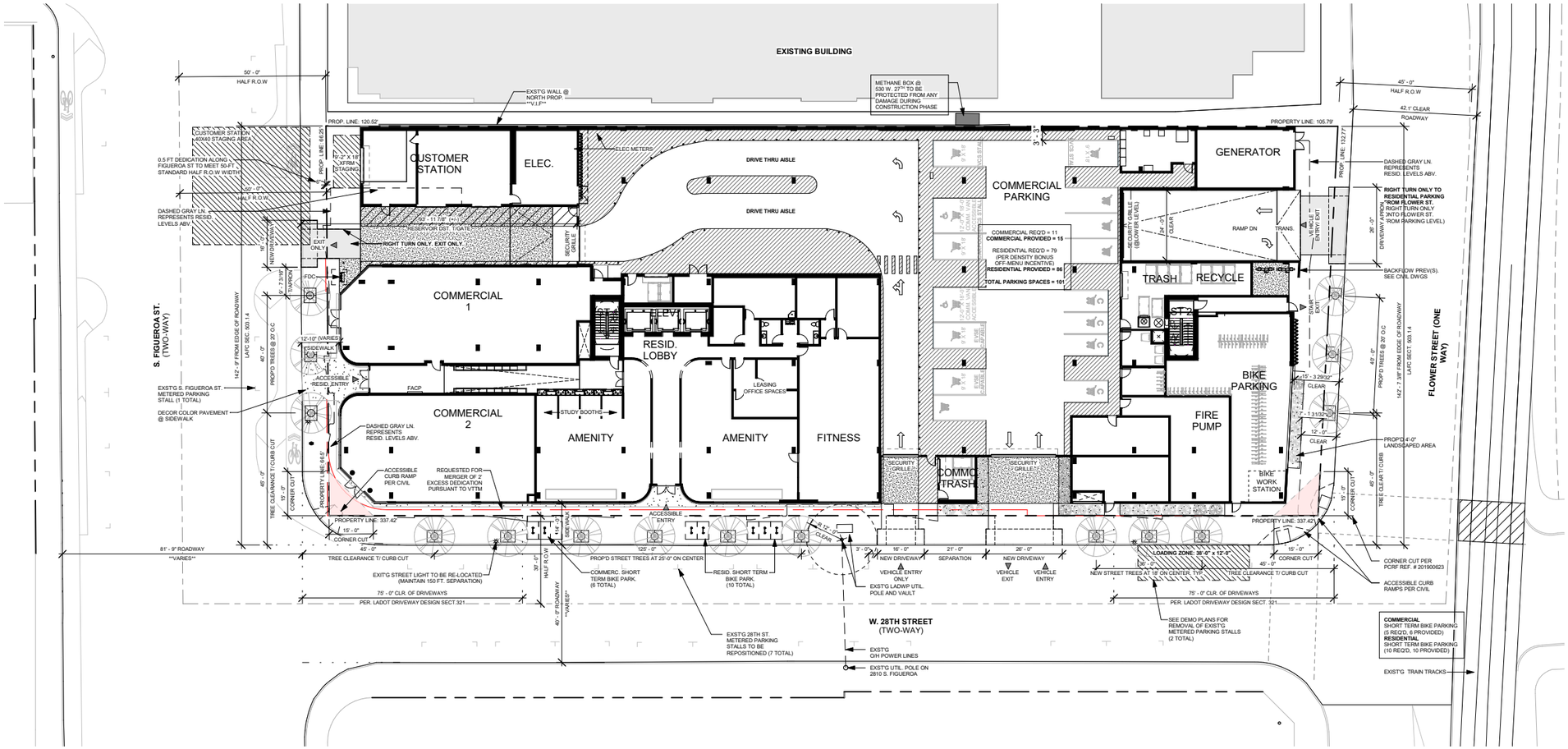

1 A1.1 A3.0 SITE PLAN
1" = 20'-0"

EXHIBIT "A"
Page No. 12 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA

2/24/2021 6:22:16 PM

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	07.23.20	REVISED ISSUE FOR PLANNING ENTITLEMENT FILING
	06.25.20	ISSUE FOR PLANNING ENTITLEMENT FILING
	05.01.20	ISSUE FOR PLANNING ENTITLEMENT FILING - PRE APPLICATION

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HUB ON CAMPUS LA - FIGUEROA
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DRAWING TITLE
SITE PLAN

SEAL
LICENSED ARCHITECT Joseph M. Antunovich No. C-8708 01/31/2023 RENEWAL DATE STATE OF CALIFORNIA

DATE: 03/08/21
DRAWN BY:
CHECKED BY:
PROJECT NO:

DRAWING NO: **A1.1**

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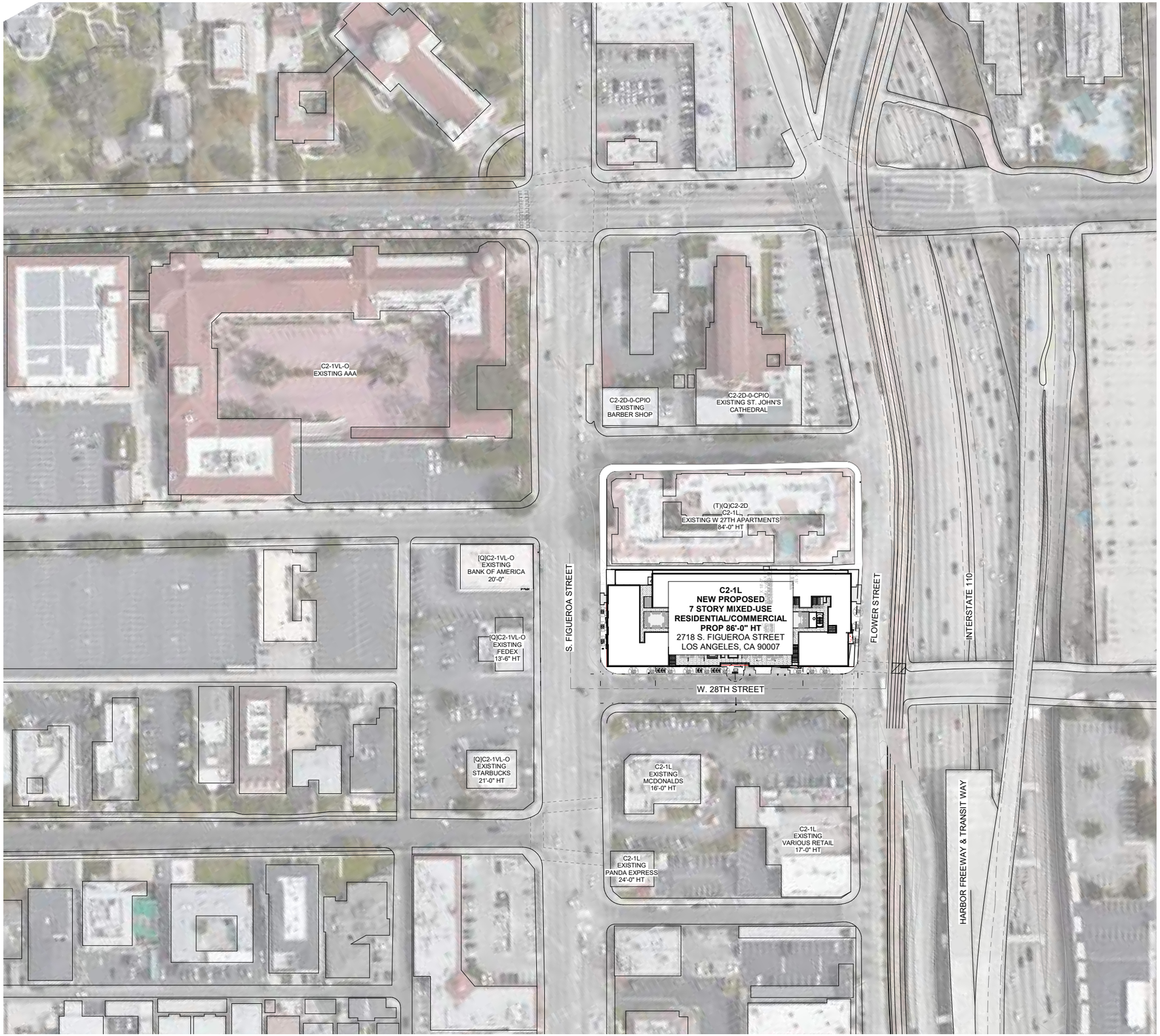

EXHIBIT "A"
Page No. 13 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA

1 A1.2 A3.0 CONTEXT PLAN
1/64" = 1'-0"

2/24/2021 6:22:23 PM

APPROVAL STAMPS:

No.	Date	Description
	03.08.21	REVISED ISSUE FOR PLNNING ENTITLEMENT FILING
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	07.23.20	REVISED ISSUE FOR PLANNING ENTITLEMENT FILING
	06.25.20	ISSUE FOR PLANNING ENTITLEMENT FILING

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PROJECT LOCATION
HUB ON CAMPUS LA - FIGUEROA
2718 S. FIGUEROA STREET
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DRAWING TITLE
CONTEXT PLAN

SEAL
LICENSED ARCHITECT
Joseph M. Antunovich
No. C-8708
01/31/2023
RENEWAL DATE
STATE OF CALIFORNIA

DATE: 03/08/21
DRAWN BY:
CHECKED BY:
PROJECT NO:

DRAWING NO:
A1.2

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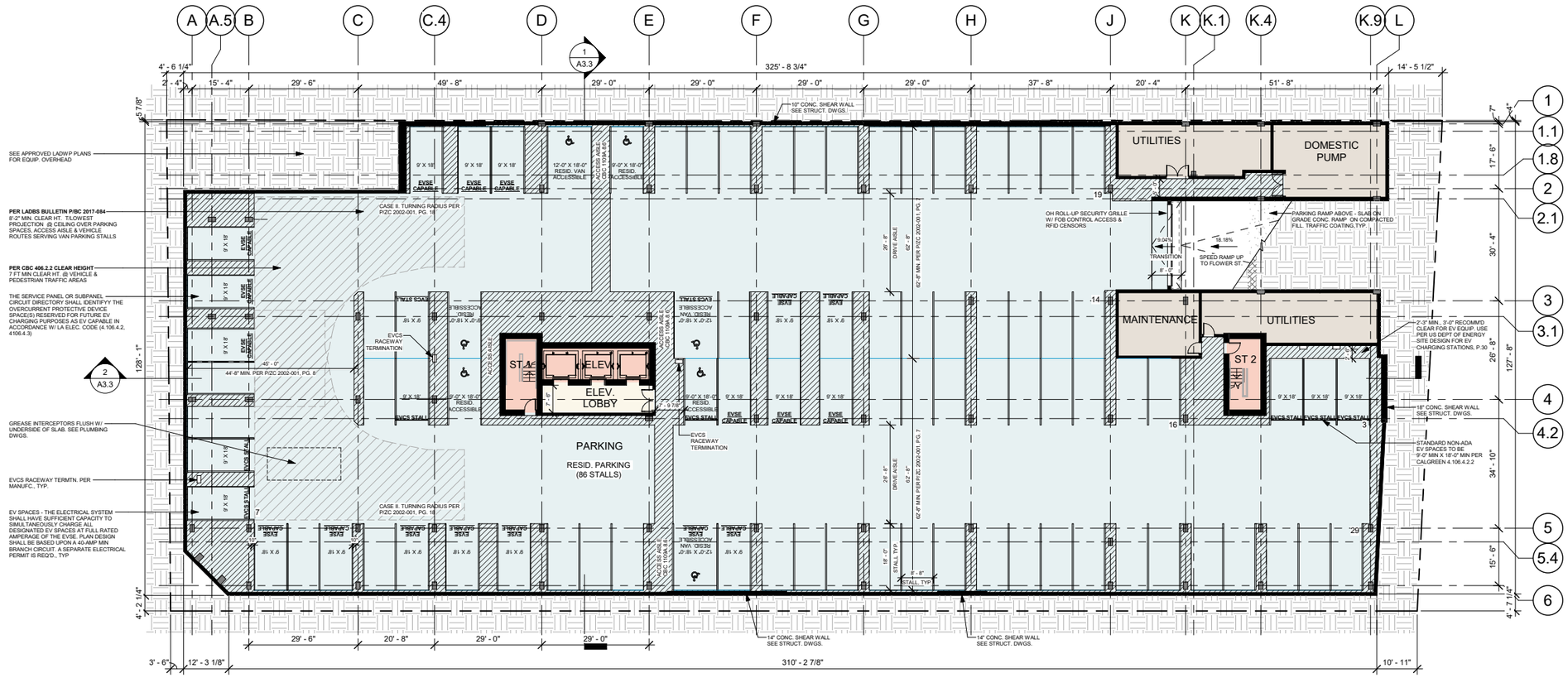

1 A2.0 A3.00 LOWER LEVEL FLOOR PLAN
1/16" = 1'-0"

EXHIBIT "A"
Page No. 14 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA

2/24/2021 6:22:25 PM

APPROVAL STAMPS:

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	07.23.20	REVISED ISSUE FOR PLANNING ENTITLEMENT FILING
	06.25.20	ISSUE FOR PLANNING ENTITLEMENT FILING
	05.01.20	ISSUE FOR PLANNING ENTITLEMENT FILING - PRE APPLICATION

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PROJECT LOCATION
HUB ON CAMPUS LA - FIGUEROA
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DRAWING TITLE
LOWER LEVEL PLAN

SEAL
LICENSED ARCHITECT Joseph M. Antunovich No. C-8708 01/31/2023 RENEWAL DATE STATE OF CALIFORNIA

DATE: 03/08/21
DRAWN BY:
CHECKED BY:
PROJECT NO:

DRAWING NO: **A2.0**

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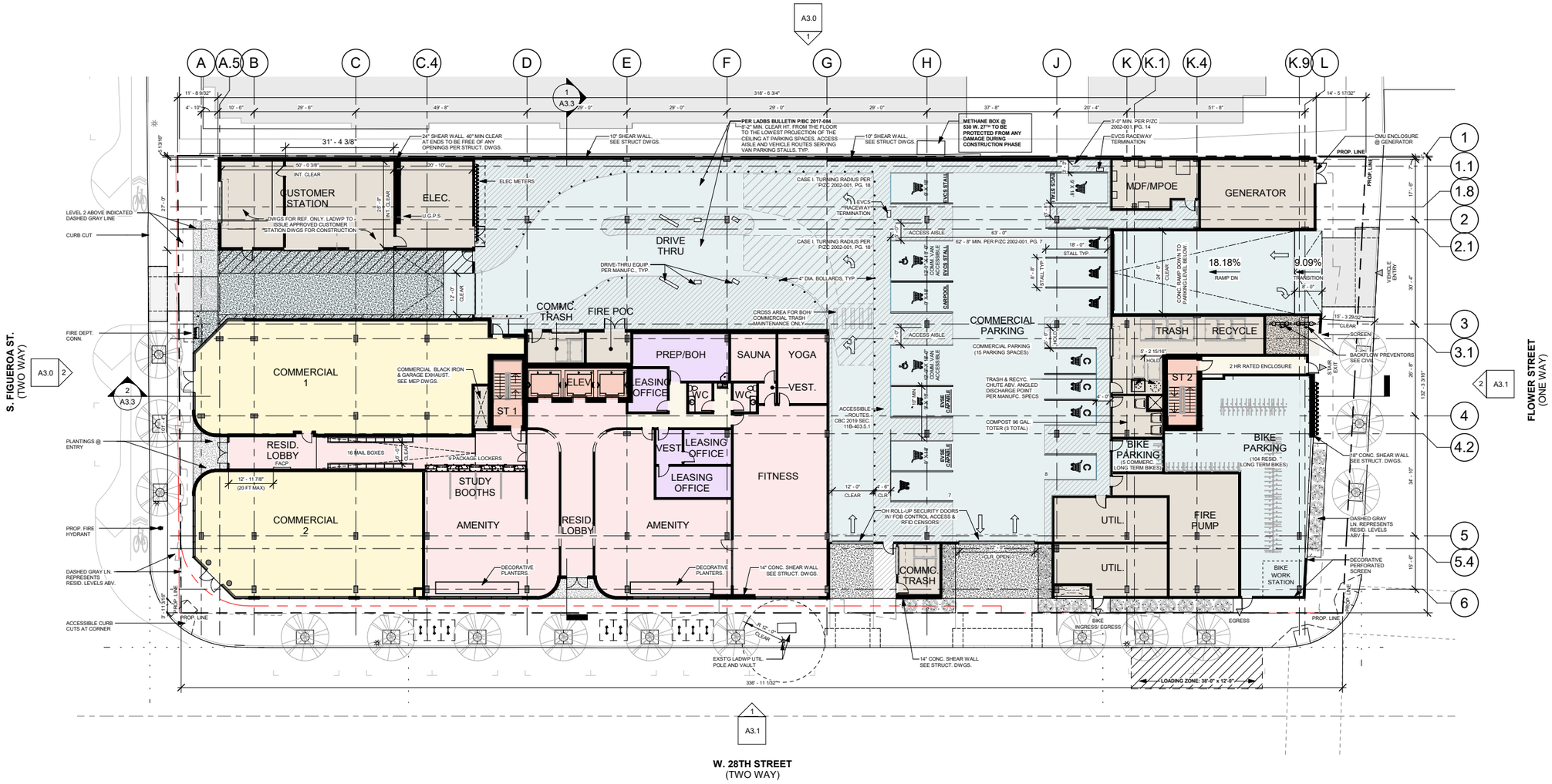

EXHIBIT "A"
Page No. 15 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA

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APPROVAL STAMPS:

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DRAWING TITLE
LEVEL 1 PLAN

SEAL
LICENSED ARCHITECT
Joseph M. Antunovich
No. C-8708
01/31/2023
RENEWAL DATE
STATE OF CALIFORNIA

DATE: 03/08/21
DRAWN BY:
CHECKED BY:
PROJECT NO:

DRAWING NO:
A2.1

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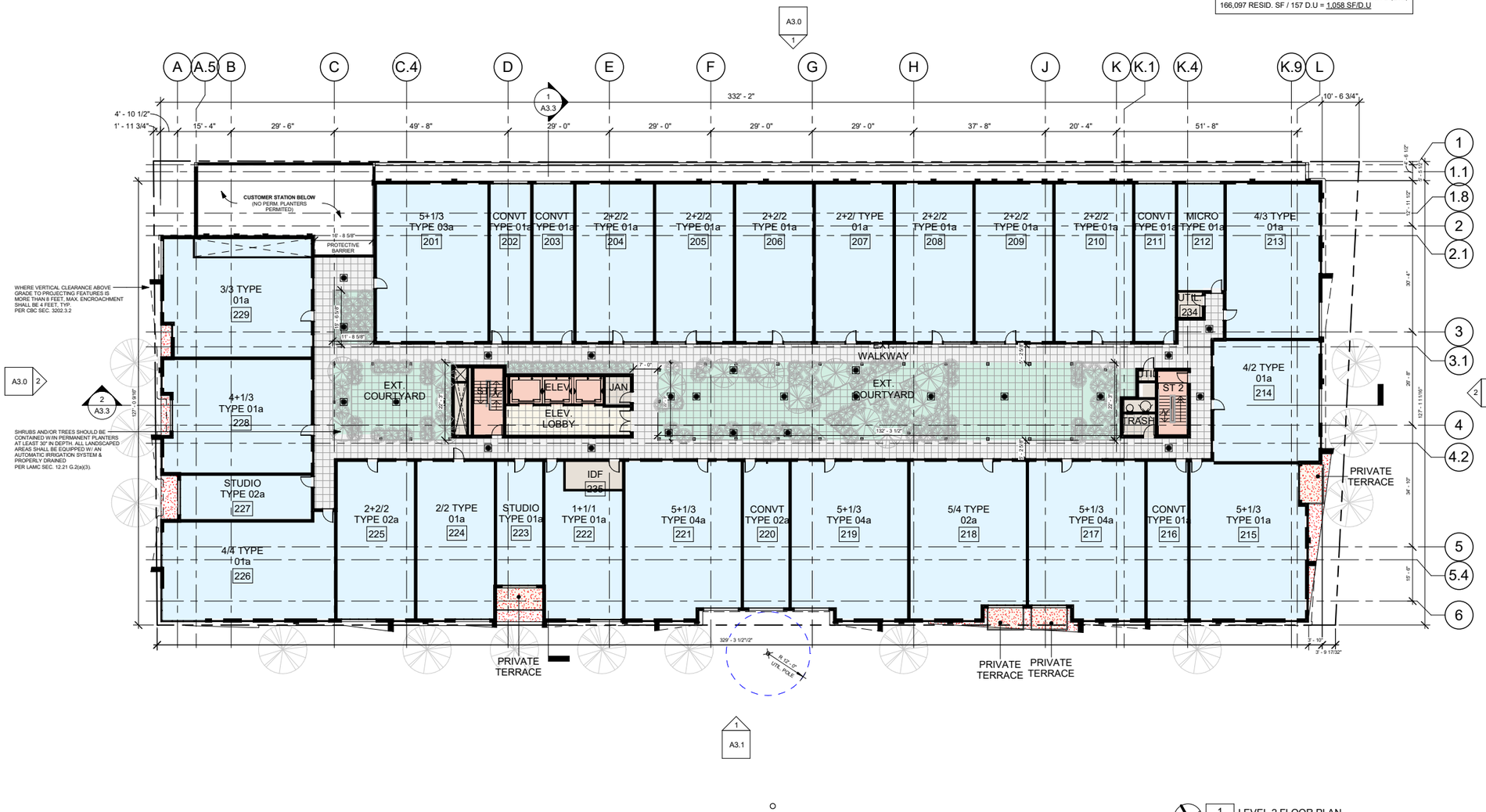
DENSITY: AVERAGE SIZE OF DWELLING UNITS (D.U)
166,097 RESID. SF / 157 D.U = 1,058 SF/D.U



1 LEVEL 2 FLOOR PLAN
A2.2 / A1.02
1/16" = 1'-0"

EXHIBIT "A"
Page No. 16 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA

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APPROVAL STAMPS:

No.	Date	Description
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	06.25.20	ISSUE FOR PLANNING ENTITLEMENT FILING
	05.01.20	ISSUE FOR PLANNING ENTITLEMENT FILING - PRE APPLICATION

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HUB ON CAMPUS LA - FIGUEROA
2718 S. FIGUEROA STREET
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DRAWING TITLE
LEVEL 2 PLAN

SEAL
LICENSED ARCHITECT Joseph M. Antunovich No. C-8708 01/31/2023 RENEWAL DATE STATE OF CALIFORNIA

DATE: 03/08/21
DRAWN BY:
CHECKED BY:
PROJECT NO:

DRAWING NO:
A2.2

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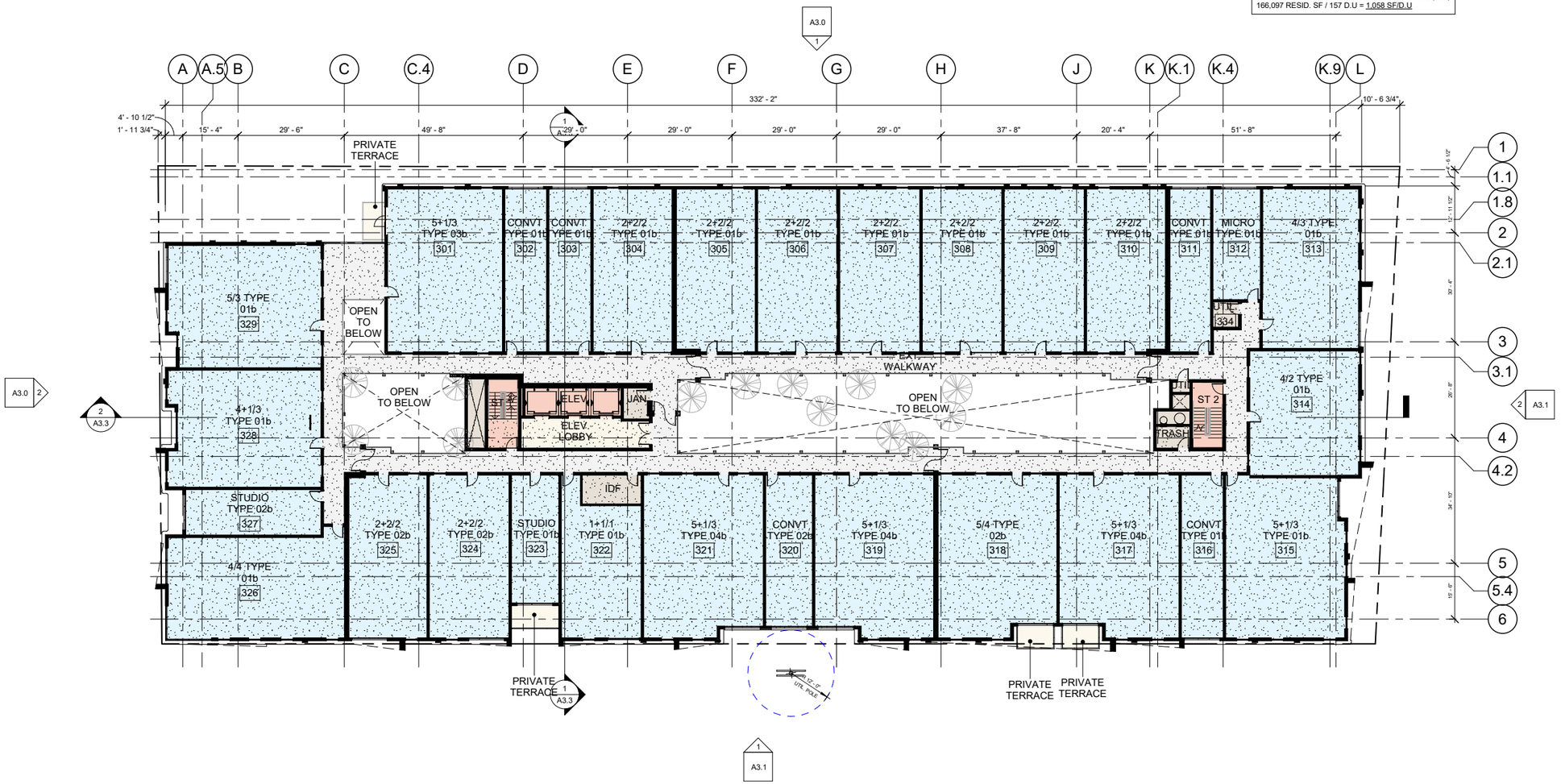
DENSITY: AVERAGE SIZE OF DWELLING UNITS (D.U)
166,097 RESID. SF / 157 D.U = 1,058 SF/D.U



1 A2.3 A1.02 LEVEL 3 FLOOR PLAN
1/16" = 1'-0" 0' 8' 16'

EXHIBIT "A"
Page No. 17 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA

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DRAWING TITLE
LEVEL 3 PLAN

SEAL
LICENSED ARCHITECT
Joseph M. Antunovich
No. C-8708
01/31/2023
RENEWAL DATE
STATE OF CALIFORNIA

DATE: 03/08/21
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PROJECT NO:

DRAWING NO:
A2.3

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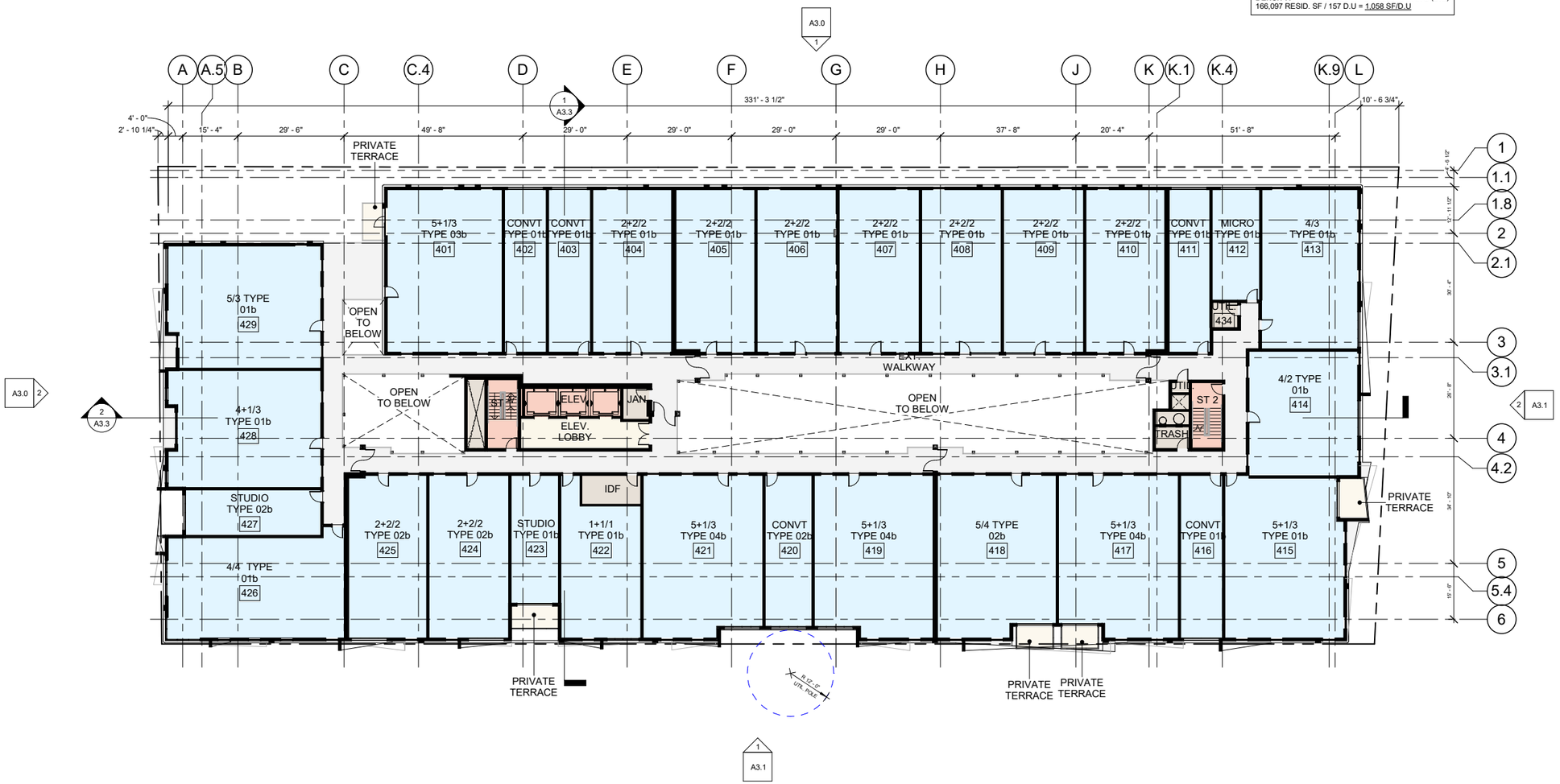

1 LEVEL 4 FLOOR PLAN
A2.4 / A1.02
1/16" = 1'-0"

EXHIBIT "A"
Page No. 18 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA

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DRAWING TITLE
LEVEL 4 PLAN

SEAL
LICENSED ARCHITECT
Joseph M. Antunovich
No. C-8708
01/31/2023
RENEWAL DATE
STATE OF CALIFORNIA

DATE: 03/08/21
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PROJECT NO:

DRAWING NO:
A2.4

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DENSITY: AVERAGE SIZE OF DWELLING UNITS (D.U)
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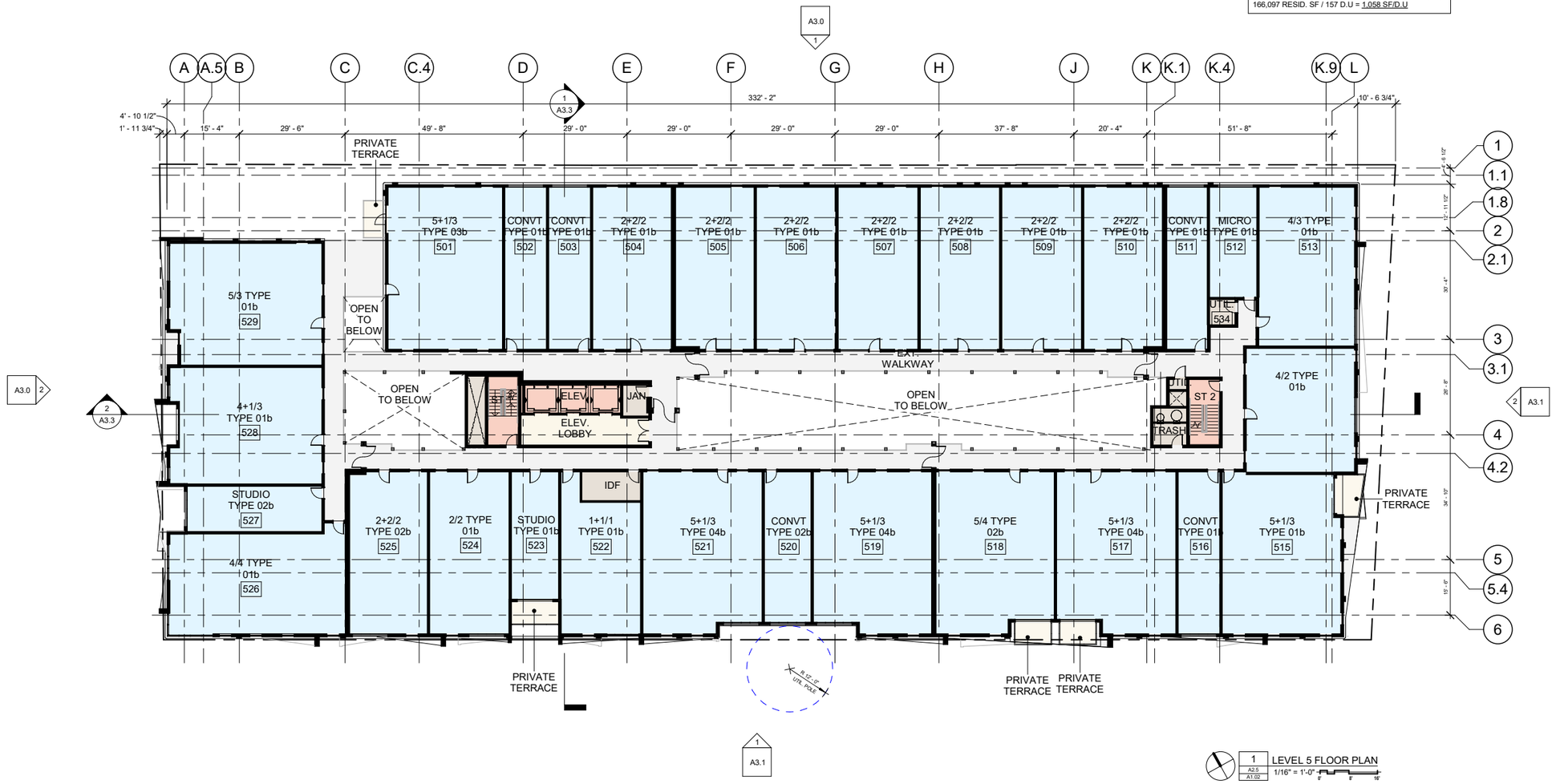

1 A2.5 A1.02 LEVEL 5 FLOOR PLAN
1/16" = 1'-0" 0' 8' 16'

EXHIBIT "A"
Page No. 19 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA

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DRAWING TITLE
LEVEL 5 PLAN

SEAL
LICENSED ARCHITECT
Joseph M. Antunovich
No. C-8708
01/31/2023
RENEWAL DATE
STATE OF CALIFORNIA

DATE: 03/08/21
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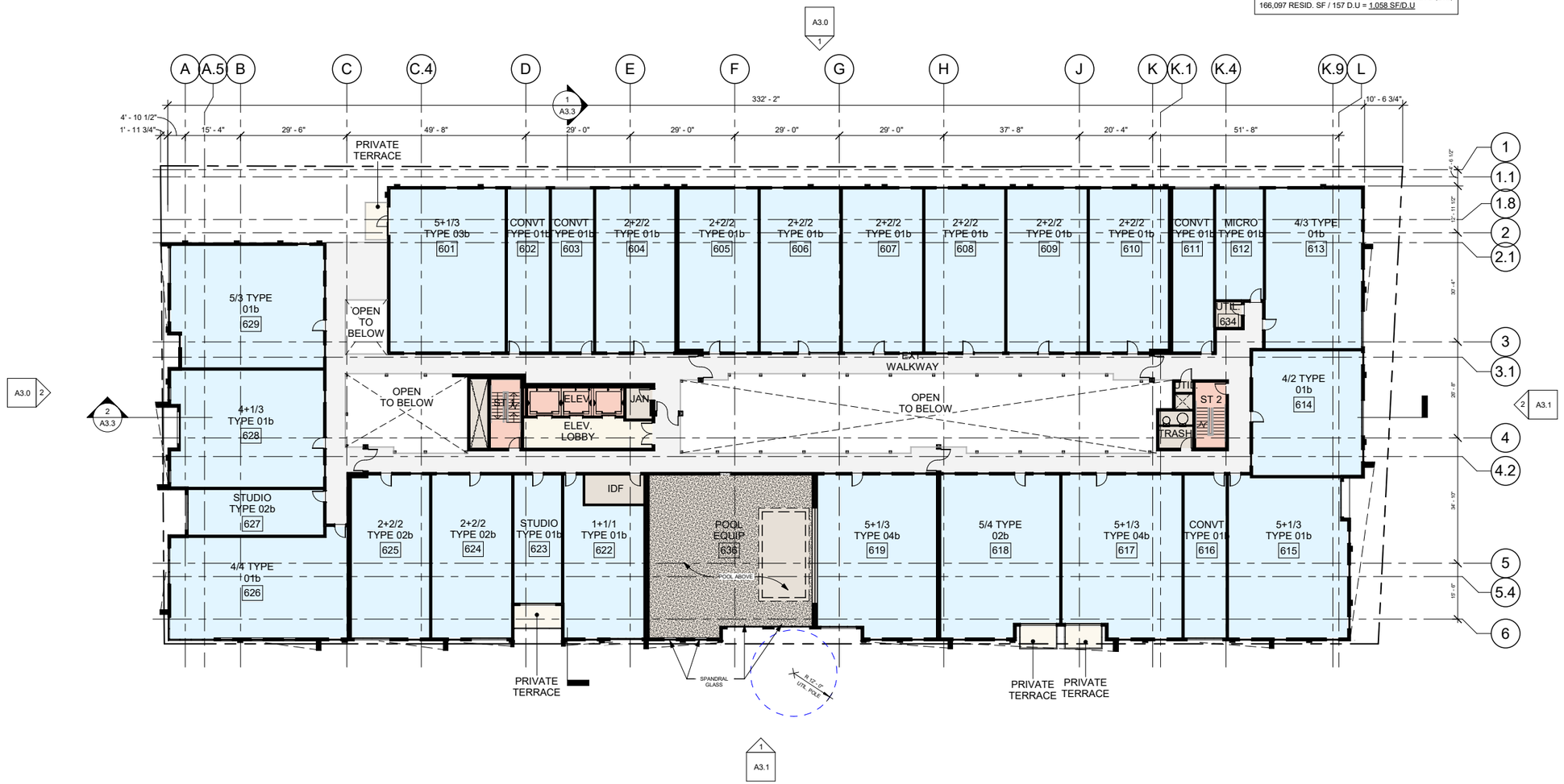

1 A2.6 A1.03 LEVEL 6 FLOOR PLAN
1/16" = 1'-0"

EXHIBIT "A"
Page No. 20 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA

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DRAWING TITLE
LEVEL 6 PLAN

SEAL
LICENSED ARCHITECT Joseph M. Antunovich No. C-8708 01/31/2023 RENEWAL DATE STATE OF CALIFORNIA

DATE: 03/08/21
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PROJECT NO:

DRAWING NO: **A2.6**

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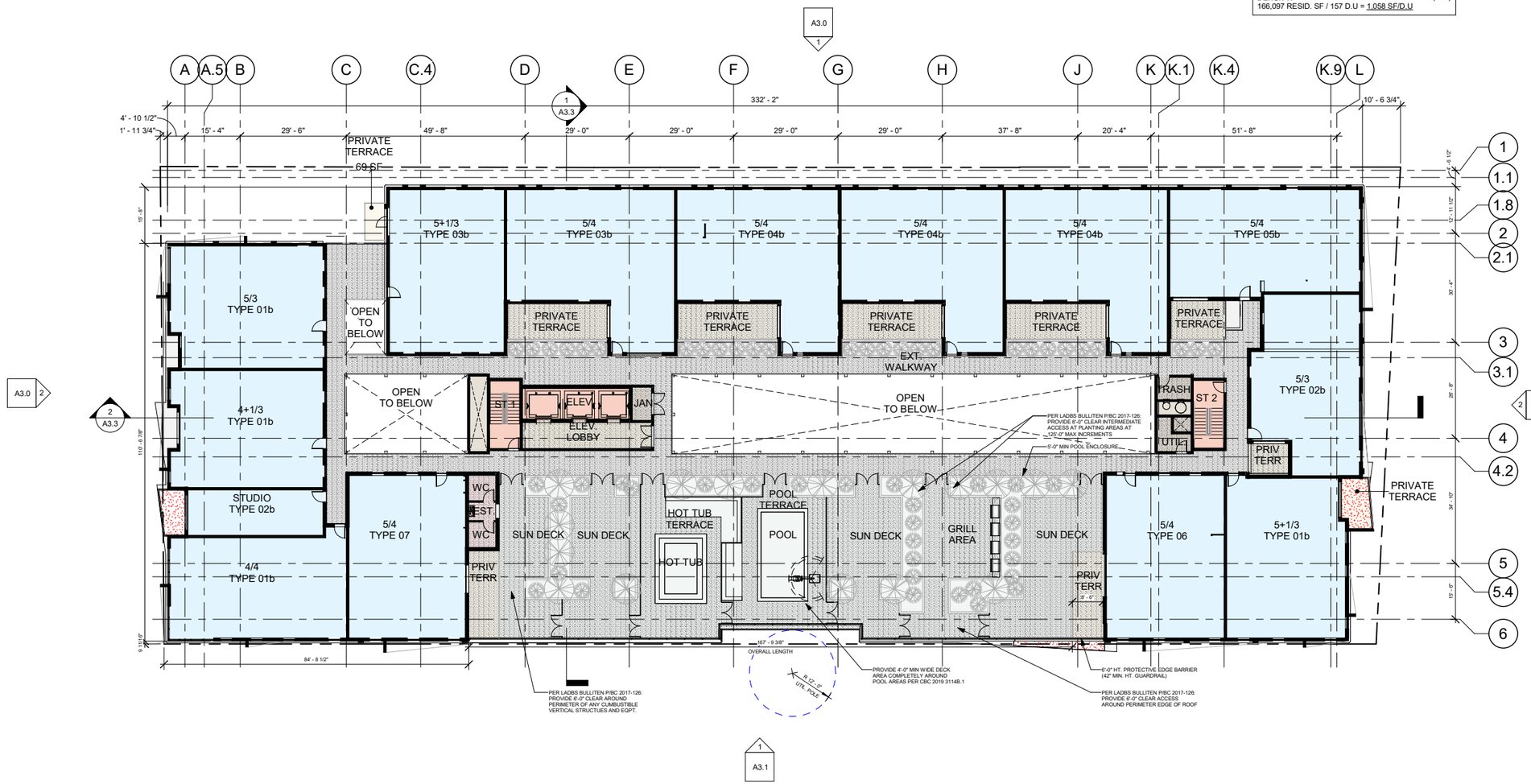

1 A2.7 A3.0 LEVEL 7 FLOOR PLAN
1/16" = 1'-0"

EXHIBIT "A"
Page No. 21 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA

2/24/2021 6:22:58 PM

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DRAWING TITLE
LEVEL 7 PLAN

SEAL
LICENSED ARCHITECT Joseph M. Antunovich No. C-8708 01/31/2023 RENEWAL DATE STATE OF CALIFORNIA

DATE: 03/08/21
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PROJECT NO:

DRAWING NO:
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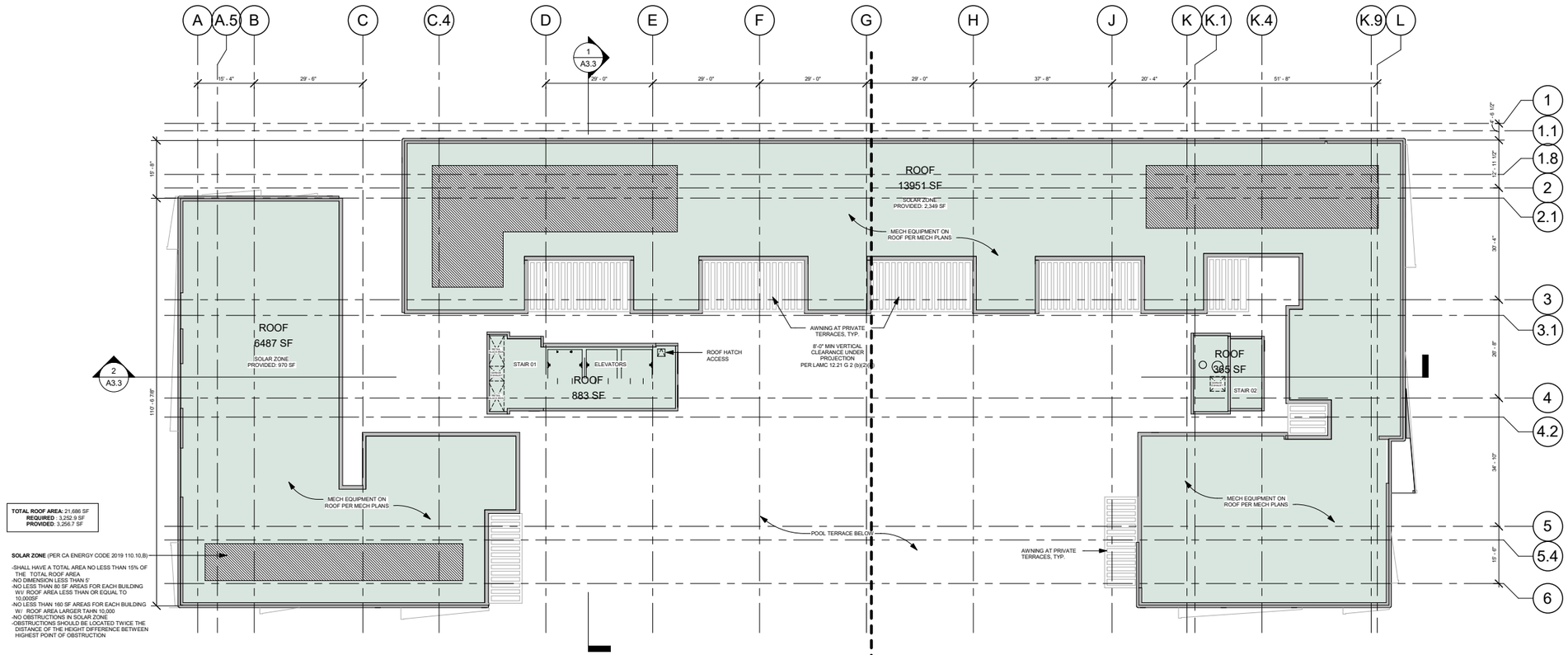

1 A2.8 A3.0 ROOF PLAN
1/16" = 1'-0"

EXHIBIT "A"
Page No. 22 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA

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ROOF PLAN

SEAL
LICENSED ARCHITECT
Joseph M. Antunovich
No. C-8708
01/31/2023
RENEWAL DATE
STATE OF CALIFORNIA

DATE: 03/08/21
DRAWN BY:
CHECKED BY:
PROJECT NO:

DRAWING NO:
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1 OVERALL NORTH ELEVATION
A3.0 A2.1
1/16" = 1'-0"

2 OVERALL WEST ELEVATION
A3.0 A2.1
1/16" = 1'-0"

EXHIBIT "A"
Page No. 23 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA

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213.298.3700

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858.541.0788

CIVIL ENGINEER
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GENERAL CONTRACTOR
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PROJECT LOCATION
HUB ON CAMPUS LA - FIGUEROA
2718 S. FIGUEROA STREET
LOS ANGELES, CA 90007

DRAWING TITLE
NORTH + WEST ELEVATIONS

SEAL
LICENSED ARCHITECT Joseph M. Antunovich No. C-8708 01/31/2023 RENEWAL DATE STATE OF CALIFORNIA

DATE: 03/08/21
DRAWN BY:
CHECKED BY:
PROJECT NO:

DRAWING NO: **A3.0**

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1 OVERALL SOUTH ELEVATION
A3.1, A2.1
1/16" = 1'-0"

2 OVERALL EAST ELEVATION
A3.1, A2.1
1/16" = 1'-0"

EXHIBIT "A"
Page No. 24 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA

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APPROVAL STAMPS:

No.	Date	Description
	03.08.21	REVISED ISSUE FOR PLNNING ENTITLEMENT FILING
	02.24.21	REVISED ISSUE FOR PLANNING ENTITLEMENT FILING
	12.07.20	REVISED ISSUE FOR PLANNING ENTITLEMENT FILING
	07.23.20	REVISED ISSUE FOR PLANNING ENTITLEMENT FILING
	06.25.20	ISSUE FOR PLANNING ENTITLEMENT FILING
	05.01.20	ISSUE FOR PLANNING ENTITLEMENT FILING - PRE APPLICATION

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PROJECT LOCATION
HUB ON CAMPUS LA - FIGUEROA
2718 S. FIGUEROA STREET
LOS ANGELES, CA 90007

DRAWING TITLE
SOUTH + EAST ELEVATIONS

SEAL
LICENSED ARCHITECT
Joseph M. Antunovich
No. C-8708
01/31/2023
RENEWAL DATE
STATE OF CALIFORNIA

DATE: 03/08/21
DRAWN BY:
CHECKED BY:
PROJECT NO:

DRAWING NO: **A3.1**

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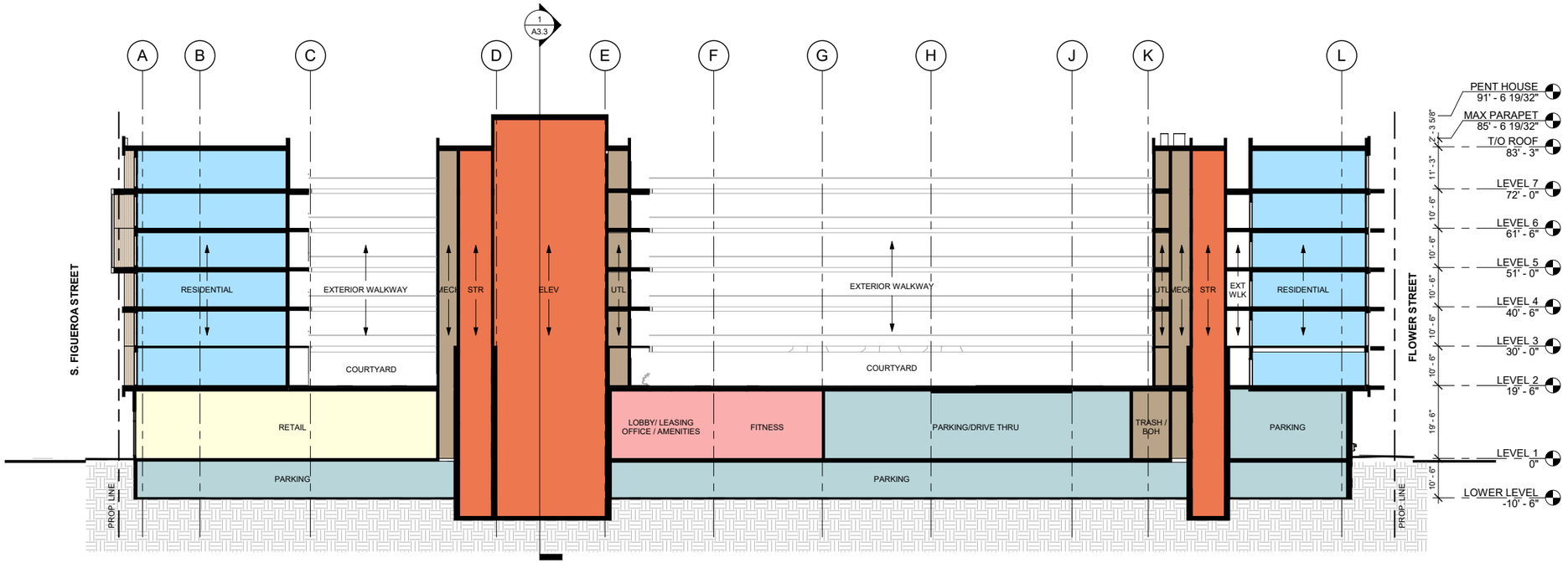
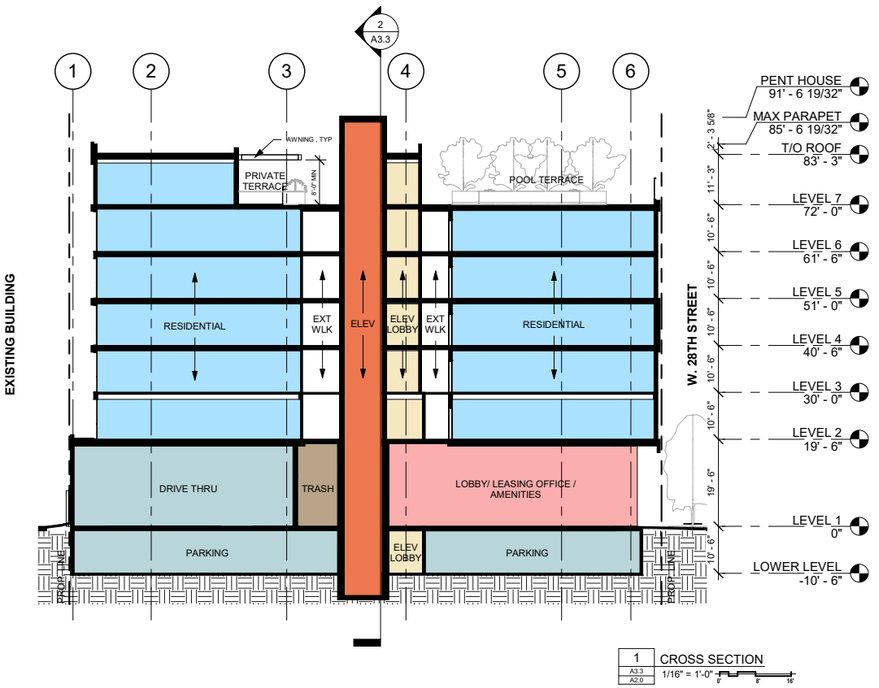


2 A3.3 A2.0 LONGITUDINAL SECTION
1/16" = 1'-0"



1 A3.3 A2.0 CROSS SECTION
1/16" = 1'-0"

EXHIBIT "A"
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Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA

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PROJECT LOCATION
HUB ON CAMPUS LA - FIGUEROA
2718 S. FIGUEROA STREET
LOS ANGELES, CA 90007

DRAWING TITLE
BUILDING SECTIONS

SEAL
LICENSED ARCHITECT Joseph M. Antunovich No. C-8708 01/31/2023 RENEWAL DATE STATE OF CALIFORNIA

DATE: 03/08/21
DRAWN BY:
CHECKED BY:
PROJECT NO:

DRAWING NO: **A3.3**

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VIEW FROM W. 28TH STREET AND FLOWER STREET

VIEW FROM S. FIGUEROA LOOKING SOUTH EAST

VIEW OF W. 28TH STREET FACADE

VIEW FROM S. FIGUEROA AND W. 28TH STREET

EXHIBIT "A"
Page No. 26 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA

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PROJECT LOCATION
HUB ON CAMPUS LA - FIGUEROA
2718 S. FIGUEROA STREET
LOS ANGELES, CA 90007

DRAWING TITLE
BUILDING DESIGN RENDERING

SEAL: LICENSED ARCHITECT Joseph M. Antunovich No. C-8708 01/31/2023 RENEWAL DATE STATE OF CALIFORNIA

DATE: 03/08/21
DRAWN BY:
CHECKED BY:
PROJECT NO:

DRAWING NO: **A3.4**

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STREET VIEW AT S. FIGUEROA AND 28TH STREET

SOUTH VIEW OF OVERALL BUILDING

STREET VIEW LOOKING DOWN 28TH STREET

VIEW FROM FLOWER STREET LOOKING SOUTH WEST

EXHIBIT "A"
Page No. 27 of 27
Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA

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PROJECT LOCATION
HUB ON CAMPUS LA - FIGUEROA
2718 S. FIGUEROA STREET
LOS ANGELES, CA 90007

DRAWING TITLE
BUILDING DESIGN RENDERING

SEAL
LICENSED ARCHITECT
Joseph M. Antunovich
No. C-8708
01/31/2023
RENEWAL DATE
STATE OF CALIFORNIA

DATE: 03/08/21
DRAWN BY:
CHECKED BY:
PROJECT NO:

DRAWING NO:
A3.5

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EXHIBIT B

MAPS

SITE PLAN REVIEW - DENSITY BONUS ON/OFF MENU - CONDITIONAL USE - VESTING TENTATIVE TRACT NUMBER 83024

QMS Quality Mapping Service

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

THOMAS BROTHERS
Page: 634 **Grid:** C7

LEGAL

"SEE APPS"

ASSESSOR PARCEL NUMBER: 5123-018-(014, 015, 020, 022, 023, 032)

SITE ADDRESS: 2718 S. FIGUEROA ST.

CD: 9
CT: 2247.00
PA: 105 SOUTH LOS ANGELES

CASE NO:
SCALE: 1" = 100'

USES: FIELD/RECORD

D.M.: 1215A203, 1215A205, 120A203, 120A205

CONTACT: DLA PIPER

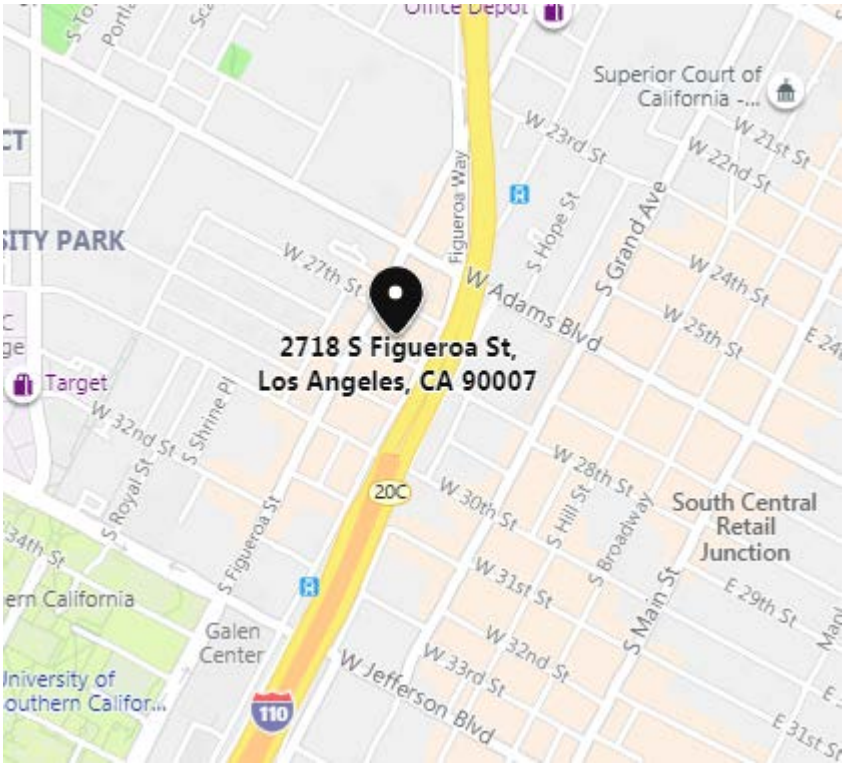
PHONE: 213-694-3134

NORTH

DATE: 01-22-20
Update:

NET AC: 1.00 +/-
QMS: 20-035

Vicinity Map



Address: 2718 S FIGUEROA ST

QMS #20-035

EXHIBIT C

ENVIRONMENTAL DOCUMENTS

COUNTY CLERK'S USE

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

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

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS
CPC-2020-4714-CU-DB-SPR-RDP-HCA & VTT-83024-CN

LEAD CITY AGENCY	CASE NUMBER
City of Los Angeles (Department of City Planning)	ENV-2020-4715-CE
PROJECT TITLE	COUNCIL DISTRICT
The Hub on Campus LA - Figueroa	9

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) ☐ Map attached
2714 - 2724 South Figueroa Street; 2727 Flower Street; 511 - 525 West 28th Street

PROJECT DESCRIPTION: ☒ Additional page(s) attached.
Construction of a new seven-story, mixed-use residential-commercial building with 157 dwelling units, ground-floor commercial tenant space, and a fast-food drive-through restaurant. Of the 157 dwelling units, 18 units will be set aside for very low income households and 6 units will be set aside for Workforce Housing occupancy. The building will be approximately 86 feet in height and will encompass 212,300 square feet in floor area. The building will provide a total of 103 automobile parking spaces between the subterranean and ground floors.

NAME OF APPLICANT / OWNER:
Core OZ Figueroa LLC

CONTACT PERSON (If different from Applicant/Owner above)	(AREA CODE) TELEPHONE NUMBER | EXT.
Andrew Brady, DLA Piper	(213) 447-6771

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

STATE CEQA STATUTE & GUIDELINES

☐ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

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

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

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

_____

JUSTIFICATION FOR PROJECT EXEMPTION: ☒ Additional page(s) attached

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

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

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

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE	STAFF TITLE
David Woon	Planning Assistant

ENTITLEMENTS APPROVED
Conditional Use, Density Bonus, Site Plan Review, Redevelopment Plan Project Compliance; Vesting Tract Map

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

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

DEPARTMENT OF
CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

VAHID KHORSAND
VICE-PRESIDENT

DAVID H. J. AMBROZ
CAROLINE CHOE
HELEN LEUNG
KAREN MACK
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
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LOS ANGELES, CA 90012-4801
(213) 978-1271

VINCENT P. BERTONI, AICP
DIRECTOR

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

VACANT
DEPUTY DIRECTOR

January 6, 2021

Core OZ Figueroa LLC (A/O)
1643 North Milwaukee Avenue, 5th Floor
Chicago, IL 60647

Andrew Brady (R)
DLA Piper
550 South Hope Street, Unit #2400
Los Angeles, CA 90071

RE: CPC-2020-4714-CU-DB-SPR-RDP-HCA
Related Cases: VTT-83024-CN
Address: 2714 – 2724 South Figueroa Street; 2727 Flower Street; 511 – 525 West 28th Street
Community Plan: South Los Angeles
Specific Plan: South Los Angeles Alcohol Sales
Redevelopment Plan: Exposition/University Park
Overlay District: North University Park-Exposition-West Adams Neighborhood Stabilization
Incentive Area: Greater Downtown Housing Incentive Area
Zone: C2-1L
Council District: 9 – Price
CEQA No.: ENV-2020-4715-CE

RE: ENV-2020-4715-CE (Categorical Exemption - Class 32)

The subject property is an approximately 43,976 square-foot (1.01 acres), level site consisting of 15 lots with a combined frontage of approximately 133 feet along the east side of South Figueroa Street and the west side of Flower Street, and 337 feet on the north side of West 28th Street in South Los Angeles. The site is zoned C2-1L and is located within the South Los Angeles Community Plan with a General Plan Land Use Designation of Community Commercial.

The project site is located within the Greater Downtown Housing Incentive Area, the South Los Angeles Alcohol Sales Specific Plan area, the Exposition/University Park Redevelopment Plan Area, the North University Park-Exposition-West Adams Neighborhood Stabilization Overlay District, the Los Angeles Enterprise Zone, a Transit Priority Area, and is a TOC Tier IV site. In addition, it is also within an Urban Agriculture Incentive Zone, Methane Zone, and is within 1.00 kilometers from the nearest known fault (Puente Hills Blind Thrust).

The subject property consists of 15 lots and is currently developed with two, one-story restaurant buildings (Taco Bell and Grinder restaurants) and one, one-story light industrial building (USC Viterbi Engineering). The property site is located in an urbanized neighborhood bound by South Figueroa Street to the west, Flower Street to the east, West 27th Street to the north, and West 28th Street to the south. Abutting the property to west, across South Figueroa Street, are one-story commercial buildings which include a bank, printing and shipping center, and a coffee shop. West of the property site is the Harbor Freeway (Interstate-110) which connects drivers to neighborhoods between San Pedro and South Pasadena. Abutting the subject property to the north is a seven-story mixed-use development known as “West 27th Street Place”,

with residential dwelling units located above the commercial uses on the ground floor. South of the property site, across West 28th Street, are one-story fast-food restaurants and an auto repair shop.

The proposed project involves the demolition of existing structures and construction, use, and maintenance of a seven-story, 157-unit mixed-use residential-commercial building. In addition, the Project proposes the merging of 15 lots into one (1) lot and a subdivision resulting in 10 commercial condominium units. Seven stories will be constructed above grade and one level below grade. The proposed building will encompass approximately 212,300 square-feet of floor area, resulting in a FAR of 4.83 to 1. The building will reach a maximum of 86 feet in height. The project's residential dwelling units will inhabit the top six stories of the building, with eighteen (18) units reserved for Very Low Income households and six (6) workforce units. As such, 15% of the total units proposed will be affordable. The project's unit mix will consist of 40 studio units, 5 one-bedroom units, 45 two-bedroom units, 1 three-bedroom, 22 four-bedroom, and 44 five-bedroom units. The project will have two ground-floor, commercial tenant spaces fronting Figueroa Street. The commercial space located on the northwest portion of the project will be designated for the Taco Bell fast-food restaurant which currently exists on the property. It will provide dine-in and drive-through service.

Automobile parking will be located within the subterranean and first floor levels of the structure. Parking accommodations include 103 automobile parking spaces; 88 parking spaces will be dedicated to the residential use of the project and will be located on the ground and subterranean floors, and 15 parking spaces will be dedicated to the commercial use of the project on the ground floor. Vehicular access into and from the project will be served by four driveways on South Figueroa Street, West 28th Street, and Flower Street. Two mid-block driveways will be located along West 28th Street, one which will function as the entrance for the internal, drive-through service for the Taco Bell restaurant and the other will provide ingress and egress for 21 commercial and residential automobile parking stalls. Drive-through customers will exit from a right-turn only egress driveway along South Figueroa Street. Residential parking stalls located on the subterranean floor will be accessible from the ground-floor driveway located along Flower Street.

The project will provide a total of 125 bicycle parking spaces on-site: 16 short-term and 109 long-term. 114 of these stalls will serve the residential use of the project and 11 will serve the commercial use. A total of 16,540 square-feet will be dedicated to open space which includes the fitness center, private balcony space, residential courtyards, and pool terrace.

The project is requesting the following discretionary actions:

1. Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map for the merger of 15 lots into one lot and 10 commercial condominium units.

2. Pursuant to Section 12.22 A.25(g)(2) and (3) of the Los Angeles Municipal Code (LAMC) a Density Compliance Review for a project totaling 157 dwelling units, reserving 18 dwellings units for Very Low Income occupancy for a period of 55 years and 6 dwelling units for Voluntary, Workforce occupancy (15% of the total dwelling units), with the following two On-Menu and two Off-Menu Incentives:

    a. On-Menu
        i. A maximum allowable height of 86 feet and seven stories in lieu of the permitted 75 feet and six stories in the C2-1L Zone;
        ii. A 20 percent reduction in Open Space requirement in lieu of the required by LAMC Section 12.21-G;

    b. Off-Menu
        i. A maximum FAR of 4.83:1 in lieu of the permitted 1.5:1 pursuant to LAMC Section 12.21-1.A;
        ii. A reduction in residential automobile parking requirements to 0.5 parking spaces per dwelling unit, in lieu of parking requirements set forth by LAMC Section 12.21-A.4.

3. Pursuant to LAMC Section 16.05, approval of a Site Plan Review for a development project resulting in an increase of 50 or more dwelling units on the project site.

4. Pursuant to LAMC Section 12.24-W.17, a Conditional Use Permit to allow a drive-thru fast-food restaurant adjacent to a property with residential uses.

5. Pursuant to LAMC Section 11.4.14, Redevelopment Plan Project Compliance for a proposed project in the Exposition/University Park Redevelopment Project Area.

6. Any additional actions as deemed necessary or desirable, including but not limited to demolition, grading, excavation (up to 12,394 cubic yards of dirt will be exported), haul route, on-site and off-site tree removal (25 non-protected trees including Washington robusta, Cinnamomum camphora, Koelreuteria bipinnata, and Platanus x acerfolia), and building permits.

The submitted findings for the Class 32 Categorical Exemption for the proposed Project utilizes reports and assessments that referenced a residential and commercial density greater than what is currently being proposed. Previously, the Project proposed 173 residential dwelling units with 6,231 square-feet of ground floor commercial space, 114 automobile parking stalls, and 123 bicycle parking stalls. Since the revision of the Project, the Project proposes 157 residential dwelling units with 5,128 square-feet of ground floor commercial space, 103 automobile parking stalls, and 125 bicycle parking stalls. With the Project proposing a less intense use of the project site, it is expected that its construction and operations would have a lesser impact on traffic, noise, air quality, and water quality than reported in the studies submitted prior to the revision. While the following analysis utilizes the findings of these reports, it acknowledges the actual density and unit count of the proposed Project.

The proposed project would not have a significant effect on the environment. A “significant effect on the environment” is defined as “a substantial, or potentially substantial, adverse change in the environment” (CEQA Guidelines, Public Resources Code Section 21068). The proposed project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines which establish guidelines and thresholds of significant impact, and provide the methods for determining whether or not the impacts of a proposed project reach or exceed those thresholds. Analysis of the proposed Project determined that it is Categorically Exempt from environmental review pursuant to Article 19, Section 15332 of the CEQA Guidelines and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The subject project has been issued a Notice of Exemption for a Class 32 Categorical Exemption.

CLASS 32 CATEGORICAL EXEMPTION

1. A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following five applicable conditions: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

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

The proposed Project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations. The South Los Angeles Community Plan Map designates the property for Community Commercial land uses with corresponding zones C2, C4, RAS3, R3, RAS4, and R4. The project site is zoned C2-1L and is thus consistent with the land use designation. The site is located within the Greater Downtown Housing Incentive Area, which allows for unlimited

density. The project would provide 157 units with 18 units set aside for Very Low-Income residents and 6 dwelling units set aside for Workforce residents. The proposed project is consistent with the Goals, Objectives, and Policies, of the South Los Angeles Community Plan and Framework Element as described below.

Policy LU6.2 Feasible Development Sites. Encourage consolidation and deepening of shallow commercial corridor lots in a manner that is compatible with the prevailing urban form as a means to stimulate existing businesses and create feasible opportunities for new development.

The project site is currently comprised of 15 lots and is developed with two restaurant buildings and one industrial building. The Project proposes the demolition of the existing structures, the merging and subdivision of the 15 lots into one (1) lot and 10 commercial condominium units, and the construction, use, and maintenance of a seven-story mixed-use development with 157 residential dwelling units and ground-floor commercial tenant space. The proposed Project provides better utilization of the property by increasing the housing supply in the neighborhood while maintaining commercial uses on-site. The mixed-use development will stimulate local investment and existing commercial activity surrounding the project site, especially along South Figueroa Street which functions as an active, commercial and transit corridor in the community. The Project is consistent with the Community Plan's goal of serving "the needs of individual neighborhoods and the broader community" with the redevelopment of the subject property for more intense and mixed land uses.

Policy LU12.1 Density and Mixed-Use. Locate higher densities and a mix of uses in areas designated community commercial, as appropriate, unless identified as commercial only.

The applicant proposes the demolition of two restaurant buildings and one light industrial building on the project site designated for Community Commercial land uses and the construction of a seven-story, mixed-use development with residential and commercial uses. The subject property allows for a mix of uses, therefore the proposed project will be compatible with the adjacent properties which include fast-food restaurants, retail businesses, and multi-family and student housing. The Project will increase the net number or residential dwelling units from zero to 157 and will maintain commercial tenant space on the ground floor fronting South Figueroa Street. As such, the proposed project is consistent with the Community Plan's policy on locating higher densities and a mix of uses in Community Commercial designated areas.

The proposed project is also consistent with the Goals, Objectives, and Policies, of the General Plan's 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 1.1.1 Expand opportunities for residential development, particularly in designated centers, Transit Oriented Districts, and along mixed-use boulevards.

The proposed project will redevelop and intensify the use of the subject property by constructing a seven-story mixed-use development with 157 apartment units and commercial tenant space. This represents a net increase in 157 dwelling units in the South Los Angeles community. The Project would be developed in a transit priority area, serviced by multiple public transit stops including the Metro E Line (Expo) light rail service. The Project's proximity to public transit would allow individuals to connect to essential services and centers, including employment centers, schools, and markets, between Downtown Los Angeles, the University of Southern California (USC), and the City of Santa Monica. Surrounding the project site are a mix of residential, commercial, and public facility uses, with a residential-commercial abutting the property to the north. As such, the proposed project will expand housing opportunities along a transit-rich area and mixed-use corridors, and complement the surrounding community.

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

Policy 2.2.2 *Provide incentives to encourage integration of housing with other compatible land uses.*

The proposed Project would dedicate a total of 15% of its total number of dwelling units (24 units) for Very Low Income households (18 units) and Voluntary Workforce (6 units) in exchange for the requested Density Bonus Program on- and off-menu incentives. Additionally, the Project will offer a unit mix ranging from studios to five-bedroom apartments. As a result, the Project will provide a mix of affordable and market rate housing with units accommodating a variety of household sizes. Within the seven-story development, the Project would integrate restaurant and retail uses with the primarily residential use of the project, with the commercial component dedicated to the ground floor and the residential component dedicated to the second to seventh floors. Residents would benefit from the proximity of amenities and services provided by these businesses while commercial tenants would benefit from these sales. In addition, the project site is also surrounded by various commercial businesses and transit amenities, further complementing the housing component of the Project with the surrounding land uses and transit infrastructure in the neighborhood. Multiple bus and light rail lines service the project vicinity, promoting the accessibility and sustainable development of the neighborhood. Residents, workers, and students can utilize the existing public transit service to connect to communities across Los Angeles County. Additionally, the project site is adjacent to the MyFigueroa project along South Figeuroa Street which provides protected bike lanes and other street improvements which address pedestrian and public transit connectivity and safety. Overall, the combination of services, amenities, transit accessibility, and housing opportunities provided by the Project promotes the sustainable development of the South Los Angeles community.

As such, the proposed project is in substantial conformance with the purposes, intent and provisions of the Community Plan and the project is consistent with the applicable general plan designation and 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.

The proposed development is wholly within the City of Los Angeles and is on a 1.01 acre site (i.e., less than five acres). The project site is surrounded by urban uses within an urban area; and is not located in a farmland or agricultural designated area. The neighborhood is fully built out with a variety of development including transit, commercial, office, and residential uses. The proposed project will be consistent with the developments in the area, in compliance with subsection b.

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

The project site is located within an established, fully-developed commercial use area located in the South Los Angeles Community Plan. The subject property is currently developed with two one-story restaurant buildings and one one-story industrial building. As documented in the Tree Report prepared by Carlberg Associates, dated January 21, 2020, none of the private property tree species are identified as “protected” under the City of Los Angeles Tree Preservation Ordinance No. 177.44. A total of twenty-five (25), non-protected trees on the property and along the public right-of-way would be removed as part of the proposed project. Street trees, or parkway trees, would be required to be replanted or replaced at a 2:1 ratio. The project site is not located in a riparian area or other sensitive plant community, and has no value as habitat for endangered species, rare, or threatened species.

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

Traffic

A significant traffic/transportation impact may occur if a project conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.

On July 29, 2020, LADOT's review of the Kimley-Horn, Inc. Transportation Assessment determined the following findings for the proposed project.

1. As concluded in the Project Trip Generation Analysis, the proposed project exceeds the CEQA Screening Threshold with more than 250 daily vehicle trips. The Project would not, however, have a significant transportation impact to thresholds for (1) conflicting with plans, programs, ordinances, and policies, and (2) substantially increasing hazards due to geometric design feature or incompatible use, and;
2. The proposed project is projected to have a Household VMT capita of 3.5 and a Work VMT per employee of 0, and therefore would have no significant VMT impact;

The Transportation Assessment conducted by Kimley-Horn, Inc., dated May 2020, analyzed non-CEQA and CEQA impacts associated with the previously proposed project of 173 dwelling units with 6,231 square-feet of ground-floor commercial use space. The assessment accounted for cumulative projects and an ambient growth rate of 2% in 2022 when the project is projected to be completed. The non-CEQA, Project Trip Generation Analysis concluded that the project would generate a net increase of 869 daily trips, including 53 net new a.m. peak hour trips and 68 net new p.m. peak hour trips. To discourage vehicle trips and encourage alternate modes of transportation such as carpooling, utilizing public transit, walking and biking, the Project proposes the following Transportation Demand Management (TDM) strategies as project design features:

- Provide fewer parking spaces, in which residents will need to apply for access to a parking space;
- Require residents wishing to reserve parking spaces to pay an additional cost at a monthly or periodic basis, and is consistent with market-value parking costs;
- Provide short-term and long-term parking spaces for the residential and commercial component of the Project

The Project is also located in close proximity to numerous public transit lines, including the Metro E (Expo) Line service, as well as bike lanes adjacent to the Project along South Figueroa Street that encourage Project users to utilize public and active transportation options.

With the incorporation of the above TDM strategies, the Transportation Assessment concluded that the proposed project would be consistent with the plans, ordinances, programs, and policies established by the City. These include, but are not limited to, the Los Angeles Mobility Plan 2035 and the South Los Angeles Community Plan. Additionally, a delay-based Level of Service (LOS) assessment concluded that the project driveways and adjacent intersections will operate at acceptable levels upon completion.

Based on the CEQA-based VMT Analysis conducted, the report determined that the Project would generate a total of 968 daily vehicle trips and 6,431 daily vehicle miles traveled (VMT), resulting in a 3.5 household VMT per capita and a work VMT per employee of 0. According to the LADOT Transportation Assessment Guidelines, the proposed project will have a potential impact if it generates a household VMT per capita exceeding 15% below the existing average household VMT per capita for the applicable Area Planning Commission (APC). The applicable threshold of significance for VMT impacts is 6.0 household VMT per capita and 11.6 work VMT per employee, therefore the Project will not exceed these thresholds and will have a transportation impact that will be less than significant.

The current Project proposes a reduction in dwelling units and commercial space to 157 dwelling units and 5,128 square-feet of ground-floor commercial space. As such, the traffic impacts associated with the revised Project with fewer residential dwelling units and commercial space is expected to be less than that concluded by the Kimley-Horn Inc. Transportation Assessment and will maintain a less than significant transportation impact.

Noise

In regard to noise, a significant impact would occur if the proposed project would result in exposure of persons to or generation of noise levels in excess of standards established in the general plan, noise ordinance, of applicable standards of other agencies.

A Noise Analysis studying the noise impacts associated with the construction and operation of the proposed project was completed by Envicom Corporation on June 2, 2020. Similar to LADOT's review of the Transportation Assessment for the proposed project, the analysis referenced a residential and commercial density that has been reduced since the Project was initially proposed and therefore the levels of impact reported are expected to be less than concluded in the submitted analysis. To determine the existing ambient exterior noise levels, measurements were taken on October 15, 2019 at three locations on the project site. Using the thresholds from the State CEQA Thresholds Guidelines, the Noise Analysis concluded that the Project would comply with the City's existing noise and ground-borne vibration regulations and thus construction and operational noise impacts would be less than significant.

Construction-related noise impacts associated with the proposed project would be temporary, intermittent, and typical. The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. The Project would comply with the City's existing noise regulations which include noise level thresholds and the implementation of project features required by LAMC Section 112.05, as well as the permitted hours for construction activities restricted by LAMC Section 41.40. To ensure construction noise impacts will not exceed a noise level of 75 dBA at 50 feet from the project site, the Project will incorporate the following features: the installation of a temporary noise barrier on the northern property line, the use of well-maintained construction equipment with mufflers, and the use of noise shielding for stationary, portable equipment sources. In addition, temporary construction activities and associated noise will be restricted to daytime hours between 7:00 a.m. to 9:00 p.m., Monday – Friday and 8:00 a.m. to 6:00 p.m., Saturdays. With compliance to LAMC Section 112.05 and Section 41.40, the Project will not exceed the construction equipment noise threshold and therefore construction noise impacts would be less than significant.

Upon completion and operation of the Project, operational noise would be generated by HVAC systems, parking lot activities, unloading and loading of delivery trucks or trash trucks, landscape maintenance, traffic in and around the project area, and other residential and commercial activities. The Project would comply with the City's noise regulations regarding these sources of noise, including LAMC Section 112.02 which prohibits HVAC units from exceeding ambient noise levels by more than 5 dBA. Conservatively assuming that all residential and commercial HVAC units are located along the northern portion of the proposed building, nearest to the residential building to the north of the project site, while also considering the proposed building's roofline and parapet, the Project would not result in a discernable increase in ambient noise levels. Therefore stationery HVAC noise levels would be less than significant. In addition, the Project would comply with LAMC Sections 112.04, 113.01, 114.03, and other similar noise regulations which restrict the use of landscape maintenance equipment, refuse disposal, parking lot sweeping, vacuuming by trucks, and loading and unloading activities by wheeled vehicles within specific hours of day. Compliance with these regulations will ensure that stationary noise impacts pertaining to these operational activities would be less than significant. The Noise Analysis also concluded that while the proposed

project would generate an increase in project-related traffic noise given the increase in daily trips concluded in the Transportation Assessment, traffic-related permanent increase in ambient noise levels would be less than significant. This analysis includes factors such as the cumulative noise increase during the expected opening year of 2022 and the ambient growth of traffic.

Regarding ground-borne vibrations associated with the Project, the primary source is identified to be heavy construction equipment used during site preparation, grading, and foundation work. Given the size of the project site, smaller bulldozers are likely to be used and will operate under the daytime hours in accordance with LAMC Section 41.40. Therefore, the Noise Analysis concludes that the Project would not result in significant ground-borne vibration impacts.

Air Quality

An Air Quality Study evaluating the proposed project for potential air quality impacts was prepared by Envicom Corporation in June 2020. It does not reflect the revised residential and commercial density of the existing Project, therefore the levels of impact reported in the study are expected to be less than those concluded. The study compares the potential construction and operations emissions of criteria pollutants associated with the Project with the South Coast Air Quality Management District's (SCAQMD) air quality significance thresholds. The Project's emissions were estimated using the CalEEMod 2016.3.2 model provided by SCAQMD. Based on the Air Quality Study, the Project would not exceed SCAQMD air quality significance thresholds. Below is a summary of the findings made regarding the Project's impact on ambient air quality on the regional level, the local level, toxic air contaminants (TACs) and diesel particulate matter (DPM), and odor.

(1) Regional Air Quality Impact associated with project-related construction and operation activities -- less than significant.

The South Coast Air Quality Management District (SCAQMD) develops significance thresholds for regulated pollutants (ROGs, NO_X, SO_X, CO, PM-10, and PM2.5) using emissions data quantified by CalEEMod software. The Air Quality Study compares the regional air quality thresholds with the construction- and operations-related activities associated with the Project.

Construction activities include demolition, grading, building construction, paving, and architectural coating. In addition to the above pollutants released from such activities, dust emissions are also regulated by SCAQMD Rule 403. Based on the potential pollutant emissions involved in the construction of the Project, the Project would not exceed SCAQMD's regional significance thresholds. As a Best Available Control Method (BACM), the Project would implement adequate watering during grading to reduce dust emissions.

Operational activities associated with the Project resulting in the release of pollutant emissions are divided between three source categories: mobile (vehicle use), area (on-site maintenance, landscaping, and the use of natural gas), and energy (off-site electricity generation). Based on the potential pollutant emissions involved with the operation of the Project and its three sources of emissions, the Project will not exceed SCAQMD's regional thresholds.

The Air Quality Study also assessed the Project's potential incremental contribution to the cumulative air quality emissions. Since SCAQMD's assessment of a project's potential contributions to cumulative impacts uses the same significance thresholds as it does for project-specific impacts, the study concludes that the Project's construction and operations-related emissions, as it relates to the incremental contribution to cumulative air quality emissions, would be less than significant.

(2) Local Air Quality Impact associated with project-related construction and operation activities -- less than significant.

Similar to how criteria pollutants were measured using SCAQMD's CalEEMod software, the emission of NO_X, CO, PM-10, and PM-2.5 associated with the existing commercial use of the project site (two restaurants and one industrial building) and the proposed Project were also evaluated in the Air Quality Study for local air quality impacts. A Localized Significance Threshold (LST) analysis was conducted to evaluate potential impacts on sensitive receptors surrounding the project site. Sensitive receptors include land uses where populations are generally more susceptible to the effects of air pollution. i.e. residences, long-term care facilities, schools, playgrounds, parks, hospitals, and outdoor athletic facilities. The closest sensitive receptors that could be subject to localized air quality impacts associated with the construction of the Project would be the existing multi-family residencies adjacent to the project site to the north. Consistent with SCAQMD LST analysis guidelines, a 25-meter source-receptor distance was used to evaluate LST impacts from the Project. Based on the maximum daily on-site emissions generated from construction-related activities for the assessed criteria pollutants, the Project would not exceed the LST thresholds and therefore air quality impacts would be less than significant.

Likewise, operations-related activities which include area source emissions from activities such as on-site maintenance, landscaping, and the use of natural gas would not exceed LST thresholds. (Mobile and energy generation source emissions would be generated off-site and therefore would not impact LSTs). Based on the estimated daily LST emissions of NO_X, CO, PM-10, and PM-2.5 for operation-related activities, the Project would have a less than significant impact on localized air quality.

(3) Toxic Air Contaminants (TACs) and Diesel Particulate Matter (DCM) emissions impact -- less than significant.

TACs and DCM are both identified as carcinogenic compounds that have a disproportionate effect on vulnerable populations including children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and individuals who engage in frequent exercise. They are emitted from diesel powered equipment and are commonly found near freeways. With the Project site located within 250 to 400 feet of the Harbor Freeway (Interstate-110), the Project must comply with LAMC Section 99.04.504.6 which requires mechanically ventilated buildings within 1,000 feet of a freeway to provide regularly occupied areas of the building with air filtration media for outside and return air that provides a Minimum Efficiency Reporting Value (MERV) of 13.

With the proposed Project being a primarily residential development with commercial tenants on the ground-floor, the Air Quality Study finds that the Project would not substantially contribute to the generation of diesel particulate emissions from the freeway and therefore an analysis of the ambient freeway particulate emissions on sensitive receptors was not warranted. The Study also concluded that construction-related impacts related to TAC emissions for heavy-duty equipment would occur for a brief period of time and would not result in a considerable health risk. Operations-related impacts associated with the residential and commercial use of the Project would not generate a substantial quantity of diesel truck trips in the vicinity. As such, TAC emissions related to the construction and operations of the Project would have less than significant impact.

(4) Odor Impacts -- less than significant.

Objectionable odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other odorous materials used in

manufacturing processes and some sewage treatment facilities and landfills. The proposed Project would not involve the activities described as it would function primarily as a residential development with commercial uses dedicated to the ground-floor. During the construction phase of the Project, discernible odors may come from the application of architectural coatings and other interior and exterior finishes, paving, or other construction activities. These odors are typical and generally limited to the duration of the construction phase. During the operational use of the Project, good housekeeping practices would be implemented to prevent nuisance odors associated with the proposed residential and commercial uses. The Project would provide two, enclosed trash and recycle collection areas on the ground-floor, parking garage area thereby reducing the impact of objectionable odors onto adjacent properties. Residents can dispose of their trash on the residential levels of the Project through a collective chute that descends down to the main trash collection area. These areas are labeled on the submitted Site and Floor Plans. As such, the potential impacts associated with objectionable odors from construction and operations activities related to the Project would be less than significant.

(5) Project conformance with the Air Quality Management Plan (AQMP), South Los Angeles Community Plan, and General Plan Air Quality Element – consistent with policies and would not obstruct implementation of AQMP.

The project site is within the South Coast Air Basin and the South Coast Air Quality Management District (SCAQMD). It is subject to the standards and thresholds laid out by the Air Quality Management Plan (AQMP) as well as those established on the state and federal level, i.e. CAAQS and NAAQS. Based on the findings reported in the Air Quality Study, the Project would comply with all regulations related to appliance and equipment use, and energy conservation and/or emissions reduction of criteria pollutants. The Project would not exceed SCAQMD thresholds during the construction and operation of the project for criteria pollutants, and therefore would not substantially affect conformance with the AQMP.

In addition, the Project would be consistent with the emissions-related land use and mobility policies of the South Los Angeles Community Plan as well as the General Plan's Air Quality Element. The Project site is located within a Transit Priority Area, in which existing transit alternatives including bus, rail, and bike infrastructure reduce reliance on personal vehicle transportation. Therefore, the reduction in automobile emissions is consistent with land use planning for mixed-use transit-oriented development.

Water Quality

The proposed project would demolish the existing restaurant and industrial buildings on the project site and construct a seven-story mixed-use residential-commercial building in the South Los Angeles community. Existing utilities would supply water and wastewater treatment services for Project tenants similar to the current existing conditions. The Project does not propose on-site groundwater extraction, nor does it propose on-site wastewater treatment. Additionally, the residential and commercial use of the Project would not be anticipated to generate, store, or dispose substantial quantities of hazardous material which may impact water quality. As such, the Project would have a less than significant impact on groundwater quality.

Upon the completion of the proposed project, the project site would predominantly be covered in impervious surfaces similar to the current use of the site. In regard to stormwater runoff and capture, the Project would be required to comply with multiple national, state, and city regulations to ensure that it would have a less than significant impact on water quality. For compliance with a National Pollutant Discharge Elimination System (NPDES) permit, the Project would be subject to the State's Construction General Permit Order 2009-0009-DWQ for disturbing over one acre of soil. The order requires the development of a Storm Water Pollution Prevention Plan (SWPPP) and

implementation of Best Management Practices (BMPs) to prevent discharge of storm water that causes or threatens to cause pollutants, contaminants, or nuisance. The Project would also comply with Ordinance 172,176 and 173,494 which specifies Stormwater and Urban Runoff Pollution Control requirements as well as the application of BMPs, as applicable. In addition, the Project would comply with Chapter IX, Article 1, Division 70 of the Los Angeles Municipal Code which addresses grading, excavations, and fills and the City's Low Impact Development (LID) Ordinance, which requires on-site stormwater management features that include the capture, infiltration, and/or on-site use of rainwater. Compliance with the aforementioned regulations and the implementation of stormwater management features ensure the Project would have a less than significant impact on water quality.

As with the cumulative projects located in the project's vicinity, the Project would be required to comply with State and local regulations to avoid polluting water resources during its construction and operation phases. Therefore, the Project would not in combination with other projects result in substantial cumulative water quality impacts.

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

The proposed project has been reviewed by City staff and can be adequately served by all required utilities and public services. The project site will be adequately served by all required public utilities and services given that the site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California (SoCal) Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. In addition, the City's existing regulatory compliance measures and landscaping ordinance (Ordinance No. 170,978) requires projects to meet stringent efficiency standards for both water and power, such as the use of high-efficiency appliances and irrigation methods that promote water conservation. As a result of these regulations, which are required of all projects, it can be anticipated that the proposed project will not create any impact on existing utilities and public services through the addition of 157 residential dwelling units and 5,128 square-feet of commercial tenant space. Based on the facts herein, it can be found that the project meets the qualifications of the Class 32 Exemption.

Assessment of the required utilities and public services referenced a residential and commercial density that has been reduced since the Project was initially proposed. The current Project proposes a reduction in dwelling units and commercial space, compared to the previously proposed 173 dwelling units and 6,231 square-feet of ground-floor commercial space. The Project proposes 157 dwelling units and 5,128 square-feet of ground-floor commercial space. With the Project proposing a less intense use of the project site, it is expected that the Project would be serviced adequately as previously determined.

Based on the estimated Project Water Demand for the previously proposed building, the Project would impose a net increase in water demand of 35,797 gallons per day resulting from the removal of existing uses and the use and maintenance of the proposed seven-story residential-commercial building. This represents a net increase of less than 1% of the Los Angeles Department of Water and Power's projected water demand for the year 2020.

The proposed Project would also impose a net increase in wastewater generation of 29,831 gallons per day resulting from the removal of existing uses and the operations of the proposed commercial and residential uses. Based on the capacity of the Hyperion Water Reclamation Plant, this net increase represents approximately 0.02% of excess treatment capacity for wastewater. Therefore, the proposed Project would not require new wastewater treatment facilities and potential impacts related to wastewater generation would be less than significant.

EXCEPTIONS TO THE USE OF CATEGORICAL EXEMPTIONS

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed project listed in "CEQA Guidelines" Section 15300.2 and determined that none of the exceptions apply to the proposed project as described below:

(a) Location. *Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. A project that is ordinarily insignificant in its effect on the environment may in a particularly sensitive environment be significant. Therefore, these classes may not be utilized where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

As the proposed project is not defined as a Class 3, 4, 5, 6 or 11 projects, this exception is non-applicable. The project site is in an urbanized area in the City of Los Angeles. The Project site is not located in a particularly sensitive environment and would not be located on a site containing wetlands, endangered species, or wildlife habitats; therefore, this exception is not applicable.

(b) ***Cumulative Impact.*** *The exception applies when, although a particular project may not have a significant impact, the impact of successive projects, of the same type, in the same place, over time is significant.*

This exception does not apply to the proposed project. The project involves demolition of existing structures and the construction, use, and maintenance of a mixed-use building containing residential dwelling units and commercial tenant spaces. The project site is surrounded by commercial and residential developments, and the Harbor Freeway (Interstate-110). The project is entirely consistent with the existing General Plan designation and zoning, which accounts for the impacts of developments which are within their parameters, and as permitted by the City's Density Bonus Program. With 157 residential units proposed, the project's density and use are permitted by the underlying zone and land use designation and through the Density Bonus Program and the Greater Downtown Housing Incentive Area.. Any successive projects of the same type and nature would reflect a development that is consistent with the underlying land use designation and the LAMC, and thus would be subject to the same regulations and requirements, including development standards and environmental impacts. The impacts of each subsequent project will be mitigated if necessary, and thus will not result in a cumulative impact.

The project will not result in a cumulatively considerable contribution to traffic, noise, air quality, or water quality impacts taking account anticipated growth and development in the area. The threshold of significance for a cumulatively considerable contribution to a traffic impact is the same as the threshold of significance for a project impact. Therefore, since the project would not exceed that threshold it would have neither a project-specific significant impact nor the potential to result in a cumulatively considerable contribution to a significant traffic impact. The same is true for air quality thresholds of significance; the project does not have the potential to result in a project-specific significant air quality impact from both the construction and operational use of the Project. As a result, the Project does not have the potential to result in a cumulatively considerable contribution to a significant air quality impact.

Regulatory Compliance Measures (RCMs) in the City of Los Angeles and California state guidelines regulate impacts related to Transportation/Traffic, Construction and Operational Noise, Air Quality, and Water Quality. Numerous Los Angeles Municipal Code Sections provide requirements for construction and operation activities, and ensure impacts related to noise and water quality are less than significant. LAMC Sections 41.40, 111.03, 112.02, 112.04, 112.05 regulate noise thresholds from project-specific construction and operational uses by regulating the time which such activities can occur and restricting noise levels from exceeding specific thresholds relative to the project's proximity to sensitive land uses. In addition, the California Environmental Quality Act (CEQA) Guidelines Section 15064.3 evaluates traffic impact by screening the number of vehicle trips and vehicle miles traveled (VMT) generated by the project. The South Coast Air Quality Management Plan regulates air pollutant emissions from project-related construction and operations activities, in

including those emitted from asbestos containing materials (ACMs) and lead based paint (LBP). There is insufficient evidence to conclude that significant impacts will occur based on past project approvals or in progress entitlement applications and that the proposed project will have adverse impacts on the cumulative in the area surrounding the project site. Thus, this exception does not apply.

(c) Significant Effect Due To Unusual Circumstances. *This exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project will have a significant effect due to unusual circumstances.*

The project proposes to construct a seven-story mixed-use building with 157 multi-family residential dwelling units and commercial tenant space on the ground floor in an area zoned and designated for commercial development. The project site is located in an urbanized area in the City of Los Angeles with neighboring properties developed with commercial, residential, public facilities-freeway, and mixed uses. The property abutting the project site to the north is similar to the proposed project as it is developed with a mixed-use, residential-commercial building. As such, the proposed project will be compatible with the surrounding land uses and will be consistent with the underlying zone. The proposed height and density of the project are permitted by the C2-1L Zone through the City's Density Bonus Program. There are no special districts or other known circumstances that indicate a special or sensitive surrounding environment. The project imposes no significant impacts in regard to traffic, noise, air quality, and water quality. Thus, there are no unusual circumstances which may lead to a significant effect on the environment. Therefore, this exception does not apply.

(d) Scenic Highways. *This exception applies when, although the project may otherwise be exempt, there may be damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within* a *highway officially designated as* a *state scenic highway.*

Based on a review of the California Scenic Highway Mapping System, the project site is not located along a State Scenic Highway, nor are there any designated State Scenic Highways located near the project site. Based on this, the proposed project will not result in damage to scenic resources including trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway, and this exception does not apply.

(e) Hazardous Waste Sites. *Projects located on* a *site or facility listed pursuant to California Government Code 65962.5.*

Based on a review of the State Water Resources Control Board's GeoTracker database and the Department of Toxic Substance Control (DTSC) EnviroStor database, the project site is not associated with a hazardous cleanup site or other conditions that could cause groundwater contamination. The nearest cleanup site is located 600 feet north of the project site and comprises a previously identified leaking underground storage tanks (LUST) that has been remediated. There are currently no "open case" cleanup sites within 1,000 feet of the project site. Therefore, construction and operation of the project would not impose an environmental hazard to surrounding sensitive uses or the environment as the project is not located within a hazardous waste site.

In May 2019, two Phase I Environmental Site Assessments were prepared by Partner Engineering and Science, Inc.. Both reports concluded that the project site does not contain any controlled recognized environmental conditions (CRECs) or historical recognized environmental conditions (HRECs). The reports and the City's Zone Information and Map Access System (ZIMAS) identify the project site as being within a Methane Zone, which is a recognized environmental condition (REC). As a result, the Project would be subject to the City's building code standards which regulate methane gas ventilation and require a methane system to be approved by the City's Department

of Building and Safety. Compliance to this regulation would not require a mitigation measure to implement.

(f) Historical Resources. *Projects that may cause* a *substantial adverse change in the significance of an historical resource.*

A Historical Resource Assessment was conducted by Historic Resources Group in April 2020. The assessment concluded that none of the existing structures on the project site are identified as a historic resource by local or state agencies, and that the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or the Los Angeles Historic-Cultural Monuments Register. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

In conclusion, since the project meets all of the requirements of the categorical exemption set forth at CEQA Guidelines, Section 15300.2 and none of the applicable exceptions to the use of the exemption apply to the project, it is appropriate to determine this project is categorically exempt from the requirements of CEQA.

Conclusion

The proposed project involves the construction of a new seven-story, mixed-use commercial-residential development on the proposed agglomeration of 15 parcels encompassing approximately 212,300 square-feet of lot area. The project will demolish the existing restaurant and industrial buildings, merge 15 parcel lots into one lot, and create 10 commercial condominium units. The project is compatible with the surrounding commercial and residential developments, is permitted by the City's Density Bonus Program, and is consistent with the General Plan designation, zoning, and requirements of the LAMC. The project will contribute to a less than significant impact on traffic, noise, air quality and water quality in the surrounding neighborhood. The project is located in an urbanized area and thus will be adequately served by public utilities and services.

Since the project meets all the requirements of the categorical exemption set forth by CEQA Guidelines Section 15332 (Class 32 Exemption) and none of the applicable exceptions in Section 15302.2 to the use of the exemption apply to the project, it is appropriate to determine this project is categorically exempt from the requirements of CEQA

MEMORANDUM

Date: December 23, 2020

To: City of Los Angeles Planning Department

From: Charles Cohn, Envicom Corporation, Project Manager

Subj: Assessment of Hub LA Figueroa Mixed-Use Project Eligibility for a Categorical Exemption as a Class 32 In-Fill Development (*Envicom Project #19-077-101)*

This assessment has been prepared by Envicom Corporation to evaluate whether the proposed Mixed-Use Project (the Project) located at 2718 Figueroa Street in the City of Los Angeles (City) qualifies for a Class 32 Categorical Exemption under the California Environmental Quality Act (CEQA) as an infill project. The following documentation and justifications have been compiled pursuant to the City of Los Angeles' "Infill Development Projects – Class 32 Categorical Exemption Special Requirement Criteria" (City's Class 32 Requirements) and 2019 CEQA updates.

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

Pursuant to Section 15332 of the State CEQA Guidelines, for a project to be eligible for a categorical exemption as a Class 32 In-fill Development project, the project must meet the following **conditions**:

(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.

Also, Section 15300.2 of the CEQA Guidelines provides a list of **exceptions** to the applicability or use of a categorical exemption under CEQA.

The following discussion and analysis is provided to address these criteria and the Project's eligibility for a Class 32 Categorical Exemption..

I. PROJECT DESCRIPTION

The proposed Project would re-develop an approximately 43,976-square foot (1.01 acres) infill site consisting of several contiguous parcels located at 2714-2724 South Figueroa Street, 511-525 West 28th Street, and 2727 South Flower Street within the South Los Angeles Community Plan area in the City. The subject property is associated with Assessor Parcel Numbers (APN) 5123-018-014, -015, -020, -022, -023, and -032. The proposed project site (Project Site) is located within an urbanized area of the City within a Transit Priority Area pursuant to Senate Bill 743. According to the City's Zone Information and Map Access System (ZIMAS), the Project Site is also located within a Tier 4 Transit Oriented Community (TOC).[1] The Project Site is located in close proximity to public transit facilities, including a light rail stop and several bus stops. The Project Site is also located in close proximity to the University of Southern California (USC) campus. Adjacent and nearby land uses include a 7-story mixed-use building (multi-family residences over commercial uses), commercial buildings and associated parking lots, the Metro Expo Line railway, and the I-110 freeway.

The Project Site is currently developed with a one-story commercial building (restaurant), a one-story light industrial use building, and a fast food restaurant with a drive-through, as well as parking lots associated with each of these uses. The Project would remove the existing structures from the Project Site and construct a seven-story mixed-use building with a maximum height of approximately 85 feet. The proposed Project would provide 173 apartment units, and 6,231 square feet of ground floor commercial retail/restaurant space including a drive-through fast food restaurant, and would also provide onsite recreation and open space amenities for residents, including a swimming pool and terrace on the top floor, courtyards, and private balconies and terraces. The proposed structure would include a total of 253,072 gross square feet of floor space, not including balconies and exterior walkways. The Project would include a parking garage within a basement and first floor levels providing a total of 114 vehicle spaces. A total of 117 long-term bicycle parking spaces would be provided within the garage level, and 16 short-term bicycle parking spaces would be provided on sidewalks near commercial and residential entrances as well. The basement-level parking garage would be for use by residents of the Project, and will be accessed from Flower Street with a gated entry/exit driveway allowing right and left turning movements for both ingress and egress. The ground-level parking garage spaces for residential and commercial uses would be accessed from 28th Street via an entry/exit driveway allowing right and left turning movements for both ingress and egress. Additionally, the ground level would include a drive-through restaurant queuing lane with an entry accessed from 28th Street, and a right-turn only exit onto Figueroa Street. Pedestrian access to the residential uses would be from Figueroa Street, with a secondary access along Flower Street, and the commercial uses would have pedestrian access from Figueroa and/or 28th Street. The Project's commercial uses are anticipated to consist of fast food restaurants, including a drive-through on the ground floor level, as well as general commercial and retail uses.

[1] City of Los Angeles, Department of City Planning, Zone Information and Map Access System (ZIMAS), Accessed at http://zimas.lacity.org/ on January 14, 2020.

However, for a conservative analysis, this evaluation will consider all of the proposed commercial space to be for restaurant use.

During construction, grading and excavation for the basement garage level would require export hauling of approximately 12,394 cubic yards (cy) of soil. The projected duration of construction phases and additional details regarding expected construction equipment and usage are shown in **Table 1, Conceptual Construction Equipment Fleet**.

Table 1
Conceptual Construction Equipment Fleet

Phase Name and Duration	Equipment
Demolition (20 days)	1 Concrete/Industrial Saw
	1 Rubber-tired Dozer
	1 Excavator
	2 Loader/Backhoes
Grading (15 days)	1 Excavator
	1 Rubber tired dozer
	1 Rubber tired loader
	1 Loader/Backhoe
Construction (200 days)	1 Crane
	1 Forklift
	1 Generator Set
	3 Welders
	1 Loader/Backhoe
Paving (10 days)	1 cement/mortar mixer
	1 Paver
	1 Roller
	1 Loader/Backhoe
Architectural Coating (20 days)	1 Air Compressor

II. EVALUATION OF CLASS 32 EXEMPTION CONDITIONS

The following subsections provide discussion and analysis of the Project's consistency with the conditions listed in Section 15332 of the State CEQA Guidelines. Each condition in Section 15332 must be met for a project to be eligible for the Class 32 categorical exemption for in-fill development projects.

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

The Project has been designed to be consistent with the applicable General Plan land use designation and the zoning designation for the Project Site, which is Community Commercial, and Commercial use (C2-1L), respectively. The General Plan land use designation of Community

Commercial allows for development consistent with the C2 zoning designation, which allows for development of the Project Site with multi-family residential and ground-floor commercial uses. As such, the proposed Project would not require a General Plan Amendment or Zone Change.

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

The Project Site is located within the city limits of the City. The Project Site consists of approximately 1.01 acres, and is surrounded by urban uses, including commercial and multi-family residential uses. The I-110 freeway is approximately 80 feet to the east of the project property.

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

The Project Site is located within an urbanized portion of the City, and is fully developed under existing conditions with a restaurant, a drive-through fast food restaurant, and a light industrial building (currently occupied and operated as a facility of the USC Engineering School). As documented in the Tree Report, prepared by Carlberg Associates, dated January 21, 2020, (**Attachment A**) there are no trees on the Project Site, or adjacent to the Project Site that are considered protected by the City of Los Angeles Tree Preservation Ordinance No. 177,404. Further, the Project Site is fully developed, and does not include riparian areas or other sensitive plant communities, and has no substantive value as habitat for endangered, rare, or threatened species.

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

Traffic Effects

As discussed above in the Project Description, the Site is currently developed with a fast food drive-through, a high-turnover sit-down restaurant, and a light industrial use building. The proposed Project would remove these existing uses and construct a single building providing a fast food drive-through facility and high-turnover restaurant space of similar size to the existing similar uses on the site, and 173 residential units. A Transportation Assessment for the proposed Project was prepared by Kimley-Horn, Inc. (**Attachment B**) to evaluate potential traffic impacts of the Project. The Project is forecast to generate 869 net new daily trips, including 53 net new a.m. peak hour trips (9 inbound trips, 44 outbound trips) and 68 net new p.m. peak hour trips (45 inbound trips, 23 outbound trips).

Onsite parking would consist of a subterranean level garage for use by residents, and a ground floor parking area with spaces for residents as well as the commercial uses. Ingress and egress access into the Project Site will be provided via four total driveways:

- One right-in/right-out driveway on Flower Street will provide access to the subterranean parking garage and will be restricted to residents-only by an automated gate.
- One full-access driveway on 28th Street will provide access to potential residential parking spaces on the first floor, as well as to retail parking spaces on the first floor.

- One inbound-only driveway on 28th Street will provide access to the fast-food drive-through component.
- One right-turn outbound-only driveway on Figueroa Street will accommodate vehicles exiting from the drive-through component of the Project.

The Project proposes to include Transportation Demand Management (TDM) strategies as project design features, to discourage vehicle trips and encourage alternative modes of transportation such as carpooling, utilizing transit, walking, and biking. The following TDM measures will be incorporated into the Project:

- The Project proposes to provide fewer parking spaces than the required amount under Section 12.21 A.4 of the Los Angeles Municipal Code (LAMC) rates. Because of this reduced onsite parking, parking spaces will not be provided for all dwelling units. Rather, residents will need to apply for access to a parking space. This measure will encourage residents to rely on alternate modes of transportation, thereby reducing vehicle trips and miles traveled.
- Where consistent with applicable legal requirements, the Project would require those wishing to reserve parking spaces to pay an additional cost. This parking cost, which may be billed on a monthly or other periodic basis, would be set by the Project applicant and will be consistent with the market-value parking costs in the area.
- Short-term and long-term parking would be provided on the Project Site to accommodate residential and commercial components, consistent with LAMC requirements.

In addition to these project design features, the Project Site is located in close proximity to many transit options including bus stops served by a variety of local and regional carriers, and the nearby Metro Exposition Line light rail station, which would encourage the use of transit by residents and customers of the proposed Project. Current transit services and facilities in the vicinity of the Project Site are listed and described in the Project's Transportation Assessment, provided as Attachment B.

Bicycle facilities near the Project include Class II bike lanes on Figueroa Street. On-street parking stalls and bollards installed as part of the City's MyFigueroa project provide physical barriers and buffers between these bike lanes and vehicular travel lanes. Additionally, a Metro Bike Share station has recently been located on 28th Street just west of Figueroa Street, approximately 330 feet in walking distance from the Project Site.

By incorporating the TDM strategies discussed above as project design features, the Project would conform with the Los Angeles Mobility Plan 2035. The Project would also not conflict with the City's Vision Zero plan to reduce pedestrian and cyclist deaths, by retaining the Class II bicycle lanes, and protective barriers placed as part of the MyFigueroa project.

Pursuant to Senate Bill 743, the City has adopted thresholds of significance to evaluate transportation effects under CEQA based on Vehicle Miles Traveled (VMT). The City's most-current Transportation Assessment Guidelines prepared by Los Angeles Department of Transportation (LADOT) have incorporated a methodology for calculating project VMT for

projects within the City. Consistent with the agency's established guidelines, a VMT analysis for the Project was conducted using the City's VMT Calculator tool.

Per the LADOT Transportation Assessment Guidelines, the proposed Project will have a potential impact if it will generate a household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) in which the Project is located. The VMT Calculator tool was used to determine impacts based on the Project's location within the South Los Angeles APC. The Project's traffic assessment determined that the applicable threshold of significance for VMT impacts would be a daily household VMT per Capita that exceeds 6.0.[2] As reported in the Project's traffic assessment, the Project would generate a total of 986 daily vehicle trips, with 6,431 Daily VMT. This correlates with 3.5 household VMT per capita, which is under the 6.0 household VMT per capita threshold for a significant impact, and the Project's transportation impact would be less than significant.

The Project's Traffic Assessment also included a drive-through queueing analysis for the proposed fast-food restaurant. During the peak hour trip generation, the average queue at either driveway would not exceed two (2) vehicles per driveway, based on the standard assumption that a stationary vehicle occupies 25 feet of driveway length (including space between vehicles). There is an adequate amount of queueing capacity provided by the drive-through facility for eight (8) vehicles. Therefore, queueing vehicles in the drive-through entry would not be anticipated to spill back onto 28th Street to impede traffic flow. This analysis is conservative in that it does not account for dual order boards, which are proposed, and would improve service rates, thus shortening queueing lines. Beyond this, the Project is similar to nearby urban buildings, with driveway entrance/exit driveways providing access to parking within the ground level and basement level from 28th Street and Flower Street, respectively, and would not include any design features that would present roadway hazards. As such, the Project's effects associated with roadway design feature hazards or incompatible uses would be less than significant.

The Project's Traffic Assessment identified eight cumulative projects that could contribute traffic through intersections that were studied, which are located between 300 feet and 0.5 miles from the Project site. The Traffic Assessment evaluated Non-CEQA impacts regarding level of service (LOS) for existing and future (with cumulative projects) effects, and determined the Project's LOS impacts, including cumulative impacts, would be less than significant. However, pursuant to the City's current CEQA guidance, the appropriate metric for determining if a project would have significant traffic impacts is VMT per capita.

The Project's Traffic Assessment also evaluated long-term (cumulative) effects on VMT, which are determined based on a consistency check with the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which is a regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas reduction targets. As stated in the City's Transportation

[2] For retail projects, a significant impact is indicated by a net increase in total VMT. However, the Project's commercial component is under 50,000 square feet, which is considered "local serving" and would tend to reduce VMT, as the addition of retail within an existing urban community could improve retail destination proximity for the local community.

Assessment Guidelines, "Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and greenhouse gas reduction goals of SCAG's RTP/SCS." Given that there are no anticipated VMT impacts based on the previously discussed VMT analysis, and that VMT per capita are below the allotted thresholds, the proposed Project complies with the goals of the RTP/SCS and therefore would not have a cumulative impact.

Noise Effects

A noise impact analysis ("Noise Study"), was prepared by Envicom Corporation (**Attachment C**), which analyzed the potential noise impacts from construction and operations of the Project. To determine existing ambient exterior noise levels, ambient noise measurements were taken on October 15, 2019 at locations in and around the Project Site. Ambient noise levels ranged between 62.0 and 72.1 dBA Leq. As occasional Metro Expo Line light rail trains passed by the Project Site, intermittent noise levels of 84.1 dBA Lmax, and 83.0 dBA Lmax were measured near the southeastern site boundary.

Pursuant to the LAMC Section 41.40, temporary construction activities and associated noise would be restricted to daytime hours between 7:00 a.m. to 9:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturdays.

LAMC Section 112.05 restricts construction equipment noise levels to 75 dBA at 50 feet; however, the Code also indicates that such restrictions on construction noise levels do not apply where technically infeasible despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques. Pursuant to LAMC Section 112.05, the impact analysis of construction noise is based on the potential for the Project to result in construction noise levels exceeding 75 dBA at a distance of 50 feet.

In accordance with the requirements of LAMC Section 112.05, certain features would be incorporated into the Project including the installation of a temporary noise barrier along the northern property line, the use of construction equipment that is well maintained and provided with mufflers, and use of noise shielding for stationary, portable equipment noise sources (i.e. concrete saws). No construction equipment typically associated with creating excessive noise and vibration levels (i.e. pile drivers) would be utilized for the Project.

The Noise Study is based on guidance from the Federal Highway Administration, and noise reference data provided in the Federal Transit Authority (FTA) Road Construction Noise Model (RCNM) Manual. The Project's highest (Lmax) temporary construction noise levels associated with the use of construction equipment at the reference distance of 50 feet are shown in **Table 2, Construction Equipment Noise and Project Feature Reductions**. Table 2 also shows construction noise reductions and the attenuated noise levels at 50 feet resulting from incorporation of standard Project noise reduction features pursuant to LAMC Section 112.05 requirements.

Table 2
Construction Equipment Noise and Project Feature Reductions

Equipment	Lmax at 50 ft (dBA)[1]	Project Feature [2] (Reduction Amount)	Reduced Lmax at 50 ft (dBA)
Concrete Saw	90	Barrier (20 dBA)	70
Dozer	82	Muffler (15 dBA)	67
Loader/Backhoe	79	Muffler (15 dBA)	64
Excavator	81	Muffler (15 dBA)	66
Crane	81	Muffler (15 dBA)	66
Forklift (Man Lift)	75	Muffler (15 dBA)	60
Concrete Mixer Truck	79	Muffler (15 dBA)	64
Paver	77	Muffler (15 dBA)	62
Roller	80	Muffler (15 dBA)	65
Compressor (Air)	78	Barrier (20 dBA)	58

[1] Source: Federal Highway Administration, Construction Noise Handbook, 2006, Chapter 9, Construction Equipment Noise Levels and Ranges.
[2] Pursuant to LAMC Section 112.05, the Project would incorporate use of mufflers, acoustical blankets, enclosures, barriers, screens and/or other noise reduction device or techniques during the operation of the equipment.

The reduced Lmax levels shown in Table 2 demonstrate the Project's compliance with LAMC Section 112.05 restrictions on construction equipment noise levels, as all equipment pieces would be less than 75 dBA at 50 feet with the project features incorporated as required by LAMC Section 112.05. The hourly average (Leq) noise levels generated by the Project's construction equipment would be less than the Lmax levels shown, as construction equipment pieces do not constantly operate at full power during typical construction activities. As such, temporary construction noise impacts would be less than significant.

During operations, roof-top mounted heating, ventilation, and air conditioning (HVAC) equipment would represent stationary noise sources. The Project's HVAC units would be required to comply with the City's noise ordinance standards. LAMC Section 112.02, prohibits any HVAC unit from causing a noise level on any other occupied property to exceed the ambient noise level more than 5 dBA. Based on manufacturer's specification sheets for HVAC equipment models similar to those expected to be used on the Project Site, noise levels produced by individual residential and commercial HVAC units would be 57 dBA Leq and 64 dBA Leq, respectively, at a reference distance of 3.3 feet.

As described in the Noise Study, decibels are expressed in logarithmic units, which cannot be added or subtracted arithmetically. However, using a formula to convert logarithmic units to linear units, the Noise Study demonstrates that simultaneous operation of the total number of HVAC units would generate a composite noise level of approximately 79.6 dBA at the reference distance of 3.3 feet. Conservatively assuming all HVAC units would be located along the northern portion of the proposed building, there would be an average distance of 30 feet between the Project's HVAC units and the nearest façade of the nearest residential building to the north of the Project Site. This distance would result in a 19.2 dBA attenuation of noise levels. The proposed building's roofline and parapet would provide an additional 24 dBA attenuation of HVAC noise levels. Therefore, the

Project's HVAC units would result in a combined noise level of 36.5 dBA Leq at the nearest residence. Because decibels are added logarithmically rather than arithmetically, and the HVAC noise levels would be considerably lower than the existing ambient noise levels, which range from 62.0 dBA to 72.1 dBA Leq, the Project's HVAC units would cause no discernible increase above the ambient noise levels. Therefore, stationary HVAC noise source levels would be less than significant.

Other stationary operational noise sources commonly associated with a multi-family residential/commercial land use would include parking lot activities (doors closing, and starting engine noise), and unloading or loading of delivery trucks or trash trucks. The Project's parking would be enclosed within the basement and first floor garage area of the building, which would substantially shield adjacent uses from noises generated within the parking lots. The Project will be required to comply with Section 113.01 of the LAMC which prohibits the operation of any refuse disposal truck, parking lot sweeper, or vacuum truck within 200 feet of any residential building between the hours of 9:00 p.m. and 6:00 a.m. of the following day, unless a permit therefore has been duly obtained beforehand from the Board of Police Commissioners. It will also be required to comply with Section of the Municipal Code 114.03 which prohibits loading or unloading any vehicle and operation of any dollies, carts, forklifts, or other wheeled equipment which causes any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10:00 p.m. and 7:00 a.m. of the following day. The Project has been designed with a designated loading/unloading and trash pickup area on 28th Street, along the southern side of the proposed building, and therefore, the proposed building would substantially shield the adjacent residential building to the north from noise associated with such activities. Therefore, the Project's stationary noise source impacts would be less than significant.

The proposed Project would generate increased vehicular traffic and associated traffic noise on area roadways. As a doubling of identical sound sources results in a 3 dB increase,[3] a doubling of traffic would be required to generate a 3 dB increase in traffic noise levels. An increase in noise levels of at least 3 dB is normally required to make a noticeable difference in the noise environment for humans. Therefore, an increase of less than double the existing traffic on area roadways would result in a change in traffic noise levels of less than 3 dBA, which would not be a noticeable change in the noise environment, and would not be a significant impact.

As shown in **Table 3, Traffic Net Noise Increase**, Project-related effect on net traffic volumes would not double existing or future roadway traffic volumes. Table 3 also shows the Project's net effect on traffic would contribute no more than a 0.8 dBA CNEL increase in traffic noise over existing year (Year 2019) or opening year (Year 2022) traffic noise levels without the Project, which would be far below 3 dBA, and therefore would not result in a noticeable difference in traffic noise. As such, the Project's traffic noise impacts would be less than significant.

[3] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

Table 3
Traffic Net Noise Increase

Roadway	Segment[1]	Existing ADT	Existing With Project ADT	Traffic Noise Increase Over Existing (dBA CNEL)	Year (2022) With Project ADT	Year (2022) Cumulative Noise Level Increase (dBA CNEL)
Figueroa St.	North of Project Driveway	22,090	0.1	25,000	0.7	22,090
	From Driveway to 28th	21,320	0.0	24,340	0.6	21,320
	South of 28th	20,650	0.0	23,630	0.6	20,650
28th St.	From Figueroa to western driveway on 28th	5,280	0.5	5,680	0.8	5,280
	Between western and eastern driveways	4,950	0.2	5,380	0.6	4,950
	From eastern driveway on 28th to Flower	4,880	0.2	5,310	0.5	4,880
	28th Street east of Flower	3,050	0.0	3,400	0.5	3,050
Flower St.	North of Project Driveway	18,050	0.1	19,280	0.4	18,050
	From driveway to 28th	17,895	0.1	19,125	0.4	17,895
	South of 28th	20,780	0.0	22,170	0.3	20,780

Source: Kimley-Horn and Associates, Inc., The Hub on Campus Los Angeles Transportation Assessment, May 2020. Segment volumes determined from p.m. peak hour turn volumes that were tabulated and converted into average daily trips (ADT).
[1] Existing and proposed driveway locations are similarly placed, although eastern and western driveways on 28th St. would be closer to each other as proposed.

Regarding ground-borne vibration, under CEQA Guidelines Appendix G, a project would have a significant environmental impact if it would result in generation of excessive vibration or ground-borne vibration or ground-borne noise levels. There are no significance criteria for vibrations mentioned in either the General Plan or City ordinances. The primary source of Project vibration is heavy construction equipment to be used primarily during site preparation, grading and foundation work. The off-site structure nearest to the Project boundary is the existing 7-story mixed-use building (multi-family residences above commercial uses) which was constructed in 2011, located approximately 12 feet north of the Project construction boundary.

As evaluated in the Noise Study, based on data provided in the FTA Transit Noise and Vibration Impact Assessment Manual,[4] a large bulldozer could generate vibration levels of up to 0.268 PPV[5]

[4] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.
[5] Peak particle velocity in inches/second

at a distance of 12 feet, which is the approximate distance from the property boundary to the nearest adjacent building. However, due to the relatively small size of the Project Site, smaller bulldozers would more likely be used on the Project Site and within the below-grade excavation for the subterranean parking garage, which would generate vibration levels of approximately 0.009 PPV at a distance of 12 feet. Loaded trucks operating onsite would generate vibration levels of approximately 0.229 PPV at a distance of 12 feet, although there would be no need to operate such trucks directly adjacent to the property boundary nearest the adjacent building.

The FTA criteria for causing damage to a modern reinforced-concrete, steel or timber building is 0.5 PPV. Based on the foregoing, and the relatively recent construction of the adjacent structure, none of the Project's heavy equipment would result in damage to nearby structures, as none would result in vibration levels greater than 0.5 PPV at the adjacent building. Moreover, construction activities would be restricted to daytime hours in accordance with LAMC Section 41.40. Based on the lack of significant impacts with respect to potential damage to nearby buildings, and the limited and temporary nature of impacts relative to human annoyance, the Project would not result in significant vibration impacts.

Cumulative projects proposed in the vicinity identified in the Transportation Assessment are located at distances of 300 feet to 0.5 miles from the Project Site, and are separated from the Site by existing buildings and infrastructure that in combination with distance would attenuate temporary construction noise between those locations and the existing residential building adjacent to the Project Site. Traffic increases associated with those cumulative projects would not in combination with the proposed Project result in a significant increase in traffic noise as demonstrated in Table 3 above. Therefore, cumulative noise impacts would be less than significant.

Air Quality Effects

The Project's potential air quality effects were evaluated by estimating the potential construction and operations emissions of criteria pollutants, and comparing those levels to significance thresholds provided by the Southern California Air Quality Management District (SCAQMD). The Project's emissions were estimated using the CalEEMod 2016.3.2 model provided by SCAQMD for the purposes of evaluating air quality impacts of proposed projects. The CalEEMod output is provided in the Air Quality Study (**Attachment D**) prepared by Envicom Corporation. Additional potential air quality effects, as listed in Appendix G of the CEQA Guidelines were also evaluated. As evaluated below, the Project would not exceed SCAQMD air quality significance thresholds.

The SCAQMD 2016 Air Quality Management Plan (AQMP) is a regional blueprint for achieving federal air quality standards and healthful air, and includes integrated strategies and measures needed to meet the National Ambient Air Quality Standards (NAAQS) within the South Coast Air Basin, within which the Project Site is located. The AQMP focuses on achieving clean air standards while accommodating population growth as forecast by the Southern California Association of Governments (SCAG). Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to regional demographic projections and integrated regional land use, housing, employment, and transportation

programs, measures, and strategies.[6] The SCAQMD combines its portion of the Plan with those prepared by SCAG. The 2016 AQMP includes Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Transportation Control Measures (TCMs), based on SCAG's Final 2016 RTP/SCS. The RTP/SCS is a long-range regional transportation plan that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG region. The RTP/SCS also outlines certain land use growth strategies that provide for more integrated land use and transportation planning, and maximize transportation investments to achieve regional GHG reduction targets set by CARB pursuant to SB 375. SCAG's Final 2016 RTP/SCS projects that by 2040, the City will grow to approximately 4,609,400 persons, with 1,690,300 households, and 2,169,100 jobs.[7] The Project would provide 173 apartment housing units within a transit oriented community, in addition to ground level commercial/restaurant space. The Project does not propose a General Plan Amendment, and it does not meet the criteria for statewide, regional, or areawide significance as defined in the CEQA Statute and Guidelines Section 15206.

The 2016 AQMP addresses the following Plan Objectives:

- Eliminate reliance on future technologies measures (to show future attainment of air quality standards) to the maximum extent feasible.
- Calculate and take credit for co-benefits from other planning efforts.
- Develop a strategy with fair-share emission reductions at the federal, state, and local levels.
- Invest in strategies and technologies meeting multiple objectives regarding air quality, climate change, air toxics exposure, energy, and transportation.
- Identify and secure significant funding for incentives to implement early deployment and commercialization of zero and near-zero technologies.
- Enhance the socioeconomic analysis and pursue the most efficient and cost-effective path to achieve multi-pollutant and multi-deadline targets.
- Prioritize enforceable regulatory measures as well as non-regulatory, innovative and "win-win" approaches for emission reductions.

These objectives are not project-specific guidelines, and the Project would not interfere with the SCAMD efforts to achieve these stated objectives. 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.[8]

The 2016 overall control strategy is composed of stationary and mobile source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies and reductions from federal sources, which include aircraft,

[6] South Coast Air Quality Management District, Final 2016 Air Quality Management Plan, March 2017.
[7] Southern California Association of Governments, 2016/2040 Regional Transportation Plan/Sustainable Communities Strategy Demographics and Growth Forecast Appendix, Adopted April 2016.
[8] South Coast Air Quality Management District, Final 2016 Air Quality Management Plan, March 2017.

locomotives and ocean-going vessels. These strategies are to be implemented in partnership with the California Air Resources Board (CARB) and U.S. EPA. In addition, the RTP/SCS includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained within baseline emissions inventory in the AQMP. The Project Site is located within a Transit Priority Area, where existing transit options reduce the need for reliance on personal vehicle transportation, and thus reduce associated automobile emissions consistent with general purposes of the AQMP in terms of land use planning for mixed-use transit-oriented development.

SCAQMD has continued to adopt and implement regulatory measures in order to reduce air pollution emissions from a wide range of sources and to reduce public exposure to unhealthful air pollution. The 2016 AQMP proposes robust NO_X reductions from new regulations on RECLAIM facilities (e.g., refineries, power plants, etc.), non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_X emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives. The 2016 AQMP strategies also include development of incentive funding to advance deployment of new cleaner technologies at a pace that is not feasible through regulation alone. The Project would be required to comply with all regulations regarding appliances and equipment that would be applicable to the proposed uses, including regulations that relate to energy conservation and/or emissions reduction of criteria pollutants.

The South Los Angeles Community Plan[9] and the Los Angeles General Plan Air Quality Element[10] include several policies to reduce emissions of criteria pollutants that are related to land use planning and mobility, with which the Project would be consistent, as shown in **Table 4, Policy Consistency Analysis**.

Table 4
Policy Consistency Analysis

South Los Angeles Community Plan		
Number	**Applicable Policy**	**Consistency**
LU13.5	**Promote Mixed-Use Districts.** Encourage mixed-use districts that combine a variety of uses to achieve a community where people can shop, live and work with reduced reliance on the automobile.	**Consistent** – The Project would construct a mixed-use development with residential uses over ground-floor commercial space on a site adjacent to, and in the vicinity of similar mixed-use developments.
LU19.2	**Incentivize Mixed-Use.** Develop incentives for higher density, mixed-use projects that incorporate a desirable ground floor use,	**Consistent** - The Project would construct a mixed-use development with residential uses over ground-floor commercial space on a site adjacent to, and in the vicinity of

[9] Los Angeles Department of City Planning, South Los Angeles Community Plan, November 2017.
[10] Los Angeles Department of City Planning, Air Quality Element An Element of the General Plan of the City of Los Angeles, Adopted November 24, 1992.

	such as a full-service grocery store or drug store, in targeted Transit-Oriented Districts.	similar mixed-use developments, within a Transit Priority Area/Transit Oriented Community.
LU19.13	**Active First Floor Building Frontages.** The first floor frontage of structures should be designed to include commercial or other active public uses.	**Consistent** – The Project would construct a mixed-use development with residential uses over ground-floor commercial space.
LU19.14	**Compact Development Patterns.** Promote compact development patterns that are oriented to and frame the street in order to enhance pedestrian activity, and establish a safe and comfortable environment for walking.	**Consistent** – The Project would develop a mixed-use development with residential apartment units, oriented to the street, and would maintain and/or improve adjacent sidewalks for pedestrian activity.
M3.1	**Pedestrian Access.** Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments and buildings.	**Consistent** - The Project would develop a mixed-use development with residential apartment units, oriented to the street and sidewalks, with pedestrian entrances from adjacent sidewalks.
M4.3	**Bicycle Amenities.** Incorporate bicycle amenities (such as parking, lockers, changing rooms and showers) in public facilities, parks, commercial and multi-family residential developments, employment and transit centers, as well as park-and-ride facilities.	**Consistent** – The project would include long-term and short-term bicycle parking facilities.
M9.2	**Reduce Auto Trips.** Create incentives for employers, institutions, and residential neighborhoods to reduce their vehicle trips by encouraging mixed-use development at appropriate sites that are well-served by transit in order to minimize Vehicle Miles Traveled (VMT).	**Consistent** – The Project would construct a mixed-use development on a site well served by transit, to encourage transit use and reduce VMT.
M9.5	**Low Emission Vehicles.** Encourage alternatives such as reduced emission vehicles (i.e., neighborhood electric vehicles).	**Consistent** – The Project would provide electric vehicle (EV) ready parking spaces.
M11.1	**Reduced Parking Near Transit Centers.** Consider reductions in parking requirements for projects located within the transit station areas.	**Consistent** - The Project proposes to provide fewer parking spaces than the required amount under Section 12.21 A.4 of the Los Angeles Municipal Code (LAMC) rates. Because of this reduced onsite parking, parking spaces will not be provided for all dwelling units. Rather, residents will need to apply for access to a parking space. This measure will encourage residents to rely on alternate modes of transportation, thereby reducing vehicle trips and miles traveled.

M11.4	**Connections for Electric Vehicles.** Encourage new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles (ZEVs) and plug-in electric hybrids (PHEV).	**Consistent** - The Project would provide electric vehicle (EV) ready parking spaces.
City of Los Angeles General Plan Air Quality Element		
Number	**Policy**	**Consistency**
1.3.1	Minimize particulate emissions from construction sites.	**Consistent** – The Project would be required to comply with SCAQMD Rule 403 for reducing particulate emissions by applying water during grading to reduce dust.
2.1.1	Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce Vehicle Trips and/or Vehicle Miles Traveled (VMT) as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion	**Consistent** – The Project would include TDM measures, including reduced parking, as well as bicycle facilities, and would be located within a Transit Oriented Community area to reduce VMT.
2.2.2	Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	**Consistent** - The Project would include TDM measures, including reduced parking, to reduce VMT.
4.2.1	Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	**Consistent** – The Project would construct a mixed-use development including apartment units over commercial uses within a transit-oriented area to facilitate a more compact urban form.
4.2.3	Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	**Consistent** – The Project would retain and/or improve existing sidewalks, would be oriented towards the sidewalks, would provide long-term and short-term bicycle parking, would be located within walking distance of transit facilities, and would include EV ready parking spaces to encourage use of ZEVs or PHEVs.

The Project does not propose a General Plan Amendment, and it does not meet the criteria for statewide, regional, or areawide significance as defined in the CEQA Statute and Guidelines Section 15206. Additionally, the Project Site is located within a Transit Priority Area, where existing transit options reduce the need for reliance on personal vehicle transportation, and thus reduce associated automobile emissions consistent with general purposes of the AQMP in terms of land use planning for mixed-use transit-oriented development. In addition to consistency with the emissions-related land use and mobility policies shown in Table 4, as discussed in the evaluation below, the Project's construction or operations activities would not result in emissions of criteria

pollutants that exceed SCAQMD thresholds of significance. Therefore, the Project would not substantially affect conformance with the AQMP, or obstruct its implementation.

Projects in the SCAQMD with daily emissions that exceed any of the following emission thresholds shown in **Table 5, SCAQMD Daily Maximum Emissions Thresholds**, may be considered significant under CEQA guidelines.

Table 5
SCAQMD Daily Maximum Emissions Thresholds

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

Construction activity phases include demolition, grading, building construction, paving, and architectural coating (painting or other surface treatments). The duration of each construction phase and conceptual equipment list is provided above in the Project Description. Grading activities would include the export of approximately 12,394 cy of soil material (approximately 774 truckloads). Project operations would generate emissions from mobile sources (vehicle use), area sources (onsite maintenance, landscaping, and use of natural gas), and off-site electricity generation. The Project's maximum daily criteria pollutant emissions as estimated by CalEEMod are shown in **Table 6, Maximum Daily Emissions**, which indicates the Project would not exceed SCAQMD significance thresholds for regional air quality impacts, and impacts would be less than significant.

Table 6
Maximum Daily Emissions

Emissions Sources	**Max. Daily Emissions (lbs./day)**					
	ROG	**NO_X**	**CO**	**SO_2**	**PM-10**	**PM-2.5**
Construction Emissions [a]	**64.5**	**47.3**	**20.5**	**0.1**	**4.9**	**2.5**
SCAQMD Thresholds	75	100	550	150	150	55
Significant Impact? Y/N	No	No	No	No	No	No
Operations Emissions[b]						
Area	4.76	0.17	14.32	<0.01	0.08	0.08
Energy	0.09	0.79	0.50	<0.01	0.06	0.06
Mobile	3.29	14.89	38.29	0.13	9.90	2.72
Total	**8.13**	**15.85**	**53.10**	**0.13**	**10.04**	**2.86**
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact? Y/N	No	No	No	No	No	No
Source: CalEEMod output, January 16, 2020. Summer or Winter season maximum, whichever is greater. [a] With required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust. [b] Net operational emissions increases would be less with removal of existing uses.						

The Project's operations emissions shown in Table 6 do not account for reductions due to the proposed removal of existing uses from the Project Site. The Project's actual operations net emissions increase would therefore be even less than the gross total emissions evaluated here, thereby providing a conservative analysis.

To determine the significance of the proposed Project's incremental contribution to cumulative air quality emissions, the SCAQMD recommends assessment of a project's potential contribution to cumulative impacts using the same significance criteria used for project-specific impacts. As such, if an individual project's construction or operational emissions would be less than significant, then the project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in nonattainment. Based on the Project emissions reported in Table 6, the Project's construction and operational emissions would be below AQMD thresholds, and therefore, less than significant for purposes of determining the significance of the proposed Project's incremental contribution to cumulative air quality emissions.

Sensitive receptors are land uses where populations are generally more susceptible to the effects of air pollution, and include residences, long-term care facilities, schools, playgrounds, parks, hospitals, and outdoor athletic facilities. The closest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the proposed Project would be the existing multi-family residences directly adjacent to the north of the Project Site. The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance discussed previously. These analysis elements are called Localized Significance Thresholds (LSTs). LST analysis was conducted for the proposed Project to evaluate potential impacts on sensitive receptors, using SCAQMD methodology and screening levels. LSTs are applicable for oxides of nitrogen (NOx), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5). Consistent with SCAQMD LST evaluation guidelines for projects with boundaries located closer than 25 meters to the nearest receptor, the most stringent 25-meter source-receptor distance was used to evaluate LST impacts from the Project due to the adjacent residences.[11] **Table 7, Onsite Emissions - Local Significance Thresholds**, summarizes the maximum daily onsite emissions generated during construction activities for LST-related criteria pollutants, which would not exceed LST thresholds, and impacts would be less than significant. Onsite emissions (Area sources) during operations would likewise not exceed LST thresholds. Thus, the Project would not generate substantial pollutant concentrations affecting nearby sensitive receptors.

[11] South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, Revised July 2008. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2 on October 29, 2019.

Table 7
Onsite Emissions - Local Significance Thresholds

	Maximum Onsite Daily LST Emissions (pounds/day)			
	NO_x	**CO**	**PM-10**	**PM-2.5**
LST Screening Threshold - Central LA area one acre site @ 25 meters from receptor	74	680	5	3
Construction[(a)]	17.2	13.2	2.9	1.9
Operations[(b)]	0.17	14.32	0.08	0.08
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: CalEEMod output, May 27, 2020. Maximum emissions reported for any construction phase in summer or winter season, whichever is greater.
[(a)] Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.
[(b)] Area Source emissions only, as mobile and electricity generation emissions would be generated offsite.

Exhaust particulates emitted from diesel powered equipment contains carcinogenic compounds, or toxic air contaminants (TACs). Freeways are a source of diesel particulate matter (DPM) that has been identified as a known carcinogen. Guidelines developed in 2005 by the California Air Resources Board (CARB) recommend not placing pollution sensitive land uses within 500 feet of a heavily traveled freeway.[12] The Project Site lies within approximately 250 to 400 feet of the Harbor Freeway (I-110). The CARB recommendations are based on diesel exhaust emissions rates from over ten years ago. Diesel truck emissions have become dramatically cleaner in the last decade from when the 500-foot buffer recommendation was developed. The LAMC Section 99.04.504.6 requires that "mechanically ventilated buildings within 1,000 feet of a freeway, provide regularly occupied areas of the building with air filtration media for outside and return air that provides a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy, and recommendations for maintenance with filters of the same value shall be included in the operation and maintenance manual." The Project must comply with City Code requirements that would be applicable, including Section 99.04.504.6.

The California Supreme Court in *Building Industry Assoc. v. Bay Area AQMD*[13] has recently ruled that the proper scope of a CEQA analysis is an analysis of a project's impacts on the physical environment, and is not properly used to address the impacts of the ambient environment upon a project. As the Project is primarily a residential development, it would not generate a substantial amount of diesel truck traffic on area roadways including the Harbor Freeway. Because the Project would not substantially contribute to the generation of diesel particulate emissions from the freeway, an analysis of the ambient freeway particulate emissions on sensitive receptors (residents within the Project or adjacent uses) would not be warranted in the context of CEQA.

[12] California Air Resources Board. April 2005. "Air Quality and Land Use Handbook: A Community Health Perspective." Accessed at: http://www.arb.ca.gov/ch/landuse.htm.
[13] *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369.

During operations, the proposed residential and retail/restaurant uses would not generate a substantial quantity of diesel truck trips in the vicinity. Therefore, any measurable diesel TAC emissions from the Project would occur for only a brief period during construction activities that would require onsite use of heavy-duty equipment. The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365 days per year, 70-year lifetime exposure. The SCAQMD does not generally require the analysis of construction-related diesel emissions relative to health risk due to the short period for which the majority of diesel exhaust would occur. Health risk analyses are typically assessed over a 9-, 30-, or 70-year timeframe rather than a relatively brief construction period, due to the lack of health risk associated with such a brief exposure. As such, potential impacts of the Project due to emissions of TACs would be less than significant.

A significant impact may occur if a project would create objectionable odors affecting a substantial number of people. Projects that may create objectionable odors affecting a substantial number of people are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling materials used in manufacturing processes, as well as some sewage treatment facilities and landfills. As the proposed Project involves no components related to these types of activities, no odors from these types of uses are anticipated. During the construction phase, activities associated with the application of architectural coatings and other interior and exterior finishes, paving, or other construction activities may produce discernible odors typical of most construction sites. Such odors would be temporary based on the limited duration of each construction phase. During operations, good housekeeping practices would be sufficient to prevent nuisance odors associated with the proposed residential and commercial land uses. The building has been designed with an enclosed trash collection area to be located within the proposed structure's ground floor/parking garage area, and the potential for the Project to generate objectionable odors affecting a substantial number of people at adjacent properties would not be significant.

SCAQMD guidance for evaluation of cumulative impacts under CEQA states that "As Lead Agency, the AQMD uses the same significance thresholds for project-specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR"[14] (the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions is an exception). Further, the SCAQMD guidance states that "Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant." SCAQMD recommends that public agencies perform cumulative impact analyses for air quality in the same manner as SCAQMD. As such, the evaluation of the Project's regional and local impacts regarding emissions of criteria pollutants provided above is consistent with SCAQMD guidance for evaluating cumulative impacts of such emissions, which would be less than significant.

[14] South Coast Air Quality Management District, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, August 2003. Appendix D. Accessed at https://www.aqmd.gov/nav/about/groups-committees/ciwg on June 14, 2020.

Regarding TACs, no additional projects proposed in the Project vicinity would consist of land uses associated with generation of substantial emissions of TACs, and therefore the Project would not have a cumulatively considerable contribution to TAC impacts for sensitive receptors, and cumulative impacts to sensitive receptors would be less than significant.

As stated above, potential odor sources (primarily trash/refuse) of the proposed restaurant and residential uses would not substantially differ from the existing restaurant and light industrial building uses on the Site. Additionally, the nearest "related" project site is located approximately 300 feet southeast of the property, across the 110 freeway. As such, the Project would not in combination with other projects result in objectionable odors affecting a substantial number of persons, and cumulative odor impacts would be less than significant.

Water Quality Effects

The proposed infill development would replace existing commercial land uses with new residential and commercial uses, which would not significantly differ in potential water quality effects. Existing utilities would provide water supplies and wastewater treatment services similar to the current existing conditions. The Project does not propose onsite groundwater extraction to serve future uses, and does not propose onsite wastewater treatment. The proposed residential and commercial uses would not be anticipated to generate, store, or dispose of substantial quantities of hazardous materials that could affect water quality.

Stormwater runoff currently leaves the Project Site by sheet flow to the adjacent streets, where it is conveyed via stormdrain inlets to the existing stormdrain system. The Project Site is currently predominantly covered by impervious surfaces including structures and paving, and would continue to be substantially impervious with the proposed redevelopment. For compliance with a National Pollutant Discharge Elimination System (NPDES) permit, construction projects that disturb one acre or more of soil are subject to the State's Construction General Permit Order 2009-0009-DWQ, which requires the development of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of Best Management Practices (BMPs) to prevent discharge of storm water that causes or threatens to cause pollution, contamination, or nuisance. The Project will be required to comply with Ordinance No. 172,176 and Ordinance No. 173,494 that specify Stormwater and Urban Runoff Pollution Control requirements including the application of Best Management Practices (BMPs) as applicable. The Project will also be required to comply with Chapter IX, Article 1, Division 70 of the Los Angeles Municipal Code which addresses grading, excavations, and fills, as applicable. The Project would be required to provide onsite stormwater management features to meet the requirements of the City's Low Impact Development (LID) Ordinance, which requires rainwater from a three-quarter inch rainstorm to be captured, infiltrated and/or used, onsite. The stormwater management features to be implemented by the Project would be required to be reviewed and approved by the City as compliant with LID regulations. These applicable regulations would ensure the Project would not have a significant adverse water quality effect.

All cumulative projects would be likewise required to comply with applicable State and local regulations to avoid polluting water resources during construction and operations, and therefore, the Project would not in combination with other projects result in substantial cumulative water quality impacts.

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

The Project Site is located in an urbanized area of the City of Los Angeles, and is currently developed with commercial uses, which are served by existing utility and public service providers. The same utility and public service providers that serve the Site and surrounding vicinity under existing conditions would serve the proposed Project.

According to the Los Angeles Department of Water and Power (LADWP) 2015 Urban Water Management Plan (UWMP), sufficient water supplies will be available for average weather years through the Year 2040 with existing passive conservation, as well as for a sequence of multiple dry years. The UWMP projects average weather year water supplies for the year 2020 to be 611,800 acre-feet per year (AFY).[15]

The Project would construct a mixed-use building with 173 residential apartment dwelling units and 6,230 square feet of ground floor commercial retail/restaurant space. The residential units would consist of 12 studio units, 28 one-bedroom units, 90 two-bedroom units, 12 four-bedroom units, and 31 five-bedroom units. The Project would remove existing uses consisting of an approximately 6,909 square foot single-story light industrial structure, and two restaurant structures totaling approximately 5,885 square feet. The Project's net increase in water demand resulting from the removal of existing uses and operations of the proposed residential and commercial uses, as shown in **Table 8, Project Water Demand**, would be approximately 35,797 gallons per day, or 39.4 AFY), would represent a small fraction of one percent (i.e., 0.006 percent) of LADWP's projected water demand of 611,800 acre-feet per year for the year 2020.

Table 8
Project Water Demand

Proposed Use	Proposed Units	Demand Rate [a]	Water Demand (gpd) [b]
Residential: Apt. Studio	12 du	96/du	1,152
Residential: Apt. 1 Bedroom	28 du	144/du	4,032
Residential: Apt. 2 Bedroom	90 du	192/du	17,280
Residential: Apt. 4 Bedroom	12 du	288/du	3,456
Residential: Apt. 5 Bedroom	31 du	336/du	10,416
Retail/Restaurant Area	6,230 sq. ft.	360/1,000 sq. ft.	2,243
Total Project Demand			**38,579**
Existing Uses	**Existing Size [c]**	**Demand Rate**	**Water Demand (gpd)**
Light Industrial	6,909 sq. ft.	96/1000 sq. ft.	663
Restaurant	2,371 sq. ft.	360/1,000 sq. ft.	854
	3,514 sq. ft.	360/1,000 sq. ft.	1,265
Total Existing Uses			**2,782**
Net Increase in Water Demand			**35,797**

[a] City of Los Angeles CEQA Thresholds Guide (2006), Exhibit M.2-12. Water consumption is assumed to be 120% of wastewater generation.
[b] gpd = gallons per day
[c] Size of existing structures according to City of Los Angeles, Department of City Planning, Zone Information and Map Access System (ZIMAS), Accessed at http://zimas.lacity.org/ on January 14, 2020.

[15] LADWP, 2015 Urban Water Management Plan, pg. ES-23.

The Los Angeles Bureau of Sanitation provides sewer service for the City of Los Angeles. Wastewater currently generated from the existing uses of the Project Site is conveyed to the Hyperion Water Reclamation Plant. On average 275 million gallons of wastewater enters the Hyperion Water Reclamation Plant on a dry weather day.[16] This amount can double on rainy days; therefore, the plant can accommodate both dry and wet weather days with a maximum daily flow of 450 million gallons of water per day (MGD) and peak wet weather flow of 800 MGD.[17] Given a maximum daily flow of 450 MGD and an average dry weather intake of 275 MGD, the Hyperion Water Reclamation Plant has a remaining capacity of 175 MGD. The Project's net increase in wastewater generation would be approximately 29,831 gpd as shown in **Table 9, Project Wastewater Generation**, which is approximately 0.02 percent of the excess treatment capacity of 175 MGD at Hyperion Water Reclamation Plant. Therefore, no new wastewater treatment facilities would be required to serve the Project, and potential impacts related to wastewater generation would be less than significant.

In summary, the Project would represent a very small fraction of the overall population served by the existing utilities and public services, which could adequately accommodate the proposed Project's net increase in demand.

Table 9
Project Wastewater Generation

Proposed Uses	Proposed Units	Generation Factor[(a)]	Sewage Generation (gpd)[(b)]
Residential: Studio Apt.	12 du	80/du	960
Residential: 1 Bedroom Apt.	28 du	120/du	3,360
Residential: 2 Bedroom Apt.	90 du	160/du	14,400
Residential: 4 Bedroom Apt.	12 du	240/du	2,880
Residential: 5 Bedroom Apt.	31 du	280/du	8,680
Retail Area	6,230 sq. ft.	300/1,000 sq. ft.	1,869
Total Project Generation			**32,149**
Existing Uses	**Existing Size [(c)]**	**Demand Rate**	**Sewage Generation (gpd)**
Light Industrial	6,909 sq. ft.	80/1000 sq. ft.	553
Restaurant	2,371 sq. ft.	300/1,000 sq. ft.	711
	3,514 sq. ft.	300/1,000 sq. ft.	1,054
Total Existing Uses			**2,318**
Net Increase in Water Demand			**29,831**

(a) City of Los Angeles CEQA Thresholds Guide (2006), Exhibit M.2-12.
(b) gpd = gallons per day
(c) Size of existing structures according to City of Los Angeles, Department of City Planning, Zone Information and Map Access System (ZIMAS), Accessed at http://zimas.lacity.org/ on January 14, 2020.

[16] LA Sanitation, Hyperion Water Reclamation Plant, accessed on July 13, 2017, at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p?_adf.ctrl-state=uz3keuw55_4&_afrLoop=3352700236427911#!.
[17] LA Sanitation, Hyperion Water Reclamation Plant, accessed on July 13, 2017, at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p?_adf.ctrl-state=uz3keuw55_4&_afrLoop=3352700236427911#!.

III. CONSIDERATION OF EXCEPTIONS

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

(a) Location – Not applicable to this Project, as this exception relates to Categorical Exemption Classes 3, 4, 5, 6, or 11 only.

(b) Cumulative Impact – According to CEQA Guidelines Section 15300.2(b), categorical exemptions are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant. The list of cumulative projects provided in the Transportation Assessment, as identified by the City's Department of Transportation (LADOT), do not indicate that successive projects of the same type in the same place are anticipated. This Project proposes an infill development of mixed-use residential and commercial uses within an urban setting surrounded by urban uses. The Project's environmental effects regarding traffic, noise, air quality, and water quality would be less than significant, as discussed above, including cumulative impacts considering anticipated growth and development in the area.

Cumulative impacts associated with increased demand for municipal services is generally tied to population and planning. According to the Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS or Plan) Demographics & Growth Forecast,[18] the population of the City of Los Angeles in 2012 was 3,845,500, with 1,325,500 households in the City. Based on this data, the City's average household size is approximately three persons per dwelling unit, and therefore, the Project's 173 new apartment units would provide housing for an estimated 519 persons. The Project would result in an increase of approximately 0.01 percent in the City's housing and population totals for the year 2012.

According to the SCAG 2016 RTP/SCS, the City's population and housing supply is projected to increase by 763,900 and 364,800, respectively, by 2040 over the 2012 estimates. As such, the Project would represent approximately 0.07 percent and 0.05 percent of the projected City increases of population and housing, respectively over that time period. The Project's increases of a fraction of one percent of the projected growth in housing and population for the City would have a less than cumulatively considerable contribution to projected growth in the City and any associated population related impacts such as increases in demand for municipal services that would arise from other foreseeable development that may be proposed. In addition, the Project Site is located within a highly urbanized area and is already developed with commercial uses, and therefore does not contain significant biological habitat, agricultural, or mineral resources.

Therefore, the Project would have no cumulative impact regarding these issues. No other direct or indirect impacts on the surrounding environment would be anticipated to result from this Project that in combination with other development result in a cumulatively considerable impact. Therefore, the redevelopment of the infill site with the proposed mixed-use building would not be

[18] Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS or Plan) Demographics & Growth Forecast Appendix, Adopted April 2016.

expected to result in a cumulatively considerable contribution to impacts involving other past, present, or future projects in the area.

(c) Significant Effect Due to Unusual Circumstances – The replacement of the existing restaurant commercial uses and light industrial building with the proposed Project's residential apartment and commercial uses does not constitute an unusual circumstance. The proposed Project would be similar to other uses in the vicinity, including a seven-story mixed use development located adjacent to Project Site to the north along Figueroa Street. Moreover, as discussed above, the Project would not have a significant effect on the environment.

(d) Scenic Highways – Not applicable as there are no designated Scenic Highways in the vicinity with views of the Project Site.

(e) Hazardous Waste Sites – Two Phase I Environmental Site Assessment (Phase I ESA) reports have been prepared by Partner Engineering and Science, Inc., that address portions of the subject property. These include a Phase I ESA for the southwestern portion of the Site, currently occupied by a diner/restaurant (The Grinder), dated May 1, 2019,[19] and a Phase I ESA for the eastern portion of the site, currently occupied by a light industrial building, dated May 10, 2019[20] (**Attachment E**).

The Phase I ESAs did not identify any controlled recognized environmental condition (CREC), or historical recognized environmental condition (HREC) associated with previous uses on the Project Site or in the area. As disclosed in both Phase I ESA reports, as well as the City's Zone Information and Map Access System (ZIMAS),[21] the Project Site is located within a Methane Zone. The Phase I ESA reports identified this as a recognized environmental condition (REC). As such, the Project would be subject to City regulations pertaining to provision of ventilation and methane gas detection systems depending on designation category as required by Division 71 of the Los Angeles Building Code, which for the Project would entail the implementation of a methane system in accordance with the requirements of the City's building code standards related to methane to be implemented with the final design of the Project in accordance with regulatory standards to be approved by City's Department of Building and Safety. This is a regulatory requirement, and would not require a mitigation measure to implement.

Based on a review of the State Water Resources Control Board's GeoTracker database, the Project site is not associated with a hazardous materials cleanup site or other conditions that could cause groundwater contamination.[22] The nearest cleanup site shown by GeoTracker is located approximately 600 feet to the north of the Project Site, and comprises a previously identified

[19] Partner Engineering and Science, Inc., Phase I Environmental Site Assessment Report Los Angeles (Grinder), May 1, 2019.
[20] Partner Engineering and Science, Inc., Phase I Environmental Site Assessment Report South Flower Street, May 10, 2019.
[21] City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Accessed at: http://zimas.lacity.org/ on January 22, 2020.
[22] State of California State Water Resources Control Board, GeoTracker database, Accessed at: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=2718+figueroa+los+angeles on January 22, 2020.

leaking underground storage tanks (LUST) that has been remediated, and GeoTracker reports that the Cleanup Status is "Completed - Case Closed". There are no "open case" cleanup sites shown on GeoTracker within 1,000 feet of the Project Site. The Department of Toxic Substance Control (DTSC) EnviroStor database shows the Project Site is not associated with a cleanup site, and that database shows no listings of DTSC cleanup sites within 1,000 feet of the subject property.[23] Therefore, the Project is not identified as a hazardous waste site, or in the vicinity of a hazardous waste site, and would not be in conflict with this exception for a Class 32 In-Fill Development Categorical Exemption.

(f) Historical Resources – None of the existing structures on the Project Site were recorded as significant resources by SurveyLA. Additionally, no adjacent properties are listed as historic resources – the only building immediately adjacent to the Project Site is a seven story mixed-use residential building constructed in 2011. A Phase I Historical Resource Assessment Report (**Attachment F**) was prepared by Historic Resources Group[24] for the existing buildings at the Project Site, consisting of a diner restaurant building constructed in 1972, a one-story restaurant constructed in 1986, and a light industrial building constructed in 1954. Historic Resources Group concluded that these structures are not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument. None of the buildings are significant for an association with important events/patterns of development; they are not associated with important persons; and they do not meet the eligibility requirements for designation as an example of an architectural style or type, or as the work of a master architect. Therefore, the Project Site does not warrant further consideration or additional analysis as historical resources as defined by CEQA. Therefore, the Project would not cause a substantial adverse change in the significance of a historical resource.

IV. CONCLUSION

Based on the above information and attached documentation, this analysis shows that development of the proposed Hub LA Figueroa Mixed Use Project would be consistent with the criteria for a Class 32 Categorical Exemption per CEQA Statute Section 15332.

ATTACHMENTS:
Attachment A – Tree Report
Attachment B – Traffic Report
Attachment C – Noise Study
Attachment D – Air Quality Study
Attachment E – Phase I Environmental Site Assessment (Under Separate Cover)
Attachment F – Historical Resource Assessment

[23] State of California Department of Toxic Substances Control, EnviroStor database, Accessed at: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=2718+figueroa+los+angeles on January 22, 2020.
[24] Historic Resources Group, Phase I: Historical Resource Assessment Report, 2718 – 2724 S. Figueroa Street, Los Angeles, April 28, 2020.

ATTACHMENT A
Tree Report

Carlberg ASSOCIATES

Horticulturists and
Registered Consulting
ARBORISTS

CITY OF LOS ANGELES TREE REPORT
528 WEST 28TH STREET
LOS ANGELES, CALIFORNIA 90007

SUBMITTED TO:

CHAD MATESI
CORE CAMPUS MANAGER, LLC
1643 NORTH MILWAUKEE AVE
CHICAGO, ILLINOIS 60647

PREPARED BY:

CY CARLBERG
ASCA REGISTERED CONSULTING ARBORIST #405
ISA CERTIFIED ARBORIST #WE 0575A
ISA QUALIFIED TREE RISK ASSESSOR
CAUFC CERTIFIED URBAN FORESTER #013

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828 Fifth Street, Suite 3
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Office: 626.428.5072

www.cycarlberg.com

JANUARY 21, 2020

528 WEST 28TH STREET, LOS ANGELES

CITY OF LOS ANGELES TREE REPORT

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RESUME 7

Carlberg ASSOCIATES
Horticulturists and
Registered Consulting
ARBORISTS

January 21, 2020

Chad Matesi
Core Campus Manager, LLC
1643 North Milwaukee Ave
Chicago, Illinois 60647

Re: 528 West 28th Street, Los Angeles, California, 90007 - Tree Report

Dear Mr. Matesi,

This letter addresses our office's site visit of January 21, 2020 to the properties known collectively as 528 West 28th Street in Los Angeles, California. We were retained to visit the properties and determine if any trees considered protected by the City of Los Angeles Tree Preservation Ordinance No. 177.44 were present. Protected trees as set forth in the Ordinance are coast live oak, western sycamore, Southern California black walnut, and California bay laurel with trunk diameters (measured at 4.5 feet above grade) of 4 inches or greater. The Planning Division requires that all other trees with trunk diameters greater than 8 inches are included in the inventory.

None of the private property species are considered protected by the ordinance. There are six private property trees that are considered significant and three City of Los Angeles rights-of-way trees. You must obtain a removal permit if you propose removal of any of the rights-of-way trees.

There are no offsite trees on contiguous properties that could be affected by the proposed construction. The table on the following page sets forth the data for the six private property trees and three rights-of-way trees inventoried.

Please feel welcome to contact me at our Santa Monica office if you have any immediate questions or concerns.

Respectfully submitted,

Cy Carlberg, Registered Consulting Arborist
Principal, Carlberg Associates

Santa Monica Office
cy@cycarlberg.com

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828 Fifth Street, Suite 3
Santa Monica, California 90403
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80 West Sierra Madre Boulevard, #241
Sierra Madre, California 91024
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TABLE 1 – INVENTORY OF TREES (OFF-SITE TREES)

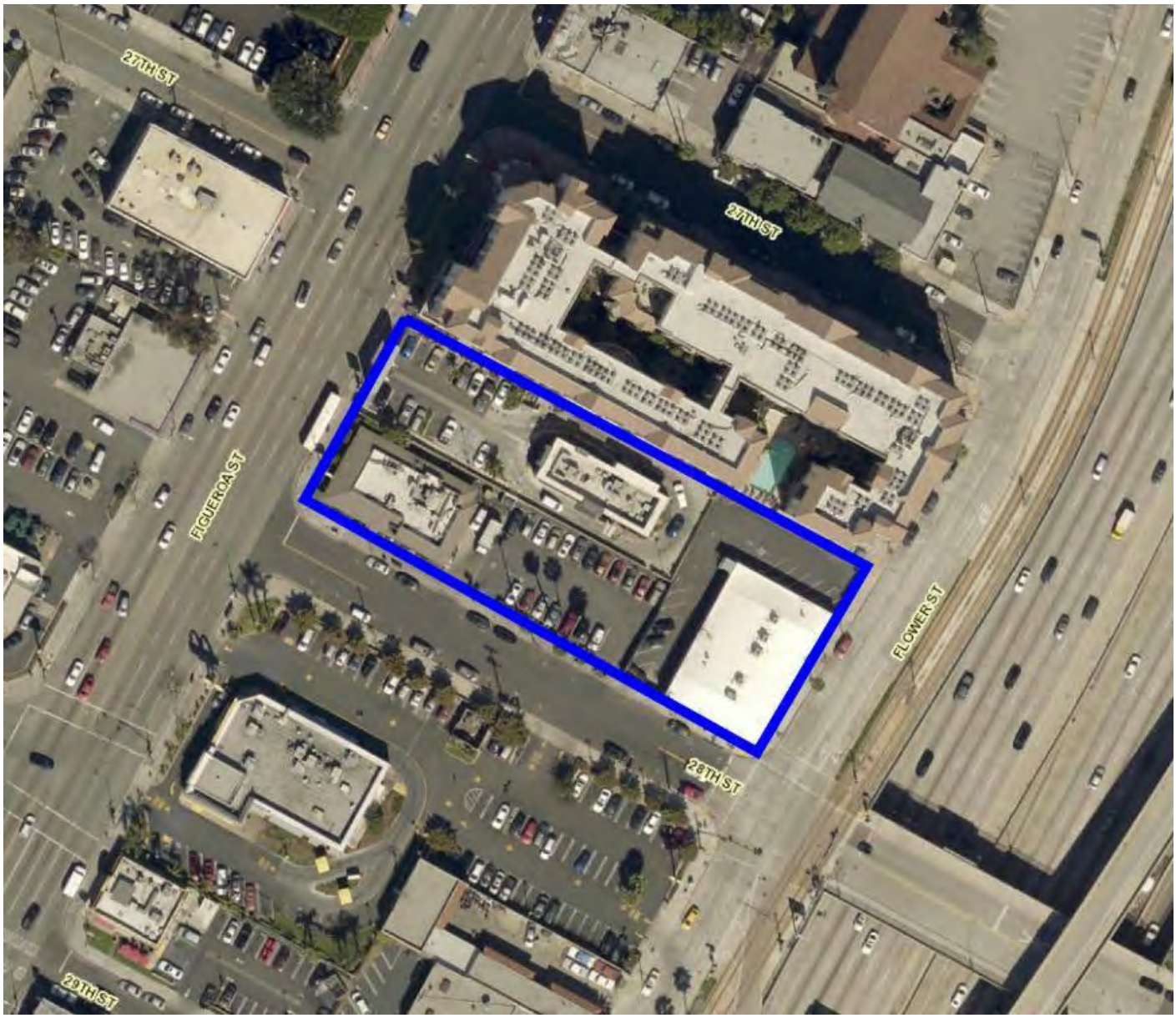
Tree #	Common Name	Botanical Name	*Dbh(s) at 4.5 feet (inches)	Height (feet)	Canopy Spread (feet) N/E/S/W	Health Grade	Structure Grade	Protected Tree Y/N	Comments
1	Mexican fan palm	*Washingtonia robusta*	**BT-40'	45	6/6/6/6	B	B	No	engulfed edges of sidewalk
2	Mexican fan palm	*Washingtonia robusta*	BT-45'	50	6/6/6/6	B	B	No	engulfed edges of sidewalk
3	Mexican fan palm	*Washingtonia robusta*	BT-45'	50	6/6/6/6	B	B	No	engulfed edges of sidewalk
4	Mexican fan palm	*Washingtonia robusta*	BT-45'	50	6/6/6/6	B	B	No	engulfed edges of sidewalk
5	camphor	*Cinnamomum camphora*	3.5, 3.5, 5, 7	20	6/10/10/12	B	B-	No	four trunks from base
6	Mexican fan palm	*Washingtonia robusta*	BT-15'	20	6/6/6/6	A	A	No	next to fence
ST1* **	Chinese flame tree	*Koelreuteria bipinnata*	6.5	15	13/9/15/10	B-	B-	City right-of-way tree	mechanical damage to east canopy, deadwood
ST2	Mexican fan palm	*Washingtonia robusta*	BT-22'	27	6/6/6/6	A	A	City right-of-way tree	no issues
ST3	London plane	*Platanus x acerifolia*	2.5	18	4/6/4/3	A	A	City right-of-way tree	new planting

* DBH – diameter at breast height. A forestry term describing a tree trunk's diameter measured at 4.5 feet above grade. Often used as a representation of tree size.

** BT – brown trunk. Because palms do not generally increase in trunk size with age, they are measured by their 'brown trunk' height – the distance between grade and the newest emerging palm spear.

***ST – Street or Right-of-Way tree

EXHIBIT A - AERIAL IMAGE OF SUBJECT PROPERTY



Aerial image of subject properties
528 West 28th Street, Los Angeles
Image Source: Zimas

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EXHIBIT B - REDUCED COPY OT TREE LOCATION MAP

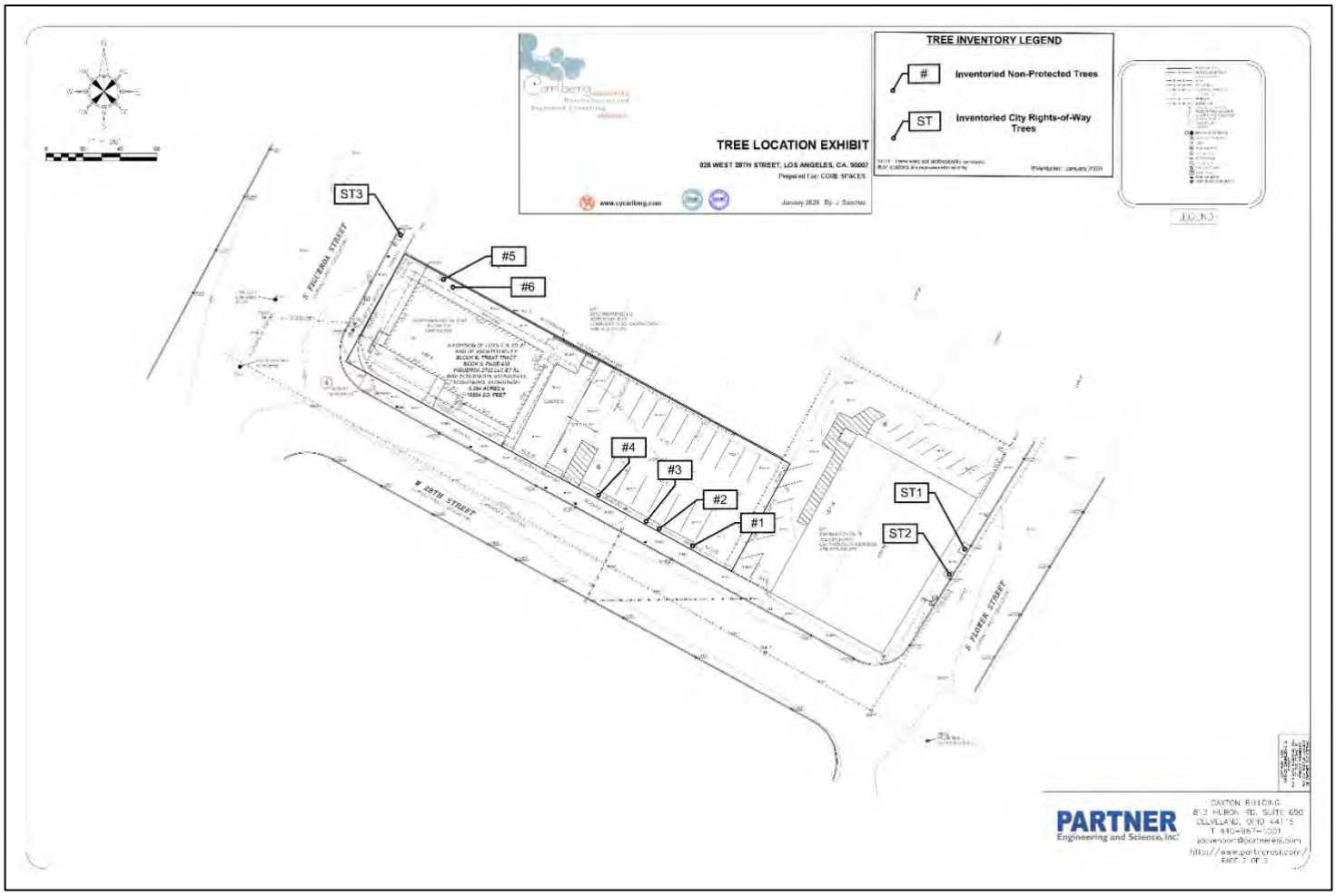
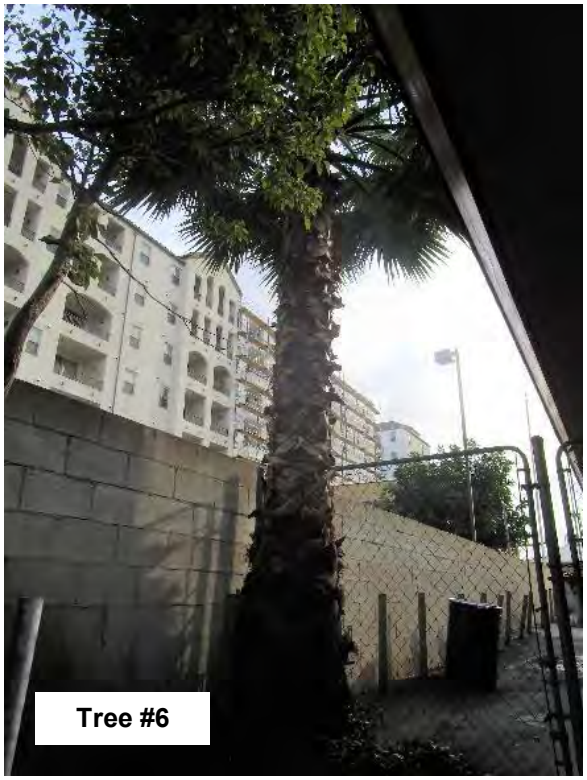


EXHIBIT C – CAPTIONED TREE PHOTOGRAPHS



Tree ST1

Tree ST2

Tree ST3

CY CARLBERG
CARLBERG ASSOCIATES
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cy@cycarlberg.com

Education — B.S., Landscape Architecture, California State Polytechnic University, Pomona, 1985
Graduate, Arboricultural Consulting Academy, American Society of Consulting Arborists, Chicago, Illinois, February 2002
Graduate, Municipal Forestry Institute, Lied, Nebraska, 2012

Experience — Consulting Arborist, Carlberg Associates, 1998-present
Manager of Grounds Services, California Institute of Technology, Pasadena, 1992-1998
Director of Grounds, Scripps College, Claremont, 1988-1992

Certificates — Certified Arborist (#WE-0575A), International Society of Arboriculture, 1990
Registered Consulting Arborist (#405), American Society of Consulting Arborists, 2002
Certified Urban Forester (#013), California Urban Forests Council, 2004
Certified Tree Risk Assessor (#1028), International Society of Arboriculture, 2011

AREAS OF EXPERTISE

Ms. Carlberg is experienced in the following areas of tree management and preservation:

- Tree health and risk assessment
- Master Planning
- Tree inventories and reports to satisfy jurisdictional requirements
- Expert Testimony
- Post-fire assessment, valuation, and mitigation for trees and native plant communities
- Value assessments for native and non-native trees
- Pest and disease identification
- Guidelines for oak preservation
- Selection of appropriate tree species
- Planting, pruning, and maintenance specifications
- Tree and landscape resource mapping – GPS, GIS, and AutoCAD
- Planning Commission, City Council, and community meetings representation

PREVIOUS CONSULTING EXPERIENCE

Ms. Carlberg has overseen residential and commercial construction projects to prevent damage to protected and specimen trees. She has thirty-five years of experience in arboriculture and horticulture and has performed tree health evaluation, value and risk assessment, and expert testimony for private clients, government agencies, cities, school districts, and colleges. Representative clients include:

The Huntington Library and Botanical Gardens
The Los Angeles Zoo and Botanical Gardens
The Rose Bowl and Brookside Golf Course, Pasadena
Walt Disney Concert Hall and Gardens
The Art Center College of Design, Pasadena
Pepperdine University
Loyola Marymount University
The Claremont Colleges (Pomona, Scripps, CMC, Harvey Mudd, Claremont Graduate University, Pitzer, Claremont University Center)
Quinn, Emanuel, Urquhart and Sullivan (attorneys at law)
The City of Claremont
The City of Beverly Hills
The City of Pasadena
The City of Los Angeles
The City of Santa Monica
Santa Monica/Malibu Unified School District
San Diego Gas & Electric
Los Angeles Department of Water and Power
Rancho Santa Ana Botanic Garden, Claremont
Latham & Watkins, LLP (attorneys at law)

AFFILIATIONS

Ms. Carlberg serves with the following national, state, and community professional organizations:

- California Urban Forests Council, Board Member, 1995-2006
- Street Tree Seminar, Past President, 2000-present
- American Society of Consulting Arborists Academy, Faculty Member, 2003-2005, 2014
- American Society of Consulting Arborists, Board of Directors, 2013-Present
- Member, Los Angeles Oak Woodland Habitat Conservation Strategic Alliance, 2010-present

ATTACHMENT B
Traffic Report

Transportation Assessment

For:

Hub on Campus Los Angeles Project
In the City of Los Angeles

Prepared for:
Core Spaces

May, 2020

Kimley»Horn

TRANSPORTATION ASSESSMENT
FOR THE HUB ON CAMPUS LOS ANGELES PROJECT
IN THE CITY OF LOS ANGELES

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TRANSPORTATION ASSESSMENT
FOR THE HUB ON CAMPUS LOS ANGELES PROJECT
IN THE CITY OF LOS ANGELES

INTRODUCTION

This Transportation Assessment has been prepared to evaluate the project-related transportation impacts associated with the proposed mixed-use development located at the northeast corner of the intersection of Figueroa Street and 28th Street in the City of Los Angeles (City), California. The proposed project will be located at 2718 S. Figueroa Street. This study assesses the project's impacts by providing an analysis of project Vehicle Miles Traveled (VMT) thresholds established by the City and by the State of California. Furthermore, this study evaluates the project's localized effect on the transportation network in existing and future conditions, with project traffic and with cumulative project traffic. This document follows the assumptions established during discussions with City of Los Angeles staff and in the approved Memorandum of Understanding (MOU) with the Los Angeles Department of Transportation (LADOT). The approved MOU is provided in Appendix A.

This report has been prepared in accordance with the LADOT Transportation Assessment Guidelines, dated July 2019.

PROJECT DESCRIPTION

The proposed project would be developed on the northeast corner of Figueroa Street and 28th Street in the City of Los Angeles, California. The project site location is shown in its regional setting on Figure 1. The site is currently occupied by a 2,800-square-foot Taco Bell restaurant with drive-through, a 3,467-square-foot Grinder Restaurant, and a 7,036-square-foot office building. The project would involve the demolition of all existing active land uses and the construction of a mixed-use development with up to 173 multifamily dwelling units, an approximately 2,803-square-foot fast food restaurant with drive-through, and up to 3,428 square feet of high-turnover restaurants. The project would consist of a single, 7-floor building with retail land uses and amenities on the first floor and multifamily dwelling units ranging from studio units to multi-bedroom units on the remaining above-ground floors. These unit counts are based on a conservative scenario of development. As a conservative approach, the actual proposed number of dwelling units and restaurant area are lower than what is analyzed in this study. Parking will be provided in one level of subterranean parking, as well as on the ground floor of the project. The project is anticipated to open in 2022 and would be constructed in one phase.

The site is bounded by a similar 7-floor residential and retail mixed-use building to the north, 28th Street to the south, Figueroa Street to the west, and Flower Street to the east. It is understood that the project frontage along Figueroa Street will be consistent with the City of Los Angeles's MyFigueroa corridor plan, which has been enacted by the City to include provisions to transform Figueroa Street into a complete, multimodal street in the downtown area.

Ingress and egress access into the project site would be provided via four total driveways:

- One right-in/right-out driveway on Flower Street would provide access to the subterranean parking garage and would be restricted to resident-only. This entrance would include an automated gate with remote-keyed entry for residents.
- One mid-block full-access driveway on 28th Street would provide access to residential parking spaces on the ground floor, as well as to retail parking spaces on the ground floor.
- One inbound-only driveway on 28th Street would provide access to the fast-food drive-through component.
- One right-turn outbound-only driveway on Figueroa Street would accommodate vehicles exiting from the drive-through component of the project.

These access points, along with the layout of the proposed project's ground floor, are shown on the site plan on Figure 2.

PROPOSED PARKING

The project would include parking on the ground floor and on a lower level subterranean floor. The ground floor would provide parking spaces to accommodate the retail land uses and portions of the residential land use. Twenty-one parking spaces would be provided on the ground floor, with fifteen retail parking stalls and six residential parking stalls. The lower level parking garage would provide an additional 82 parking spaces for residents and would be accessed via one driveway along Flower Street. This would amount to a total of 103 parking spaces for the site. There will be an additional nine metered spaces along the project frontage on 28th Street.

In addition, there would be bicycle parking on the ground floor and on the lower level. The ground floor would contain 10 short-term residential bicycle spaces and 6 short-term commercial bicycle spaces. The parking garage would provide 104 long-term residential bicycle spaces and 5 long-term commercial bicycle spaces.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

Several transportation demand management strategies are included as part of the proposed project. These TDMs are intended to discourage vehicle trips and encourage alternative modes of transportation such as carpooling, utilizing transit, walking, and biking. The following measures will be incorporated into the proposed project development:

Parking

- The project proposes to provide fewer parking spaces than the required amount under Section 12.21 A.4 of the Los Angeles Municipal Code (LAMC) rates. Because of this reduced on-site parking, parking spaces will not be provided for all dwelling units. Rather, residents will need to apply for access to a parking space. This measure will encourage residents to rely on alternate modes of transportation, thereby reducing vehicle trips and miles traveled.

- Where consistent with applicable legal requirements, the project would require those wishing to reserve parking spaces to pay an additional cost. This parking cost, which may be billed on a monthly or other periodic basis, would be set by the project applicant and will be consistent with the market-value parking costs in the area.

Bicycle Infrastructure

- Short-term and long-term parking would be provided on the project site to accommodate residential and commercial components, consistent with LAMC requirements.

PROJECT CONTEXT

This section summarizes the existing transportation network, including adjacent roadway infrastructure, transit services, and bicycle facilities.

Existing Street System

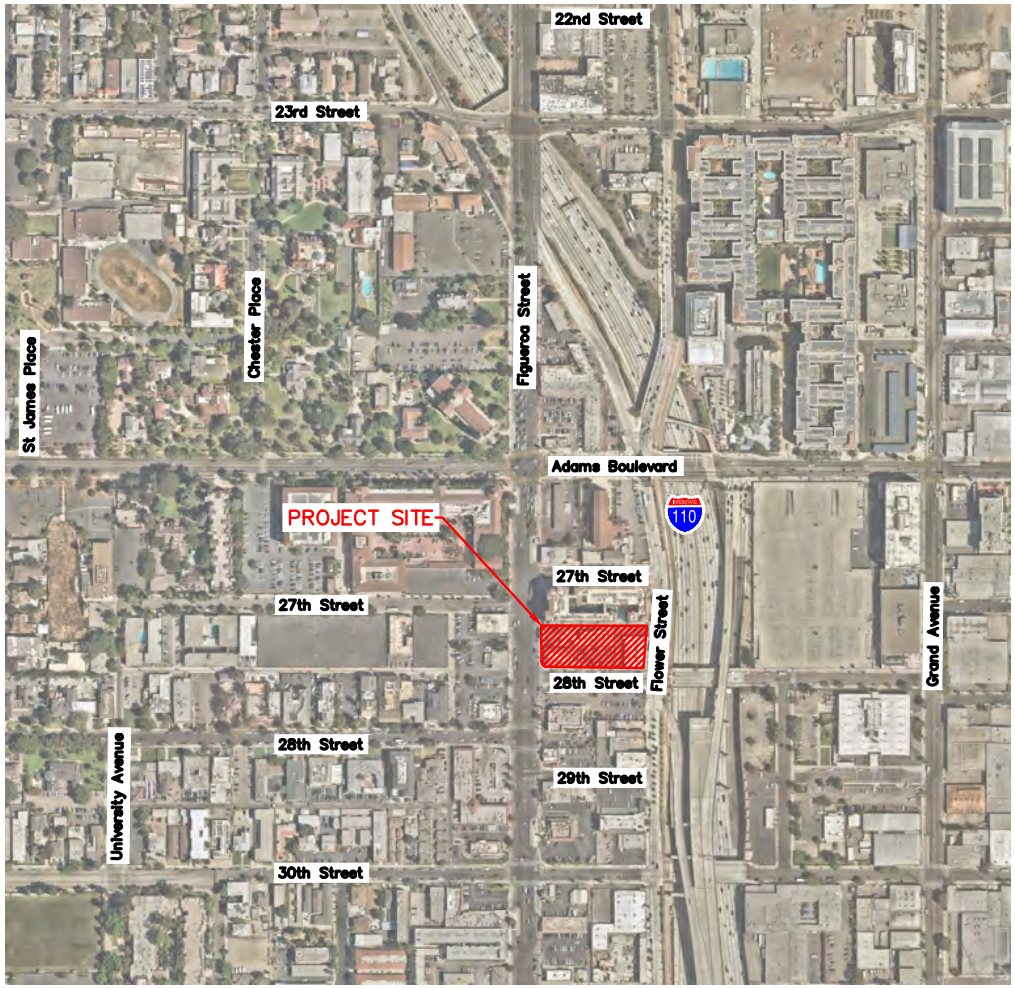
Regional access to the site is provided by the Santa Monica Freeway (I-10) and the Harbor Freeway and Transit Way (I-110). The I-10 Freeway runs in an east-west direction and is located approximately 0.8 miles north of the project site. The I-110 Freeway runs in a north-south direction and is located just east of the project site.

Local access to the project vicinity is provided by several roadways. Roadway classifications were taken from the City of Los Angeles Citywide General Plan Circulation System. These roadway classifications are shown on Figure 3.

Figueroa Street is a five-lane divided roadway with two lanes in the southbound direction and three lanes in the northbound direction in the project area. The posted speed limit is 35 miles per hour. The street is designated as an Avenue I arterial street in the City of Los Angeles Mobility Plan 2035, with a right-of-way width of 100 feet and a curb-to-curb width of 70 feet.

Flower Street is a three-lane, one-directional roadway in the project area. The posted speed limit is 35 miles per hour. The street is designated as Avenue II in the City of Los Angeles Mobility Plan 2035, with a right-of-way width of 86 feet and a curb-to-curb width of 56 feet.

28th Street is a two-lane roadway with one lane in each direction in the project area. The speed limit is 30 miles per hour. The street is designated as a Local Street in the City of Los Angeles Mobility Plan 2035, with a right-of-way width of 60 feet and a curb-to-curb width of 36 feet.



NOT TO SCALE

FIGURE 1
VICINITY MAP

NOT TO SCALE

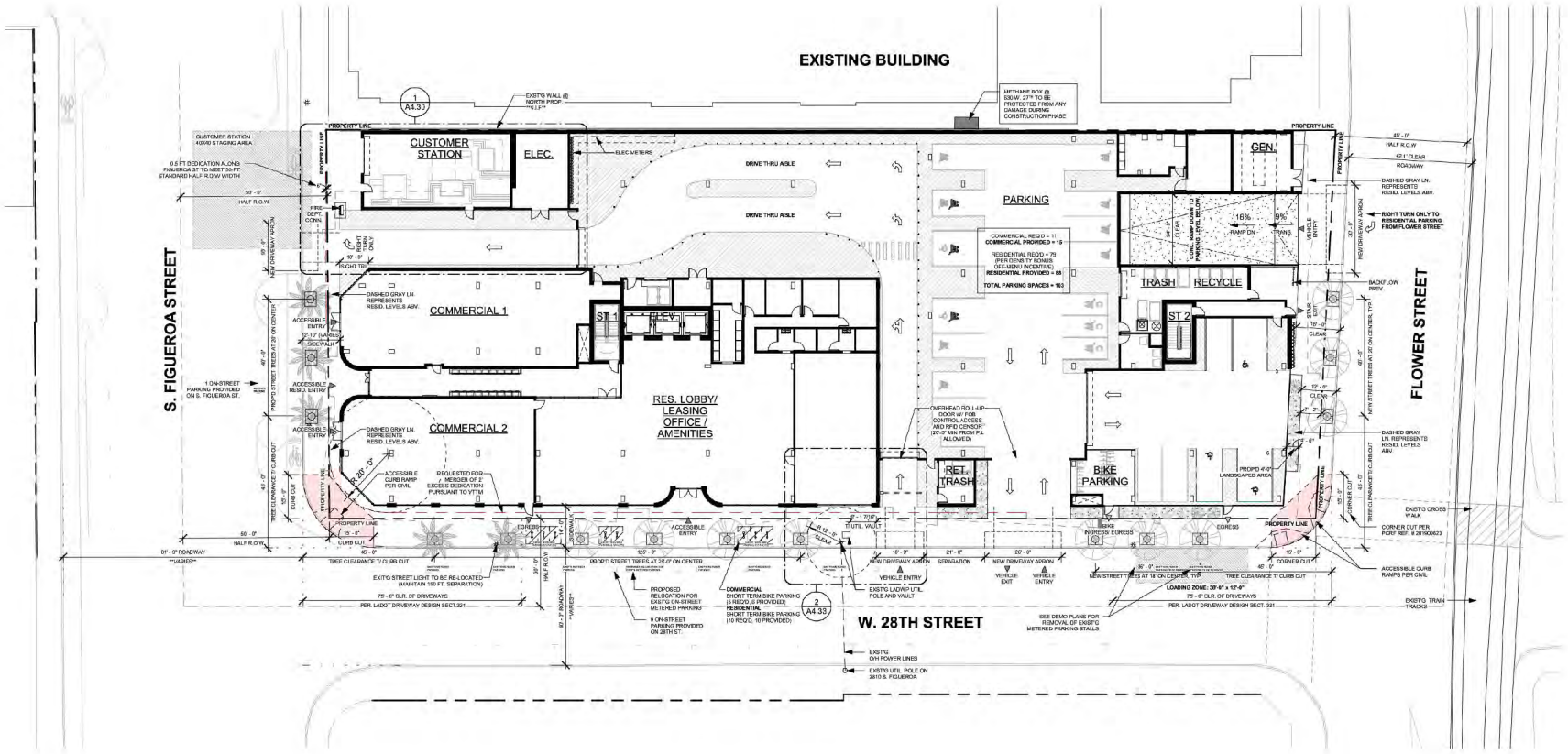


FIGURE 2
PROJECT SITE PLAN

Kimley»Horn

NOT TO SCALE

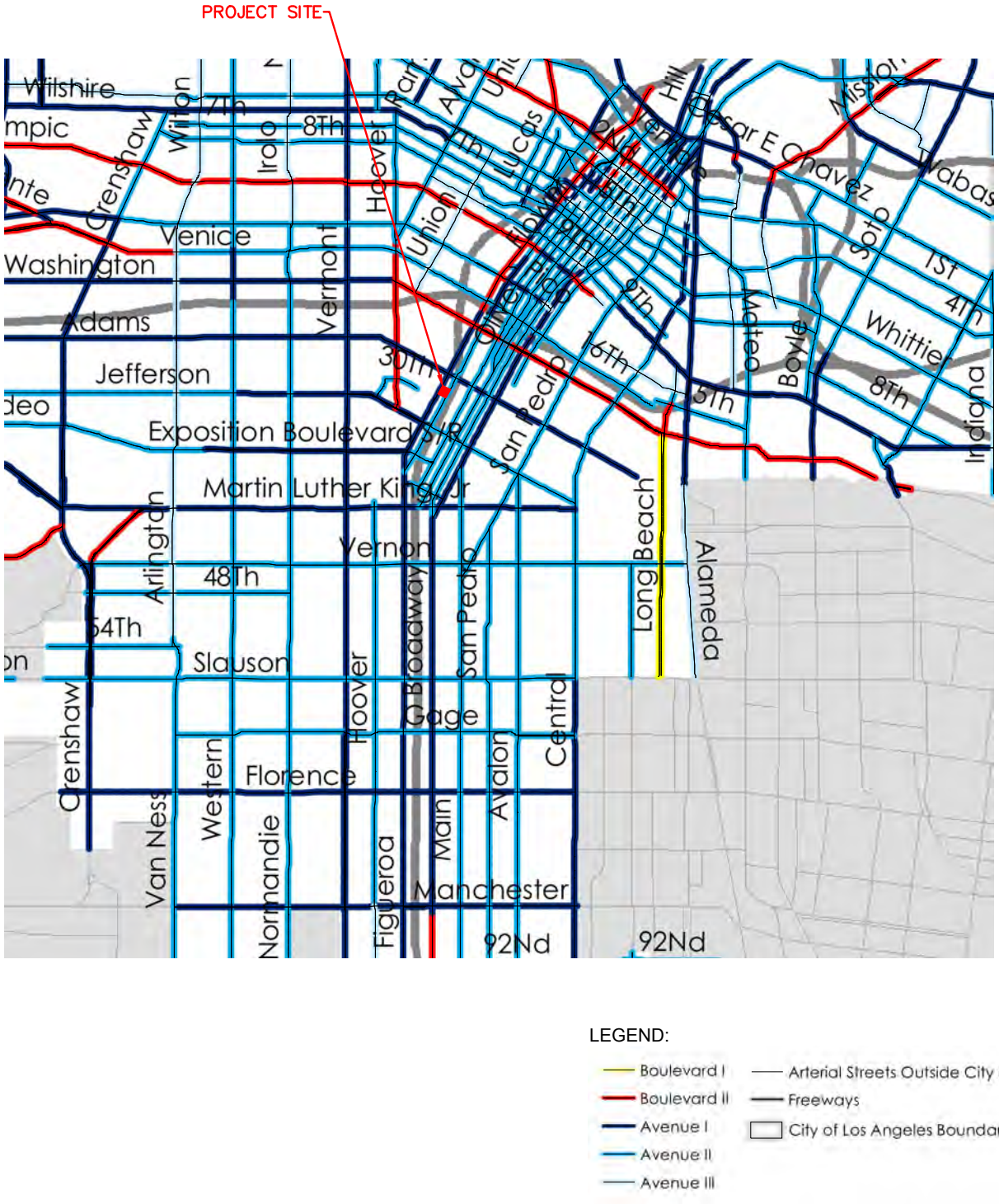


FIGURE 3
CITYWIDE GENERAL PLAN CIRCULATION SYSTEM
Source: City of Los Angeles Mobility Plan

Existing Transit Services

Metro Transit Line 14 is a bus route that travels along Adams Boulevard within the vicinity of the project. Line 14 operates on weekdays between 4:48 AM to 1:21 AM with approximately 10-minute headways, on Saturdays between 4:52 AM to 1:21 AM with approximately 10-minute headways, and Sundays between 4:59 AM to 1:21 AM with approximately 20-minute headways. Line 14 provides transportation services to the Cities of Los Angeles and Beverly Hills.

Metro Transit Line 37 is a bus route that travels along Adams Boulevard within the vicinity of the project. Line 37 operates on weekdays between 4:25 AM to 12:42 AM with approximately 10-minute headways, on Saturdays between 4:37 AM to 12:42 AM with approximately 15-minute headways, and Sundays between 4:40 AM to 12:40 AM with approximately 20-minute headways. Line 37 provides transportation services to the Cities of Los Angeles and Culver City.

Metro Transit Line 81 is a bus route that travels along Figueroa Street within the vicinity of the project. Line 81 operates on weekdays between 4:30 AM to 1:43 AM with approximately 10-minute headways, on Saturdays between 4:43 AM to 1:43 AM with approximately 20-minute headways, and on Sundays between 4:42 AM to 1:43 AM with approximately 25-minute headways. Line 81 provides transportation services to the Cities of Los Angeles and Glendale.

Metro Transit Line 442 is a bus route that travels along Figueroa Street within the vicinity of the project. Line 442 only operates on weekdays between 5:37 AM to 8:52 AM and 3:45 to 6:37 PM with approximately 40-minute headways. Line 442 provides transportation services to the Cities of Los Angeles, Inglewood, and Hawthorne.

Metro Transit Line 456 is a bus route that travels along Figueroa Street and Flower Street within the vicinity of the project. Line 456 only operates on weekdays between 6:00 AM to 8:45 AM and 4:15 PM to 6:55 PM with approximately 30-minute headways. Line 456 provides transportation services to the Cities of Los Angeles and Long Beach.

OCTA Route 701 is a bus route that travels along Figueroa Street and Flower Street within the vicinity of the project. Route 701 only operates on weekdays between 5:30 AM to 8:02 AM and 4:15 PM to 6:45 PM with approximately 30-minute headways. Route 701 provides transportation services to the Cities of Los Angeles, Seal Beach, Los Alamitos, Garden Grove, and Huntington Beach.

OCTA Route 721 is a bus route that travels along Figueroa Street and Flower Street within the vicinity of the project. Route 721 only operates on weekdays between 5:10 AM to 7:18 PM with approximately 1-hour headways. Route 721 provides transportation services to the Cities of Los Angeles, Buena Park, and Fullerton.

LADOT Transit Route DASH King-East is a bus route that travels along Figueroa Street and Adams Boulevard within the vicinity of the project. DASH King-East operates on weekdays between 6:00 AM to 7:35 PM with approximately 20-minute headways, and weekends between 9:00 AM to 6:35 PM with approximately 20-minute headways. DASH King-East provides transportation services to the City of Los Angeles.

LADOT Transit Route Commuter Express 422 is a bus route that travels along Figueroa Street and Flower Street within the vicinity of the project. Route 422 only operates on weekdays between 4:55 AM to 9:11 AM and 1:55 PM to 8:17 PM with approximately 20-minute headways. Route 422 provides transportation services to the Cities of Los Angeles, Agoura Hills, and Thousand Oaks.

LADOT Transit Route Commuter Express 423 is a bus route that travels along Figueroa Street and Flower Street within the vicinity of the project. Route 423 only operates on weekdays between 5:00 AM to 8:59 AM and 3:30 PM to 8:40 PM with approximately 20-minute headways. Route 423 provides transportation services to the Cities of Los Angeles, Agoura Hills, Thousand Oaks, and Calabasas.

Metro Exposition E Line is a light rail line that travels north and south within the project vicinity directly to the east and provides connectivity between Downtown Los Angeles and Downtown Santa Monica. The nearest station is located approximately 1,000 feet to the north of the project site, at the LATTC/Ortho Institute station.

Transit lines in the area are shown on Figure 4.

Existing Bike Facilities

A map of existing bike facilities in the project area can be found on Figure 5. Near the project site, Class II facilities are provided on Figueroa Street as part of the MyFigueroa project. These bike lanes run in the north-south orientation, and are located adjacent to on-street parking stalls. On-street parking stalls serve as a buffer between the existing bike lanes and the vehicular travel way.

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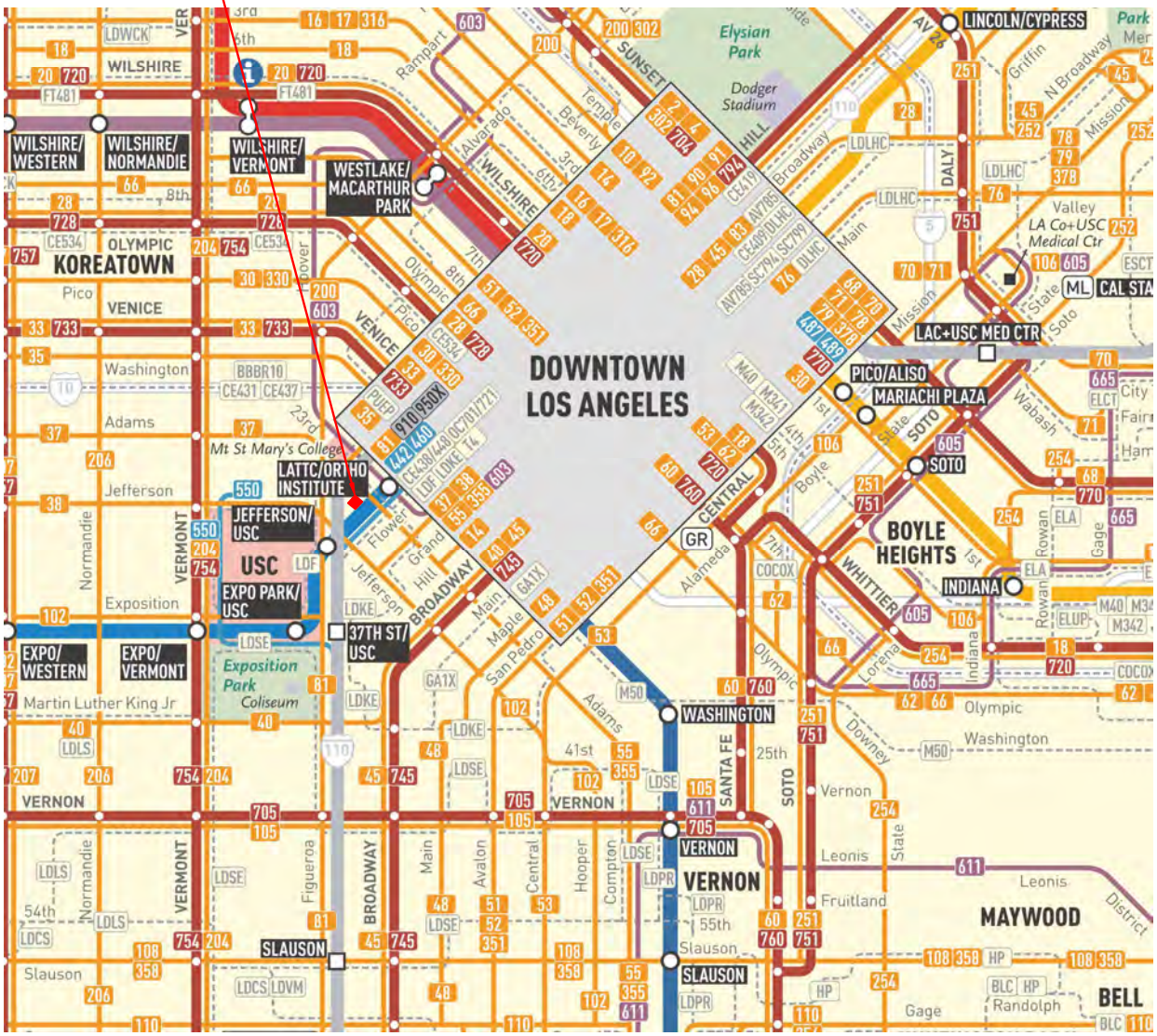

LEGEND:

Metro Local or Limited Line	81	Metro Express Line	460	Amtrak Station	AM
Metro Late-Night or Owl Service	20	Metro Rapid Line & Stop	740	Greyhound	GR
Metro Shuttle Line	603	Municipal Bus Line	M10	FlyAway	FA
Metro Rail Line & Station		Metro Rail Station & Entrance (Downtown LA)		Megabus	MB
Transfers				Interstate Freeway	
Metro Busway & Station		Metro Silver Line & Silver Express Street Stop		US Freeway	
		I-110 Metro Station		State Highway or Freeway	
Metrolink Station	ML	Metro Customer Center			

Tourist Attraction/ Sports Venue	
Shopping Area	
School/College/University	
Point of Interest	
Airport/Civic/Government	
Park	

FIGURE 4
BUS AND RAIL SYSTEM
Source: Metro Los Angeles

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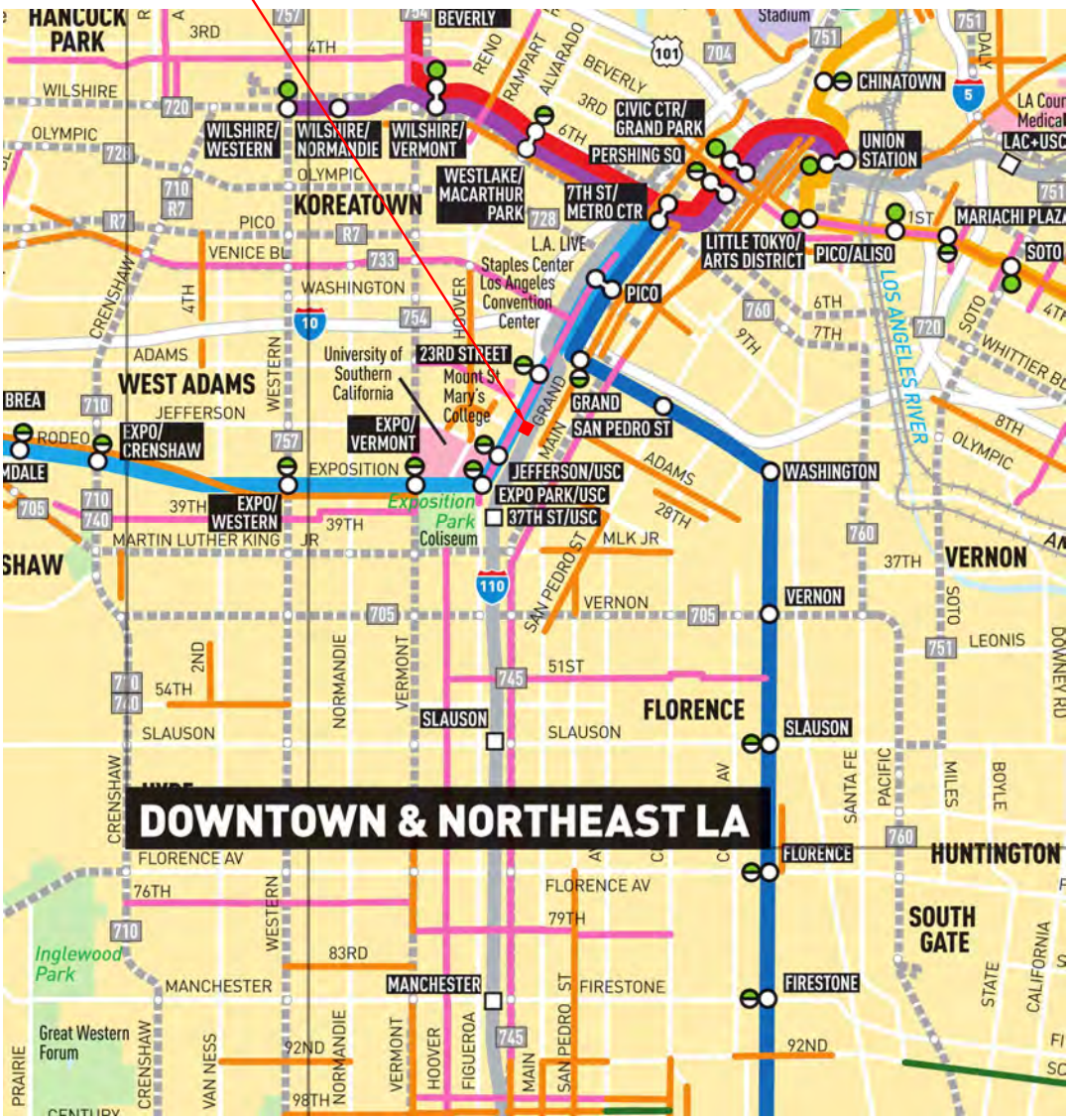

LEGEND:

Bike Path (Class I) — Bike Lane (Class II) — Bike Route (Class III) — Cycle Track (On-Street Separated Bikeway) —				Transitway & Station		Park/Recreation Area	
Bike Racks		Bike Lockers		Metrolink & Station	ML	Airport/Civic/Government	
Bike Racks & Lockers		Class I Bike Path Access Point		Metro Rapid Bus Line & Stop	710	Point of Interest	
Metro Rail Line & Station		Tourist Attraction/ Sports Venue		Municipal Rapid Bus Line & Stop		Interstate Freeway	110
Transfers		Shopping Area		Amtrak Station	AM	US Highway or Freeway	101
Metro Liner & Station		School/College/University		FlyAway	FA	State Highway or Freeway	110

FIGURE 5
METRO BIKE MAP
Source: Metro Los Angeles

CEQA TRANSPORTATION ANALYSIS

With the passage of Senate Bill (SB) 743, Vehicle Miles Traveled (VMT) has become an important indicator for determining if a new development will result in a "significant transportation impact" as required by the California Environmental Quality Act (CEQA). Under SB 743, the state Office of Planning and Research was charged with developing new guidelines for evaluating transportation impacts under CEQA in order to replace methods measuring automobile delay and Level of Service. In response to this mandate, the Office of Public Resources proposed, and the California Natural Resources Agency adopted CEQA Guidelines Section 15064.3, which indicates that VMT exceeding an applicable threshold of significance is the most appropriate measure for evaluating a project's transportation impacts. Section 15064.3 goes on to clarify that except for projects regarding roadway capacity, "…a project's effect on automobile delay does not constitute a significant environmental impact." Further, Section 15064.3 states "[g]enerally, projects within one-half mile of either an existing major transit stop or along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact."

CEQA Guidelines Section 15064.3 will apply statewide beginning July 1, 2020, thereby requiring jurisdictions (lead agencies) to adopt VMT thresholds of significance and fully implement the requirements of SB 743. As part of this implementation, LADOT issued Transportation Assessment Guidelines establishing methodology for calculating VMT for projects within the City. VMT analysis for this project is conducted with the City's VMT Calculator tool, which is consistent with the agency's established guidelines.

VMT Screening

Prior to conducting a full VMT analysis, the project was screened via the criteria provided within the LADOT Transportation Assessment Guidelines. The following thresholds were exceeded, and thus result in the need for this project to be analyzed for VMT impacts:

- The project would generate a net increase of more than 250 daily vehicle trips. Based on the VMT Calculator Tool, the net increase in daily trips is projected to be 683 trips.
- The project is anticipated to generate a net increase in daily VMT greater than zero. The project will generate a net increase of 3,706 daily VMT with the demolition of existing land uses and construction of the proposed land uses.

CEQA Thresholds

The City of Los Angeles, based on the Transportation Assessment Guidelines, has identified three CEQA thresholds that the project will be evaluated for. Exceeding any of these thresholds would generate a CEQA impact, and mitigation measures will need to be identified to alleviate the impact. These thresholds include:

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

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

To achieve the City of Los Angeles's goals to promote accessibility and sustainability within the transportation network, the City has adopted transportation-related plans and policies to encourage the development of safe and convenient streets for all users of the transportation system. The proposed project will need to conform with the City's plans and policies to satisfy the requirements under CEQA. The proposed project was reviewed to determine consistency with these policies. Deviation from the City's vision for the development of its transportation network would be deemed inconsistent and would be considered a significant impact. The following relevant plans, policies, and programs were identified as applicable to the proposed project.

Consistency Analysis

Los Angeles Mobility Plan 2035 (Mobility Plan) implements a vision to design safer, more vibrant streets, which plan to balance the need for all modes of transportation under the Complete Streets Act. Mobility Plan 2035 outlines the following prioritized goals:

- Safety First
- Access for All Angelenos
- World Class Infrastructure
- Collaboration, Communication, and Informed Choices
- Clean Environments and Healthy Communities

The project is not expected to interfere with any of the policies identified in the Mobility Plan. The project is expected to be consistent with several provisions within the plan, including but not limited to those mentioned in this section.

There are various infrastructure policies set in place within Chapter 2 of the Mobility Plan. These policies are accompanied by networks that have been established within the City to promote pedestrian, transit, bicycle, and other multi-modal improvements, to enhance the transportation infrastructure of the area, and to encourage the implementation of Complete Streets concepts. Figueroa Street and Flower Street, which are the two Avenue arterial streets bordering the project site, are identified on several of the Mobility Plan's networks. These include the Bicycle Enhanced Network, Pedestrian Enhanced Districts, and Transit Enhanced Network. The project will maintain the existing character of the streets, including the bicycle infrastructure already in place along Figueroa Street. Additionally, the project will support pedestrian mobility by including wider, more attractive sidewalks along its building frontage to encourage foot traffic instead of vehicular traffic. The project will add street trees and other design features to improve the overall vitality of the street system.

Furthermore, the project will support the policies of Chapter 3 of the Mobility Plan, which emphasizes the need to provide access to an affordable, reliable, and convenient transportation system. The design elements of the project will accommodate the needs of people with disabilities by following guidelines provided by the Americans with Disability Act (ADA). The project further supports Section 3.3 of the Mobility

Plan, Land Use Access and Mix, based on the synergies between residential and commercial components of the site. The project is near existing transit lines and bicycle infrastructure, which would encourage alternative modes of transportation to vehicles. The project will provide Bicycle Parking per Section 3.8 of the Mobility Plan. The bicycle parking will be installed in the form of short-term and long-term spaces for residents and business employees and patrons.

A prominent feature of this project is the emphasis on Transportation Demand Management (TDM) measures to reduce reliance on vehicular travel. In following the provisions of Policy 4.8, Transportation Demand Management Strategies, the project intends to provide a reduced parking supply, unbundled parking for residents, and bicycle facilities to reduce dependence on motor vehicles. These TDMs are also an effective component in the strategy to reduce Vehicle Miles Traveled (VMT) associated with the project and would therefore cause lower greenhouse gas emissions.

Vision Zero Action Plan is an initiative that prioritizes safety to eliminate the number of traffic-related deaths and severe injuries on the roadway by the year 2025. Strategies include analyzing extensive crash data to prioritize intersections and corridors; modifying streets to multimodally increase the safety of road users; and implementing Vision Zero Corridor Plans. Improvements are focused on the High-Injury Network (HIN), which make up over 450 miles of the City streets and account for 70% of traffic-related deaths and injuries.

Roadways in the project vicinity located within the HIN include Figueroa Street, Grand Avenue, Adams Boulevard, and 30th Street. Leading Pedestrian Intervals (LPI) have been installed along Figueroa street, at Adams Boulevard, 28th Street, 30th Street, and 32nd Street, as a part of the MyFigueroa corridor plan. LPIs provide a 3-7 second head start for pedestrians to cross the street before a vehicle signal indication turns green, in order to increase visibility of the pedestrian, reducing pedestrian-vehicle collisions. The Project would not impede or conflict with the implementation of the City's Vision Zero safety plan through the MyFigueroa Plan or otherwise.

Plan for a Healthy Los Angeles provides objectives and programs to elevate the overall health of the City. The plan commits efforts to the following topics to achieve better quality of public health:

- Safe neighborhoods
- A clean environment
- Access to health services
- Affordable housing
- Healthy and sustainably produced food
- The opportunity to thrive

The project will widen and improve existing sidewalks to promote pedestrian and other alternative transportation usage and will provide direct access to the building frontage from the sidewalks along both Figueroa Street and 28th Street to accommodate pedestrian traffic. Additionally, bicycle parking consistent with City code requirements will be provided to facilitate alternate modes of transportation. The project will be consistent with the policies documented in the Plan for a Healthy Los Angeles.

Land Use Element of the General Plan (South Los Angeles Community Plan) is one of thirty-five Community

Plans within the General Plan. This Community Plan outlines 18 major commercial corridors within South Los Angeles that are generally underutilized. The plan emphasizes the importance of revitalization among these corridors in order to better serve the neighborhoods of South Los Angeles, while still respecting the land uses.

The project would support the objectives outlined in this Community Plan by satisfying various policies within the plan, including the development of affordable housing options within the site to promote safe, secure, healthy, and high-quality residential environments for all segments of the community. Also, the project satisfies the goals of mixed-use developments in the community by reducing reliance on automobiles and by reducing conflicts between residential and commercial uses by separating automobile access points.

Bicycle Parking (LAMC Section 12.21.A.16) is an ordinance that details bicycle parking requirements for new developments. The project would meet the LAMC requirements for on-site bicycle parking supply.

Transportation Demand Management (TDM) Ordinance (LAMC Section 12.16J) is an ordinance that discourages individual trips on the road, while encouraging other more sustainable travel options. The project will not be required to comply with the TDM Ordinance because it does not meet the threshold of 25,000 square feet of non-residential uses.

Waivers of Dedication and Improvement (LAMC Section 12.37) states that certain development projects shall implement or contribute to improvements within the public right-of-way, in accordance with the Los Angeles Mobility Plan 2035 street designation standards. Analyses may be performed to determine if exceptions to such street improvements are warranted, which may then lead to the request of a waiver application.

The project will maintain the existing street widths along Figueroa Street, 28th Street, and Flower Street. Each of these rights of way currently meet Mobility Plan 2035 requirements, which would not be altered by the Project; therefore, no street widening is required for the Project.

Figueroa Corridor Streetscape Project (MyFigueroa) is a project to transform the Figueroa Corridor into a complete multimodal street that serves users of a variety of transportation modes, including pedestrians, bicyclists, transit users, and drivers. The project spans from Martin Luther King Boulevard to 7th Street, and aims to provide improved safety measures, protected bike lanes, and beautification efforts to make the corridor more vibrant and enjoyable. The project will retain the existing street features along Figueroa, which are currently consistent with the Figueroa Corridor Streetscape project.

Citywide Design Guidelines for Residential, Commercial, and Industrial Development serve as a supplement to the City's Urban Design Principles. These guidelines are not meant to be regulated or standardized, but meant to be encouraged to achieve high-quality design, while still maintaining the character of the neighborhood.

The project proposes to accommodate pedestrian customers in a manner that separates vehicular and pedestrian access into the site. Pedestrians from Figueroa Street, 28th Street, and Flower Street can access

the site via the sidewalk without conflicting with the onsite vehicular circulation.

Walkability Checklist – Guidance for Entitlement Review is a guide to create enhanced pedestrian movement, access, comfort, and safety to contribute to the walkability of Los Angeles. The document provides recommendations to improve the pedestrian environment in the public right-of-way and on private property. The proposed project site provides safe and direct access between the sidewalk space and the building frontage and would widen and improve adjacent sidewalks while activating the street front with a new, well-lit development. The primary entrance into the site is not obstructed and is visible from the sidewalk and the street.

LADOT Transportation Technology Strategy – Urban Mobility in a Digital Age is a document with the goal of ensuring that the City establishes transportation policy goals that focus on data, mobility, and infrastructure. The policy focuses on building a solid data foundation and by providing greater service to all residents of the City. The project does not conflict with the policy recommendations set forth by this document.

Mobility Hubs Reader's Guide provides guidance and inspiration for enhancing project developments with amenities, activities, and programs to support multi-modal connectivity and access. The project will provide short-term bicycle parking per the LAMC to encourage cycling to the site. Moreover, there will be connectivity between existing bicycle lanes on Figueroa Street in the vicinity of the project site. Cyclists will be able to access short-term bicycle parking, which will be positioned as close to the building entrance as possible along the 28th Street frontage.

Manual of Policies and Procedures provides criteria to ensure the design of safe and efficient City streets. These criteria include aspects of transportation infrastructure ranging from roadway striping to crosswalks. The project does not conflict with these policy recommendations.

Cumulative Consistency Analysis

Per the City's guidelines, a cumulative assessment was conducted for related projects within the vicinity of the project site. These projects were identified during the MOU process with City staff and include a total of eight projects that include housing, hotel, and office land uses. They are presented in detail within the analyses conducted later in this report. These projects will all be processed under separate applications with the City of Los Angeles and will each need to be consistent with the plans and policies established by the City. The proposed project's emphasis on alternative transportation modes, and the availability of transit options and pedestrian facilities, would be consistent with the goals of the City and would be independent of these related projects and their overall compliance with these plans and ordinances. Additionally, the proximity of the proposed project to these related projects would not lead to any conflicting impacts on the transportation network.

Threshold T-2: Causing Substantial Vehicle Miles Traveled

The City of Los Angeles has adopted project impact assessment methods that are based on VMT. These methods, which are consistent with the State of California's SB 743 guidelines for determining development impacts under CEQA, aim to encourage reductions in greenhouse gas emissions, to support multimodal transportation, and to promote diverse infill development.

Impact Criteria

Per the LADOT Transportation Assessment Guidelines, the proposed project will have a significant impact on transportation if it will generate a household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) in which the project is located. Accordingly, these thresholds are shown in the table below:

VMT Impact Criteria (15% Below APC Average)		
Area Planning Commission	Daily Household VMT per Capita	Daily Work VMT per Employee
South	6.0	11.6

These thresholds are consistent with the guidelines established within the Office of Planning and Research's (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018). The OPR recommends a threshold of 15 percent or more below the existing VMT per capita, measured against the city, as the basis for a significant transportation impact for a residential project. For retail projects, a significant impact is indicated by a net increase in total VMT. However, retail projects that are under 50,000 square feet are considered "local serving" and tend to reduce VMT. The addition of a retail development in an already-existing urban community could improve retail destination proximity to the local communities, therefore possibly decreasing the VMT.

VMT Analysis Methodology

Analysis for VMT impacts with the City is typically performed using the City's VMT Calculator (Version 1.2) tool. The methodologies for calculating VMT using this tool are based on the inputs and parameters outlined in the *City of Los Angeles VMT Calculator Documentation* (February 2019).

The VMT Calculator was developed as a computational tool to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects within the City. The tool relies on the City's Travel Demand Forecasting (TDF) model and considers a multi-step process to calculate a project's VMT contribution to the transportation network. These steps begin with vehicle trip generation calculations based on the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition rates, which are subsequently reduced and adjusted based on mixed-use development (MXD) factors and the TDF model. These adjustments account for surrounding demographics and built environment factors, as well as for the internal synergies that occur between different land uses within mixed-use developments. According to the *VMT Calculator Documentation*, MXD reduction factors include the following:

- The relative numbers of residents and jobs – the better the site's jobs/housing balance, the greater the proportion of commute trips that remain internal.
- The density of development – the greater the concentration of dwellings and commercial space per acre, the greater the likelihood that the interacting land uses will be near enough together to encourage walking or short-distance internal driving.
- The connectivity for walking or driving among different activities – measured in terms of the ratio of intersections to total land area within one mile directly influences trip internalization and the number of trips made by walking instead of driving.

- The availability of transit – the greater the number of jobs within a reasonable travel time via transit, the greater the share of travel likely to occur by transit, and the lower the vehicular traffic generation.
- The number of convenient trip destinations within the immediate area – the number of retail and other jobs in neighborhoods immediately surrounding the site increases the amount of walking to/from the site and reduces traffic generation.
- Vehicle ownership – a higher number of cars available per household increases the likelihood that trips will use a vehicle instead of taking other modes.
- Household Size – as the size of the household increases, more trips are made by the household.

By generating an MXD model based on these factors, the City has created a methodology to estimate the number of vehicle trips traveling in and out of a site by reducing ITE-generated trip rates. These vehicle trips are further refined by referencing surrounding demographic data from the TDF model. The TDF is also used to determine trip lengths by trip purpose for both trip productions and attractions within the project's traffic analysis zone (TAZ). These trip lengths are multiplied by the calculated vehicle trip generation to determine total VMT, household VMT, and work VMT for the project.

Site Specific Population and Employment Assumptions

While the MXD Methodology yields VMT values on a household and work basis, the City's thresholds for significance are based on a per capita/employee value. To convert vehicle trips and VMT to a per capita/employee value, population and employment estimates are utilized. Population factors from single-family and multi-family households are derived from Census data. Employment factors are derived from various sources, including Los Angeles Unified School District information, 2012 SANDAG employee data, ITE trip generation rates, the US Department of Energy, and other resources.

Transportation Demand Management Strategies

The VMT Calculator allows for the application of TDM strategies, both as design features and as mitigation, to further reduce project VMT to levels that are below the threshold of significance. These TDM strategies can include measures from the following categories:

1. Parking
2. Transit
3. Education and Encouragement
4. Commute Trip Reductions
5. Shared Mobility
6. Bicycle Infrastructure
7. Neighborhood Enhancement

The effectiveness of these TDM strategies are reliant on the location of the project, and the Travel Behavior Zone (TBZ) in which the project is assigned to. The City has developed TBZs as a method to assign VMT and to determine the reductions in single-occupant vehicle trips associated with Transportation Demand Management (TDM) measures based on geographical location. Moreover, TBZs are assigned taking into consideration population density, daytime population density, land use diversity, intersection density, and proximity to transit facilities. TBZs are classified as one of the following four uses:

- Suburban (Zone 1): Very low-density development primarily centered around single-family homes and minimally connected street network.
- Suburban Center (Zone 2): Low-density developments with a mix of residential and commercial uses with larger blocks and lower intersection density.
- Compact Infill (Zone 3): Higher density neighborhoods that include multi-story buildings and well connected streets.
- Urban (Zone 4): High-density neighborhoods characterized by multi-story buildings with a dense road network.

Project VMT Analysis

To evaluate compliance with Threshold T-2 of the CEQA analysis, the VMT Calculator tool was used to determine project impacts. Calculation worksheets can be found in Appendix B. Additionally, it should be noted that TDM strategies that were discussed earlier in this report were included as proposed design features for the purpose of estimating the project's daily vehicle trips and VMT. The following TDMs have been identified as features of the proposed project and would be implemented at the time of project opening:

- Reduced Parking Supply: This strategy would change the on-site parking supply to provide less than the amount of vehicle parking required by direct application of the Los Angeles Municipal Code without consideration of parking reduction mechanisms permitted by the City's code. The project intends to utilize density bonus incentives to allow for a reduction in the overall vehicle parking required. This reduction would discourage vehicle ownership and encourage other modes of transportation. As a part of the design, the reduction in parking supply amounts to a 13% reduction in VMT.
- Unbundled Parking: This strategy would allow residents who wish to purchase parking spaces do so at an additional cost from the property cost. This cost will be determined based on the current market value and will be paid directly by the vehicle owners/drivers. This strategy would result in a reduction of 12% in VMT.
- Include Bike Parking per LAMC: This strategy involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel. To be consistent with the Los Angeles Municipal Code, the project will provide the required amount of short-term and long-term bicycle parking for its residential and commercial land uses. This strategy would result in a reduction of 0.6% in VMT.

Based on this VMT assessment, the project would generate a total of 986 daily vehicle trips, 6,431 Daily VMT. This correlates with 3.5 household VMT per capita, which is under the 6.0 household VMT per capita threshold for a significant impact. Therefore, no additional TDM measures would be mandated for this project for the purposes of alleviating VMT.

As previously mentioned in the "Existing Transit Services" section and shown on Figure 4, the project is located within a one-half mile distance of several transit routes, which could potentially cause a reduction in VMT due to an increase in transit usage instead of vehicular usage.

Cumulative VMT Analysis

While the project VMT analysis would hold true for the short-term scenario, the long-term effects of the project on VMT also need to be assessed. Long-term (cumulative) effects on VMT are determined based on a consistency check with the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which is a regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas reduction targets. As stated in the City's Transportation Assessment Guidelines, "Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and greenhouse gas reduction goals of SCAG's RTP/SCS." Given that the Project would result in less than significant VMT impacts based on the previously discussed VMT analysis, and that VMT per capita are below the allotted thresholds, the proposed project is deemed to comply with the goals of the RTP/SCS and therefore would not have a cumulative impact. In addition, the project's location and mixed-use design in close proximity to high-quality transit including a rail station and other off-site retail, restaurant, entertainment, commercial, and job destinations, along with its highly walkable environment, are consistent with the VMT reduction goals and strategies of the RTP/SCS. Furthermore, this would support the conclusion that the project would achieve VMT reduction greater than the average for the area, as concluded in the project VMT analysis provided above and thus not result in a cumulatively considerable impact when considered in conjunction with related projects.

Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

This threshold assesses the potential increase in hazards that result from geometric design features, including modifications to access points on the site as well as other conflicts related to vehicles, pedestrians, and bicyclists. The project will be proposing new driveways along Figueroa Street, 28th Street, and Flower Street. Design features have been implemented on this project to provide conditions that would reduce hazards from these geometric changes. These design features include the construction of driveways with turn restrictions, and the implementation of designated turn lanes into the site, and one-way circulation through the site to minimize internal vehicle conflicts. Furthermore, these access points and other circulation aspects will be designed in accordance with the applicable City standards and codes to ensure compliance with acceptable design practices within the jurisdiction. There are no anticipated geometric design features that would be hazardous to vehicles, pedestrians, or bicyclists; therefore, no significant impact would be identified under Threshold T-3.

CEQA Analysis Summary:

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies: The project is not anticipated to conflict with applicable plans, programs, ordinances, or policies; therefore, the project's impact is less-than-significant.
- Threshold T-2: Causing Substantial Vehicle Miles Traveled: The project generates 3.5 household VMT per capita, which is below the threshold of 6.0 household VMT per capita (15% below APC Average); therefore, the project's impact is less-than-significant
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use: There are no anticipated geometric design features that would be hazardous to vehicles, pedestrians, or bicyclists; therefore, the project's impact is less-than-significant

NON-CEQA TRANSPORTATION ANALYSIS

Per concurrence from LADOT staff during the scoping process, the project was further evaluated to determine the operational characteristics for site access and circulation. This additional analysis, separate from the CEQA evaluation, was conducted to determine any localized operational issues that would result from the build-out of the proposed project. Additionally, the queuing at the proposed fast-food drive-through facility was analyzed to ensure that queueing issues will not be present upon opening. The following sections detail the scenarios and methodology pertaining to this additional analysis.

Analysis Scenarios

For the operational evaluation, Level of Service (LOS) analysis was conducted during the morning and evening peak hour operations for the following scenarios:

- Existing Conditions
- Existing Plus Project
- Opening Year 2022
- Opening Year 2022 Plus Project

Any mitigation measures for the future conditions are identified, if necessary.

The study area was determined with input from LADOT Staff through the MOU approval process. The following study intersections were identified for evaluation:

1. Figueroa Street at 28th Street
2. Flower Street at 28th Street

In the project opening year scenarios, the following project-related driveways were analyzed in addition to the study intersections:

D1. Figueroa Street at Project Driveway 1
D2. 28th Street at Project Driveway 2
D3. 28th Street at Project Driveway 3
D4. Flower Street at Project Driveway 4

The study intersections are show in Figure 6.

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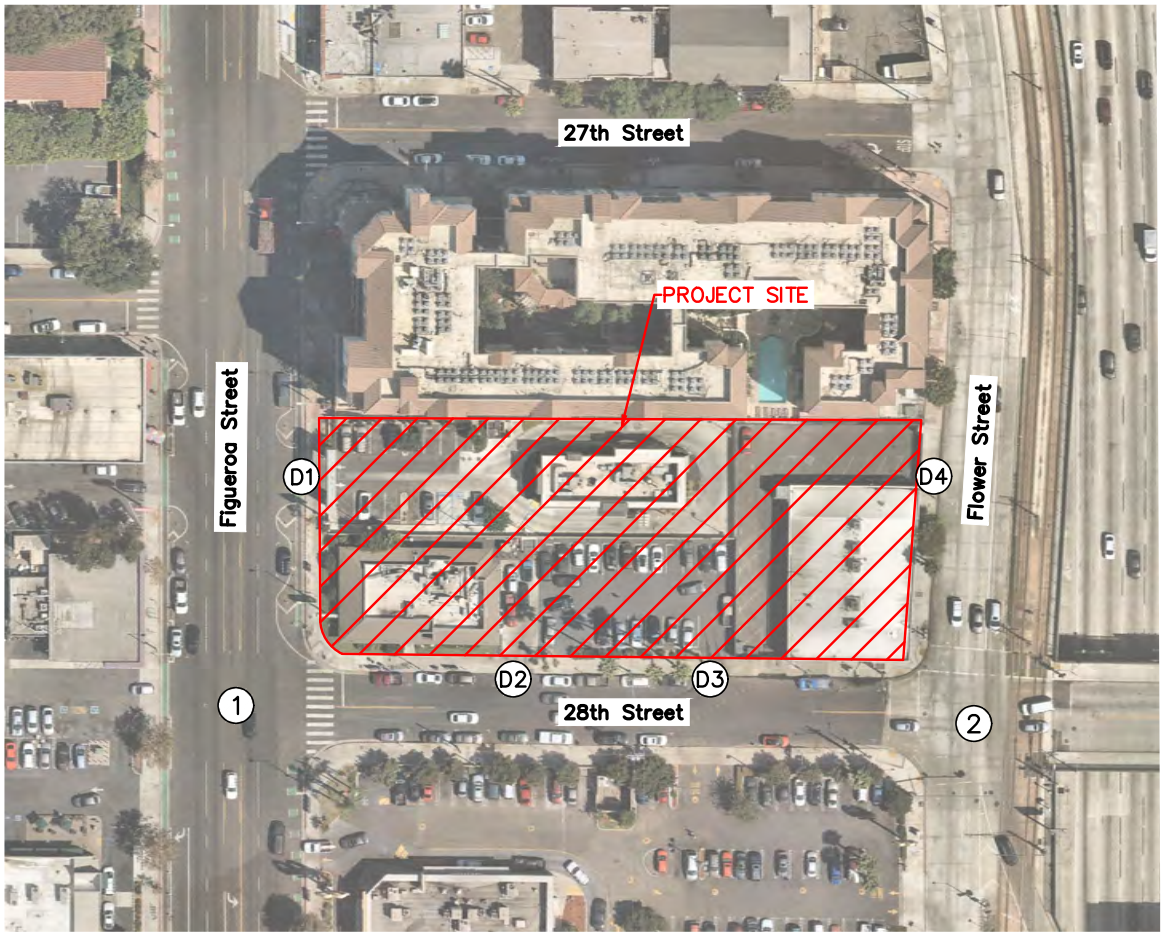


LEGEND:
Ⓧ = Study Intersection

FIGURE 6
STUDY INTERSECTIONS

Analysis Methodology

The Synchro 10 software (Trafficware) was used to analyze the peak hour operations of both signalized and unsignalized intersections. Synchro 10 uses the methodologies outlined in the Highway Capacity Manual (HCM 6).

Highway Capacity Manual (HCM)

The Highway Capacity Manual, 6th Edition (HCM 6), published by the Transportation Research Board (TRB), establishes a system whereby highway facilities are rated for their ability to accommodate traffic volumes. The terminology "Level of Service" (LOS) is used to provide a qualitative evaluation based on certain quantitative calculations, which are related to empirical values.

LOS for signalized intersections is defined in terms of average vehicle delay, which is a measure of driver discomfort, frustration, fuel consumption, and loss of travel time. Specifically, LOS criteria are stated in terms of the average control delay per vehicle for the peak 15-minute period within the hour analyzed. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration time, in addition to the stop delay. The LOS criteria for the various LOS designations are summarized on the following chart.

LOS DESCRIPTIONS HCM METHODOLOGY			
LOS	Average Delay (sec / vehicle)		Description
	Signalized	Unsignalized	
A	< 10.0	< 10.0	LOS A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.
B	> 10.0 - 20.0	> 10.0 - 15.0	LOS B represents stable flow, but the presence of others in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.
C	> 20.0 - 35.0	> 15.0 - 25.0	LOS C is in the range of stable flow, but marks the beginning of operation in which individual users become affected by interaction with others in the traffic stream.
D	> 35.0 - 55.0	> 25.0 - 35.0	LOS D represents high-density, but stable flow. Speed and freedom to maneuver are restricted, and the driver experiences a generally poor level of comfort and convenience.
E	> 55.0 - 80.0	> 35.0 - 50.0	LOS E represents operating conditions at or near the capacity of the intersection. All speeds are reduced to a low, but relatively uniform level. Small increases in flow will cause breakdowns in traffic movement.
F	> 80.0	> 50.0	LOS F represents forced, or breakdown flow. This condition occurs when the amount of traffic approaching the intersection exceeds the volume which can pass through the intersection, resulting in queues and congestion.

Existing Traffic Volumes

Existing morning peak period (7:00 to 10:00 AM) and evening peak period (3:00 to 6:00 PM) turning movement counts were collected for all study intersections. The counts were completed in December, 2019, when area schools were in session.

The existing lane configurations and traffic control at the study intersections are shown in Figure 7. Existing peak hour turning movement volumes at the study intersections are shown in Figure 8. Peak hour intersection traffic count worksheets are provided in *Appendix C*.

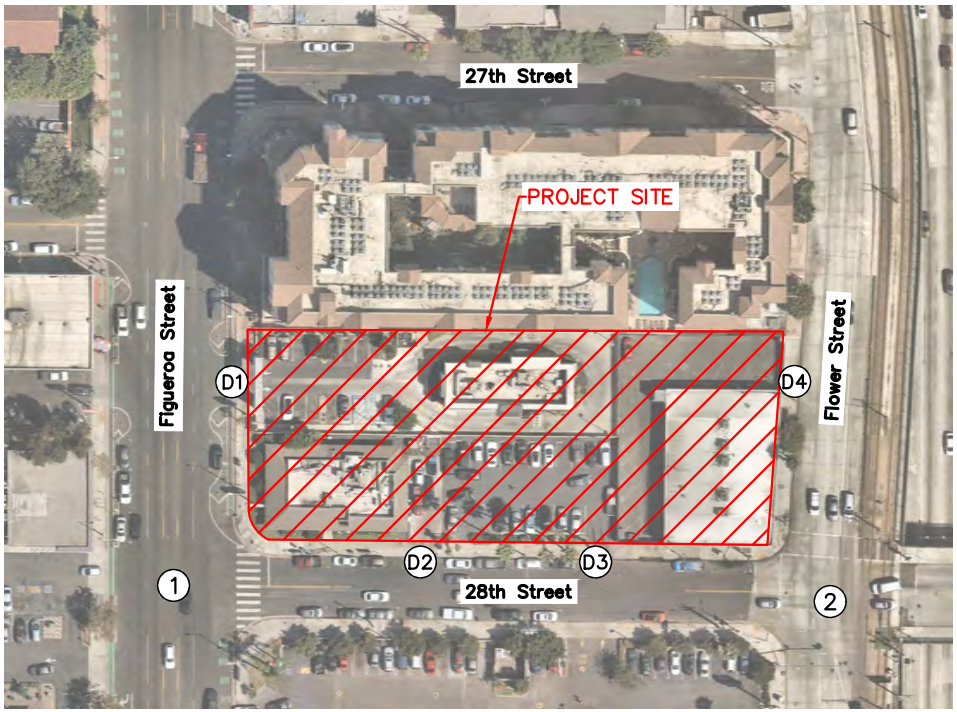
Intersection Analysis – Existing Conditions

Existing traffic volumes were used to evaluate Existing Conditions. The intersection LOS analysis was conducted for the morning and evening peak hours, and the results are shown on Table 1. As this table indicates, both study intersections would operate at LOS C or better.

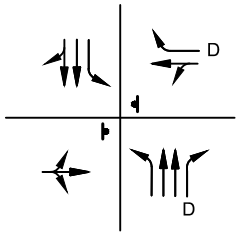
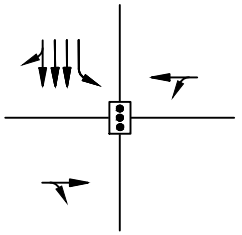
Table 1 – Summary of Intersection Operations – Existing Conditions

Int. #	Intersection	Intersection Control	Peak Hour	Delay (sec/veh)	LOS
1	Figueroa Street at 28th Street	TWSC	AM	22.6	C
			PM	20.9	C
2	Flower Street at 28th Street	Signal	AM	5.7	A
			PM	15.3	B

TWSC – Two-Way Stop Control



NOT TO SCALE

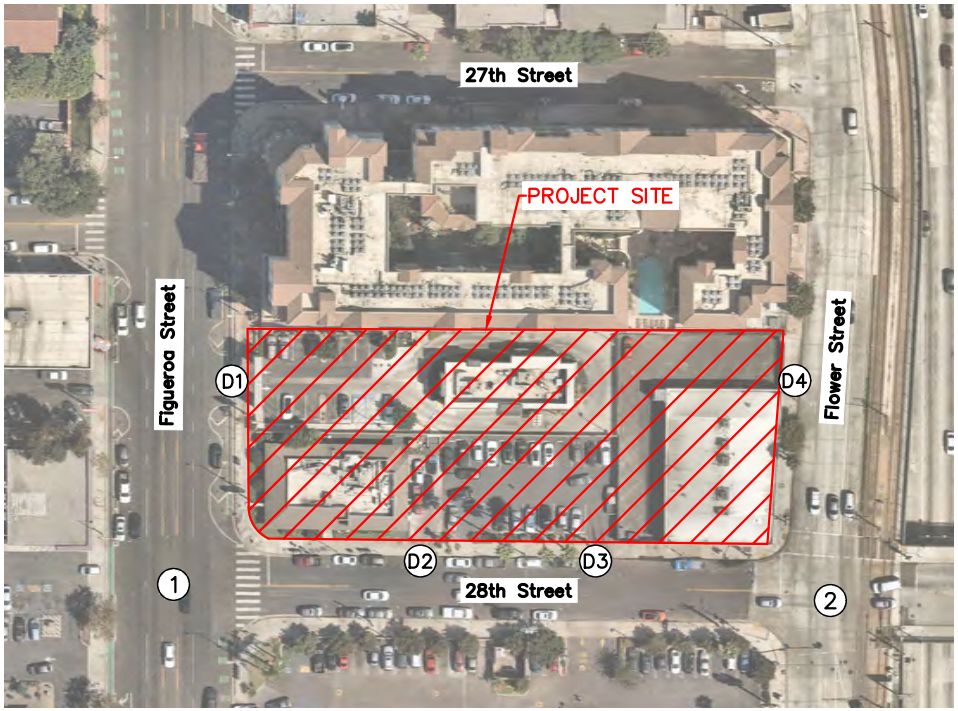
1. Figueroa Street at 28th Street	2. Flower Street at 28th Street
	

D1. Figueroa Street at Project Driveway 1	D2. 28th Street at Project Driveway 2
Future Intersection	Future Intersection
D3. 28th Street at Project Driveway 3	**D4. Flower Street at Project Driveway 4**
Future Intersection	Future Intersection

LEGEND:

- (X) = Study Intersection
- = Turn or Through Lane
- = Signal
- = Stop Sign
- D = Defacto Right Turn

FIGURE 7
EXISTING LANE CONFIGURATION
AND TRAFFIC CONTROL



1. Figueroa Street at 28th Street	2. Flower Street at 28th Street
27/22 ← 686/927 ← 76/147 ↖ 48/124 ↑ 2/1 ↑ 9/15 ↖ 5/6 → 2/1 → 7/30 ↘ 5/6 ↖ 1137/912 ↑ 85/187 ↗	21/28 ↖ 561/1711 ↓ 96/18 ↙ 37/104 ← 21/104 ↖ 103/76 → 68/263 ↘

D1. Figueroa Street at Project Driveway 1	D2. 28th Street at Project Driveway 2
Future Intersection	Future Intersection
D3. 28th Street at Project Driveway 3	**D4. Flower Street at Project Driveway 4**
Future Intersection	Future Intersection

NOT TO SCALE

LEGEND:
(X) = Study Intersection
XX/YY = AM/PM Peak Hour Volumes

FIGURE 8
EXISTING TRAFFIC VOLUMES

Project Traffic

Project Trip Generation

The trips expected to be generated by the project were calculated using trip generation rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition (2017). Trip rates for existing and proposed uses are based on the following ITE Land Uses:

- Multifamily Housing (Mid-Rise) (Land Use 221)
- General Office Building (Land Use 710)
- High-Turnover (Sit-Down) Restaurant (Land Use 932)
- Fast Food Restaurant with Drive-thru (Land Use 934)

It is recognized that not all inbound and outbound trips to the proposed project will be "new" trips on the roadway system in the vicinity of the proposed project. Some trips to the project site will consist of "pass-by" trips -- motorists who are already traveling on the surrounding roadways from one place to another. Common pass-by trips for the Project would be individuals who stop at the project site on the way to or from work or school.

Pass-by rates were applied to the proposed Fast-Food Restaurant with Drive-thru based on the Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines. A pass-by rate of 50% was applied to the morning and evening peak hour. The trip generation assumptions were approved by LADOT Staff, as reflected in the Memorandum of Understanding (MOU) in Appendix A.

Daily, morning peak hour, and evening peak hour trip generation estimates are summarized on Table 2. To be consistent and as a conservative approach, the quantities of dwelling units and square-footage for the proposed project are higher in the trip generation table than the quantities reflected on the site plan on Figure 2, shown previously. The project is estimated to generate 2,646 daily trips, 208 morning peak hour trips, and 202 evening peak hour trips. After applying pass-by reductions and trip credits for the existing uses, the development is projected to generate a net of 869 daily trips, 53 morning peak hour trips, and 68 evening peak hour trips.

Project Trip Distribution and Assignment

Project trip distribution and assignment assumptions for the proposed project were developed with approval from the LADOT staff. Trip distribution assumptions are shown on Figure 9.

TABLE 2
SUMMARY OF PROJECT TRIP GENERATION

Land Use	ITE Code	Unit	Trip Generation Rates [1]						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise)	221	DU	5.440	0.094	0.266	0.360	0.268	0.172	0.440
Fast-Food Restaurant w/ Drive-thru	934	KSF	470.950	20.497	19.693	40.190	16.988	15.682	32.670
High-Turnover (Sit-Down) Restaurant	932	KSF	112.180	5.467	4.473	9.940	6.057	3.713	9.770
General Office Building	710	KSF	9.740	0.998	0.162	1.160	0.184	0.966	1.150

Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Existing Use									
High-Turnover (Sit-Down) Restaurant	3.467	KSF	389	19	16	35	21	13	34
General Office Building	7.036	KSF	69	7	1	8	1	7	8
Fast-Food Restaurant w/ Drive-thru	2.800	KSF	1,319	57	55	112	48	44	92
Pass-by Trips (50%) [2]			-660	-29	-28	-56	-24	-22	-46
Total Existing Trips			1,118	55	45	99	46	42	88
Proposed Use									
Multifamily Housing (Mid-Rise)	173	DU	941	16	46	62	46	30	76
High-Turnover (Sit-Down) Restaurant	3.428	KSF	385	19	15	34	21	13	34
Fast-Food Restaurant w/ Drive-thru	2.803	KSF	1,320	57	55	112	48	44	92
Pass-by Trips (50%) [2]			-660	-29	-28	-56	-24	-22	-46
Total Proposed Project Trips			1,986	63	89	152	91	65	156
Net Difference (Proposed Minus Existing)			869	9	44	53	45	23	68

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition

[2] Source: LADOT Transportation Assessment Guidelines

NOT TO SCALE

FIGURE 9
TRIP DISTRIBUTION ASSUMPTIONS

LEGEND:
XX% = Trip Distribution Percentage

Based on the proposed project trip distribution, project trips were assigned through the study intersections. Figure 10 shows new project trip volumes with existing trip credits that would be added to the study intersections. It should be noted that negative trips have been taken at study intersections based on traffic patterns from the existing land uses, which would differ from access to the proposed site.

Pass-by volumes which are shown on Figure 11 were then added to the project-related trips to determine total project traffic volumes. The resulting project volumes are shown on Figure 12.

Intersection Analysis – Existing Plus Project Traffic

Total project traffic volumes were added to the existing peak hour volumes to evaluate Existing Plus Project conditions. The resulting peak hour traffic volumes are shown on Figure 13. The intersection LOS analysis was conducted for the morning and evening peak hours, and the results are shown on Table 3. As this table indicates, with the addition of project traffic, all study intersections would continue to operate at LOS C or better.

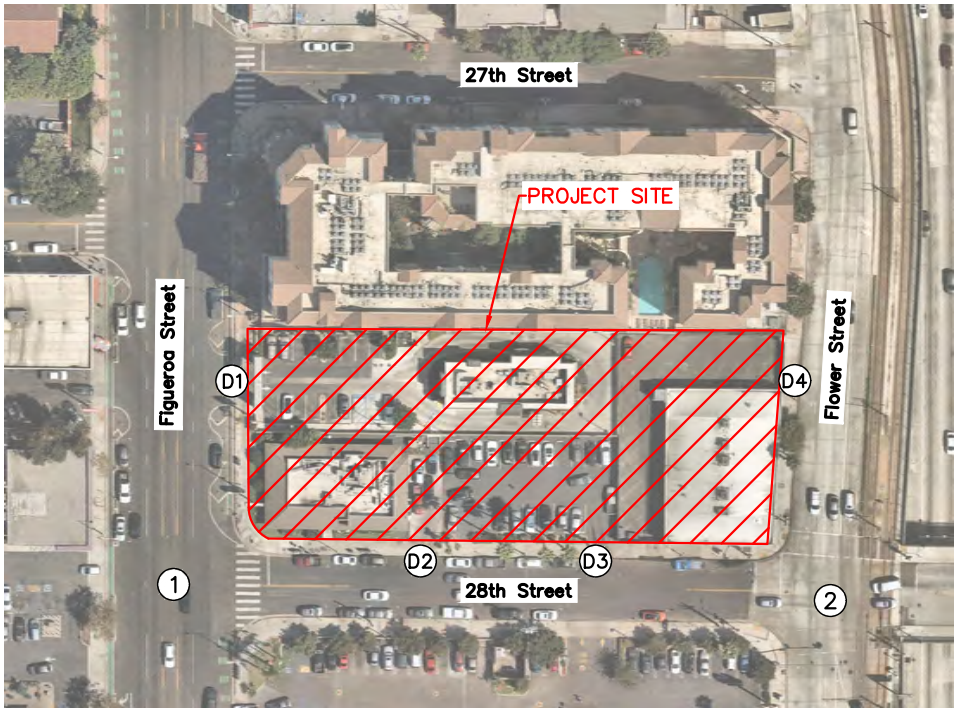
Table 3 – Summary of Intersection Operations – Existing Plus Project

Int. #	Intersection	Intersection Control	Peak Hour	Delay (sec/veh)	LOS
1	Figueroa Street at 28th Street	TWSC	AM	22.9	C
			PM	21.4	C
2	Flower Street at 28th Street	Signal	AM	5.6	A
			PM	15.4	B
D1	Figueroa Street at Project Driveway 1	TWSC	AM	15.2	C
			PM	13.8	B
D2	28th Street at Project Driveway 2	TWSC	AM	1.9	A
			PM	0.9	A
D3	28th Street at Project Driveway 3	TWSC	AM	9.0	A
			PM	9.7	A
D4	Flower Street at Project Driveway 4	TWSC	AM	9.7	A
			PM	12.5	B

Opening Year 2022 Conditions

This section provides a description of peak hour traffic and daily operating conditions at the time the proposed project is estimated to be completed (2022). Three years of ambient growth (2%) was applied to the Existing traffic volumes at study intersections to develop Opening Year 2022 traffic volumes. Additionally, cumulative project traffic volumes were added to these volumes.

Cumulative Project information was obtained from City of Los Angeles staff at the start of the study process and approved through the MOU. The complete list of cumulative projects is provided in Appendix D. For the purpose of this traffic study, the projects were assessed for their proximity to the project site and for their



NOT TO SCALE

1. Figueroa Street at 28th Street	2. Flower Street at 28th Street
←28/–22 2/2→ ↖8/8 ↙22/12 –24/–2→ ↑14/12	↙39/26 11/7↑ ←–3/3 –8/–7→

D1. Figueroa Street at Project Driveway 1	D2. 28th Street at Project Driveway 2
←–10/–8 ↖27/22 2/22→	↖4/4 ←30/19 24/20↗ –8/–7→

D3. 28th Street at Project Driveway 3	D4. Flower Street at Project Driveway 4
↙13/11 2/2→ ↖3/3 ←32/20 16/18↗ –11/–9→	↙16/46 ←–3/2 46/30↘

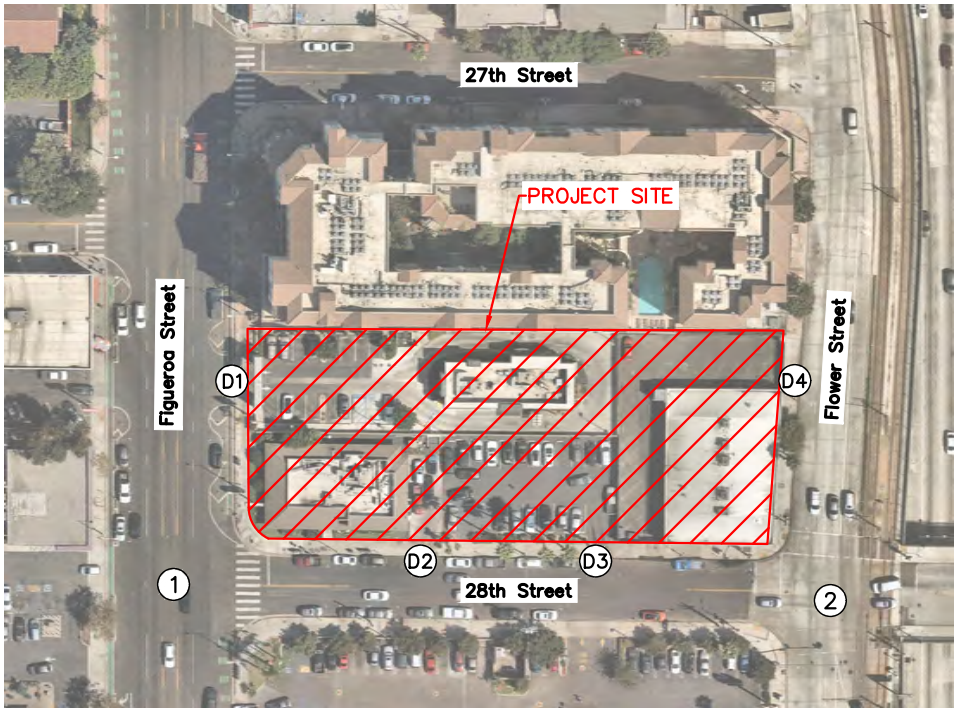
LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Volumes

FIGURE 10
PROJECT–RELATED TRAFFIC VOLUMES

NOT TO SCALE



1. Figueroa Street at 28th Street	
←15/-12 ↙15/12	
	-15/-12→ 15/12↗

D1. Figueroa Street at Project Driveway 1		D2. 28th Street at Project Driveway 2	
	↖30/24		
		30/24→	

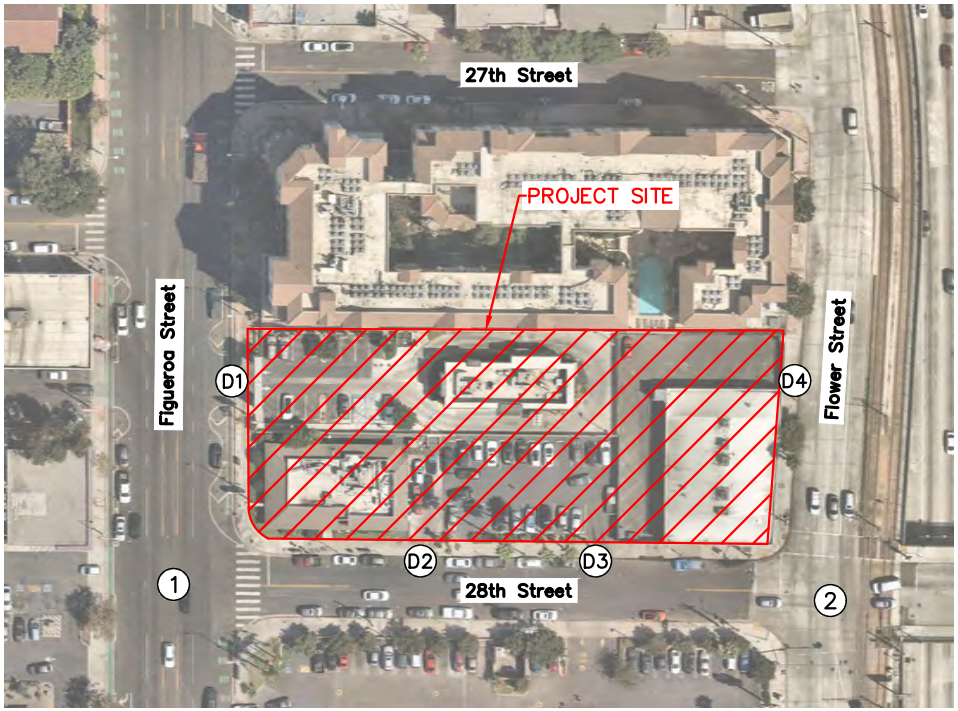
LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Volumes

FIGURE 11
PASS-BY PROJECT TRAFFIC VOLUMES

Kimley»Horn



NOT TO SCALE

1. Figueroa Street at 28th Street	2. Flower Street at 28th Street
←43/–34, 17/14 ↖ 8/8, ↙ 22/12; –39/–14 ↑, 29/24 ↗	39/26 ↙, 11/7 ↓, ←–3/3; –8/–7 →

D1. Figueroa Street at Project Driveway 1	D2. 28th Street at Project Driveway 2
←–10/–8, ↖ 57/46; 2/22 ↓	↖ 4/4, ←30/19; 54/44 ↗, –8/–7 →

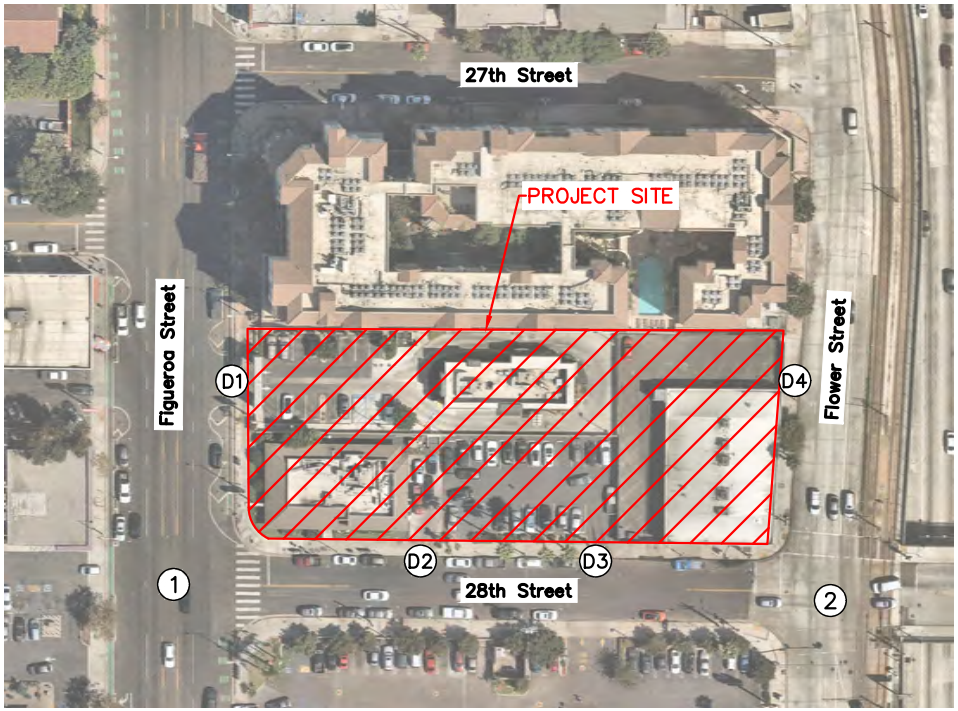
D3. 28th Street at Project Driveway 3	D4. Flower Street at Project Driveway 4
13/11 ↙, 2/2 ↓, ↖ 3/3, ←32/20; 16/18 ↗, –11/–9 →	16/46 ↙, –3/2 ↓; 46/30 ↘

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Volumes

FIGURE 12
TOTAL PROJECT TRAFFIC VOLUMES



1. Figueroa Street at 28th Street	2. Flower Street at 28th Street
27/22 ↖ 643/893 ← 93/161 ↙ 56/132 ← 2/1 ↖ 31/27 ↗ 5/6 → 2/1 → 7/30 ↘ 5/6 ↑ 1098/898 ↑ 114/211 ↗	60/54 ↖ 561/1711 ← 107/25 ↙ 34/107 ← 21/104 ↖ 95/69 → 68/263 ↘

D1. Figueroa Street at Project Driveway 1	D2. 28th Street at Project Driveway 2
779/1088 ← 57/46 ↖ 1192/1064 ↑	4/4 ↖ 88/151 ← 54/44 → 155/328 →

D3. 28th Street at Project Driveway 3	D4. Flower Street at Project Driveway 4
13/11 ↖ 2/2 ↙ 3/3 ← 90/152 ↖ 16/18 → 152/326 →	16/46 ↖ 675/1759 ← 46/30 ↘

NOT TO SCALE

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Volumes

FIGURE 13
EXISTING PLUS PROJECT
TRAFFIC VOLUMES

potential to contribute traffic through the study intersections based on their approved or pending land uses. These cumulative projects are presented on Table 4 below. The locations of cumulative projects are shown on Figure 14. Cumulative project traffic volumes are shown on Figure 15.

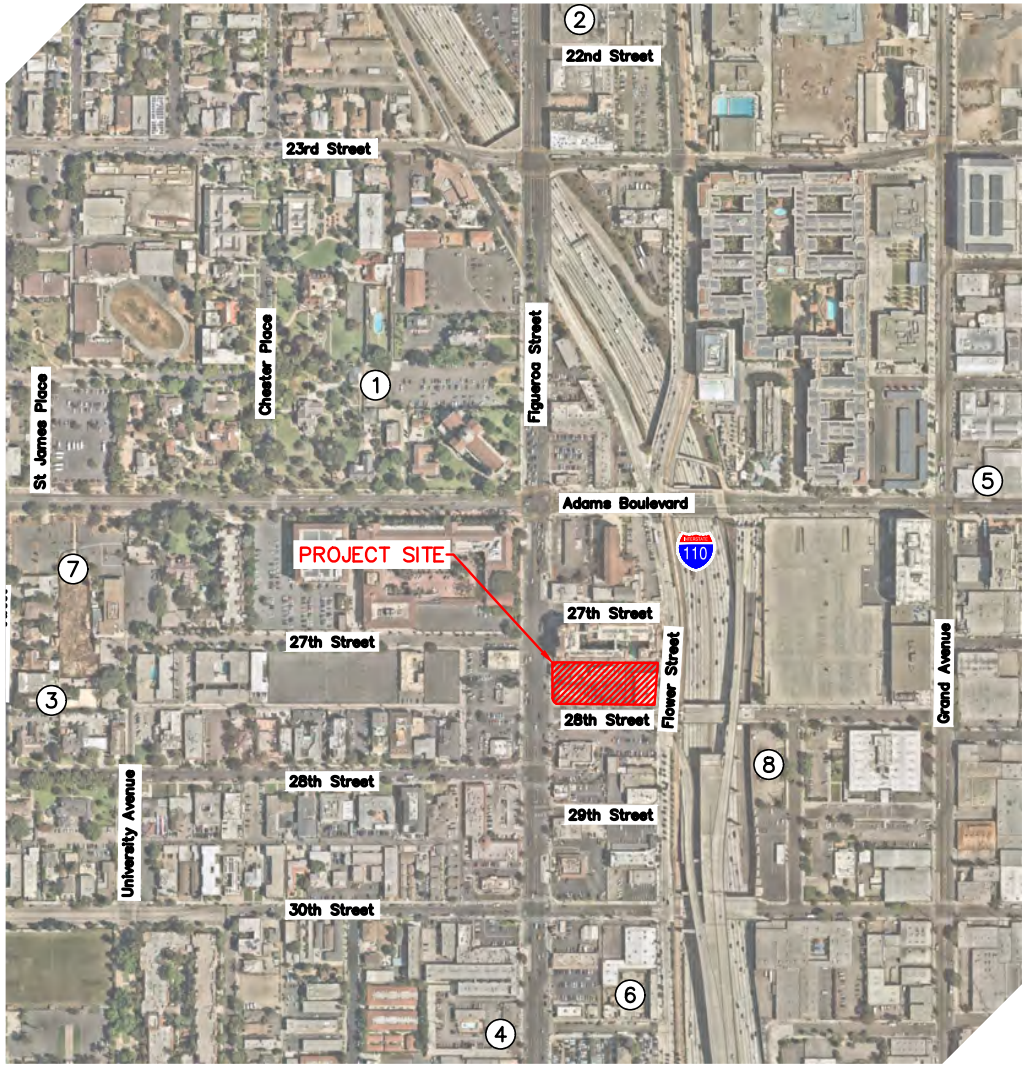
Table 4 – Summary of Cumulative Projects

Proj #	Description	Quantity	Units	Trip Generation Estimates						
				Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
1	Figueroa and Adams Student Housing (2455 S Figueroa St)	145	DU	789	14	39	53	39	25	64
2	Figueroa St Mixed-Use Development (2100 S Figueroa St)	291	DU	1,583	27	77	104	78	50	128
		7.134	KSF	269	4	3	7	13	14	27
3	USC Children's Creative Learning Ctr (2716 S Severance St)	9.955	KSF	474	58	51	109	52	59	111
4	Figueroa Hotel (3101 S Figueroa St)	275	Room	2,299	76	53	129	84	81	165
5	Adams Blvd Mixed-Use Development (243 W Adams Blvd)	300	DU	1,632	28	80	108	80	52	132
6	USC Student Housing (505 W 31st St)	67	Bedroom	211	3	5	8	8	8	16
7	Student Housing (806 W Adams Blvd)	495	Bedroom	1,559	24	35	59	62	62	124
8	CD9 Hope St Bridge Housing (2817 S Hope St)	102	Bedroom	321	5	7	12	13	13	26
Total Cumulative Project Trips				1,880	29	42	71	75	75	150
DU = Dwelling Unit, KSF = 1,000 square feet										

Opening Year 2022 peak hour turning movement volumes at the study intersections are shown in Figure 16.

Intersection Analysis – Opening Year 2022

The study intersections were analyzed with the ambient growth and cumulative project traffic. Intersection LOS worksheets are provided in *Appendix C*. The Opening Year 2022 analysis results and LOS for the study intersections are presented in Table 5. Review of this table shows that, with the addition of ambient growth and cumulative project traffic, all study intersections would continue to operate at LOS C or better during both peak hours.



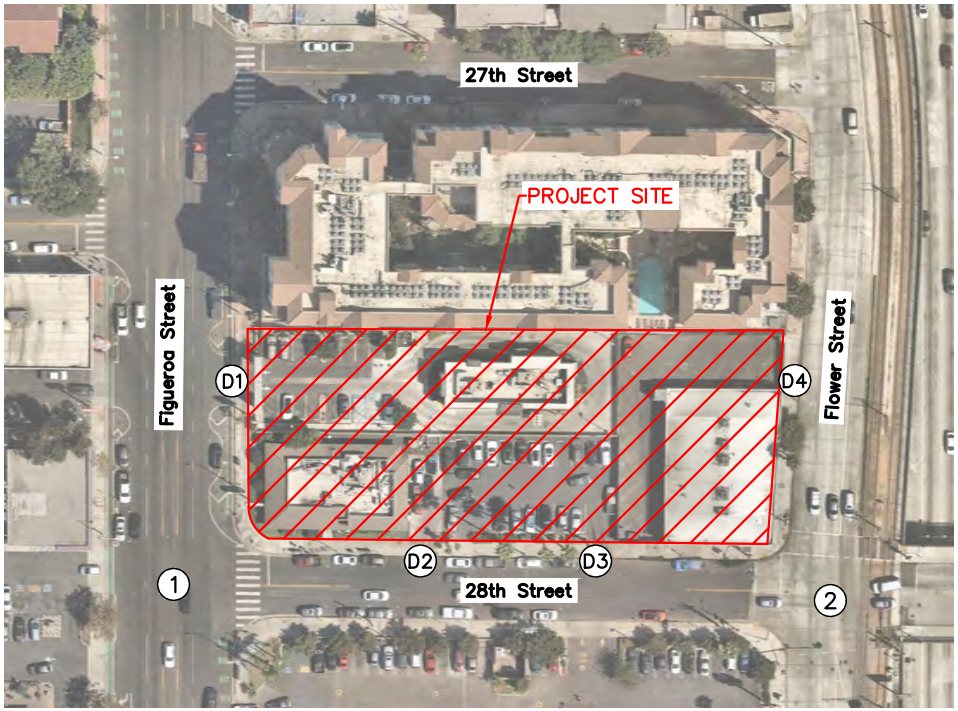
NOT TO SCALE

LEGEND:

(X) = Cumulative Project

FIGURE 14
CUMULATIVE PROJECT LOCATIONS

Kimley»Horn



1. Figueroa Street at 28th Street	2. Flower Street at 28th Street
←72/80 1/2 ↰1/2 ↰1/2 50/87 ↑ 1/2 ↱	←16/12 1/3 ←5/7 5/7→

D1. Figueroa Street at Project Driveway 1	D2. 28th Street at Project Driveway 2
Future Intersection	Future Intersection
D3. 28th Street at Project Driveway 3	**D4. Flower Street at Project Driveway 4**
Future Intersection	Future Intersection

NOT TO SCALE

LEGEND:
(X) = Study Intersection
XX/YY = AM/PM Peak Hour Volumes

FIGURE 15
CUMULATIVE PROJECTS TRAFFIC VOLUMES

1. Figueroa Street at 28th Street	2. Flower Street at 28th Street
29/23 ← 728/984 ← 81/156 ↖ 51/132 ← 2/1 ↖ 10/16 5/6 ↘ 2/1 → 7/32 ↘ 5/6 ↑ 1207/968 ↑ 90/198	22/30 ← 595/1816 ↙ 102/19 ← 39/110 ↖ 22/110 109/81 → 72/279 ↘

D1. Figueroa Street at Project Driveway 1	D2. 28th Street at Project Driveway 2
Future Intersection	Future Intersection
D3. 28th Street at Project Driveway 3	D4. Flower Street at Project Driveway 4
Future Intersection	Future Intersection

NOT TO SCALE

LEGEND:
(X) = Study Intersection
XX/YY = AM/PM Peak Hour Volumes

FIGURE 16
OPENING YEAR 2022 TRAFFIC VOLUMES

Table 5 – Summary of Intersection Operations – Opening Year 2022 Conditions					
Int. #	Intersection	Intersection Control	Peak Hour	Delay (sec/veh)	LOS
1	Figueroa Street at 28th Street	TWSC	AM	24.9	C
			PM	23.5	C
2	Flower Street at 28th Street	Signal	AM	5.8	A
			PM	18.1	B

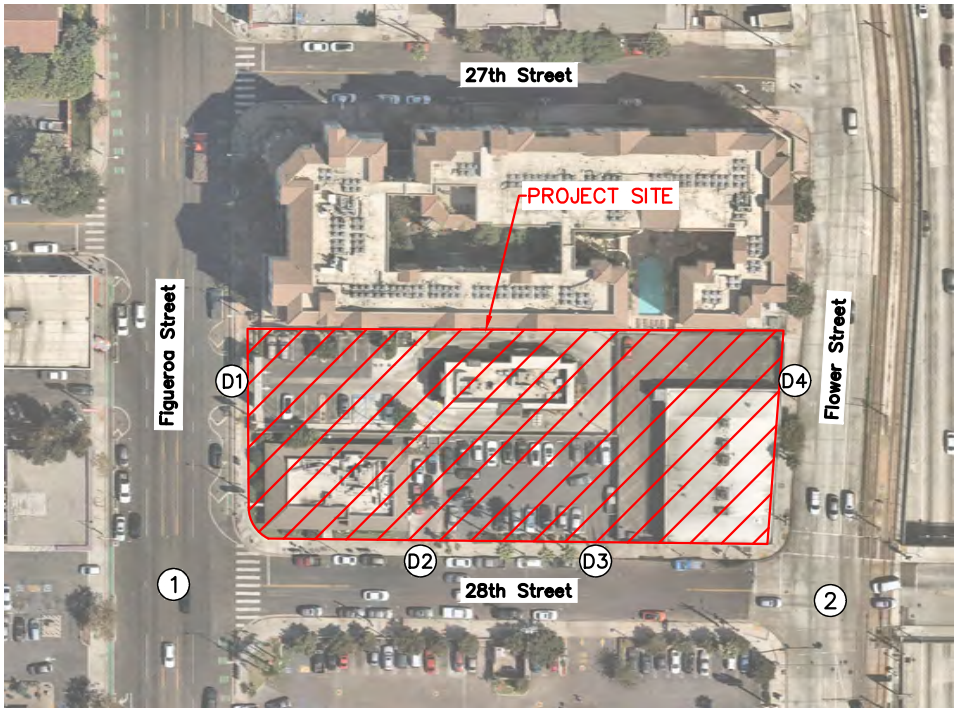
Opening Year 2022 Plus Project

Project-related traffic was added to the Opening Year 2022 traffic volumes, and the resulting peak hour turning movement volumes at study intersections are shown on Figure 17.

Intersection Analysis – Opening Year 2022 Plus Project

Opening Year 2022 Plus Project peak hour intersection operations are summarized in Table 6, shown previously. With the addition of project traffic, all study intersections will operate at LOS D or better. No deficiencies are anticipated at adjacent intersections or project driveways upon project completion.

Table 6 – Summary of Intersection Operations – Opening Year 2022 Plus Project					
Int. #	Intersection	Intersection Control	Peak Hour	Delay (sec/veh)	LOS
1	Figueroa Street at 28th Street	TWSC	AM	29.8	D
			PM	32.0	D
2	Flower Street at 28th Street	Signal	AM	5.4	A
			PM	18.8	C
D1	Figueroa Street at Project Driveway 1	TWSC	AM	16.6	C
			PM	15.2	C
D2	28th Street at Project Driveway 2	TWSC	AM	1.8	A
			PM	0.8	A
D3	28th Street at Project Driveway 3	TWSC	AM	9.1	A
			PM	9.9	A
D4	Flower Street at Project Driveway 4	TWSC	AM	9.8	A
			PM	12.9	B



NOT TO SCALE

1. Figueroa Street at 28th Street	2. Flower Street at 28th Street
29/23 ↖ 757/1030 ← 99/172 ↙ ; 60/142 ↖ 2/1 ← 33/30 ↖	61/56 ↖ 611/1828 ← 114/29 ↙ ; 41/120 ← 22/110 ↖
5/6 ↗ 2/1 → 7/32 ↘ ; 5/6 ↗ 1218/1041 → 120/224 ↗	106/81 → 72/279 ↘

D1. Figueroa Street at Project Driveway 1	D2. 28th Street at Project Driveway 2
900/1237 ← ; 57/46 ↖	4/4 ↖ 97/166 ←
1316/1217 →	54/44 ↗ 170/356 →

D3. 28th Street at Project Driveway 3	D4. Flower Street at Project Driveway 4
13/11 ↖ 2/2 ↙ ; 3/3 ↖ 99/167 ←	16/46 ↖ 733/1882 ←
16/18 ↗ 167/354 →	46/30 ↘

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Volumes

FIGURE 17
OPENING YEAR 2022 PLUS PROJECT
TRAFFIC VOLUMES

SITE ACCESS AND CIRCULATION

Access into and out of the project site would be facilitated via four unsignalized driveways, as previously discussed in the project description section of this report. These four driveways would accommodate different land uses within the development. Driveway 1 and Driveway 2, as designated for purposes of analysis within this report, are exclusively used for vehicles accessing the drive-through portion of the fast-food restaurant. Vehicles would enter the site at the entry-only Driveway 2 along 28th Street and would circulate in a counter-clockwise direction to exit the drive-through at Driveway 1 on Figueroa Street. Driveway 1 would only allow right-turn egress traffic.

Driveway 3 is a full access driveway along 28th Street that accommodates inbound and outbound traffic for residents and retail customers. All traffic related to the retail component of the project will need to use Driveway 3 to access the retail parking area.

Driveway 4 is a right-in/right-out driveway on Flower Street that provides access for residents to the underground parking garage. The majority of residents who have opted for parking spaces will need to enter and exit the project site through this driveway.

The analysis indicates that, upon completion of the project, each driveway would operate at LOS C or better in both peak hours as unsignalized intersections. There are no anticipated deficiencies at the project driveways after construction of the project.

DRIVE-THROUGH ANALYSIS

A drive-through queueing analysis for the proposed fast-food restaurant was conducted. The queueing analysis takes into consideration the potential impacts to the on-site circulation as a result of excessive queueing.

To determine the queue for the proposed project, the queueing analysis assumes that the queue at the ordering station follows a single-channel queueing model with Poisson arrival and exponential service times (M/M/1 model). This allows for an average queue length to be forecasted.

The following equation was used and is applicable to calculate M/M/1 queues.

$$Average\ number\ of\ vehicles\ in\ the\ system\ (in\ service\ \&\ in\ queue) = \frac{\lambda}{\mu - \lambda}$$

Where λ is the arrival rate and μ is the service rate.

The Sunday peak hour trip generation for the fast-food restaurant with drive-through (LU 934) was chosen to represent the worst-case scenario. The trip generation rate within the ITE Trip Generation Manual (10th Edition) for the Sunday Peak Hour of Generator, which is the highest within a given week, was used for this drive-through analysis. The drive-through facilities generate the inbound trips as shown in Table 7. It is

assumed that 50% of the trip generation during this time would use the drive-through. This assumption is based on marketing research conducted by The NPD Group, which indicated that fast-food traffic accounted for between 40% and 57% of visits. This number was averaged and rounded to 50% for analysis purposes. The article can be found in Appendix D. Therefore, the arrival rate used in the analysis was based on 50% of the vehicle trips during the weekend peak hour.

The service rate, μ, was calculated based on average service time data for various fast-food restaurant chains, as documented by QSR in a research piece entitled "The Drive-Thru Performance Study." The study was conducted in conjunction with Insula Research and was published in 2013. The study provides the average wait time observed at various drive-through facilities. The data shows that service time, when averaged, is 180.83 seconds. This wait time can be used to calculate the service rate via the following equation.

$$W = 1/(\mu - \lambda)$$

Where W is the waiting time in queue and being served.

The results of the analysis are summarized in Table 7. Based on these calculations, the average queue observed at either driveway would not exceed 2 vehicles. There is an adequate amount of queueing capacity provided by the drive-through facility, assuming that a stationary vehicle occupies 25 feet of length. Therefore, spillback past the drive-through threshold and onto 28th Street is not anticipated. Moreover, this analysis is conservative and does not account for dual order boards, as shown on the proposed site plan. Dual order boards would result in improvements to the service rates from a single order board. The available queueing capacity is shown on Figure 18.

Table 7 – Summary of Drive-Through Queueing Analysis

	Proposed Drive-Through
Weekend Peak Inbound Trips	74
Arrival Rate λ (veh/hr)	37
Service Rate μ (veh/hr)	56.91
Average # of Vehicles in System (vehicles in queue)	1.21
Queueing Space Provided	210'
Queueing Capacity (veh)	8

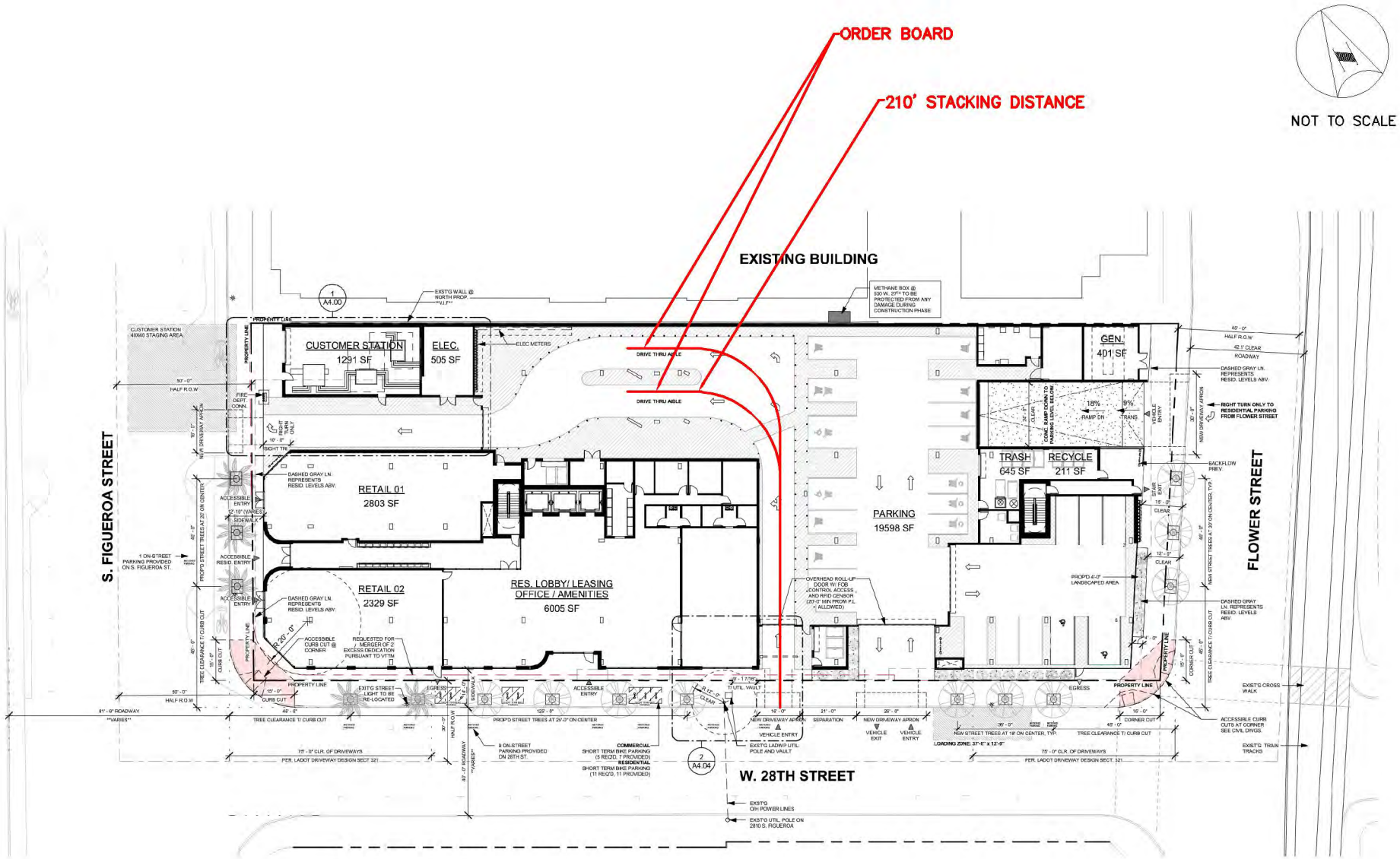


FIGURE 18
DRIVE–THROUGH QUEUING

Kimley»Horn

FINDINGS AND CONCLUSIONS

This Transportation Assessment has been prepared to evaluate the project-related transportation impacts associated with the proposed mixed-use development at the northeast corner of the intersection of Figueroa Street and 28th Street in the City of Los Angeles, California. The proposed project would be located at 2718 S. Figueroa Street.

The site is currently occupied by a 2,800-square-foot Taco Bell restaurant with drive-through, a 3,467-square-foot Grinder Restaurant, and a 7,036-square-foot office building. The project would involve the demolition of all existing active land uses and the construction of a mixed-use development with up to 173 multifamily dwelling units, a 2,803-square-foot fast food restaurant with drive-through, and up to 3,428 square feet of high-turnover restaurants.

A CEQA VMT analysis was conducted to determine potential significant impacts based on the guidelines outlined by the City. Based on this VMT assessment, it was determined that the project would generate a total of 986 daily vehicle trips, with 6,431 Daily VMT. This correlates with 3.5 household VMT per capita and indicates that the project would have a less than significant impact on transportation per the City's applicable VMT threshold. Also, the project was shown to be consistent with plans, ordinances, programs, and policies established by the City. Additionally, a delay-based LOS assessment was conducted at project driveways and adjacent intersections to determine any operational deficiencies. The results of the analysis indicate that all study intersections will operate at acceptable levels with the completion of the proposed project.

APPENDIX A

MEMORANDUM OF UNDERSTANDING
(MOU)

LADOT

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: Core Spaces Mixed-Use Development

Project Address: 528 W 28th Street, Los Angeles CA

Project Description: Development of a mixed-use site with apartment units, retail, and a fast-food restaurant with drive-through. Two project options are proposed, as indicated in the attached site plans.

LADOT Project Case Number: _____ Project Site Plan attached? *(Required)* ☒ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution: N 35 % S 35 % E 15 % W 15 %

Illustration of Project trip distribution percentages at Study intersections attached? *(Required)* ☒ Yes ☐ No

Trip Generation Rate(s): ITE 10th Edition / Other _____

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	Yes	No
Transit Usage	☒	☐
Transportation Demand Management	☐	☒
Existing Active Land Use	☒	☐
Previous Land Use	☐	☒
Internal Trip	☐	☒
Pass-By Trip	☒	☐

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ☒ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	-13/12	13/52	0/64
PM Trips	15/53	7/27	22/80

XX/YY = Option 1/Option 2

Daily Trips 1,272
(From VMT Calculator)

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2022 Ambient Growth Rate: 2 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☒ Yes ☐ No

Map of Study Intersections/Segments attached? ☒ Yes ☐ No

STUDY INTERSECTIONS *(May be subject to LADOT revision after access, safety and circulation analysis)*

1 Figueroa Street at W 28th Street
2 S Flower Street at W 28th Street
3 Figueroa Street at Project Driveway
4 W 28th Street at Project Driveway

Is this Project located on a street within the High Injury Network? ☒ Yes ☐ No

IV. ACCESS ASSESSMENT

Is the project on a lot that is 0.5-acre or more in total gross area? ☒ Yes ☐ No

Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

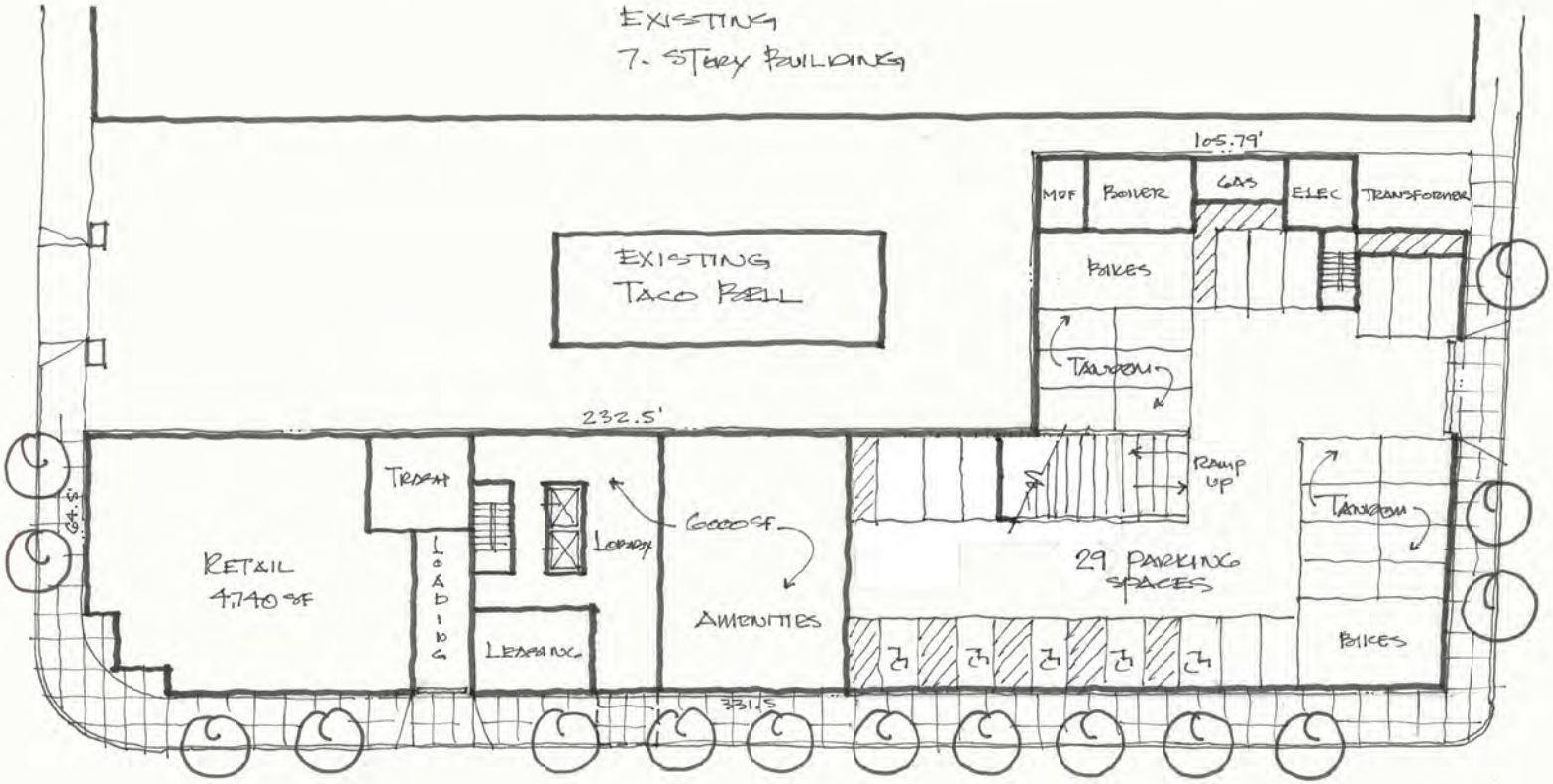
V. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Kimley-Horn and Associates, Inc.	Core Campus Manager LLC
Address:	765 The City Drive, #200, Orange CA 92868	1643 N Milwaukee Ave, 5th Floor
Phone Number:	714-939-1030	773-969-5748
E-Mail:	tim.chan@kimley-horn.com	chadm@corespaces.com

Approved by: x _____ 12/16/19 x _____ 12/17/19

Consultant's Representative | Date | LADOT Representative | *Date

*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.



OPTION 1

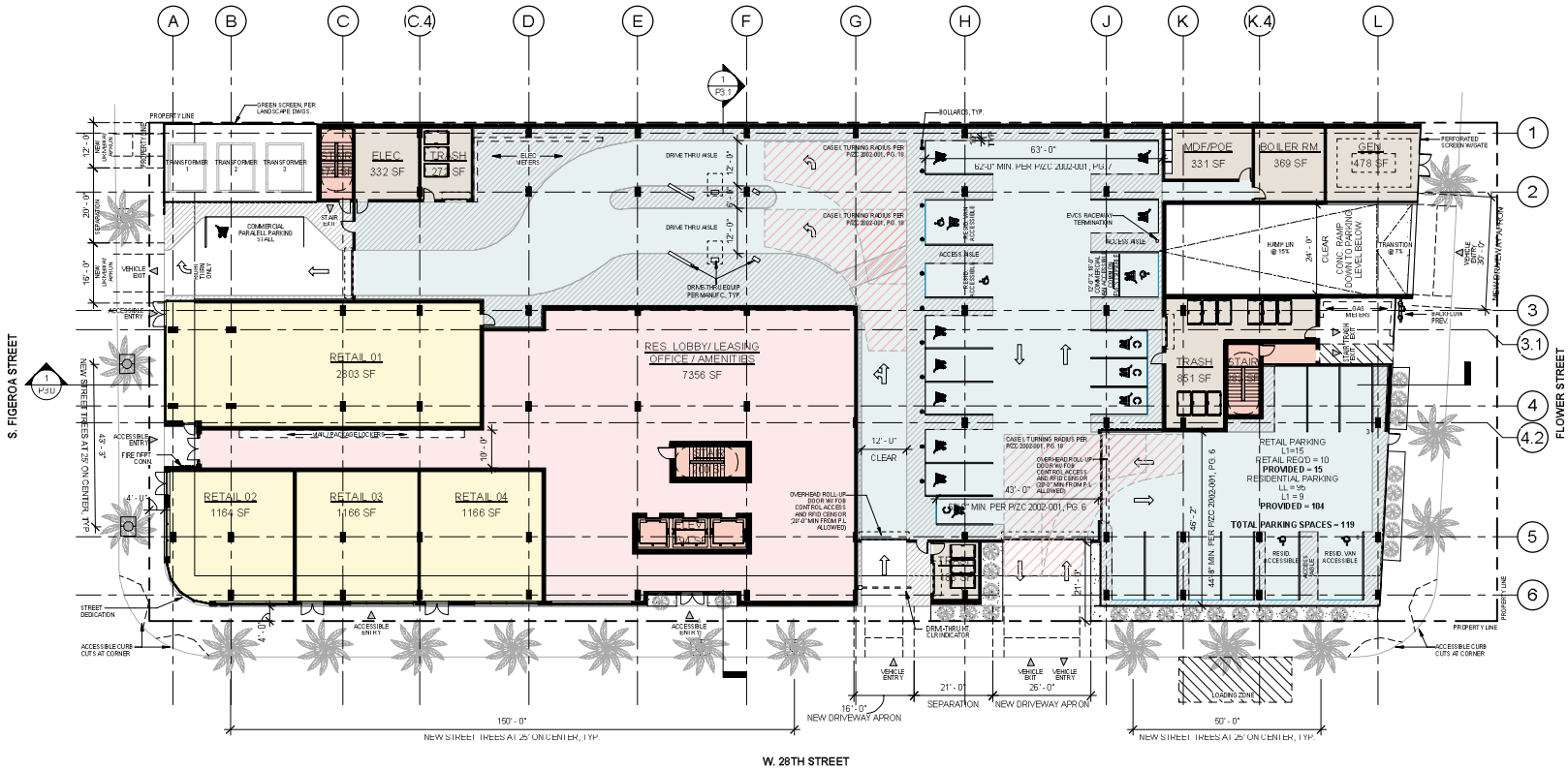
525 W. 28TH STREET
LOS ANGELES, CA.

1ST FLOOR / SITE PLAN

1" = 30'-0"

5.31.19

UPDATED 6.7.19

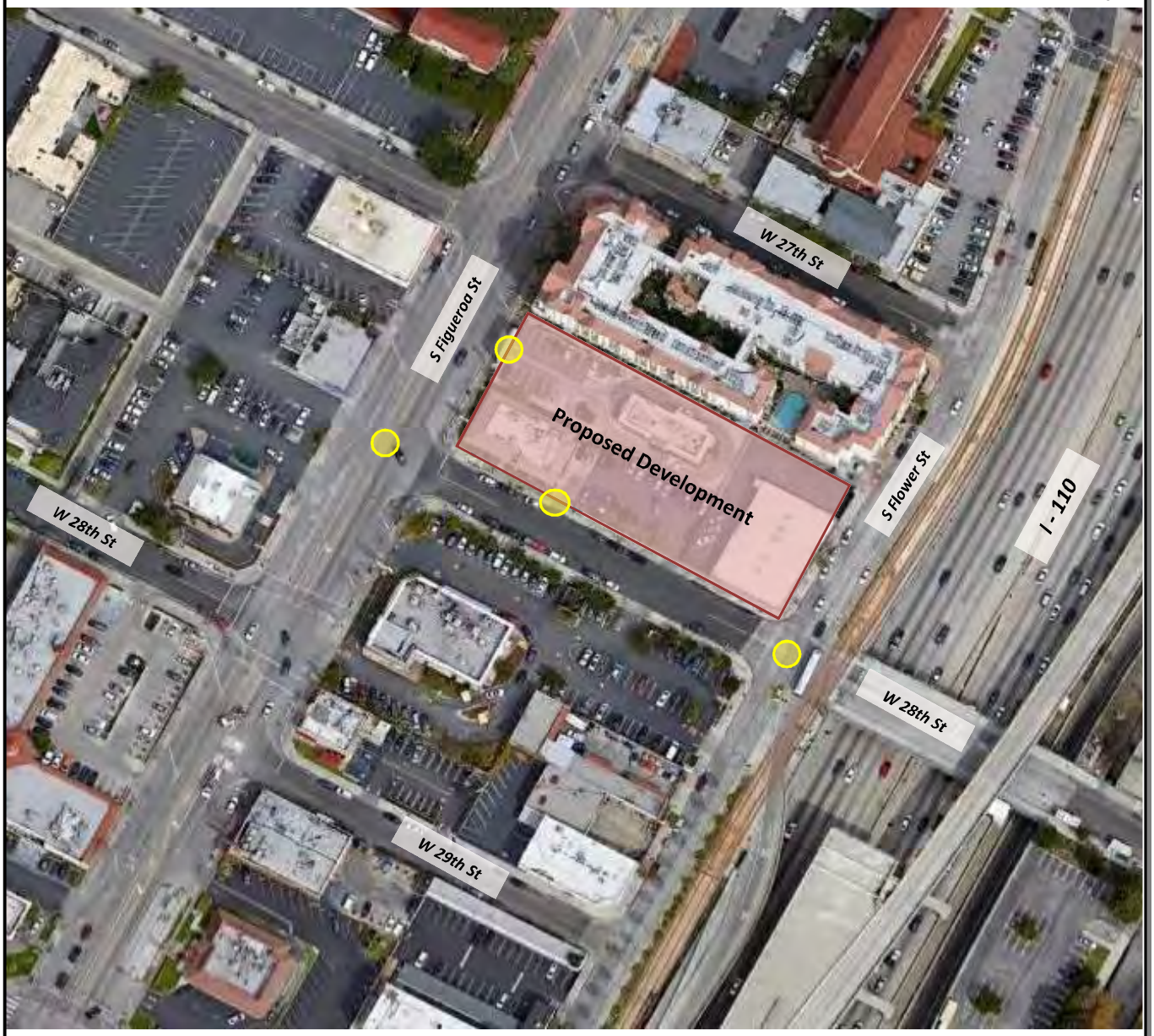


528 W 28TH STREET - THE HUB AT LOS ANGELES II

LEVEL 1/SITE PLAN

CORE SPACES, OWNER · ANTUNOVICH ASSOCIATES ARCHITECTURE, PLANNING, INTERIOR DESIGN ©

LOS ANGELES, CA | 12/09/19



Kimley»Horn	Core Spaces on 28th Street and Figueroa Ave Los Angeles, California	Vicinity Map and Count Locations	Figure 1

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT IS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN, AND ASSOCIATES INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.

TABLE 1
SUMMARY OF PROJECT TRIP GENERATION
OPTION 1

Land Use	ITE Code	Unit	Trip Generation Rates [1]						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise)	221	DU	5.440	0.094	0.266	0.360	0.268	0.172	0.440
Shopping Center	820	KSF	37.750	0.583	0.357	0.940	1.829	1.981	3.810
Fast-Food Restaurant w/ Drive-thru	934	KSF	470.950	20.497	19.693	40.190	16.988	15.682	32.670
High-Turnover (Sit-Down) Restaurant	932	KSF	112.180	5.467	4.473	9.940	6.057	3.713	9.770
General Office Building	710	KSF	9.740	0.998	0.162	1.160	0.184	0.966	1.150

Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Existing Use									
High-Turnover (Sit-Down) Restaurant	3.467	KSF	389	19	16	35	21	13	34
General Office Building	7.036	KSF	69	7	1	8	1	7	8
Total Existing Trips			458	26	17	43	22	20	42
Proposed Use									
Multifamily Housing (Mid-Rise)	104	DU	566	10	28	38	28	18	46
Shopping Center	4.740	KSF	179	3	2	5	9	9	18
Total Proposed Project Trips			745	13	30	43	37	27	64
Net Difference (Proposed Minus Existing)			287	-13	13	0	15	7	22

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition

[2] Source: LADOT Transportation Assessment Guidelines

TABLE 2
SUMMARY OF PROJECT TRIP GENERATION
OPTION 2

Land Use	ITE Code	Unit	Trip Generation Rates [1]						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise)	221	DU	5.440	0.094	0.266	0.360	0.268	0.172	0.440
Shopping Center	820	KSF	37.750	0.583	0.357	0.940	1.829	1.981	3.810
Fast-Food Restaurant w/ Drive-thru	934	KSF	470.950	20.497	19.693	40.190	16.988	15.682	32.670
High-Turnover (Sit-Down) Restaurant	932	KSF	112.180	5.467	4.473	9.940	6.057	3.713	9.770
General Office Building	710	KSF	9.740	0.998	0.162	1.160	0.184	0.966	1.150

Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Existing Use									
High-Turnover (Sit-Down) Restaurant	3.467	KSF	389	19	16	35	21	13	34
General Office Building	7.036	KSF	69	7	1	8	1	7	8
Fast-Food Restaurant w/ Drive-thru	2.800	KSF	1,319	57	55	112	48	44	92
Pass-by Trips (50%) [2]			-660	-29	-28	-56	-24	-22	-46
Total Existing Trips			1,118	55	45	99	46	42	88
Proposed Use									
Multifamily Housing (Mid-Rise)	200	DU	1,088	19	53	72	54	34	88
High-Turnover (Sit-Down) Restaurant	3.496	KSF	392	19	16	35	21	13	34
Fast-Food Restaurant w/ Drive-thru	2.803	KSF	1,320	57	55	112	48	44	92
Pass-by Trips (50%) [2]			-660	-29	-28	-56	-24	-22	-46
Total Proposed Project Trips			2,140	66	97	163	99	69	168
Net Difference (Proposed Minus Existing)			1,023	12	52	64	53	27	80

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition

[2] Source: LADOT Transportation Assessment Guidelines

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

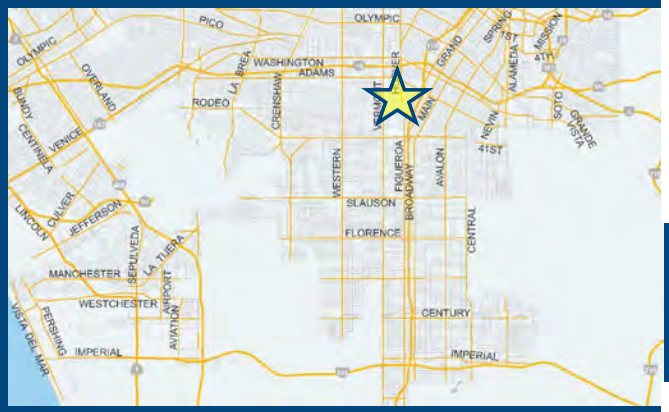
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Hub on Campus Figueroa

Scenario:

Address: 528 W 28TH ST, 90007



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Office | General Office	7.036	ksf
Retail | High-Turnover Sit-Down Restaurant	3.467	ksf
Retail | Fast-Food Restaurant	2.8	ksf
Office | General Office	7.036	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | Fast-Food Restaurant	2.803	ksf
Housing | Multi-Family	173	DU
Retail | High-Turnover Sit-Down Restaurant	3.428	ksf
Retail | Fast-Food Restaurant	2.803	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
495 Daily Vehicle Trips	1,178 Daily Vehicle Trips
3,904 Daily VMT	7,610 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

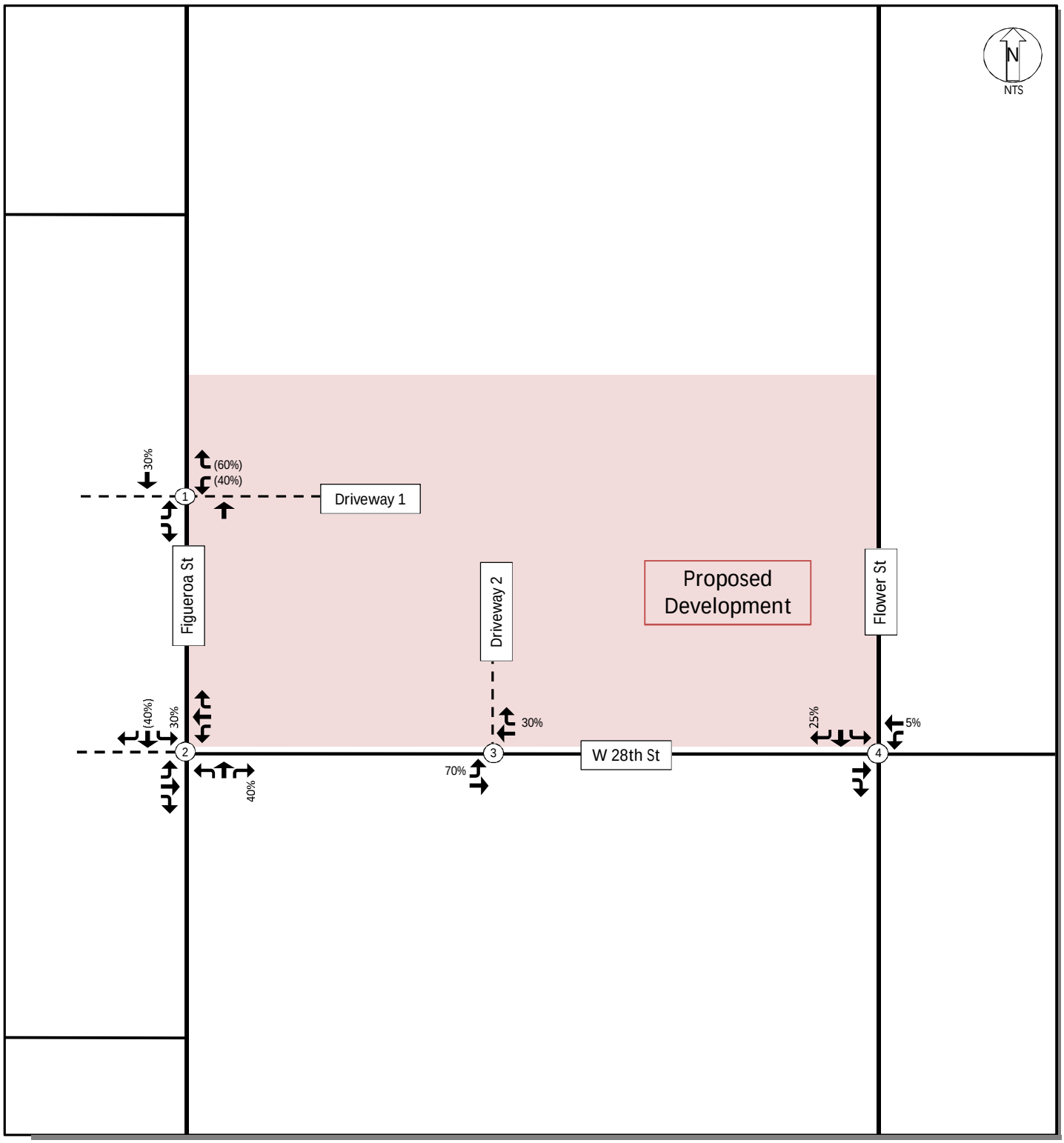
Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	683 Net Daily Trips
The net increase in daily VMT ≤ 0	3,706 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	6.231 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

6/22/2020



Kimley»Horn	Core Spaces on 28th Street and Figueroa Ave Los Angeles, California	Project Site Traffic Percent Distribution	Legend X (Y) = Site Traffic Percent Distribution X = Percent Volumes Entering Y = Percent Volumes Exiting	Figure 2

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT IS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN, AND ASSOCIATES INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.

CLATS

RELATED PROJECTS

Centroid Info:
PROJ ID: 48688
Address: 528 W 28TH ST
LOS ANGELES, CA 90007
Lat/Long: 34.0264, -118.277

Buffer Radius: 0.5 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: 8 | Record Per Page: All Records

Results generated since: (8/21/2019 2:59:47 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
34553	Metro	MTR	8	2007	Apartment Project (Figueroa & Adams Student Hsg)	145 Apartment Units	2455 S FIGUEROA ST	03/27/2008	0.2	

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**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
35294	Metro	MTR	9	2010	Mixed-Use	291 Condos, 7134 SF Retail	2100 S FIGUEROA ST	04/22/2010	0.4	

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**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
43475	Metro	MTR	9	2015	USC Children's Creative Learning Ctr	Expand Child Care Ctr 9955 SF	2716 S SEVERANCE ST	07/23/2015	0.3	

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**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
43856	Metro	MTR	9	2015	Figueroa Hotel	275 Hotel Rooms, 1178 SF Bar	3101 S FIGUEROA ST	05/11/2016	0.2	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	275	81	99	1167	48	33	48	51	Land use=hotel. Total includes credit for transit and existing.
Other	S.F. Gross Area	1178								Bar
			81	**99**	**1167**		**48**	**33**	**48**	**51**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
44816	Metro	MTR	9	2016	Mixed-Use	300 Apartments, 5 KSF Retail/Restaurant	243 W Adams Bl	11/04/2016	0.3	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	300	72	64	734	-13	85	59	5	Total includes credits for existing use, internal, pass-by, and transit.
Retail	S.F. Gross Area	2500								
Other	S.F. Gross Area	2500								land use=restaurant
			72	**64**	**734**		**-13**	**85**	**59**	**5**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
45262	Metro	MTR	9	2016	USC Student Housing	7 story student housing, 2 levels of parking	505 w 31st st	04/26/2017	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	30	36	380	7	23	23	13	Total project trips
Other	Total Units	6								Affordable units
			30	**36**	**380**		**7**	**23**	**23**	**13**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
47173	Metro	MTR	9	2018	806 W Adams Blvd	99 units (495 bedrooms) of student housing	806 w adams blvd	07/06/2018	0.3	

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**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
47713	Metro	MTR	9	2018	CD9 Hope St Bridge Hsg	102 BEDS	2817 S HOPE ST	11/20/2018	0.1	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Total Units	102	12	12	130	5	7	7	5	Affordable Hsg
			12	**12**	**130**		**5**	**7**	**7**	**5**

APPENDIX B

VMT CALCULATOR WORKSHEETS

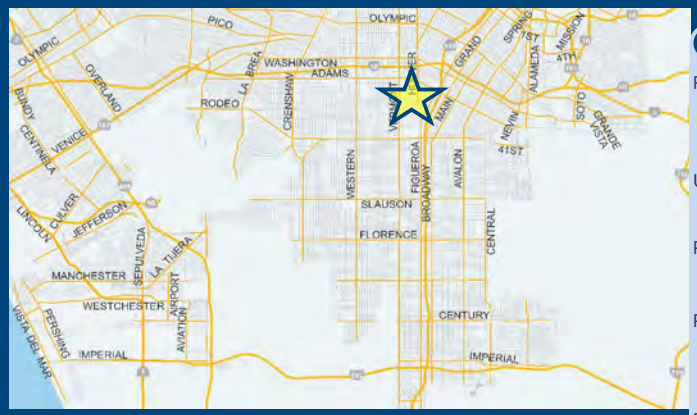
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Hub on Campus Figueroa

Scenario:

Address: 528 W 28TH ST, 90007



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	173	DU
Retail | High-Turnover Sit-Down Restaurant	3.428	ksf
Retail | Fast-Food Restaurant	2.803	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

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

A Parking

Reduce Parking Supply

409 city code parking provision for the project site

103 actual parking provision for the project site

☑ Proposed Prj ☐ Mitigation

Unbundle Parking

100 monthly parking cost (dollar) for the project site

☑ Proposed Prj ☐ Mitigation

Parking Cash-Out

50 percent of employees eligible

☐ Proposed Prj ☐ Mitigation

Price Workplace Parking

6.00 daily parking charge (dollar)

50 percent of employees subject to priced parking

☐ Proposed Prj ☐ Mitigation

Residential Area Parking Permits

200 cost (dollar) of annual permit

☐ Proposed Prj ☐ Mitigation

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
986 Daily Vehicle Trips	986 Daily Vehicle Trips
6,431 Daily VMT	6,431 Daily VMT
3.5 Household VMT per Capita	3.5 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	Work: N/A Threshold = 11.6 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: July 15, 2020
Project Name: Hub on Campus Figueroa
Project Scenario:
Project Address: 528 W 28TH ST, 90007

Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	173	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	3.428	ksf
	Fast-Food Restaurant	2.803	ksf
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*

Other	*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: July 15, 2020
Project Name: Hub on Campus Figueroa
Project Scenario:
Project Address: 528 W 28TH ST, 90007

Version 1.3

Analysis Results			
Total Employees: 32 Total Population: 390			
Proposed Project		*With Mitigation*	
986	Daily Vehicle Trips	986	Daily Vehicle Trips
6,431	Daily VMT	6,431	Daily VMT
3.5	Household VMT per Capita	3.5	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: South Los Angeles			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 11.6			
Proposed Project		*With Mitigation*	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0 Work > 11.6	No N/A	Household > 6.0 Work > 11.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	409	409
		Actual parking provision (spaces)	103	103
	Unbundle parking	Monthly cost for parking ($)	$100	$100
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	12%	12%	0%	0%	12%	12%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*23%*	*23%*	*13%*	*13%*	*23%*	*23%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*
MAX. TDM EFFECT	*23%*	*23%*	*13%*	*13%*	*23%*	*23%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*

= Minimum (X%, 1-[(1-A)(1-B)…])*
where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: July 15, 2020
Project Name: Hub on Campus Figueroa
Project Scenario:
Project Address: 528 W 28TH ST, 90007

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	155	-31.0%	107	6.9	1,070	738
Home Based Other Production	429	-38.7%	263	4.0	1,716	1,052
Non-Home Based Other Production	313	-3.5%	302	6.6	2,066	1,993
Home-Based Work Attraction	47	-36.2%	30	12.6	592	378
Home-Based Other Attraction	464	-30.8%	321	6.4	2,970	2,054
Non-Home Based Other Attraction	161	-3.7%	155	9.0	1,449	1,395

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-23.5%	82	565	-23.5%	82	565
Home Based Other Production	-23.5%	201	805	-23.5%	201	805
Non-Home Based Other Production	-13.0%	263	1,733	-13.0%	263	1,733
Home-Based Work Attraction	-13.0%	26	329	-13.0%	26	329
Home-Based Other Attraction	-13.0%	279	1,786	-13.0%	279	1,786
Non-Home Based Other Attraction	-13.0%	135	1,213	-13.0%	135	1,213

MXD VMT Methodology Per Capita & Per Employee

Total Population: 390
Total Employees: 32
APC: South Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	1,370	1,370
Total Home Based Work Attraction VMT	329	329
Total Home Based VMT Per Capita	3.5	3.5
Total Work Based VMT Per Employee	N/A	N/A

APPENDIX C

TRAFFIC COUNT DATA

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Figueroa St

East/West 28th St

Day: Thursday Date: 12/05/2019 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	108	114	0	8
BIKES	204	216	5	10
BUSES	82	86	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	333	7.00	243	7.45	9	8.30	20	8.45
PM PK 15 MIN	296	16.15	295	17.45	15	16.30	45	17.00
AM PK HOUR	1255	7.00	794	7.30	27	8.00	67	8.45
PM PK HOUR	1119	15.30	1113	16.30	38	15.45	142	16.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	1168	84	1255
8-9	12	1089	88	1189
9-10	7	1053	55	1115
15-16	5	1001	109	1115
16-17	7	892	187	1086
17-18	6	926	171	1103
TOTAL	40	6129	694	6863

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	89	604	27	720
8-9	60	630	30	720
9-10	53	657	27	737
15-16	104	901	24	1029
16-17	146	913	23	1082
17-18	143	920	21	1084
TOTAL	595	4625	152	5372

TOTAL

N-S
1975
1909
1852
2144
2168
2187
12235

XING S/L

Ped	Sch
7	0
1	0
1	2
3	0
0	0
1	1
13	3

XING N/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	1
0	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	1	6	9
8-9	7	3	17	27
9-10	3	0	7	10
15-16	5	2	27	34
16-17	7	1	28	36
17-18	3	0	17	20
TOTAL	27	7	102	136

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	9	2	41	52
8-9	5	0	49	54
9-10	15	3	49	67
15-16	10	4	63	77
16-17	15	1	108	124
17-18	16	2	113	131
TOTAL	70	12	423	505

TOTAL

E-W
61
81
77
111
160
151
641

XING W/L

Ped	Sch
34	30
37	13
61	11
25	11
35	1
40	25
232	91

XING E/L

Ped	Sch
27	34
36	38
53	100
151	56
154	88
170	91
591	407

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Flower St

East/West 28th St

Day: Thursday Date: 12/05/2019 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	68	2	5
BIKES	10	21	13	17
BUSES	0	8	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	0	0.00	148	7.45	40	7.45	24	7.45
PM PK 15 MIN	0	0.00	227	16.00	36	16.45	45	17.00
AM PK HOUR	0	0.00	487	7.30	146	7.00	64	8.15
PM PK HOUR	0	0.00	869	16.00	114	16.00	139	16.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	96	331	22	449
8-9	58	314	20	392
9-10	31	353	24	408
15-16	16	744	22	782
16-17	22	825	22	869
17-18	26	737	38	801
TOTAL	249	3304	148	3701

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
449	7	0	8	6
392	9	0	7	1
408	15	4	0	10
782	14	2	11	0
869	3	0	8	0
801	3	4	1	5
3701	51	10	35	22

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	113	33	146
8-9	0	84	36	120
9-10	0	44	34	78
15-16	0	49	52	101
16-17	0	74	40	114
17-18	0	58	30	88
TOTAL	0	422	225	647

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	12	37	0	49
8-9	15	42	0	57
9-10	15	44	0	59
15-16	11	58	0	69
16-17	16	95	0	111
17-18	35	103	0	138
TOTAL	104	379	0	483

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
195	9	4	0	0
177	14	1	0	0
137	6	14	0	0
170	34	8	0	0
225	19	8	0	0
226	4	10	0	0
1130	86	45	0	0

APPENDIX D

CUMULATIVE PROJECT INFORMATION

TOTAL CUMULATIVE PROJECTS TRAFFIC

AM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Figueroa St at W 28th St	0	50	1	1	72	0	0	0	0	1	0	1
2	S Flower St at W 28th St	0	0	0	1	16	0	0	5	0	0	5	0
3	Figueroa St at Proj Dwy 1	0	51	0	0	73	0	0	0	0	0	0	0
4	28th St at Proj Dwy 2	0	0	0	0	0	0	0	5	0	0	5	0
5	28th St at Proj Dwy 3	0	0	0	0	0	0	0	5	0	0	5	0
6	Flower St at Proj Dwy 4	0	0	0	0	17	0	0	0	0	0	0	0

PM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Figueroa St at W 28th St	0	87	2	2	80	0	0	0	0	2	0	2
2	S Flower St at W 28th St	0	0	0	3	12	0	0	7	0	0	7	0
3	Figueroa St at Proj Dwy 1	0	89	0	0	82	0	0	0	0	0	0	0
4	28th St at Proj Dwy 2	0	0	0	0	0	0	0	7	0	0	7	0
5	28th St at Proj Dwy 3	0	0	0	0	0	0	0	7	0	0	7	0
6	Flower St at Proj Dwy 4	0	0	0	0	15	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	1	Figueroa St at W 28th St

Mirror distribution? Y Entire Intersection

Mirror distribution?

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	11	1	1	39	0	0	0	0	0	0	0
AM Out		0	39	0	0	33	0	0	0	0	1	0	1
AM Tot		0	50	1	1	72	0	0	0	0	1	0	1
PM In		0	34	2	2	57	0	0	0	0	0	0	0
PM Out		0	53	0	0	23	0	0	0	0	2	0	2
PM Tot		0	87	2	2	80	0	0	0	0	2	0	2

Zone #	1	Student Housing

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		50%										
Y	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	50%	0%	0%	0%	0%	0%	0%	0%		0%	0%
PM Out	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	14	0	7	0	0	0	0	0	0	0	0	0	0
AM Out	39	0	0	0	0	20	0	0	0	0	0	0	0
PM In	39	0	20	0	0	0	0	0	0	0	0	0	0
PM Out	25	0	0	0	0	13	0	0	0	0	0	0	0

Zone #	2	Figueroa St Mixed-Use

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		10%										
Y	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	31	0	3	0	0	0	0	0	0	0	0	0	0
AM Out	80	0	0	0	0	8	0	0	0	0	0	0	0
PM In	91	0	9	0	0	0	0	0	0	0	0	0	0
PM Out	64	0	0	0	0	6	0	0	0	0	0	0	0

Zone #	3	USC Children's Creative Learning Ctr

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					20%							
Y	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	58	0	0	0	0	12	0	0	0	0	0	0	0
AM Out	51	0	10	0	0	0	0	0	0	0	0	0	0
PM In	52	0	0	0	0	10	0	0	0	0	0	0	0
PM Out	59	0	12	0	0	0	0	0	0	0	0	0	0

Zone #	4	Figueroa Hotel

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					20%							
Y	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	76	0	0	0	0	15	0	0	0	0	0	0	0
AM Out	53	0	11	0	0	0	0	0	0	0	0	0	0
PM In	80	0	0	0	0	16	0	0	0	0	0	0	0
PM Out	52	0	10	0	0	0	0	0	0	0	0	0	0

Int. #:	1	Figueroa St at W 28th St
Zone #	5	Adams Blvd Mixed-Use

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		5%										
Y	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	28	0	1	0	0	0	0	0	0	0	0	0	0
AM Out	80	0	0	0	0	4	0	0	0	0	0	0	0
PM In	80	0	4	0	0	0	0	0	0	0	0	0	0
PM Out	52	0	0	0	0	3	0	0	0	0	0	0	0

Zone #	6	USC Student Housing

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		10%										
Y	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	3	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	5	0	0	0	0	1	0	0	0	0	0	0	0
PM In	8	0	1	0	0	0	0	0	0	0	0	0	0
PM Out	8	0	0	0	0	1	0	0	0	0	0	0	0

Zone #	7	Adams Blvd Student Housing

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					50%							
Y	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	24	0	0	0	0	12	0	0	0	0	0	0	0
AM Out	35	0	18	0	0	0	0	0	0	0	0	0	0
PM In	62	0	0	0	0	31	0	0	0	0	0	0	0
PM Out	62	0	31	0	0	0	0	0	0	0	0	0	0

Zone #	8	Hope St Bridge Housing

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In			15%	15%								
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	15%
AM Out												
PM In	0%	0%	15%	15%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	15%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	5	0	0	1	1	0	0	0	0	0	0	0	0
AM Out	7	0	0	0	0	0	0	0	0	0	1	0	1
PM In	13	0	0	2	2	0	0	0	0	0	0	0	0
PM Out	13	0	0	0	0	0	0	0	0	0	2	0	2

Enter only in blue cells	Yellow cells calculate

Int. #:	2	S Flower St at W 28th St

N

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	1	4	0	0	2	0	0	3	0
AM Out		0	0	0	0	12	0	0	3	0	0	2	0
AM Tot		0	0	0	1	16	0	0	5	0	0	5	0
PM In		0	0	0	3	4	0	0	4	0	0	3	0
PM Out		0	0	0	0	8	0	0	3	0	0	4	0
PM Tot		0	0	0	3	12	0	0	7	0	0	7	0

Zone #	1	Student Housing

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	14	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	39	0	0	0	0	0	0	0	0	0	0	0	0
PM In	39	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	25	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	2	Figueroa St Mixed-Use

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
AM Out					5%							
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	31	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	80	0	0	0	0	4	0	0	0	0	0	0	0
PM In	91	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	64	0	0	0	0	3	0	0	0	0	0	0	0

Zone #	3	USC Children's Creative Learning Ctr

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											5%	
N	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
AM Out								5%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	58	0	0	0	0	0	0	0	0	0	0	3	0
AM Out	51	0	0	0	0	0	0	0	3	0	0	0	0
PM In	52	0	0	0	0	0	0	0	0	0	0	3	0
PM Out	59	0	0	0	0	0	0	0	3	0	0	0	0

Zone #	4	Figueroa Hotel

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					5%							
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	76	0	0	0	0	4	0	0	0	0	0	0	0
AM Out	53	0	0	0	0	0	0	0	0	0	0	0	0
PM In	80	0	0	0	0	4	0	0	0	0	0	0	0
PM Out	52	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	2	S Flower St at W 28th St

Zone #	5	Adams Blvd Mixed-Use

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
AM Out					10%							
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	28	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	80	0	0	0	0	8	0	0	0	0	0	0	0
PM In	80	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	52	0	0	0	0	5	0	0	0	0	0	0	0

Zone #	6	USC Student Housing

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	3	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	5	0	0	0	0	0	0	0	0	0	0	0	0
PM In	8	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	8	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	7	Adams Blvd Student Housing

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	24	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	35	0	0	0	0	0	0	0	0	0	0	0	0
PM In	62	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	62	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	8	Hope St Bridge Housing

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In				20%				30%				
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%
AM Out											30%	
PM In	0%	0%	0%	20%	0%	0%	0%	30%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	5	0	0	0	1	0	0	0	2	0	0	0	0
AM Out	7	0	0	0	0	0	0	0	0	0	0	2	0
PM In	13	0	0	0	3	0	0	0	4	0	0	0	0
PM Out	13	0	0	0	0	0	0	0	0	0	0	4	0

APPENDIX E

INTERSECTION ANALYSIS WORKSHEETS

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	2	7	9	2	48	5	1137	85	76	686	27
Future Vol, veh/h	5	2	7	9	2	48	5	1137	85	76	686	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	0	-	0	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	2	8	10	2	52	5	1236	92	83	746	29

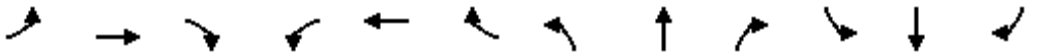
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1556	2265	388	1786	2187	618	775	0	0	1328	0	0
Stage 1	927	927	-	1246	1246	-	-	-	-	-	-	-
Stage 2	629	1338	-	540	941	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	77	40	611	51	45	432	837	-	-	516	-	-
Stage 1	289	345	-	184	244	-	-	-	-	-	-	-
Stage 2	437	220	-	494	340	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	58	33	611	43	38	432	837	-	-	516	-	-
Mov Cap-2 Maneuver	159	97	-	131	136	-	-	-	-	-	-	-
Stage 1	287	289	-	183	243	-	-	-	-	-	-	-
Stage 2	379	219	-	406	285	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.6	18.3	0	1.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	837	-	-	220	132	432	516	-	-
HCM Lane V/C Ratio	0.006	-	-	0.069	0.091	0.121	0.16	-	-
HCM Control Delay (s)	9.3	-	-	22.6	35	14.5	13.3	-	-
HCM Lane LOS	A	-	-	C	E	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0.4	0.6	-	-

HCM 6th Signalized Intersection Summary
2: Flower St & 28th St

01/07/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	103	68	21	37	0	0	0	0	96	561	21
Future Volume (veh/h)	0	103	68	21	37	0	0	0	0	96	561	21
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	112	74	23	40	0				104	610	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	199	132	282	194	0				695	1970	74
Arrive On Green	0.00	0.19	0.19	0.19	0.19	0.00				0.39	0.39	0.39
Sat Flow, veh/h	0	1051	694	278	1024	0				1781	5051	190
Grp Volume(v), veh/h	0	0	186	63	0	0				104	410	223
Grp Sat Flow(s),veh/h/ln	0	0	1745	1302	0	0				1781	1702	1836
Q Serve(g_s), s	0.0	0.0	2.1	0.0	0.0	0.0				0.8	1.8	1.8
Cycle Q Clear(g_c), s	0.0	0.0	2.1	2.1	0.0	0.0				0.8	1.8	1.8
Prop In Lane	0.00		0.40	0.37		0.00				1.00		0.10
Lane Grp Cap(c), veh/h	0	0	331	476	0	0				695	1328	716
V/C Ratio(X)	0.00	0.00	0.56	0.13	0.00	0.00				0.15	0.31	0.31
Avail Cap(c_a), veh/h	0	0	3415	3219	0	0				3253	6216	3353
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	7.9	7.3	0.0	0.0				4.2	4.5	4.5
Incr Delay (d2), s/veh	0.0	0.0	1.5	0.1	0.0	0.0				0.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	0.1	0.0	0.0				0.1	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	9.4	7.4	0.0	0.0				4.3	4.7	4.8
LnGrp LOS	A	A	A	A	A	A				A	A	A
Approach Vol, veh/h		186			63						737	
Approach Delay, s/veh		9.4			7.4						4.6	
Approach LOS		A			A						A	

Timer - Assigned Phs		4		6		8			
Phs Duration (G+Y+Rc), s		8.6		12.9		8.6			
Change Period (Y+Rc), s		4.5		4.5		4.5			
Max Green Setting (Gmax), s		41.9		39.1		41.9			
Max Q Clear Time (g_c+I1), s		4.1		3.8		4.1			
Green Ext Time (p_c), s		1.2		4.7		0.3			

Intersection Summary	
HCM 6th Ctrl Delay	5.7
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1	30	15	1	124	6	912	187	147	927	22
Future Vol, veh/h	6	1	30	15	1	124	6	912	187	147	927	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	0	-	0	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	33	16	1	135	7	991	203	160	1008	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1850	2548	516	1830	2357	496	1032	0	0	1194	0	0
Stage 1	1340	1340	-	1005	1005	-	-	-	-	-	-	-
Stage 2	510	1208	-	825	1352	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	46	26	504	48	35	519	669	-	-	580	-	-
Stage 1	161	220	-	259	317	-	-	-	-	-	-	-
Stage 2	514	254	-	333	217	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	26	19	504	35	25	519	669	-	-	580	-	-
Mov Cap-2 Maneuver	95	61	-	123	102	-	-	-	-	-	-	-
Stage 1	159	159	-	256	314	-	-	-	-	-	-	-
Stage 2	375	251	-	224	157	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.9	17.3	0.1	1.8
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	669	-	-	266	121	519	580	-	-
HCM Lane V/C Ratio	0.01	-	-	0.151	0.144	0.26	0.275	-	-
HCM Control Delay (s)	10.4	-	-	20.9	39.7	14.4	13.6	-	-
HCM Lane LOS	B	-	-	C	E	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.5	1	1.1	-	-

HCM 6th Signalized Intersection Summary
2: Flower St & 28th St

01/07/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	76	263	104	104	0	0	0	0	18	1711	28
Future Volume (veh/h)	0	76	263	104	104	0	0	0	0	18	1711	28
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	83	286	113	113	0				20	1860	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	132	455	196	170	0				898	2610	42
Arrive On Green	0.00	0.36	0.36	0.36	0.36	0.00				0.50	0.50	0.50
Sat Flow, veh/h	0	369	1272	315	475	0				1781	5176	83
Grp Volume(v), veh/h	0	0	369	226	0	0				20	1223	667
Grp Sat Flow(s),veh/h/ln	0	0	1641	791	0	0				1781	1702	1855
Q Serve(g_s), s	0.0	0.0	12.2	7.8	0.0	0.0				0.4	18.2	18.2
Cycle Q Clear(g_c), s	0.0	0.0	12.2	19.9	0.0	0.0				0.4	18.2	18.2
Prop In Lane	0.00		0.78	0.50		0.00				1.00		0.04
Lane Grp Cap(c), veh/h	0	0	588	366	0	0				898	1716	935
V/C Ratio(X)	0.00	0.00	0.63	0.62	0.00	0.00				0.02	0.71	0.71
Avail Cap(c_a), veh/h	0	0	1053	739	0	0				1067	2039	1111
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	17.4	21.8	0.0	0.0				8.1	12.5	12.5
Incr Delay (d2), s/veh	0.0	0.0	1.1	1.7	0.0	0.0				0.0	1.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.4	3.3	0.0	0.0				0.1	5.8	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	18.5	23.5	0.0	0.0				8.1	13.5	14.3
LnGrp LOS	A	A	B	C	A	A				A	B	B
Approach Vol, veh/h		369			226						1910	
Approach Delay, s/veh		18.5			23.5						13.7	
Approach LOS		B			C						B	

Timer - Assigned Phs		4		6		8			
Phs Duration (G+Y+Rc), s		27.9		37.4		27.9			
Change Period (Y+Rc), s		4.5		4.5		4.5			
Max Green Setting (Gmax), s		41.9		39.1		41.9			
Max Q Clear Time (g_c+I1), s		14.2		20.2		21.9			
Green Ext Time (p_c), s		2.6		12.7		1.4			

Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

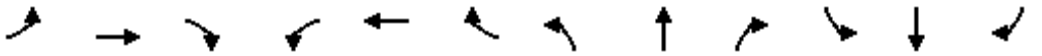
Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	2	7	31	2	56	5	1098	114	93	643	27
Future Vol, veh/h	5	2	7	31	2	56	5	1098	114	93	643	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	0	-	0	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	2	8	34	2	61	5	1193	124	101	699	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1524	2243	364	1756	2133	597	728	0	0	1317	0	0
Stage 1	916	916	-	1203	1203	-	-	-	-	-	-	-
Stage 2	608	1327	-	553	930	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	81	42	633	54	49	446	871	-	-	521	-	-
Stage 1	293	349	-	196	256	-	-	-	-	-	-	-
Stage 2	450	223	-	485	344	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	59	34	633	44	39	446	871	-	-	521	-	-
Mov Cap-2 Maneuver	158	90	-	135	138	-	-	-	-	-	-	-
Stage 1	291	281	-	195	254	-	-	-	-	-	-	-
Stage 2	383	222	-	383	277	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.9	24.2	0	1.7
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	871	-	-	216	135	446	521	-	-
HCM Lane V/C Ratio	0.006	-	-	0.07	0.266	0.136	0.194	-	-
HCM Control Delay (s)	9.2	-	-	22.9	41	14.3	13.6	-	-
HCM Lane LOS	A	-	-	C	E	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1	0.5	0.7	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	95	68	21	34	0	0	0	0	107	561	60
Future Volume (veh/h)	0	95	68	21	34	0	0	0	0	107	561	60
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	103	74	23	37	0				116	610	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	182	131	279	174	0				729	1920	203
Arrive On Green	0.00	0.18	0.18	0.18	0.18	0.00				0.41	0.41	0.41
Sat Flow, veh/h	0	1012	727	286	968	0				1781	4691	495
Grp Volume(v), veh/h	0	0	177	60	0	0				116	441	234
Grp Sat Flow(s),veh/h/ln	0	0	1739	1254	0	0				1781	1702	1781
Q Serve(g_s), s	0.0	0.0	2.0	0.0	0.0	0.0				0.9	1.9	2.0
Cycle Q Clear(g_c), s	0.0	0.0	2.0	2.1	0.0	0.0				0.9	1.9	2.0
Prop In Lane	0.00		0.42	0.38		0.00				1.00		0.28
Lane Grp Cap(c), veh/h	0	0	313	453	0	0				729	1393	729
V/C Ratio(X)	0.00	0.00	0.57	0.13	0.00	0.00				0.16	0.32	0.32
Avail Cap(c_a), veh/h	0	0	3327	3130	0	0				3179	6075	3179
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	8.2	7.6	0.0	0.0				4.1	4.4	4.4
Incr Delay (d2), s/veh	0.0	0.0	1.6	0.1	0.0	0.0				0.1	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	0.1	0.0	0.0				0.1	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	9.8	7.8	0.0	0.0				4.2	4.5	4.7
LnGrp LOS	A	A	A	A	A	A				A	A	A
Approach Vol, veh/h		177			60						791	
Approach Delay, s/veh		9.8			7.8						4.5	
Approach LOS		A			A						A	

Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				8.4		13.5		8.4				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				41.9		39.1		41.9				
Max Q Clear Time (g_c+I1), s				4.0		4.0		4.1				
Green Ext Time (p_c), s				1.1		5.1		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			5.6									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	57	1192	0	0	779
Future Vol, veh/h	0	57	1192	0	0	779
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	62	1296	0	0	847

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	648	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	413	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	413	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	413	-
HCM Lane V/C Ratio	-	0.15	-
HCM Control Delay (s)	-	15.2	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	0.5	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	54	155	88	4	0	0
Future Vol, veh/h	54	155	88	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	168	96	4	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	100	0	-	0	384	98
Stage 1	-	-	-	-	98	-
Stage 2	-	-	-	-	286	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1493	-	-	-	619	958
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	763	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1493	-	-	-	592	958
Mov Cap-2 Maneuver	-	-	-	-	592	-
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	763	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1493	-	-	-	-
HCM Lane V/C Ratio	0.039	-	-	-	-
HCM Control Delay (s)	7.5	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

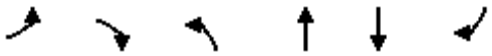
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	152	90	3	2	13
Future Vol, veh/h	16	152	90	3	2	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	165	98	3	2	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	101	0	-	0	299	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	199	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1491	-	-	-	692	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	835	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1491	-	-	-	683	956
Mov Cap-2 Maneuver	-	-	-	-	683	-
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	835	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1491	-	-	-	908
HCM Lane V/C Ratio	0.012	-	-	-	0.018
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	46	0	0	675	16
Future Volume (Veh/h)	0	46	0	0	675	16
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	50	0	0	734	17
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				126		
pX, platoon unblocked						
vC, conflicting volume	742	192	751			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	742	192	751			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	94	100			
cM capacity (veh/h)	351	817	854			

Direction, Lane #	EB 1	SB 1	SB 2	SB 3	SB 4
Volume Total	50	210	210	210	122
Volume Left	0	0	0	0	0
Volume Right	50	0	0	0	17
cSH	817	1700	1700	1700	1700
Volume to Capacity	0.06	0.12	0.12	0.12	0.07
Queue Length 95th (ft)	5	0	0	0	0
Control Delay (s)	9.7	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	9.7	0.0			
Approach LOS	A				

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	20.0%	ICU Level of Service	A
Analysis Period (min)	15		

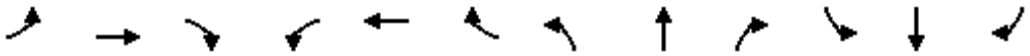
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1	30	27	1	132	6	898	211	161	893	22
Future Vol, veh/h	6	1	30	27	1	132	6	898	211	161	893	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	0	-	0	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	33	29	1	143	7	976	229	175	971	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1836	2552	498	1826	2335	488	995	0	0	1205	0	0
Stage 1	1333	1333	-	990	990	-	-	-	-	-	-	-
Stage 2	503	1219	-	836	1345	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	47	26	518	48	36	526	691	-	-	575	-	-
Stage 1	162	221	-	264	323	-	-	-	-	-	-	-
Stage 2	519	251	-	328	218	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	26	18	518	34	25	526	691	-	-	575	-	-
Mov Cap-2 Maneuver	92	52	-	120	101	-	-	-	-	-	-	-
Stage 1	160	154	-	261	320	-	-	-	-	-	-	-
Stage 2	372	248	-	212	152	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.4	19.8	0.1	2.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	691	-	-	260	119	526	575	-	-
HCM Lane V/C Ratio	0.009	-	-	0.155	0.256	0.273	0.304	-	-
HCM Control Delay (s)	10.3	-	-	21.4	45.3	14.4	14	-	-
HCM Lane LOS	B	-	-	C	E	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.9	1.1	1.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	69	263	104	107	0	0	0	0	25	1711	54
Future Volume (veh/h)	0	69	263	104	107	0	0	0	0	25	1711	54
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	75	286	113	116	0				27	1860	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	121	460	194	174	0				905	2584	82
Arrive On Green	0.00	0.35	0.35	0.35	0.35	0.00				0.51	0.51	0.51
Sat Flow, veh/h	0	340	1297	317	491	0				1781	5084	161
Grp Volume(v), veh/h	0	0	361	229	0	0				27	1245	674
Grp Sat Flow(s),veh/h/ln	0	0	1637	808	0	0				1781	1702	1841
Q Serve(g_s), s	0.0	0.0	12.0	7.9	0.0	0.0				0.5	18.6	18.7
Cycle Q Clear(g_c), s	0.0	0.0	12.0	19.8	0.0	0.0				0.5	18.6	18.7
Prop In Lane	0.00		0.79	0.49		0.00				1.00		0.09
Lane Grp Cap(c), veh/h	0	0	580	368	0	0				905	1730	936
V/C Ratio(X)	0.00	0.00	0.62	0.62	0.00	0.00				0.03	0.72	0.72
Avail Cap(c_a), veh/h	0	0	1045	744	0	0				1061	2027	1097
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	17.5	22.0	0.0	0.0				8.1	12.5	12.5
Incr Delay (d2), s/veh	0.0	0.0	1.1	1.7	0.0	0.0				0.0	1.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.3	3.3	0.0	0.0				0.2	6.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	18.6	23.7	0.0	0.0				8.1	13.6	14.5
LnGrp LOS	A	A	B	C	A	A				A	B	B
Approach Vol, veh/h		361			229						1946	
Approach Delay, s/veh		18.6			23.7						13.8	
Approach LOS		B			C						B	

Timer - Assigned Phs		4		6		8			
Phs Duration (G+Y+Rc), s		27.8		37.9		27.8			
Change Period (Y+Rc), s		4.5		4.5		4.5			
Max Green Setting (Gmax), s		41.9		39.1		41.9			
Max Q Clear Time (g_c+I1), s		14.0		20.7		21.8			
Green Ext Time (p_c), s		2.6		12.7		1.4			

Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	46	1064	0	0	1088
Future Vol, veh/h	0	46	1064	0	0	1088
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	50	1157	0	0	1183

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	579	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	458	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	458	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	458	-
HCM Lane V/C Ratio	-	0.109	-
HCM Control Delay (s)	-	13.8	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.4	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	328	151	4	0	0
Future Vol, veh/h	44	328	151	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	357	164	4	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	168	0	-	0	619	166
Stage 1	-	-	-	-	166	-
Stage 2	-	-	-	-	453	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1410	-	-	-	452	878
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	640	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1410	-	-	-	433	878
Mov Cap-2 Maneuver	-	-	-	-	433	-
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	640	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1410	-	-	-	-
HCM Lane V/C Ratio	0.034	-	-	-	-
HCM Control Delay (s)	7.6	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

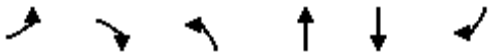
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	326	152	3	2	11
Future Vol, veh/h	18	326	152	3	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	354	165	3	2	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	168	0	-	0	561	167
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	394	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1410	-	-	-	489	877
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	681	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1410	-	-	-	480	877
Mov Cap-2 Maneuver	-	-	-	-	480	-
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	681	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1410	-	-	-	778
HCM Lane V/C Ratio	0.014	-	-	-	0.018
HCM Control Delay (s)	7.6	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	30	0	0	1759	46
Future Volume (Veh/h)	0	30	0	0	1759	46
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	33	0	0	1912	50
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				126		
pX, platoon unblocked						
vC, conflicting volume	1937	503	1962			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1937	503	1962			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	94	100			
cM capacity (veh/h)	57	514	293			

Direction, Lane #	EB 1	SB 1	SB 2	SB 3	SB 4
Volume Total	33	546	546	546	323
Volume Left	0	0	0	0	0
Volume Right	33	0	0	0	50
cSH	514	1700	1700	1700	1700
Volume to Capacity	0.06	0.32	0.32	0.32	0.19
Queue Length 95th (ft)	5	0	0	0	0
Control Delay (s)	12.5	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	12.5	0.0			
Approach LOS	B				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	36.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	2	7	10	2	51	5	1207	90	81	728	29
Future Vol, veh/h	5	2	7	10	2	51	5	1207	90	81	728	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	0	-	0	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	2	8	11	2	55	5	1312	98	88	791	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1650	2403	412	1895	2321	656	823	0	0	1410	0	0
Stage 1	983	983	-	1322	1322	-	-	-	-	-	-	-
Stage 2	667	1420	-	573	999	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	65	33	589	42	37	408	803	-	-	480	-	-
Stage 1	267	325	-	165	224	-	-	-	-	-	-	-
Stage 2	414	201	-	472	319	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	47	27	589	35	30	408	803	-	-	480	-	-
Mov Cap-2 Maneuver	142	82	-	117	122	-	-	-	-	-	-	-
Stage 1	265	266	-	164	223	-	-	-	-	-	-	-
Stage 2	352	200	-	377	261	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.9	19.8	0	1.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	803	-	-	196	118	408	480	-	-
HCM Lane V/C Ratio	0.007	-	-	0.078	0.111	0.136	0.183	-	-
HCM Control Delay (s)	9.5	-	-	24.9	39.3	15.2	14.2	-	-
HCM Lane LOS	A	-	-	C	E	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0.5	0.7	-	-

HCM 6th Signalized Intersection Summary
2: Flower St & 28th St

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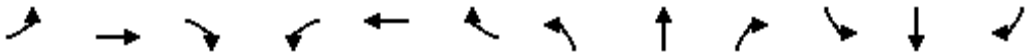


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	109	72	22	39	0	0	0	0	102	595	22
Future Volume (veh/h)	0	109	72	22	39	0	0	0	0	102	595	22
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	118	78	24	42	0				111	647	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	209	138	274	215	0				710	2014	74
Arrive On Green	0.00	0.20	0.20	0.20	0.20	0.00				0.40	0.40	0.40
Sat Flow, veh/h	0	1051	695	275	1081	0				1781	5054	187
Grp Volume(v), veh/h	0	0	196	66	0	0				111	435	236
Grp Sat Flow(s),veh/h/ln	0	0	1745	1356	0	0				1781	1702	1837
Q Serve(g_s), s	0.0	0.0	2.3	0.0	0.0	0.0				0.9	2.0	2.0
Cycle Q Clear(g_c), s	0.0	0.0	2.3	2.3	0.0	0.0				0.9	2.0	2.0
Prop In Lane	0.00		0.40	0.36		0.00				1.00		0.10
Lane Grp Cap(c), veh/h	0	0	347	489	0	0				710	1357	732
V/C Ratio(X)	0.00	0.00	0.57	0.13	0.00	0.00				0.16	0.32	0.32
Avail Cap(c_a), veh/h	0	0	3274	3083	0	0				3118	5959	3215
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	8.1	7.5	0.0	0.0				4.3	4.6	4.6
Incr Delay (d2), s/veh	0.0	0.0	1.5	0.1	0.0	0.0				0.1	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	0.2	0.0	0.0				0.1	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	9.5	7.6	0.0	0.0				4.4	4.8	4.9
LnGrp LOS	A	A	A	A	A	A				A	A	A
Approach Vol, veh/h		196			66						782	
Approach Delay, s/veh		9.5			7.6						4.8	
Approach LOS		A			A						A	

Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				8.9		13.4		8.9				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				41.9		39.1		41.9				
Max Q Clear Time (g_c+I1), s				4.3		4.0		4.3				
Green Ext Time (p_c), s				1.3		5.0		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			5.8									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1	32	16	1	132	6	968	198	156	984	23
Future Vol, veh/h	6	1	32	16	1	132	6	968	198	156	984	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	0	-	0	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	35	17	1	143	7	1052	215	170	1070	25

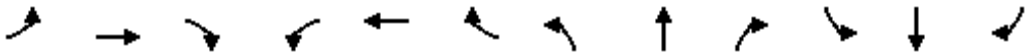
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1964	2704	548	1942	2501	526	1095	0	0	1267	0	0
Stage 1	1423	1423	-	1066	1066	-	-	-	-	-	-	-
Stage 2	541	1281	-	876	1435	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	38	21	480	39	28	496	633	-	-	544	-	-
Stage 1	143	200	-	237	297	-	-	-	-	-	-	-
Stage 2	493	235	-	310	197	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	20	14	480	27	19	496	633	-	-	544	-	-
Mov Cap-2 Maneuver	80	44	-	108	89	-	-	-	-	-	-	-
Stage 1	141	138	-	234	294	-	-	-	-	-	-	-
Stage 2	345	232	-	196	136	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.5	18.7	0.1	2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	633	-	-	237	107	496	544	-	-
HCM Lane V/C Ratio	0.01	-	-	0.179	0.173	0.289	0.312	-	-
HCM Control Delay (s)	10.7	-	-	23.5	45.5	15.2	14.6	-	-
HCM Lane LOS	B	-	-	C	E	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.6	1.2	1.3	-	-

HCM 6th Signalized Intersection Summary
2: Flower St & 28th St

01/07/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	81	279	110	110	0	0	0	0	19	1816	30
Future Volume (veh/h)	0	81	279	110	110	0	0	0	0	19	1816	30
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	88	303	120	120	0				21	1974	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	140	481	195	171	0				883	2565	43
Arrive On Green	0.00	0.38	0.38	0.38	0.38	0.00				0.50	0.50	0.50
Sat Flow, veh/h	0	369	1272	315	454	0				1781	5172	86
Grp Volume(v), veh/h	0	0	391	240	0	0				21	1299	708
Grp Sat Flow(s),veh/h/ln	0	0	1641	769	0	0				1781	1702	1855
Q Serve(g_s), s	0.0	0.0	13.9	9.7	0.0	0.0				0.4	22.2	22.2
Cycle Q Clear(g_c), s	0.0	0.0	13.9	23.6	0.0	0.0				0.4	22.2	22.2
Prop In Lane	0.00		0.77	0.50		0.00				1.00		0.05
Lane Grp Cap(c), veh/h	0	0	621	366	0	0				883	1688	920
V/C Ratio(X)	0.00	0.00	0.63	0.66	0.00	0.00				0.02	0.77	0.77
Avail Cap(c_a), veh/h	0	0	963	637	0	0				975	1864	1015
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	18.1	23.9	0.0	0.0				9.2	14.7	14.7
Incr Delay (d2), s/veh	0.0	0.0	1.1	2.0	0.0	0.0				0.0	1.8	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	5.0	3.9	0.0	0.0				0.1	7.7	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	19.2	25.9	0.0	0.0				9.2	16.5	18.0
LnGrp LOS	A	A	B	C	A	A				A	B	B
Approach Vol, veh/h		391			240						2028	
Approach Delay, s/veh		19.2			25.9						17.0	
Approach LOS		B			C						B	

Timer - Assigned Phs		4		6		8			
Phs Duration (G+Y+Rc), s		31.5		39.9		31.5			
Change Period (Y+Rc), s		4.5		4.5		4.5			
Max Green Setting (Gmax), s		41.9		39.1		41.9			
Max Q Clear Time (g_c+I1), s		15.9		24.2		25.6			
Green Ext Time (p_c), s		2.8		11.2		1.4			

Intersection Summary	
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2

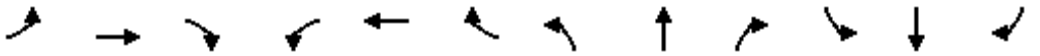
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	2	7	33	2	60	5	1218	120	99	757	29
Future Vol, veh/h	5	2	7	33	2	60	5	1218	120	99	757	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	0	-	0	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	2	8	36	2	65	5	1324	130	108	823	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1728	2519	428	1963	2405	662	855	0	0	1454	0	0
Stage 1	1055	1055	-	1334	1334	-	-	-	-	-	-	-
Stage 2	673	1464	-	629	1071	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	57	28	575	38	33	404	781	-	-	461	-	-
Stage 1	241	301	-	162	221	-	-	-	-	-	-	-
Stage 2	411	191	-	437	295	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	38	21	575	~ 30	25	404	781	-	-	461	-	-
Mov Cap-2 Maneuver	125	62	-	110	112	-	-	-	-	-	-	-
Stage 1	240	231	-	161	220	-	-	-	-	-	-	-
Stage 2	339	190	-	327	226	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.9	29.8	0	1.7
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	781	-	-	166	110	404	461	-	-
HCM Lane V/C Ratio	0.007	-	-	0.092	0.346	0.161	0.233	-	-
HCM Control Delay (s)	9.6	-	-	28.9	54.1	15.6	15.2	-	-
HCM Lane LOS	A	-	-	D	F	C	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1.4	0.6	0.9	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	106	72	22	41	0	0	0	0	114	611	61
Future Volume (veh/h)	0	106	72	22	41	0	0	0	0	114	611	61
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	115	78	24	45	0				124	664	66
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	224	152	273	236	0				783	2078	205
Arrive On Green	0.00	0.22	0.19	0.22	0.22	0.00				0.44	0.44	0.42
Sat Flow, veh/h	0	1039	705	295	1095	0				1781	4725	466
Grp Volume(v), veh/h	0	0	193	69	0	0				124	477	253
Grp Sat Flow(s),veh/h/ln	0	0	1744	1390	0	0				1781	1702	1787
Q Serve(g_s), s	0.0	0.0	2.3	0.0	0.0	0.0				1.0	2.1	2.2
Cycle Q Clear(g_c), s	0.0	0.0	2.3	2.3	0.0	0.0				1.0	2.1	2.2
Prop In Lane	0.00		0.40	0.35		0.00				1.00		0.26
Lane Grp Cap(c), veh/h	0	0	375	508	0	0				783	1497	786
V/C Ratio(X)	0.00	0.00	0.51	0.14	0.00	0.00				0.16	0.32	0.32
Avail Cap(c_a), veh/h	0	0	3187	3024	0	0				3041	5811	3049
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	8.1	7.4	0.0	0.0				3.9	4.2	4.3
Incr Delay (d2), s/veh	0.0	0.0	1.1	0.1	0.0	0.0				0.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	0.2	0.0	0.0				0.1	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	9.2	7.6	0.0	0.0				4.0	4.4	4.5
LnGrp LOS	A	A	A	A	A	A				A	A	A
Approach Vol, veh/h		193			69						854	
Approach Delay, s/veh		9.2			7.6						4.4	
Approach LOS		A			A						A	

Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				9.0		14.2		9.0				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				41.9		39.1		41.9				
Max Q Clear Time (g_c+I1), s				4.3		4.2		4.3				
Green Ext Time (p_c), s				1.2		5.6		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			5.4									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	57	1316	0	0	900
Future Vol, veh/h	0	57	1316	0	0	900
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	62	1430	0	0	978

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	715	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	373	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	373	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	373	-
HCM Lane V/C Ratio	-	0.166	-
HCM Control Delay (s)	-	16.6	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	0.6	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	54	170	97	4	0	0
Future Vol, veh/h	54	170	97	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	185	105	4	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	109	0	-	0	410	107
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	303	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1481	-	-	-	598	947
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	749	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1481	-	-	-	572	947
Mov Cap-2 Maneuver	-	-	-	-	572	-
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	749	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1481	-	-	-	-
HCM Lane V/C Ratio	0.04	-	-	-	-
HCM Control Delay (s)	7.5	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

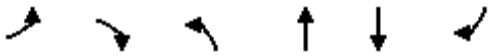
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	167	99	3	2	13
Future Vol, veh/h	16	167	99	3	2	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	182	108	3	2	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	111	0	-	0	326	110
Stage 1	-	-	-	-	110	-
Stage 2	-	-	-	-	216	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1479	-	-	-	668	943
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	820	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1479	-	-	-	659	943
Mov Cap-2 Maneuver	-	-	-	-	659	-
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	820	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1479	-	-	-	892
HCM Lane V/C Ratio	0.012	-	-	-	0.018
HCM Control Delay (s)	7.5	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	46	0	0	733	16
Future Volume (Veh/h)	0	46	0	0	733	16
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	50	0	0	797	17
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				126		
pX, platoon unblocked						
vC, conflicting volume	806	208	814			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	806	208	814			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	94	100			
cM capacity (veh/h)	320	798	809			

Direction, Lane #	EB 1	SB 1	SB 2	SB 3	SB 4
Volume Total	50	228	228	228	131
Volume Left	0	0	0	0	0
Volume Right	50	0	0	0	17
cSH	798	1700	1700	1700	1700
Volume to Capacity	0.06	0.13	0.13	0.13	0.08
Queue Length 95th (ft)	5	0	0	0	0
Control Delay (s)	9.8	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	9.8	0.0			
Approach LOS	A				

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	20.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.2

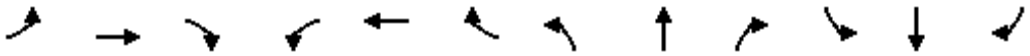
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1	32	30	1	142	6	1041	224	172	1030	23
Future Vol, veh/h	6	1	32	30	1	142	6	1041	224	172	1030	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	0	-	0	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	35	33	1	154	7	1132	243	187	1120	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2088	2896	573	2081	2665	566	1145	0	0	1375	0	0
Stage 1	1507	1507	-	1146	1146	-	-	-	-	-	-	-
Stage 2	581	1389	-	935	1519	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	30	16	463	~ 31	22	467	606	-	-	495	-	-
Stage 1	127	182	-	212	272	-	-	-	-	-	-	-
Stage 2	467	208	-	285	180	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	14	10	463	~ 19	14	467	606	-	-	495	-	-
Mov Cap-2 Maneuver	63	17	-	90	74	-	-	-	-	-	-	-
Stage 1	125	113	-	209	269	-	-	-	-	-	-	-
Stage 2	308	206	-	162	112	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32	25.8	0.1	2.3
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	606	-	-	175	89	467	495	-	-
HCM Lane V/C Ratio	0.011	-	-	0.242	0.379	0.331	0.378	-	-
HCM Control Delay (s)	11	-	-	32	68.2	16.5	16.6	-	-
HCM Lane LOS	B	-	-	D	F	C	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0.9	1.5	1.4	1.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	81	279	110	120	0	0	0	0	29	1828	56
Future Volume (veh/h)	0	81	279	110	120	0	0	0	0	29	1828	56
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	88	303	120	130	0				32	1987	61
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	140	484	191	183	0				884	2525	77
Arrive On Green	0.00	0.38	0.38	0.38	0.38	0.00				0.50	0.50	0.50
Sat Flow, veh/h	0	369	1272	309	481	0				1781	5090	156
Grp Volume(v), veh/h	0	0	391	250	0	0				32	1328	720
Grp Sat Flow(s),veh/h/ln	0	0	1641	790	0	0				1781	1702	1842
Q Serve(g_s), s	0.0	0.0	14.1	10.1	0.0	0.0				0.7	23.4	23.5
Cycle Q Clear(g_c), s	0.0	0.0	14.1	24.2	0.0	0.0				0.7	23.4	23.5
Prop In Lane	0.00		0.77	0.48		0.00				1.00		0.08
Lane Grp Cap(c), veh/h	0	0	624	374	0	0				884	1689	914
V/C Ratio(X)	0.00	0.00	0.63	0.67	0.00	0.00				0.04	0.79	0.79
Avail Cap(c_a), veh/h	0	0	945	631	0	0				957	1830	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	18.3	24.2	0.0	0.0				9.4	15.1	15.2
Incr Delay (d2), s/veh	0.0	0.0	1.0	2.1	0.0	0.0				0.0	2.2	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	5.1	4.1	0.0	0.0				0.2	8.2	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	19.4	26.2	0.0	0.0				9.4	17.3	19.2
LnGrp LOS	A	A	B	C	A	A				A	B	B
Approach Vol, veh/h		391			250						2080	
Approach Delay, s/veh		19.4			26.2						17.9	
Approach LOS		B			C						B	

Timer - Assigned Phs		4		6		8			
Phs Duration (G+Y+Rc), s		32.2		40.6		32.2			
Change Period (Y+Rc), s		4.5		4.5		4.5			
Max Green Setting (Gmax), s		41.9		39.1		41.9			
Max Q Clear Time (g_c+I1), s		16.1		25.5		26.2			
Green Ext Time (p_c), s		2.8		10.6		1.5			

Intersection Summary	
HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	46	1217	0	0	1237
Future Vol, veh/h	0	46	1217	0	0	1237
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	50	1323	0	0	1345

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	662	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	404	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	404	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	404	-
HCM Lane V/C Ratio	-	0.124	-
HCM Control Delay (s)	-	15.2	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	0.4	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	356	166	4	0	0
Future Vol, veh/h	44	356	166	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	387	180	4	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	184	0	-	0	665	182
Stage 1	-	-	-	-	182	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1391	-	-	-	425	861
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1391	-	-	-	406	861
Mov Cap-2 Maneuver	-	-	-	-	406	-
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	620	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1391	-	-	-	-
HCM Lane V/C Ratio	0.034	-	-	-	-
HCM Control Delay (s)	7.7	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

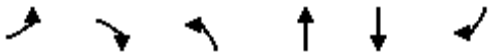
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	354	167	3	2	11
Future Vol, veh/h	18	354	167	3	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	385	182	3	2	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	185	0	-	0	609	184
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	425	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1390	-	-	-	458	858
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	659	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1390	-	-	-	450	858
Mov Cap-2 Maneuver	-	-	-	-	450	-
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	659	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1390	-	-	-	753
HCM Lane V/C Ratio	0.014	-	-	-	0.019
HCM Control Delay (s)	7.6	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	30	0	0	1882	46
Future Volume (Veh/h)	0	30	0	0	1882	46
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	33	0	0	2046	50
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				126		
pX, platoon unblocked						
vC, conflicting volume	2071	536	2096			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2071	536	2096			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	93	100			
cM capacity (veh/h)	47	489	259			

Direction, Lane #	EB 1	SB 1	SB 2	SB 3	SB 4
Volume Total	33	585	585	585	342
Volume Left	0	0	0	0	0
Volume Right	33	0	0	0	50
cSH	489	1700	1700	1700	1700
Volume to Capacity	0.07	0.34	0.34	0.34	0.20
Queue Length 95th (ft)	5	0	0	0	0
Control Delay (s)	12.9	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	12.9	0.0			
Approach LOS	B				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	38.0%	ICU Level of Service	A
Analysis Period (min)	15		

ATTACHMENT C
Noise Study

NOISE STUDY
HUB LA FIGUEROA PROJECT

City of Los Angeles
South Los Angeles Community Plan Area

Prepared for:

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June 2, 2020

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APPENDIX

Appendix A – Noise Study – Product Specification Sheets

1.0 INTRODUCTION

1.1 Purpose of Study

The purpose of this study is to describe and evaluate the noise and groundborne vibration impacts of the Hub LA Figueroa Mixed-Use Project (Project), proposed by Core Campus Manager, LLC in the context of the City of Los Angeles (City) regulatory framework.

1.2 Project Summary

The proposed Project would re-develop an approximately 1.01-acre infill site consisting of several contiguous parcels located at 2714-2724 South Figueroa Street, 511-525 West 28th Street, and 2727 South Flower Street (collectively, the Project Site) as shown in **Figure 1, Regional Location Map**. The Project Site is currently developed with a one-story commercial building (restaurant) and associated parking lot, a one-story light industrial use building, and a fast-food restaurant with a drive-thru. The Project would remove the existing structures from the Project Site and construct a seven-story mixed-use building with a maximum height of 84 feet. The proposed Project would provide 173 residential units, and a total of 6,231 square feet of commercial retail/restaurant space and would also provide onsite recreation and open space amenities for residents, including a swimming pool and terrace on the 7th floor, and private balconies and terraces. The Project's parking would be provided in one floor of subterranean parking, and on the first floor, providing a total of 114 vehicle spaces. The Project would also provide long-term and short-term bicycle parking areas.

Existing land uses adjacent to the Project Site consist of a 7-story mixed-use building (multi-family residences over commercial uses) to the north, Interstate 110 (I-110) to the east, commercial uses to the south across 28th Street and to the west across Figueroa. The Project grading would require approximately 12,394 cubic yards of soil export hauling.

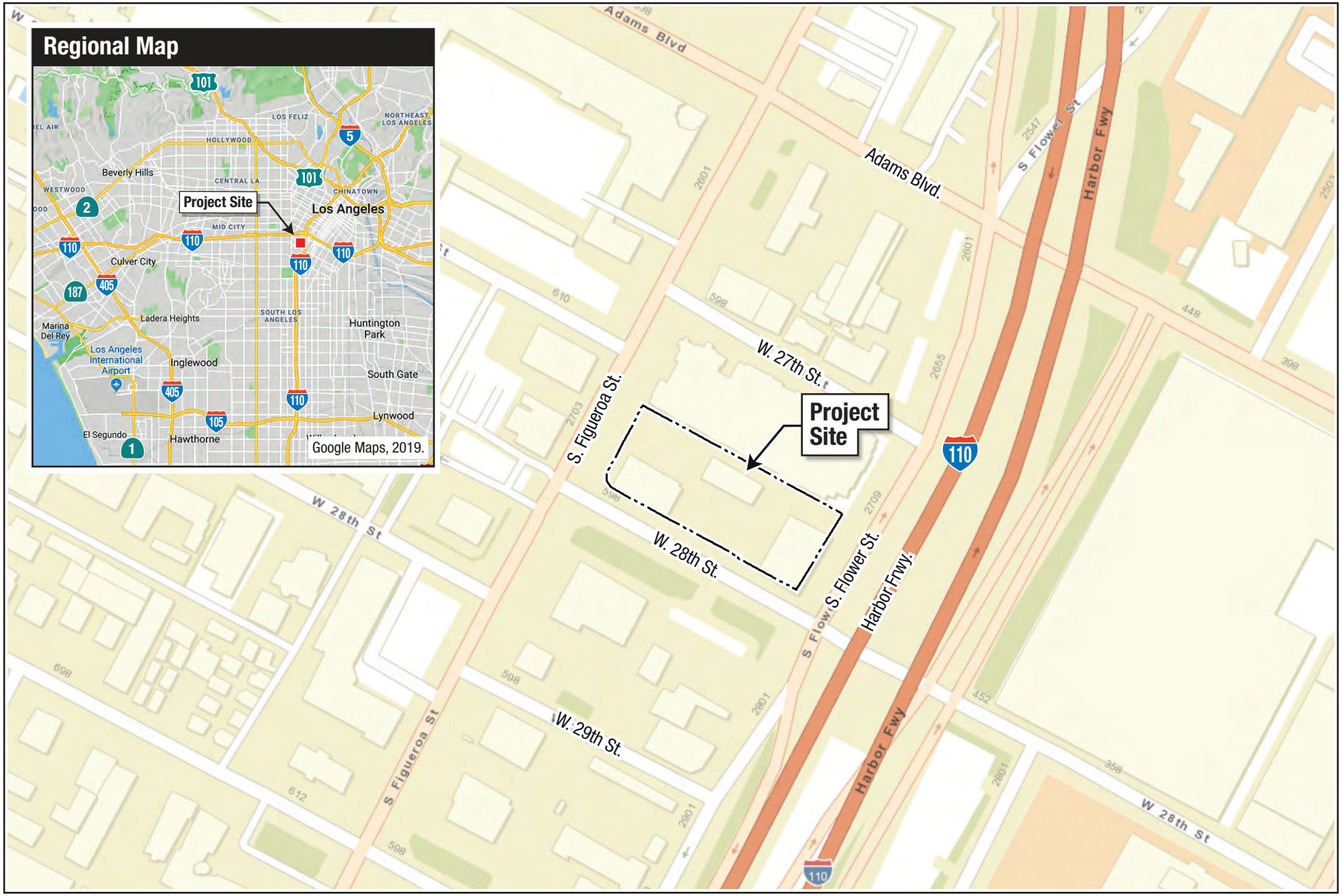
2.0 NOISE AND VIBRATION FUNDAMENTALS

The following introduces the fundamental definitions and concepts used to qualify and quantify noise and vibration impacts used throughout this study.

2.1 Noise Characteristics

In a basic sense, noise is unwanted sound as perceived by a receptor. Sound is energy transmitted in waves through a compressible medium such as air. There are a variety of parameters that describe the rates of oscillation of sound waves, the distance between successive troughs or crests, the speed of propagation, and the pressure level, or energy content, of a given sound wave. Sound pressure level is the most common descriptor used to describe the perceived "loudness" of an ambient sound level. The standard measurement unit of sound pressure is called a decibel (dB).

Given that sound pressure levels can vary in intensity by over one million times within the range of human hearing, a logarithmic scale similar to the Richter Scale used to measure seismicity is used to keep sound intensity numbers convenient and manageable. The ear is not equally sensitive to all sound frequencies within the entire spectrum, so sound pressure levels at maximum human sensitivity are factored more



Source: ESRI World Street Map Background Imagery, 2019.

envicom

Regional Location Map

FEET 0 100 200

FIGURE 1

heavily into sound descriptions in a process called "A-weighting", written as dBA. Subsequent references to decibels in this discussion written as "dB" should be understood as A-weighted.

Variations in noise exposure over time are expressed in terms of a steady-state energy level equivalent to the energy content of the time period, called Leq. Because human receptors are more sensitive to unwanted noise intrusion during the evening and at night hours, additional dB increments are added to noise levels in a 24-hour noise descriptor: either the Day-Night Average Level (Ldn) or the Community Noise Equivalent Level (CNEL). The Ldn metric adds a penalty of 10 dB for the nighttime hours of 10:00 p.m. to 7:00 a.m., while CNEL adds both the 10 dB nighttime penalty and a penalty of 5 dB for the evening hours of 7:00 p.m. to 10:00 p.m.

2.2 Vibration Characteristics

As described in the California Department of Transportation (Caltrans) Transportation and Construction Vibration Guidance Manual, the operation of construction equipment generates groundborne vibration. Maintenance operations and traffic traveling on roadways can also be a source of such vibration. If its amplitudes are high enough, ground vibration has the potential to damage structures, cause cosmetic damage (e.g., crack plaster), or disrupt the operation of vibration-sensitive equipment such as electron microscopes. Ground vibration and groundborne noise can also be a source of annoyance to individuals who live or work close to vibration-generating activities. Pile driving, demolition activity, blasting, and crack-and-seat operations are the primary sources of vibration.

Traffic, including heavy trucks traveling on a highway, rarely generates vibration amplitudes high enough to cause structural or cosmetic damage. However, there have been cases in which heavy trucks traveling over potholes or other discontinuities in the pavement have caused vibration high enough to result in complaints from nearby residents. These types of issues typically can be resolved by smoothing the roadway surface. In describing vibration in the ground and in structures, the motion of a particle (i.e., a point in or on the ground or structure) is used. The concepts of particle displacement, velocity, and acceleration are used to describe how the ground or structure responds to excitation. Displacement is rarely used to describe ground and structure borne vibration because most transducers used to measure vibration directly measure velocity or acceleration, not displacement. Vibratory motion is commonly described by identifying the peak particle velocity (PPV) in inches per second. PPV is generally accepted as the most appropriate descriptor for evaluating the potential for building damage.

3.0 REGULATORY SETTING

3.1 Los Angeles General Plan

The Noise Element of the City General Plan applies to the City as a whole. This element addresses noise mitigation regulations, strategies and programs, and delineates federal, state and City jurisdiction relative to rail, automotive, aircraft, and nuisance noise. The noise and land use compatibility guidelines from Exhibit I of the Noise Element are provided in **Table 3-1, Land Use Compatibility Guidelines**. As noted in the Noise Element, this element references the City's noise standards contained in Los Angeles Municipal Code (LAMC) Section 111 et seq.

Table 3-1
Land Use Compatibility Guidelines

Land Use Category	Day-Night Average Exterior Sound Level (CNEL dB)						
	50	55	60	65	70	75	80
Residential Single Family, Duplex, Mobile Home	A	C	C	C	N	U	U
Residential Multi-Family	A	A	C	C	N	U	U
Transient Lodging, Motel, Hotel	A	A	C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	C	C	N	N	U
Auditorium, Concert Hall, Ampitheater	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	C/U	U	U
Playground, Neighborhood Park	A	A	A	A/N	N	N/U	U
Golf Course, Riding Stable, Water Recreation, Cemetery	A	A	A	A	N	A/N	U
Office Building, Business, Commercial, Professional	A	A	A	A/C	C	C/N	N
Agriculture, Industrial, Manufacturing, Utilities	A	A	A	A	A/C	C/N	N

A = Normally acceptable. Specified land use is satisfactory, based upon assumption buildings involved are conventional construction, without any special noise insulation.

C = Conditionally acceptable. New construction or development only after a detailed analysis of noise mitigation is made and needed noise insulation features are included in project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice.

N = Normally unacceptable. New construction or development generally should be discouraged. A detailed analysis of noise reduction requirements must be made and noise insulation features included in the design of a project.

U = Clearly unacceptable. New construction or development generally should not be undertaken.

As shown in Table 3-1, for residential multi-family uses an exterior sound level of up to 60 dB CNEL is normally acceptable for land use compatibility, and up to 70 dB CNEL is conditionally acceptable. For commercial uses an exterior sound level of up to 65 dBA CNEL is normally acceptable for land use compatibility, and up to 75 dB CNEL is conditionally acceptable. Conventional construction with closed windows and doors normally will suffice as adequate insulation features for land use compatibility of residences within a noise environment up to 65 dB CNEL. Noise levels above 70 and 75 dB CNEL are considered normally unacceptable for residential and commercial uses, respectively.

3.2 Noise Ordinance

The City's noise standards for non-transportation sources are articulated in Chapter XI, Noise Regulation, of the LAMC, which contains the City's Noise Ordinances. The City's Noise Ordinances restrict the level

of noise that one type of land use or activity may broadcast across the property line of an adjacent land use. Noise ordinance standards are stated with respect to ambient levels found without the contribution of an identified noise source, such as a piece of construction equipment.

Section 111.03 of the LAMC establishes presumed ambient noise levels as a function of zoning and times of day provided in **Table 3-2, Presumed Ambient Noise Levels in the City Noise Ordinance**. As noted in LAMC Section 111.03, in the absence of site-specific ambient noise measurements, these presumed ambient noise levels may be used as a baseline for the evaluation of noise increases.

Table 3-2
Presumed Ambient Noise Levels in the City Noise Ordinance

Zone	Presumed Ambient Noise Level dB(A)	
	DAY [1]	NIGHT [2]
A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, & R5	50	40
P, PB, CR, C1, C1.5, **C2**, C4, C5, and CM	60	55
M1, MR1, and MR2	60	55
M2 and M3	65	65

Source: Los Angeles Municipal Code, Section 111.03.
[1] Daytime levels apply from 7:00 a.m. to 10:00 p.m.
[2] Nighttime levels apply from 10:00 p.m. to 7:00 a.m.

As shown in Table 3-2, the presumed ambient daytime noise level for the Project Site, which is zoned C2-1L is 60 dB(A) and the presumed nighttime noise level is 55 dB(A). Some deviation from these noise levels is allowed during the daytime for short-term (less than 15 minute) noise generation. The LAMC provides the following regulatory requirements related to noise generation in the City.

Operational Noise

- LAMC Section 111.03 establishes presumed ambient noise levels as a function of zoning and times of day to be used as a baseline for evaluating noise increases. The site is zoned C2-1L (Commercial) and for the purposes of determining the presumed ambient level, C2 zoning would be used, which the LAMC indicates would have a presumed ambient noise level of 60 dBA in daytime hours (7:00 a.m. to 10:00 p.m.) and 55 dBA in nighttime hours (10:00 p.m. to 7:00 a.m.).
- LAMC Section 112.02 prohibits any heating, ventilation, and air conditioning (HVAC) systems within any zone of the City from causing an increase in ambient noise levels on any other occupied property or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than 5 dBA.
- LAMC Section 112.04 prohibits the operation of any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of a residence between 10:00 p.m. and 7:00 a.m.

Construction Noise

- LAMC Section 41.40(a) and (c) restricts construction activity to the hours below:
    - Monday through Friday between 7:00 a.m. to 9:00 p.m.
    - Saturdays and National Holidays between 8:00 a.m. to 6:00 p.m.
    - Sundays, no construction except for individual residents.

- LAMC Section 112.05 states the following:
  "Between the hours of 7:00 a.m. and 10:00 p.m., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:
    (a) 75dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;
    (b) 75dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools; and
    (c) 65dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

  The noise limits for particular equipment listed above in (a), (b), and (c) shall be deemed to be superseded and replaced by noise limits for such equipment from and after their establishment by final regulations adopted by the Federal Environmental Protection Agency and published in the Federal Register.

  Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment."

Pursuant to LAMC Section 112.05, the impact analysis of construction noise presented in Chapter 6.0 of this study is based on the potential for the Project to result in construction noise levels exceeding 75 dBA at a distance of 50 feet.

3.3 Groundborne Vibration

When construction equipment travels over unpaved surfaces or engages in soil movement, construction activities generate groundborne vibration. The effects of groundborne vibration include the discernible movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Vibration related problems generally occur due to resonances in the structural components of a building.[1] The "soft" sedimentary conditions of much of southern California dampen groundborne vibration over a relatively short distance.

Because vibration is typically not an issue, few local jurisdictions have adopted regulatory standards specifically pertaining to groundborne vibration. Vibration thresholds have been adopted for major public works construction projects, but these relate mostly to structural protection (cracking foundations or stucco) rather than to human annoyance.

[1] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

Groundborne vibration from construction activities rarely reach levels that can damage structures. Although there are no officially adopted regulatory standards for the point at which groundborne vibration levels could cause structural damage, the Federal Transit Administration (FTA) has provided the guidelines found in **Table 3-3, Vibration Damage Criteria**.

Table 3-3
Vibration Damage Criteria

Building/Structural Category	PPV, in/sec
Reinforced-concrete, steel, or timber (no plaster)	0.5
Engineered concrete and masonry (no plaster)	0.3
Non-engineered timber and masonry buildings	0.2
Buildings extremely susceptible to vibration damage	0.12
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.	

As shown in Table 3-3, vibration damage criteria for structural damage depend on the building type of the structure affected. For the purpose of the impact analysis presented in Chapter 5 of this study, the damage criteria shown in Table 3-3 are used as thresholds of significance.

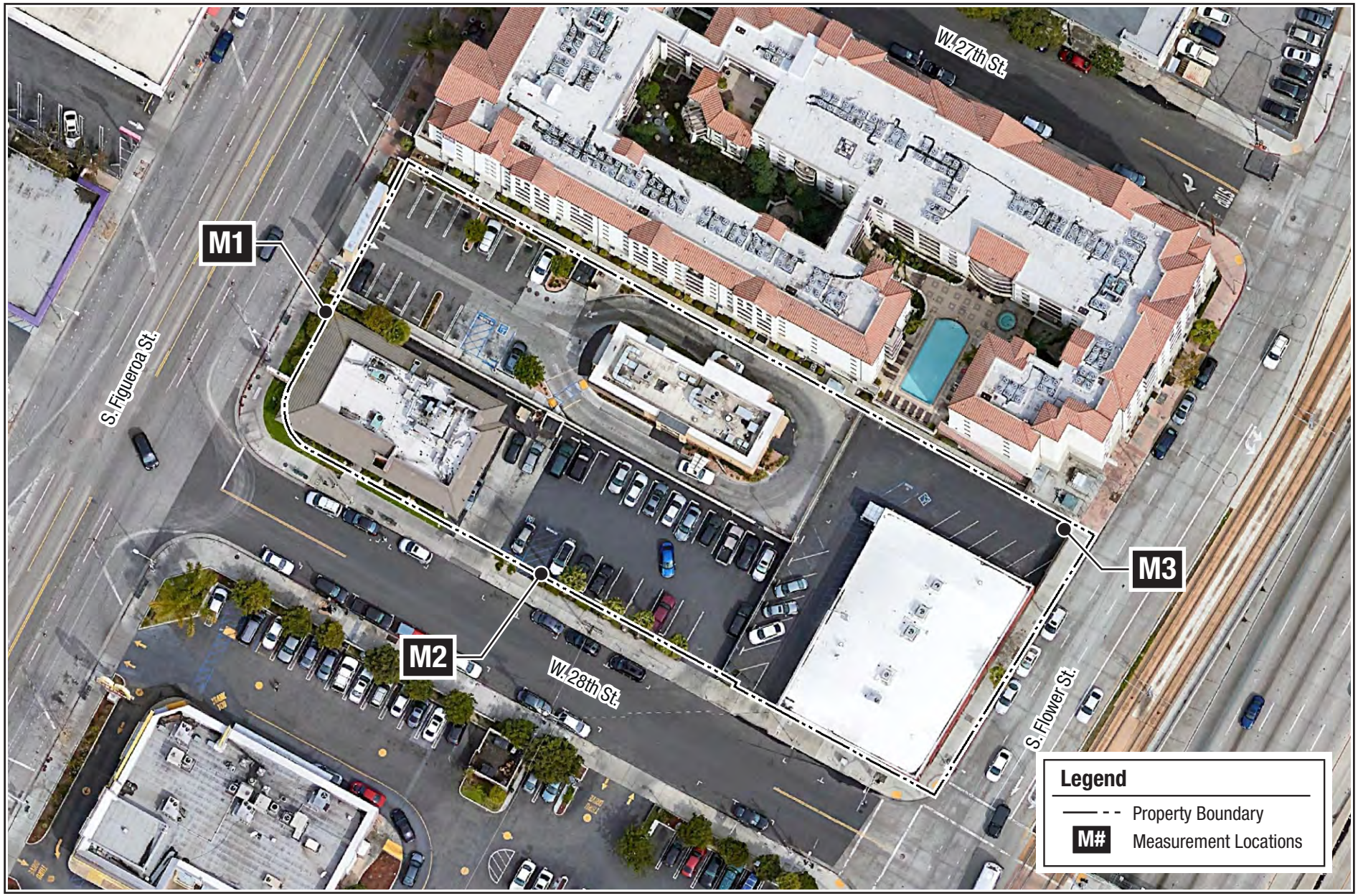
4.0 EXISTING CONDITIONS

4.1 Ambient Noise Levels

LAMC Chapter XI, Noise Regulation, Section 111.03 provides presumed ambient noise levels based on zoning. The presumed ambient daytime noise level for the Project Site, which is zoned C2-1L, is 60 dBA and the presumed ambient nighttime noise level is 55 dBA. LAMC Section 111.03 notes that where the measured ambient noise level is less than the presumed ambient noise level, the presumed ambient noise shall be deemed to be the minimum ambient noise level. Where the actual ambient noise level is measured, and is found to be higher, this actual ambient level may be used as the existing conditions baseline. To obtain existing ambient noise levels at the Project Site, Envicom Corporation measured ambient noise levels on Tuesday, October 15, 2019, in 15-minute intervals[2] at three locations on the Project Site as shown in **Figure 2, Ambient Noise Measurement Locations**. **Table 4-1, Ambient Noise Measurements**, shows the ambient noise levels measured at these locations.

As shown in Table 4-1, measured ambient noise levels range from 62.0 to 72.1 dBA Leq, which will be used as the existing ambient noise levels for the purpose of this study. Intermittent noise levels of 84.1 dBA Lmax and 83.0 dBA Lmax from light rail pass-bys were measured separately at the same location as the M3 measurement location.

[2] In accordance with LAMC Section 111.01, Definitions, subsection (a), "Ambient Noise," that states "ambient noise shall be over a period of at least 15 minutes."



Source: GoogleEarth Pro, Mar. 14, 2018.

envicom

Ambient Noise Measurement Locations

FEET 0 30 60

FIGURE 2

Table 4-1
Ambient Noise Measurements

Number	Location	Time	dBA Leq[1]	Primary Noise Sources
M1	Project Site – Western Boundary	11:05 a.m. – 11:20 a.m.	67.2	Traffic on S. Figueroa Street
M2	Project Site – Southern Boundary	10:25 a.m. – 10:40 a.m.	62.0	Traffic on I-110, S. Figueroa Street, S. Flower Street and W. 28th Street
M3	Project Site – Eastern Boundary	11:28 a.m. – 11:43 a.m.	72.1	Traffic on I-110, W. Adams Boulevard and S. Flower Street

Source: Envicom Corporation, field visit October 15, 2019. Measured using a Quest SoundPro DL-2 Sound Level Meter meeting the American National Standards Institute (ANSI) Type 2 standard.

[1] Leq is the average noise level equivalent to the energy content of the time period.

4.2 Ambient Transportation Noise Levels

As noted in the Noise Element of the City General Plan, transportation systems are a primary source of urban noise. Management of noise from the most significant of these sources (aircraft, trains and freeways) is generally preempted by federal and state authority. Municipal authorities primarily regulate such noise through the regulation of land uses. Management of noise emanating from freeways is generally within the authority of federal and state jurisdictions, namely, the Federal Highway Administration and Caltrans.

5.0 THRESHOLDS OF SIGNIFICANCE

This chapter presents thresholds of significance for noise from the State CEQA Guidelines approved by the California Office of Administrative Law on December 28, 2018. Project noise and vibration impacts are measured against these thresholds of significance. Local standards codified in the LAMC refine these thresholds.

5.1 Thresholds of Significance

Appendix G of the State CEQA Guidelines presents the following thresholds related to noise:

XIII. NOISE. Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b) Generation of excessive groundborne vibration or groundborne noise levels?

c) For a project located within the vicinity of a private airstrip or an airport land use plan, or where such plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

5.1.1 Standards Established in the Local General Plan and Noise Ordinance

Operational Noise

Local General Plan

In considering whether operation of the Project could exceed noise standards, the Noise Element of the City General Plan considers noise levels less than 60 dB CNEL to be normally acceptable for residential multi-family use. Noise levels of up to 70 dB CNEL for multi-family residential uses remain conditionally acceptable if measures to reduce such exposure have been taken.

Noise Ordinances

LAMC Section 112.02 prohibits any HVAC systems within any zone of the City from causing an increase in the ambient noise levels on any other occupied property by more than 5 dBA. For a condominium, apartment house, duplex, or attached business, an HVAC system may not increase the ambient noise within any adjoining unit level by more than 5 dBA.

LAMC Section 112.04 prohibits the operation of any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of a residence between 10:00 p.m. and 7:00 a.m.

Construction Noise

In considering whether Project construction could generate a substantial temporary increase in ambient noise levels in excess of established standards, LAMC Section 112.05 sets a construction noise standard of 75 dBA at 50 feet, which is used as a threshold of significance in this noise study.

5.1.2 Standards for Excessive Groundborne Vibration

For the purpose of analyzing groundborne vibration impacts in terms of potential structural damage, the following analysis relies on an FTA guideline criterion of 0.5 PPV in/sec for reinforced-concrete, steel or timber buildings as the threshold of significance, based on the relatively recent construction of the adjacent residential structure (see Table 3-3).

5.1.3 Standards for Aircraft Noise

For projects located within two miles of a public airport, a conditionally acceptable sound exposure up to 65 dB CNEL for multi-family residential uses is the threshold of significance from the Noise Element of the City General Plan.

6.0 IMPACT ANALYSIS

The following analysis evaluates the noise and groundborne vibration impacts resulting from both construction and operation of the proposed Project. Expected construction noise levels are based on reference noise levels for comparable construction equipment provided in the Federal Highway Administration Construction Noise Handbook. Expected operational noise levels are based on specifications for typical HVAC units. Groundborne vibration impacts are based on guidance in the Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual. The analysis then considers whether these impacts would exceed thresholds of significance and provides measures to reduce these impacts where warranted.

6.1 Temporary or Permanent Increase in Ambient Noise Levels

Temporary increases in ambient noise levels would be due to mobile and stationary equipment used while constructing the proposed Project. Permanent increases in ambient noise levels would be due to operation of Project components such as roof-mounted HVAC units and vehicle trips generated on local roadways. The following impact analysis considers each of these types of noise impacts by topic.

Construction

The Construction Noise Handbook prepared by the Federal Highway Administration includes a national database of construction equipment noise levels. The Federal Highway Administration uses these reference noise emission levels in the Roadway Construction Noise Model. **Table 6-1, Construction Equipment Noise Levels,** identifies the highest (Lmax) noise levels associated with the quantity and type of construction equipment. Table 6-1 lists equipment types and quantities similar to those anticipated to be used for the Project. Table 6-1 is organized by equipment and describes the noise level for each individual piece of equipment at a 50-foot distance between the equipment and receptor as specified in LAMC Section 112.05.

While the City construction noise threshold is based on the maximum noise levels (Lmax) at 50 feet, average noise levels (Leq) are presented here for reporting purposes. To calculate the Leq of a given piece of construction equipment from its Lmax, the Roadway Construction Noise Model provides an acoustical usage factor which estimates the fraction of time each piece of equipment is operating at full power during construction. The acoustical usage factor, abbreviated (U.F.), is used to calculate sound levels averaged over time expressed as Leq. Table 6-1 adjusts the maximum noise levels (Lmax) using the U.F. published in the Federal Highway Administration Construction Noise Handbook. The sound level prediction equation is expressed as follows for the hourly average sound level (Leq) at distance (D) between the source and receiver.

$$Leq = Lmax - 20 \bullet \log (D/50) + 10 \bullet \log (U.F./100)$$

Where:

Lmax is the published reference noise level at 50 feet
D = distance from source to receiver in feet
U.F. is the acoustical usage factor, which is the portion of time the equipment is operating at full power

Table 6-1
Construction Equipment Noise Levels

Phase	Quantity and Equipment Type [1]	Lmax at 50 ft (dBA) [2, 3]	Usage Factor (U.F.) [4]	Hourly Leq at 50 ft (dBA)
Demolition	1 Concrete/Industrial Saw	90	20	83
	1 Rubber-tired Dozer	82	40	78
	2 Loader/Backhoes	79	40	75
Grading	1 Concrete/Industrial Saw	90	20	83
	1 Excavator	81	40	77
	1 Rubber Tired Dozer	82	40	78
	2 Loader/Backhoe	79	40	75

Phase	Quantity and Equipment Type [1]	Lmax at 50 ft (dBA) [2, 3]	Usage Factor (U.F.) [4]	Hourly Leq at 50 ft (dBA)
Building Construction	1 Crane	81	16	73
	2 Forklifts	75	20	68
	2 Loader/Backhoes	79	40	75
Paving	4 Cement/Mortar Mixers	79	40	75
	1 Paver	77	50	74
	1 Rollers	80	20	73
	1 Loaders/Backhoes	79	40	75
Architectural Coating	1 Air Compressor	78	40	74

[1] Construction Equipment List is based on the CalEEMod model for the Project.
[2] Lmax levels are for individual equipment pieces. Each piece of equipment would operate at a distance from other equipment.
[3] Source: Federal Highway Administration, Construction Noise Handbook, 2006, Ch. 9, Construction Equipment Noise Levels and Ranges.
[4] Usage Factor (U.F.) is the portion of time equipment is operating at full power.

As shown in Table 6-1, the construction equipment that could generate the highest noise level is a concrete saw which would generate a maximum noise level of 90 dBA Lmax at 50 ft and an average noise level of 83 dBA Leq at 50 ft. Construction proceeds in phases such as demolition, grading, building construction, paving, and architectural coating. Each phase involves the use of different types of construction equipment. Therefore, at any particular phase of construction, contractors would use only the types of equipment needed as shown in Table 6-1, rather than using all the equipment throughout all phases. Furthermore, decibels are logarithmic units; therefore, sound levels cannot be added by ordinary arithmetic means. When the sound pressure level of two sources is equal, the resulting noise level is 3 dB greater than the noise level of one source.

The City construction noise threshold is 75 dBA Lmax at 50 feet from the source unless compliance is "technically infeasible" despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment (LAMC Section 112.05). **Table 6-2, Construction Equipment Noise with Regulatory Compliance**, shows the attenuated noise levels at a distance of 50 feet with use of standard Project features for noise reduction to be implemented during construction. The reduced Lmax demonstrates compliance with the LAMC. Standard noise reduction techniques that are required pursuant to LAMC Section 112.05 include the use of industrial-grade mufflers on mobile equipment or sound transmission obscuring products, such as acoustical blankets, enclosures, barriers, screens or equivalent around the equipment or construction site.

Table 6-2
Construction Equipment Noise with Regulatory Compliance

Equipment	Lmax at 50 ft (dBA)[1]	LAMC Compliance Noise Reduction [2, 3]	Reduced Lmax at 50 ft (dBA)
Concrete Saw	90	Barrier (20 dBA)	70
Dozer	82	Muffler (15 dBA)	67
Loader/Backhoe	79	Muffler (15 dBA)	64
Excavator	81	Muffler (15 dBA)	66
Crane	81	Muffler (15 dBA)	66
Forklift (Man Lift)	75	Muffler (15 dBA)	60
Concrete Mixer Truck	79	Muffler (15 dBA)	64
Paver	77	Muffler (15 dBA)	62

Equipment	Lmax at 50 ft (dBA)[1]	LAMC Compliance Noise Reduction [2, 3]	Reduced Lmax at 50 ft (dBA)
Roller	80	Muffler (15 dBA)	65
Compressor (Air)	78	Barrier (20 dBA)	58

[1] Source: Federal Highway Administration, Construction Noise Handbook, 2006, Chapter 9, Construction Equipment Noise Levels and Ranges.

[2] Per LAMC Section 112.05, construction noise limitations shall not apply where said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

[2] Effectiveness of listed noise reduction materials/techniques are described in Appendix A.

As shown in Table 6-2, the use of standard, feasible noise reduction techniques, such as mufflers, and sound barriers during the operation of the construction equipment, as required by LAMC Section 112.05, would reduce the Project's maximum construction noise levels to approximately 70 dBA at a distance of 50 feet, which would not exceed the City's construction noise threshold standard of 75 dBA Lmax at 50 feet, per LAMC Section 112.05. Such noise reduction products are available from a variety of manufacturers. Specification sheets for sample construction noise reducing products and their reasonably expected effectiveness for reducing construction noise levels are provided in **Appendix A**. Therefore, construction-related temporary noise level increases would be less than significant with the implementation of regulatory compliance features.

Operation

Heating, Ventilation, and Air Conditioning Units

For a conservative analysis, the potential operational noise impacts have been evaluated for a total of 173 residential HVAC units and two larger commercial HVAC units, for a total of 175 HVAC units. The Project's HVAC units would be required to comply with the City's noise ordinance standards. LAMC Section 112.02, prohibits any HVAC unit from causing a noise level on any other occupied property to exceed the ambient noise level more than 5 dBA. Based on manufacturer's specification sheets for HVAC equipment models similar to those expected to be used on the Project Site, noise levels produced by individual residential and commercial HVAC units would be 57 or 64 dBA Leq, respectively, at a distance of 3.3 feet. Although actual HVAC use would depend on weather conditions and tenant occupancy, this analysis considers potential noise impacts from simultaneous operation of all 175 roof-mounted HVAC units as a "worst-case" scenario. Given that decibels are expressed in logarithmic units, which cannot be added or subtracted arithmetically, the following formula is used to convert decibels from logarithmic units to linear units for addition of the decibels and calculation of the increase in ambient noise.

$$L = 10\ log_{10}\left(\sum_{i=1}^{n} 10^{Li/10}\right)$$

Where:

L = *composite noise level*
n = *number of individual noise levels being summed*
L_i = *individual noise level*

The simultaneous operation of 175 HVAC units would result in a composite noise level of 79.6 dB(A) at a distance of 3.3 feet. Attenuation for the proposed HVAC units was calculated using the following formula to calculate the noise level (L_2) in dB depending on distance (r_2) based on specification sheets from an HVAC unit manufacturer.

$$L_2 = L_1 - 20 \cdot \log (r_2 / r_1)$$

Where:

L_2 = *noise level at a given distance*
L_1 = *reference noise level*
r_1 = *reference distance*
r_2 = *given distance*

Conservatively assuming that all HVAC units would be located along the northern portion of the proposed building, there would be an average distance of 30 ft from HVAC units to the closest façade of the nearest residential building to the north. The equation above provides a distance attenuation of 19.2 dBA at an averaged distance of 30 ft, relative to the reference distance of 3.3 ft. In addition, the parapet and roofline of the building would have a barrier attenuation of 24 dBA.[3] As shown in **Table 6-3, HVAC Noise Levels**, Table 6-3, the estimated noise level from 175 simultaneously operating HVAC units on the proposed building's rooftop would be 36.5 dBA Leq at the nearest occupied property after accounting for distance attenuation and barrier attenuation for the parapet and roofline (i.e., 79.6 dBA – 19.2 dBA – 24 dBA = 36.5 dBA). Based on the formula for the addition of decibels, the conservatively estimated 36.5 dBA Leq from 175 HVAC units was added to the measured ambient noise levels near the residences to the north of the Project Site, which range from 62.0 dBA to 72.1 dBA Leq based on noise level measurements. Because decibels are added logarithmically rather than arithmetically and the noise levels from HVAC are so much lower than the ambient noise levels, the HVAC would cause no increase above the ambient noise levels (0.0 dBA).[4] Therefore, the resulting noise levels would still range from 62.0 dBA to 72.1 dBA Leq. Therefore, operational HVAC noise would not cause the noise level on any other occupied property to exceed the ambient noise level by more than 5 dBA in compliance with LAMC Section 112.02, and HVAC-related noise levels increases would be less than significant.

Table 6-3
HVAC Noise Levels

Land Use Type	Reference HVAC Noise Level at 3.3 feet (dBA)	Quantity	Composite Noise Level (dBA Leq)	Average Distance to Receptor (ft)	Distance Attenuation (dBA)	Parapet/ Roofline Reduction (dBA)	Noise Level (dBA Leq)
Residential	57[1]	173	79.4	30	19.2	24	36.2
Commercial	64[2]	2	67.0	30	19.2	24	23.8
Total	--	175	79.6	30	19.2	24	36.5

[1] Midea, North America 2017 Residential and Light Commercial Ductless Product, Outdoor Unit: MCHSU-18PHH2. https://us.midea.com/dam/jcr:ced48070-33af-49f8-ade8-8ebd6a59fb9f/Midea_North_America Ductless_Catalog_v1.2_81784.pdf

[2] Midea, North America 2017 Residential and Light Commercial Ductless Product, Outdoor Unit: MCH5U-48PHH2. https://us.midea.com/dam/jcr:ced48070-33af-49f8-ade8-8ebd6a59fb9f/Midea_North_America Ductless_Catalog_v1.2_81784.pdf

[3] Calculation based on Project site plan using equations from Bies, David A. and Hansen, Colin H., Engineering Noise Control, Third Edition.

[4] 10*log(10^[36.5 dBA/10]+10^[62.0 dBA/10]) = 62.0 dBA; 62.0 dBA – 62.0 dBA = 0.0 dBA
10*log(10^[36.5 dBA/10]+10^[72.1 dBA/10]) = 72.1 dBA; 72.1 dBA – 72.1 dBA = 0.0 dBA

Traffic Noise

The proposed Project would generate increased vehicular traffic on area roadways which would potentially result in long-term operational traffic noise impacts. As explained in the Federal Highway Administration Highway Traffic Noise Analysis and Abatement Policy and Guidance, sound intensity decreases in proportion with the square of the distance from the source. Generally, sound levels for a point source, such as an individual piece of construction equipment, will decrease or attenuate by 6 dBA for each doubling of distance. Sound levels for a highway line source vary with distance, because sound pressure waves are propagated all along the line and overlap at the point of measurement, noise levels from a line source such as a continuous line of vehicles traveling along a roadway generally results in a 3 dBA decrease in sound level for each doubling of distance. As doubling the number of noise sources produces an approximately 3 dBA increase in noise levels, a project that would double existing traffic volumes would generally result in a 3 dBA increase in noise.

Upon completion, Project-generated vehicle use would cause an incremental increase in traffic noise levels on local streets throughout the Project area. The transportation assessment for the Project provided a.m. and p.m. peak hour volumes for the following scenarios: Existing (2019), Existing (2019) With Project, Opening Year (2022) and Opening Year (2022) With Project.[5] The Opening Year (2022) traffic volumes provided by the transportation assessment include cumulative projects and a 2 percent annual ambient growth rate for three years. For the purposes of the following analysis of traffic noise, the peak hour turn volumes were tabulated into segment volumes and converted into average daily trips (ADT). To estimate ADT from peak hour volumes, the p.m. peak hour volumes were multiplied by 10, based on a conservative assumption that peak hour volumes represent 10 percent of daily traffic volumes on these roadways.[6] The p.m. peak hour volumes were selected for the calculation of ADT because they were generally greater than the a.m. peak hour volumes. After the ADT volumes were estimated from the p.m. peak hour volumes in the transportation assessment, traffic noise level increases on the roadway segments were calculated by comparing traffic volumes for the "with Project" scenario, and the "without Project" scenario using the following equation:

$$L = 10 \bullet \log (v_2 / v_1)$$

Where:

L_2 = *traffic noise level increase*
v_1 = *without project traffic volume*
v_2 = *with project traffic volume*

Table 6-4, Traffic Noise Increase shows the Project-related traffic noise increase in the existing (2019) year as well as the opening year (2022) cumulative noise level increase from the combination of the proposed Project, cumulative projects and ambient growth. As Table 6-4 shows, the Project-related increase in traffic noise levels would be up to 0.1 dBA on Figueroa Street, up to 0.5 dBA on 28th Street, and up to 0.1 dBA on Flower Street in the existing year. The opening year cumulative traffic noise level increases (opening year (2022) with Project compared to existing (2019) without Project) would be up to 0.7 dBA on Figueroa Street, up to 0.8 dBA on 28th Street, and up to 0.4 dBA on Flower Street, as Table 6-4 also shows. The Project-related traffic noise level increases would be less than 3 dBA and would not be perceptible to the human ear in an outdoor environment. Therefore, traffic-related permanent increases in ambient noise levels would be less than significant.

[5] Kimley-Horn and Associates, Inc., The Hub on Campus Los Angeles Transportation Assessment, May 2020.

[6] Precision Traffic and Safety Systems, Traffic Studies, accessed on January 24, 2020 at http://www.precisiontrafficsafety.com/solutions/traffic-studies/.

Landscape Maintenance Noise

Project operations would include the use of lawn mowers, backpack blowers, edgers, and landscape maintenance equipment for site upkeep and operations. Contractors would reasonably be expected to conduct routine landscape maintenance during daytime hours, therefore avoiding the period when such equipment noise is restricted between 10:00 p.m. and 7:00 a.m. required by LAMC Section 112.04. As landscape maintenance noise would be regulated by the LAMC, permanent increases in ambient noise levels due to landscape maintenance would be less than significant.

Table 6-4
Traffic Noise Increase

Roadway Segment[1]	Existing (2019) ADT	Existing (2019) With Project ADT	Existing (2019) Project-Related Noise Increase (dBA CNEL)[2]	Opening Year (2022) ADT With Project	Opening Year (2022) Cumulative Noise Level Increase (dBA CNEL)[3]
Figueroa Street North of Project Driveway 1 (on Figueroa)	21,380	22,090	0.1	25,000	0.7
Figueroa Street Between Project Driveway 1 (on Figueroa) and 28th Street	21,380	21,320	0.0	24,340	0.6
Figueroa Street South of 28th Street	20,770	20,650	0.0	23,630	0.6
28th Street between Figueroa Street and Project Driveway 2 (western driveway on 28th St.)	4,750	5,280	0.5	5,680	0.8
28th Street between Project Driveways 2 and 3 (western and eastern driveways on 28th St.)	4,730	4,950	0.2	5,380	0.6
28th Street between Project Driveway 3 (eastern driveway on 28th St.) and Flower Street	4,710	4,880	0.2	5,310	0.5
28th Street east of Flower Street	3,020	3,050	0.0	3,400	0.5
Flower Street north of Project Driveway 4 (driveway on Flower St.)	17,570	18,050	0.1	19,280	0.4
Flower Street between Project Driveway 4 (driveway on Flower St.) and 28th Street	17,570	17,895	0.1	19,125	0.4
Flower Street south of 28th Street	20,780	20,780	0.0	22,170	0.3

Source: Kimley-Horn and Associates, Inc., The Hub on Campus Los Angeles Transportation Assessment, May 2020. P.m. peak hour turn volumes from Figures 8, 13 and 17 in the transportation assessment were tabulated into segment volumes and converted into average daily trips (ADT).

[1] Existing and proposed driveway locations are similarly placed, although Driveway 2 and 3 on 28th St. would be closer to each other as proposed.

[2] Represents the noise increase from comparing the Existing With Project traffic volumes to the Existing traffic volumes using the equation shown on page 15 of this report.

[3] Represents the noise increase from comparing the Opening Year With Project traffic volumes to the Existing traffic volumes using the equation shown on page 15 of this report.

[4] Some roadway segments show a decrease in traffic volumes with the proposed Project because the proposed Project would remove existing land uses and their associated vehicle trips.

6.2 Groundborne Vibration

Construction

Construction generates groundborne vibration when heavy equipment travels over unpaved surfaces or engages in soil movement; however, the ground surface dampens ground-borne vibration over a relatively short distance. The reference vibration levels at 25 feet between the source and receptor from the FTA Noise and Vibration Impact Assessment Manual may be used in the following formula to calculate PPV for other distances.[7]

$$PPV_{equipment} = PPV_{ref} * (25/D)^{1.5}$$

Where:

$PPV_{equipment}$ = peak particle velocity (PPV) in inches/second (in/sec) of the equipment adjusted for distance
PPV_{ref} = reference vibration level in PPV in in/sec at 25 feet
D = distance from the equipment to the receiver

The predicted vibration levels that may be generated onsite by typical construction equipment is provided in terms of PPV in/sec in **Table 6-5, Groundborne Vibration Levels from Construction Equipment**.

Table 6-5
Groundborne Vibration Levels from Construction Equipment

Equipment	Vibration Levels at 25 ft	Attenuated Vibration Levels at Nearest Structure	
	PPV in/sec at 25 ft	Distance (ft)	PPV in/sec
Large bulldozer	0.089	12	0.268
Loaded trucks	0.076	12	0.229
Small bulldozer	0.003	12	0.009
Data Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.			

It is not anticipated that large bulldozers or similar equipment would be used on site due to the limited space for movement within the basement level when excavated, but that smaller grading equipment would be used, such as small bulldozers, excavators, backhoes or loaders. As such, the greatest vibration levels from equipment shown in Table 6-5 anticipated to be used onsite would be generated by loaded trucks, which would generate vibration levels of 0.076 PPV in/sec at 25 ft. The off-site structure nearest to the Project boundary is the existing 7-story mixed-use building (multi-family residences above commercial uses) which was constructed in 2011,[8] located approximately 12 feet north of the Project construction boundary. Based on the equations shown above and the reference levels in Table 6-5, the use of loaded trucks at a distance of 12 feet from mixed-use building north of the Project construction boundary would generate 0.229 PPV in/sec, which is below levels that could create structural damage to a reinforced-concrete, steel or timber building (i.e., 0.5 PPV in/sec). As shown in Table 6-5, a large bulldozer, if operated on the site, would also generate vibration levels below the applicable threshold for potential structural damage to the existing adjacent building. All other equipment that is expected to be used on site would generate lower

[7] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.
[8] City of Los Angeles, Department of City Planning, Zone Information and Map Access System (ZIMAS), Accessed at http://zimas.lacity.org/ on January 14, 2020.

vibration levels.[9] Therefore, Project construction would result in groundborne vibration levels below the applicable thresholds of significance for construction vibration.

Operation

After construction is complete, and the proposed mixed-use building is occupied, Project operations would be similar to surrounding uses and would not include any sources of substantial groundborne vibration. Therefore, groundborne vibration from Project operations would be further below applicable thresholds.

6.3 Airport Noise

A project located within two miles of a public airport or public use airport may result in a significant impact if a project would expose people residing or working in the project area to excessive noise levels. The Project Site is not located within two miles of a public airport or public use airport. The Project Site is not located in the vicinity of a private airstrip. The nearest airports to the Project Site are the Hawthorne Municipal Airport and the Los Angeles International Airport which are located approximately 7.7 miles and 8.1 miles away from the Project Site. The Project Site does not fall into either airport's land use plan areas, Influence Areas, or 65 dBA CNEL noise contours.[10,11] Therefore, the Project would not result in the exposure of residents or those working in the Project area to excessive noise levels from a private airstrip or public airport.

6.4 Cumulative Impacts

Based on the Related Projects list provided by the City's Department of Transportation,[12] a total of eight other development projects are proposed or under construction within 0.5 miles of the Project Site. The nearest of these to the Project Site is a residential (bridge housing) development, located over 300 feet southeast of the Project and the adjacent sensitive receptor, beyond the 110 freeway travel lanes and an elevated access ramp. Other related projects are greater than 700 feet distant from the project site. All projects must comply with the City's Noise Ordinance provisions including LAMC Section 112.04 and 112.05, limiting the time of day construction may occur, and regulating construction noise level with use of noise reduction techniques, respectively. Due to the related projects' distance from the Project site, intervening buildings and infrastructure, and required compliance of all construction with existing regulations, the Project's construction noise would not result in a substantial contribution to cumulative temporary noise at sensitive receptors. As discussed above, vibration impacts dissipate rapidly with distance. As the nearest related project would be over 300 feet from the Project and adjacent sensitive receptor, use of common construction equipment any of the related project locations would not have a significant vibration impact on the residential structure adjacent to the Project Site, and would not combine with the proposed Project to create a significant impact. Therefore, cumulative noise or vibration impacts during construction would be less than significant.

The majority of the Project's long-term noise impacts would come from vehicle traffic traveling to and from the Project. The addition of future traffic from any new developments in the Project area and overall

[9] Pile drivers and vibratory rollers will not be utilized for Project construction.
[10] Los Angeles County Airport Land Use Commission, Hawthorne Airport: Airport Influence Area, 2003. Accessed on December 24, 2019 http://planning.lacounty.gov/assets/upl/project/aluc_airport-hawthorne.pdf.
[11] Los Angeles County Airport Land Use Commission, Los Angeles International Airport: Airport Influence Area, 2003. Accessed on December 24, 2019 http://planning.lacounty.gov/assets/upl/project/aluc_airport-hawthorne.pdf.
[12] Los Angeles Department of Transportation, Transportation Assessment Memorandum of Understanding, Core Spaces Mixed-Use Development, October 2019.

ambient traffic growth would further elevate ambient noise levels surrounding local roadways over time. However, as shown in Table 6-4, with the addition of Project traffic as well as future projects and ambient growth in the vicinity, future roadside peak hour ambient noise levels would not increase by more than a marginal degree, far below thresholds of perceptibility. As a result, the Project would not result in a substantial contribution to cumulative increases in ambient noise levels, and cumulative operational noise impacts would be less than significant.

7.0 REGULATORY COMPLIANCE FEATURES

7.1 Noise

As shown in Chapter 6.0, of this study, potential construction noise levels would be less than 75 dBA at 50 feet from construction equipment by incorporation of the Project's regulatory compliance features, as required by LAMC Section 112.05. Project features that would feasibly attenuate construction noise levels include:

- Noise barriers, enclosures, or equivalent techniques for stationary construction equipment.
- Industrial-grade mufflers or equivalent, on mobile construction equipment.

The Project would be required to comply with regulatory requirements regarding operational noise levels, which would be less than significant.

7.2 Groundborne Vibration

Based on the anticipated construction equipment that the Project proponent indicated would be used onsite, construction-related vibrations would not exceed applicable guidelines for structural damage of nearby buildings, and potential impacts would be less than significant.

Operational uses would be similar to existing uses in the vicinity, which would not include sources of substantial groundborne vibration, and potential operational vibration impacts would be less than significant.

8.0 REFERENCES

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APPENDIX A

Noise Study - Product Specification Sheets

Acoustical Surfaces, Inc.

SOUNDPROOFING, ACOUSTICS, NOISE & VIBRATION CONTROL SPECIALISTS

123 Columbia Court North • Suite 201 • Chaska, MN 55318

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

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

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

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

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

DIMENSIONS: 6.56' × 4.49'.

WEIGHT: 13 lbs.

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

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

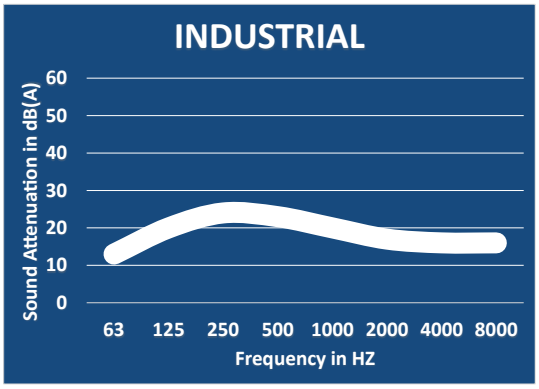
Echo Barrier Transmission Loss Field Data							
	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	8KHz
Single Layer	6	12	16	23	28	30	30
Double Layer	7	19	24	28	32	31	32

NETT TECHNOLOGIES INC.
www.nettinc.com sales@nettinc.com +1 (905) 672-5453

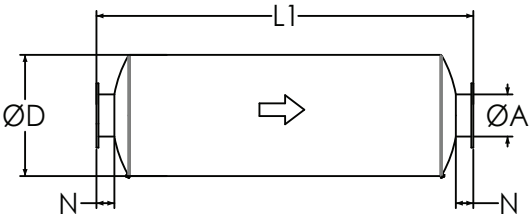
Industrial Grade Silencers

Model NTIN-C (Cylindrical), 15-20 dBA

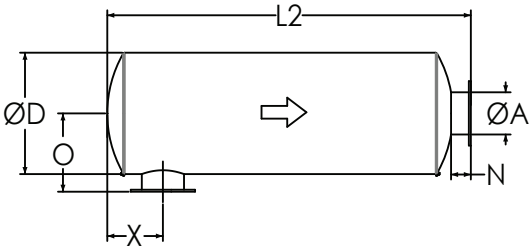
TYPICAL ATTENUATION CURVE



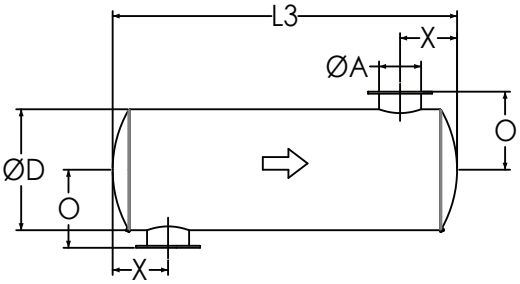
TYPICAL CONFIGURATIONS



END IN END OUT (EI-EO)



SIDE IN END OUT (SI-EO)



SIDE IN SIDE OUT (SI-SO)

Nett Technologies' Industrial Grade Silencers are designed to achieve maximum performance with the least amount of backpressure.
The silencers are Reactive Silencers and are typically used for reciprocating or positive displacement engines where noise level regulations are low.

FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
- Compact modular designs providing ease of installations, less weight and less foot-print
- Responsive lead time for both standard and custom designs to meet your needs
- Customized engineered systems solutions to meet challenging integration and engine requirements

Contact Nett Technologies with your projects design requirements and specifications for optimized noise control solutions.

OPTIONS

- Versatile connections including ANSI pattern flanges, NPT, slip-on, engine flange, schedule 40 and others
- Aluminized Steel, Stainless Steel 304 or 316 construction
- Horizontal or vertical mounting brackets and lifting lugs

ACCESSORIES

- Hardware Kits
- Flexible connectors and expansion joints
- Elbows
- Thimbles
- Raincaps
- Thermal insulation: integrated or with thermal insulation blankets
- Please see our accessories catalog for a complete listing

PRODUCT DIMENSIONS (in)

Model*	A	D	L1	L2	L3	X**	X	N	O
	Outlet	Dia	EI-EO	SI-EO	SI-SO	Min	Max	Nipple	O
NTIN-C1	1	4	20	18	16	3	7	2	4
NTIN-C1.5	1.5	6	22	20	18	3	8	2	5
NTIN-C2	2	6	22	19	16	3	8	3	6
NTIN-C2.5	2.5	6	24	21	18	4	9	3	6
NTIN-C3	3	8	26	23	20	5	10	3	7
NTIN-C3.5	3.5	9	28	25	22	5	11	3	8
NTIN-C4	4	10	32	29	26	5	12	3	8
NTIN-C5	5	12	36	33	30	6	14	3	9
NTIN-C6	6	14	40	36	32	7	16	4	11
NTIN-C8	8	16	50	46	42	8	21	4	12
NTIN-C10	10	20	52	48	44	11	21	4	14
NTIN-C12	12	24	62	58	54	12	26	4	16
NTIN-C14	14	30	74	69	64	15	31	5	20
NTIN-C16	16	36	82	77	72	18	35	5	23
NTIN-C18	18	40	94	89	84	18	42	5	25
NTIN-C20	20	40	110	105	100	19	52	5	25
NTIN-C22	22	48	118	113	108	22	56	5	29
NTIN-C24	24	48	130	125	120	24	62	5	29

* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

** Standard inlet/outlet position.

ATTACHMENT D
Air Quality Study

AIR QUALITY IMPACT ANALYSIS

Hub LA Figueroa Mixed-Use Project
2718 Figueroa Street
City of Los Angeles

Prepared for:

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Prepared by:

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June 2020

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APPENDIX

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1.0 INTRODUCTION

The purpose of this Air Quality Impact Analysis is to identify, describe, and evaluate the significance of potential air quality impacts resulting from the construction and operation of the proposed Hub LA Figueroa Mixed-Use Project (the Project) in the City of Los Angeles.

2.0 ATMOSPHERIC SETTING

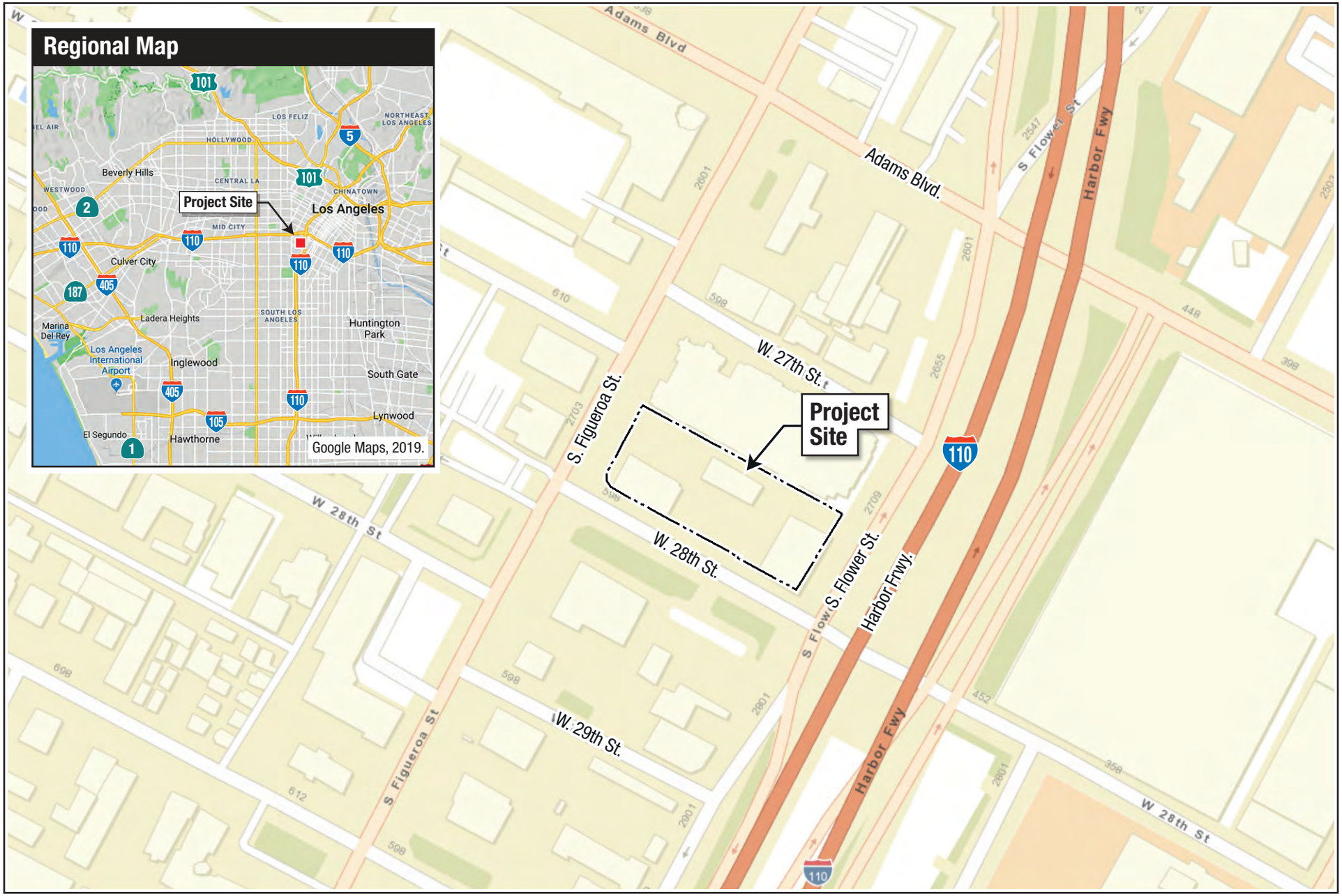
The proposed Project would be located at 2718 South Figueroa Street (Project Site), in the South Los Angeles Community Plan Area of the City of Los Angeles and within the South Coast Air Basin (Air Basin). The Air Basin is bounded by the Pacific Ocean to the west, the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and San Diego County to the south.

In addition to being a metropolitan area with a high level of human activity, the topography and climate of Southern California combine to produce unhealthful air quality in the Air Basin. Low temperature inversions, light winds, shallow vertical mixing, and extensive sunlight, in combination with topographical features such as adjacent mountain ranges that hinder dispersion of air pollutants, can result in degraded air quality within the Air Basin.

3.0 PROPOSED DEVELOPMENT

The proposed Project would re-develop an approximately 1.01-acre infill site consisting of several contiguous parcels located at the northeast corner of the intersection of Figueroa Street and 28th Street, as shown in **Figure 1, Regional Location Map**. The Project Site is generally rectangular and is bounded by Figueroa Street to the west, 28th Street to the south, Flower Street to the east, and an adjacent multi-family residential and commercial mixed-use structure to the north. The infill site is currently developed with a diner, a fast food restaurant/drive-thru, and a light industrial building, and paved parking lots to serve each of these existing land uses. The proposed Project would remove all existing buildings and parking lots from the site, and construct a 7-story mixed-use building providing 173 residential apartment units, and 6,231 square feet of ground-floor commercial/restaurant space, over one subterranean parking level. In addition to the proposed commercial space, the ground level would also include a lobby/leasing office, residence amenities, vehicle parking spaces, and a drive-thru restaurant queueing lane for vehicles to access the proposed fast food commercial space. The Project would include 117 long-term bicycle storage spaces within the garage level, and 16 short-term bicycle parking spaces on sidewalks near the commercial and residential entrances. Residential amenities would include a community room, gym, courtyard areas, and a pool and deck terrace on the seventh level.

Adjacent land uses to the Project Site consist of 7-story multi-family residential/commercial restaurant mixed-use building to the north, a metro rail line and the 110-freeway to the east, and commercial uses including fast food restaurants to the west and south. The Project Site is located within a Transit Priority Area pursuant to Senate Bill 743. Public transit facilities within approximately 0.25 miles of the Project Site include a Metro Expo Line station (LATTC/Ortho Institute Station), and several bus stops serviced by a variety of local and regional carriers. including Metro (460 and Silver Line), Torrance Transit System, and Orange County Transportation Authority. The two nearest bus stops are located at or near the intersection of Flower Street and Adams Street at distances of approximately 450 to 600 feet walking distance from the Project Site, which are served by Metro (460, Silver Line, and 14/37 routes), as well as Torrance Transit System and Orange County Transportation Authority. Additionally, an existing bus stop located approximately 600 feet north of the Project Site at the intersection of Figueroa Street and Adams Street is served by the Los Angeles



Source: ESRI World Street Map Background Imagery, 2019.

Regional Location Map

FEET 0 100 200

FIGURE 1

Department of Transportation Dash lines (King-East and Downtown Los Angeles Route F) and Commuter Express bus lines (422 and 423), as well as Metro bus routes (81, 442, and 14/37).

Development of the Project would require demolition of the existing buildings and construction of the proposed building. Grading of the Project Site would require the excavation and export of approximately 12,394 cubic yards of soil for development of the proposed subterranean parking.

4.0 AIR QUALITY SETTING

Ambient Air Quality Standards

National and State ambient air quality standards (AAQS),[1] shown in **Table 1**, **Ambient Air Quality Standards,** are the air quality levels that are considered safe, with an adequate margin of safety, to protect the public health and welfare of "sensitive receptors," which include the elderly, young children, the acutely and chronically ill (e.g., those with cardio-respiratory disease, including asthma), and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed. Recent research has shown, however, that chronic exposure to ozone (O3), the primary ingredient in photochemical smog, may lead to adverse respiratory health, even at concentrations close to the ambient standard. Sources and health effects of various pollutants are shown in **Table 2, Health Effects of Major Criteria Pollutants.**

[1] California Air Resources Board. California and National Ambient Air Quality Standards. Available at: https://www.arb.ca.gov/research/aaqs/aaqs2.pdf?_ga=2.111850244.1417595818.1550763932-1724706578.1550763932. Accessed on February 21, 2019.

Table 1
Ambient Air Quality Standards

Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards [1]		National Standards [2]		
		Concentration [3]	Method [4]	Primary [3,5]	Secondary [3,6]	Method [7]
Ozone (O_3)[8]	1 Hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m³)		0.070 ppm (137 µg/m³)		
Respirable Particulate Matter (PM10)[9]	24 Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		—		
Fine Particulate Matter (PM2.5)[9]	24 Hour	—	—	35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	12.0 µg/m³	15 µg/m³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m³)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m³)		9 ppm (10 mg/m³)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m³)		—	—	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m³)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)		0.053 ppm (100 µg/m³)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m³)	Ultraviolet Fluorescence	75 ppb (196 µg/m³)	—	Ultraviolet Flourescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m³)	
	24 Hour	0.04 ppm (105 µg/m³)		0.14 ppm (for certain areas)[11]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[11]	—	
Lead[12,13]	30 Day Average	1.5 µg/m³	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m³ (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m³		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

See footnotes on next page ...

For more information please call ARB-PIO at (916) 322-2990

California Air Resources Board (5/4/16)

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.

8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM10 standards (primary and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

11. On June 2, 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.

    Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 $\mu g/m^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

For more information please call ARB-PIO at (916) 322-2990 **California Air Resources Board (5/4/16)**

Table 2
Health Effects of Major Criteria Pollutants

Pollutants	Examples of Sources	Health Effects
Particulate Matter (PM-2.5, PM-10)	• Cars and trucks (especially diesels) • Fireplaces, woodstoves • Windblown dust from roadways, agriculture and construction	• Hospitalizations for worsened heart diseases • Emergency room visits for asthma • Premature death
Ozone (O_3)	• Precursor sources*: motor vehicles, industrial emissions, and consumer products	• Cough, chest tightness • Difficulty taking a deep breath • Worsened asthma symptoms • Lung inflammation
Carbon Monoxide (CO)	• Any source that burns fuel such as cars, trucks, construction and farming equipment, and residential heaters and stoves	• Chest pain in heart patients ** • Headaches, nausea ** • Reduced mental alertness ** • Death at very high levels **
Nitrogen Dioxide (NO_2)	• See carbon monoxide sources	• Increased response to allergens

Source: California Air Resources Board, ARB Fact Sheet: Air Pollution and Health, webpage (reviewed December 2, 2009), accessed at https://www.arb.ca.gov/research/health/fs/fs1/fs1.htm March 1, 2017.
* Ozone is not generated directly by these sources. Rather chemicals emitted by these precursor sources react with sunlight to form ozone in the atmosphere.
** Health effects from CO exposures occur at levels considerably higher than ambient.

Baseline Air Quality

Existing levels of ambient air quality and historical trends and projections in the Project area are documented from measurements made by the South Coast Air Quality Management District (SCAQMD), which is the agency that is responsible for regulating stationary sources of emissions in the Air Basin. SCAQMD's central Los Angeles (downtown) air monitoring station (Station 087) is the nearest air monitoring station to the Project Site; therefore, monitoring data recorded at that station for regional air pollutants, such as O_3, carbon monoxide (CO), nitrogen oxides (NOx), and 10-micron diameter or less particulate matter (PM-10 and PM-2.5) are most representative of the air quality in the Project area. **Table 3, Project Area Air Quality Monitoring Summary 2014-2018** provides data from this monitoring station for the previous five years (2014-2018) for which this data is available from the SCAQMD website.[2] The air quality data and trends in the Project vicinity, as documented in Table 3, are summarized below:

1. From 2014-2018, O_3 levels exceeded the 1-hour State standard 15 days, the Federal 8-hour standard 12 days, and the 8-hour State standard 35 days.
2. PM-10 levels exceeded the State 24-hour standard approximately 8.8 percent of all days monitored from 2014-2018. The National 24-hour PM-10 standard was not exceeded in the same period.
3. PM-2.5 levels exceeded the current National 24-hour standard approximately 1.3 percent of all days monitored from 2014-2018.
4. CO and NOx levels have not exceeded National or State standards in the previous five years of monitoring data (2014-2018).

[2] South Coast Air Quality Management District, Historical Data By Year, Available at http://yourstory.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year. Accessed February 21, 2019.

Table 3
Project Area Air Quality Monitoring Summary 2014-2018

Pollutant/Standard	2014	2015	2016	2017	2018
Ozone					
Number of Days Standards Exceeded					
1-Hour > 0.09 ppm (S)	3	2	2	6	2
8-Hour > 0.07 ppm (S)	7	6	4	14	4
8- Hour > 0.075 ppm (F)	2	0	1	9	0
Maximum Observed Concentration					
Max. 1-Hour Conc. (ppm)	0.113	0.104	0.103	0.116	0.098
Max. 8-Hour Conc. (ppm)	0.094	0.074	0.078	0.086	0.073
Carbon Monoxide					
Number of Days Standards Exceeded					
8-Hour > 9.0 ppm (S, F)	0	0	0	0	0
Maximum Observed Concentration					
Max 8-Hour Conc. (ppm)	3.0	1.8	1.4	1.9	1.7
Nitrogen Dioxide					
Number of Days Standards Exceeded					
1-Hour > 0.18 ppm (S)	0	0	0	0	0
Maximum Observed Concentration					
Max. 1-Hour Conc. (ppm)	0.082	0.079	0.065	0.081	0.070
Inhalable Particulates (PM-10)					
Number of Days Standards Exceeded/Days Monitored					
24-Hour > 50 $\mu g/m^3$ (S)	32/359	26/336	18/277	41/340	31/363
24-Hour > 150 $\mu g/m^3$ (F)	0/359	0/336	0/277	0/340	0/363
Maximum Observed Concentration					
Max. 24-Hr. Conc. ($\mu g/m^3$)	87	88	67	96	81
Ultra-Fine Particulates (PM-2.5)					
Number of Days Standards Exceeded/Days Monitored					
24-Hour > 35 $\mu g/m^3$ (F)	6/341	7/342	2/357	5/358	3/344
Maximum Observed Concentration					
Max. 24-Hr. Conc. ($\mu g/m^3$)	59.9	56.4	44.4	49.2	43.8

Source: SCAQMD central Los Angeles Monitoring Station Reports, available at http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year.

Air Quality Planning

In the Air Basin, the agencies designated to develop the regional Air Quality Management Plan (AQMP) are the SCAQMD and the Southern California Association of Governments (SCAG). The 2016 Air Quality Management Plan (AQMP) is a regional blueprint for achieving air quality standards and healthful air, and it represents a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures. According to the AQMP, the principal contributor to air quality challenges in the Air Basin is mobile source emissions.

Primary Pollutants

Primary pollutants are those that are emitted in their already unhealthful form. CO is an example of such a pollutant, which can have effects at a very localized level, near an individual source of emissions or a

collection of sources, such as a crowded intersection or parking lot. Many particulates, especially fugitive dust emissions, are also primary pollutants. Because of the non-attainment status of the South Coast Air Basin for PM-10, SCAQMD Rule 403 requires construction projects to implement an aggressive dust control program.

Secondary Pollutants

Secondary pollutants are those that transform over time from more benign components directly emitted from a source(s) to a more unhealthful contaminant. O_3 is an example of a secondary pollutant, which is created through chemical reactions involving primary precursors (reactive organic gases, or ROG, and NOx) and sunlight.

Emissions Forecasts

The most current regional emissions forecast[3] for O_3 precursors (ROG and NOx) and for CO and PM are shown in **Table 4, South Coast Air Basin Emissions Forecasts (Emissions in tons/day)**. Substantial reductions in emissions of ROG, NOx and CO are forecast to continue throughout the next several decades. Emissions of PM-10 and PM-2.5 are forecast to slightly increase unless new particulate control programs are implemented.

Table 4
South Coast Air Basin Emissions Forecasts (Emissions in tons/day)

Pollutant	2020	2025	2030	2035
Nitrogen Oxide (NOx)	357	289	266	257
Volatile Organic Compounds (VOCs)	400	393	393	391
PM-10	161	165	170	172
PM-2.5	67	68	70	71
Source: California Air Resources Board, 2013 Almanac of Air Quality.				

5.0 AIR QUALITY IMPACTS

Significance Criteria

State CEQA Guidelines

Air quality impacts of a project are considered significant if they cause clean air standards to be violated where they are currently met, or if they substantially contribute to an existing violation of standards. Substantial emissions of air contaminants for which there is no safe exposure, or nuisance emissions such as dust or odors, that are generated by a project, would also be considered significant impacts.

As set forth in Appendix G, Environmental Checklist, of the State CEQA Guidelines, a project could have a potentially significant impact if it would:

[3] California Air Resources Board, Almanac 2013 (Chapter 4: Trends and Forecasts, Available at https://www.arb.ca.gov/aqd/almanac/almanac.htm, Accessed on February 21, 2019.

a. Conflict with or obstruct implementation of the applicable air quality plan;
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;
c. Expose sensitive receptors to substantial pollutant concentrations; and/or
d. Result in other emissions such as those leading to odors adversely affecting a substantial number of people.

SCAQMD Emissions Thresholds

While conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use designations could indicate conformance with the current AQMP, the air quality impact significance for the proposed Project has been analyzed on a project-specific basis to determine consistency with SCAQMD project impact evaluation thresholds. As the amount of a secondary pollutant that may result from a project cannot be quantified by direct measurement of its emissions from a source, the SCAQMD has designated significant emissions levels of precursor components as surrogates for evaluating whether a project's emissions could result in significant regional air quality impacts associated with secondary pollutants. Projects with daily emissions that exceed any of the following emission thresholds shown in **Table 5, SCAQMD CEQA Daily Emissions Thresholds**, are recommended by the SCAQMD to be considered significant impacts under CEQA.

Table 5
SCAQMD CEQA Daily Emissions Thresholds (pounds per day)

Pollutant	Construction	Operations
ROG	75	55
NO_X	100	55
CO	550	550
PM-10	150	150
PM-2.5	55	55
SO_X	150	150
Source: SCAQMD CEQA Air Quality Significance Thresholds. Revision March 2015.		

Existing Land Use Emissions

The Project Site is currently developed with a one-story commercial building (restaurant) and associated parking lot, a one-story light industrial use building, and a fast food restaurant with a drive-thru, which would all be removed from the Project Site. Therefore, the proposed Project's emissions would be somewhat offset by the elimination of emissions currently generated by these existing uses. However, this evaluation is based on the entirety of the proposed Project for a conservative analysis, without consideration of "credit" for the removal of existing uses. As such, actual net increases in emissions of air pollutants resulting from the Project would be less than the total emissions that are estimated below.

Sensitive Receptors

Air quality impacts are analyzed relative to those persons with the greatest sensitivity to air pollution exposure. Such persons are called "sensitive receptors." Sensitive receptors include the elderly, young children, the acutely and chronically ill (e.g., those with cardio-respiratory disease, including asthma), and persons engaged in strenuous work or exercise. For the Project, nearby residences are considered to be

sensitive uses, because they may be occupied for extended periods, and residents may be outdoors when exposure is highest.

Construction Activity Impacts

Dust is typically the primary concern during the construction of projects that would involve land clearing and grading. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Emission rates vary as a function of many parameters (including soil silt, soil moisture, wind speed, area disturbed, number of vehicles, and depth of disturbance or excavation).

The California Emissions Estimator Model® (CalEEMod) is a Statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The model was developed for the California Air Pollution Officers Association (CAPCOA) in collaboration with the California Air Districts.

The proposed Project's estimated construction emissions were modeled using CalEEMod Version 2016.3.2 to identify maximum daily emissions for each pollutant during Project construction. The output reports from CalEEMod are included as **Appendix A** to this report. Construction emissions were modeled based on the size of the Project Site, the size of the existing structures to be removed (demolition), and the estimated soil excavation and export, as well as the proposed building's square footage, number of units, and parking spaces. A conceptual construction equipment fleet list and approximate duration of each construction phase is shown in **Table 6, Conceptual Construction Equipment Fleet**. The construction phase durations used in the model may be shorter than actually required, which provides a conservative analysis, as longer durations would result in reducing the maximum daily emission rates on which the significance of impacts is based.

All construction grading projects in the City of Los Angeles must comply with the requirements of SCAQMD Rule 403, Fugitive Dust, which requires the implementation of Best Available Control Measures (BACM) for all fugitive dust sources. SCAQMD Rule 403, Control Measure 08-2 states that during earth moving activities, projects are required to "Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction." Therefore, pursuant to SCAQMD Rule 403, the Project would be required to implement adequate watering of exposed surfaces during grading.

Table 6
Conceptual Construction Equipment Fleet

Phase Name and Duration	Equipment
Demolition (20 days)	1 Concrete/Industrial Saw
	1 Rubber-tired Dozer
	1 Excavator
	2 Loader/Backhoes
Grading (15 days)	1 Excavator
	1 Rubber tired dozer
	1 Rubber tired loader
	1 Loader/Backhoe
Construction (200 days)	1 Crane
	1 Forklift
	1 Generator Set
	3 Welders
	1 Loader/Backhoe
Paving (10 days)	1 cement/mortar mixer
	1 Paver
	1 Roller
	1 Loader/Backhoe
Architectural Coating (20 days)	1 Air Compressor

The Project's maximum daily construction emissions as calculated by CalEEMod are listed in **Table 7, Maximum Daily Construction Emissions (pounds/day)**.

Table 7
Maximum Daily Construction Emissions (pounds/day)

	ROG	NO_X	CO	SO_2	PM-10	PM-2.5
Maximum Daily Construction Emissions [(a)]	64.5	47.3	20.5	0.1	4.9	2.5
SCAQMD Thresholds	75	100	550	150	150	55
Significant Impact? Yes/No	No	No	No	No	No	No

Source: CalEEMod output, May 27, 2020. Maximum emissions reported for summer or winter season, whichever is greater.
[(a)] Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.

As seen in Table 7, peak daily construction activity emissions of criteria air pollutants are estimated to be far below the SCAQMD thresholds of significance. Therefore, construction period air quality impacts of the Project would be less than significant.

Localized Significance Thresholds Analysis

The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). LSTs were developed in response to the SCAQMD Governing Board's Environmental Justice Enhancement Initiative 1-4, and the LST methodology was provisionally adopted in October 2003 and formally approved by SCAQMD's Mobile Source Committee in February 2005. LSTs are only applicable to the following criteria pollutants: NO_X, CO, PM-10, and PM-2.5. LSTs

represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable Federal or State ambient air quality standard, and they are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

Use of an LST analysis for a project is optional. For the proposed Project, the primary source of possible LST impact would be construction activity, based on the maximum onsite daily emissions estimated by CalEEMod. LSTs are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours, such as a residence, hospital, or convalescent facility.

SCAQMD's LST screening tables provide thresholds for 25, 50, 100, 200 and 500-meter source-receptor distances. Existing multi-family residences are located within 25 meters of the Project boundary directly to the north of the Project Site. Pursuant to SCAQMD LST Methodology for projects with boundaries located closer than 25 meters to the nearest receptor, LST screening levels for a 25-meter source-receptor distance were considered for this Project.[4] LST pollutant screening level concentration data is currently published for 1, 2 and 5-acre sites. For this Project, thresholds for a 1-acre site were used. This evaluation is based on estimated onsite daily construction emissions for the phase and year representing the highest daily emissions. Daily averages would be lower than the reported maximum amounts.

Table 8, Local Significance Thresholds (LST) and Peak Daily Onsite Emissions (pounds/day) shows the relevant thresholds and the estimated peak daily onsite emissions during the construction phases that would generate the highest level of onsite emissions for each pollutant evaluated for LST impacts.[5] As previously described, the Project would be required to implement adequate watering of exposed surfaces during grading to reduce dust emissions to comply with SCAQMD Rule 403, Fugitive Dust. As seen in Table 8, the peak onsite emissions during construction would not exceed the applicable SCAQMD LSTs, and as such, potential LST impacts would be less than significant.

Table 8
Local Significance Thresholds (LST)
and Peak Daily Onsite Emissions (pounds/day)

LST 1.0 acre/25 meters Central LA	**NO_X**	**CO**	**PM-10**	**PM-2.5**
Peak Onsite Daily Emissions [(a)]	17.2	13.2	2.9	1.9
LST Threshold	**74**	**680**	**5**	**3**
Significant Impact? Yes/No	No	No	No	No

CalEEMod output, May 27, 2020. Maximum emissions reported for any construction phase in summer or winter season, whichever is greater.
[(a)] Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.

[4] South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, Revised July 2008. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2 on October 29, 2019.

[5] Offsite construction emissions, such as export hauling, are not evaluated for local significance at receptors adjacent to the site.

Asbestos and Lead Based Paint

Due to the date of construction of the existing buildings, it is possible that demolition workers may encounter asbestos containing materials (ACM) and/or lead based paint (LBP). Regulatory requirements for the appropriate testing and appropriate abatement and disposal of ACM or LBP material if present are provided in SCAQMD Rule 1403 and the California Occupational Safety and Health Administration's (Cal/OSHA's) regulations (including, but not limited to, the California Occupational Safety and Health Act and Title 8 of the California Code of Regulations, respectively.

Operational Impacts

During operations, the proposed land uses would result in air quality emissions of criteria pollutants from area sources, energy sources, and mobile sources. The SCAQMD thresholds for air quality impacts from operations are shown above in Table 5. The Project's trip generation was adjusted in the CalEEMod model based on the Project's Transportation Assessment,[6] which indicated the Project would generate approximately 1,986 daily trips from the proposed uses. As an infill development, the proposed Project's operational emissions would be somewhat offset by the removal of the existing land uses on the Project Site, including current trip generation for the existing uses. For a conservative evaluation, CalEEMod was used to estimate emissions without taking credit for the net reduction in daily trips.[7] Operations of the proposed development would not be anticipated to exceed SCAQMD significance thresholds for criteria pollutants as shown in **Table 9, Maximum Daily Operations Emissions (pounds/day)**. As seen in Table 9, the Project's total operational daily emissions would be far below SCAQMD thresholds even without credit removal of existing uses on the Project Site. Therefore, operational impacts of the Project would be less than significant.

Table 9
Maximum Daily Operations Emissions (pounds/day)

Emissions Sources	ROG	NO_X	CO	SO_2	PM-10	PM-2.5
Winter						
Area	4.76	0.17	14.32	<0.01	0.08	0.08
Energy	0.09	0.79	0.50	<0.01	0.06	0.06
Mobile [a]	3.19	14.89	36.94	0.12	9.90	2.72
Total	**8.04**	**15.85**	**51.76**	**0.13**	**10.04**	**2.86**
Summer						
Area	4.76	0.17	14.32	<0.01	0.08	0.08
Energy	0.09	0.79	0.50	<0.01	0.06	0.06
Mobile [a]	3.29	14.62	38.29	0.13	9.90	2.72
Total	**8.13**	**15.57**	**53.10**	**0.13**	**10.04**	**2.86**
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact? Y/N	No	No	No	No	No	No

Source: CalEEMod output, May 27, 2019.
[a] Gross emissions. Net change in emissions would be less.

[6] Kimley-Horn and Associates, Inc., Hub on Campus Los Angeles Project In the City of Los Angeles, Transportation Assessment, May, 2020.
[7] No modeling was conducted to evaluate the net difference in emissions to consider removal of the existing residential use, which would result in even lower operational emissions than those shown in Table 9.

Toxic Air Contaminants

Exhaust particulates emitted from diesel powered equipment contains carcinogenic compounds, or toxic air contaminants (TACs). Freeways are a source of diesel particulate matter (DPM) that has been identified as a known carcinogen. Guidelines developed in 2005 by the California Air Resources Board (CARB) recommend not placing pollution sensitive land uses within 500 feet of a heavily traveled freeway.[8] The Project Site lies within approximately 250 to 400 feet of the Harbor Freeway (I-110). The CARB recommendations are based on diesel exhaust emissions rates from over ten years ago. Diesel truck emissions have become dramatically cleaner in the last decade from when the 500-foot buffer recommendation was developed. The LAMC Section 99.04.504.6 requires that "mechanically ventilated buildings within 1,000 feet of a freeway, provide regularly occupied areas of the building with air filtration media for outside and return air that provides a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy, and recommendations for maintenance with filters of the same value shall be included in the operation and maintenance manual." The Project must comply with City Code requirements that would be applicable, including Section 99.04.504.6.

The California Supreme Court in *Building Industry Assoc. v. Bay Area AQMD*[9] has recently ruled that the proper scope of a CEQA analysis is an analysis of a project's impacts on the physical environment, and is not properly used to address the impacts of the ambient environment upon a project. As the Project is primarily a residential development, it would not generate a substantial amount of diesel truck traffic on area roadways including the Harbor Freeway. Because the Project would not substantially contribute to the generation of diesel particulate emissions from the freeway, an analysis of the ambient freeway particulate emissions on sensitive receptors (residents within the Project or adjacent uses) would not be warranted in the context of CEQA.

During operations, the proposed residential and retail/restaurant uses would not generate a substantial quantity of diesel truck trips in the vicinity. Therefore, any measurable diesel TAC emissions from the Project would occur for only a brief period during construction activities that would require onsite use of heavy-duty equipment. The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365 days per year, 70-year lifetime exposure. The SCAQMD does not generally require the analysis of construction-related diesel emissions relative to health risk due to the short period for which the majority of diesel exhaust would occur. Health risk analyses are typically assessed over a 9-, 30-, or 70-year timeframe rather than a relatively brief construction period, due to the lack of health risk associated with such a brief exposure. As such, potential impacts of the Project due to emissions of TACs would be less than significant.

Odor Impacts

As stated above, a significant impact may occur if a project would create objectionable odors affecting a substantial number of people. However, objectionable odors are typically associated with manufacturing, industrial, or sewage treatment processes, while the Project involves a residential development and retail/restaurant uses. Nevertheless, the SCAQMD's rules for odor compliance are mandated under the California Health and Safety Code, Section 41700, and they are also addressed in SCAQMD Rule 402. This rule on Public Nuisance states: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to

[8] California Air Resources Board. April 2005. "Air Quality and Land Use Handbook: A Community Health Perspective." Accessed at: http://www.arb.ca.gov/ch/landuse.htm.

[9] *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369.

business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals."

During temporary construction activities, the application of paints or asphalt materials could generate short-term odors. However such materials and odors are typical of construction sites in urban areas, and would be of limited duration as the paving and architectural coating phases of construction are estimated to be 10 days and 20 days, respectively.

The proposed project would remove existing restaurants and a light industrial building from the property and replace them with a mixed-use building consisting of restaurant/retail and residential uses. Therefore, potential odor sources during operations (primarily trash/refuse) would not substantially differ from the existing conditions. During construction and operation of the Project, trash receptacles would be provided and covered and properly maintained in order to control odors, as required by law. Therefore, odor impacts of the Project during construction and operation would be less than significant.

Cumulative Impacts

SCAQMD guidance for evaluation of cumulative impacts under CEQA states that "As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR" (the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions is an exception). Further, the SCAQMD guidance states that "Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant." SCAQMD recommends that public agencies perform cumulative impact analyses for air quality in the same manner as SCAQMD. As such, the evaluation of the Project's regional and local impacts regarding emissions of criteria pollutants provided above is consistent with SCAQMD guidance for evaluating cumulative impacts of such emissions, which would be less than significant.

Regarding TACs, no additional projects proposed in the project vicinity would consist of land uses associated with generation of substantial emissions of TACs, and therefore the project would not have a cumulatively considerable contribution to TAC impacts for sensitive receptors, and cumulative impacts to sensitive receptors would be less than significant.

As stated above, potential odor sources (primarily trash/refuse) of the proposed restaurant and residential uses would not substantially differ from the existing restaurant and light industrial building uses on the site. Additionally, the nearest "related" project site is located approximately 300 feet southeast of the property, across the 110 freeway. As such, the project would not in combination with other projects result in objectionable odors affecting a substantial number of persons, and cumulative odor impacts would be less than significant.

Appendix A

CalEEMod Version 2016.3.2
Computer Model Output

Hub LA Figueroa Mixed-Use

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	114.00	Space	0.00	53,537.00	0
Fast Food Restaurant w/o Drive Thru	3.43	1000sqft	0.00	3,430.00	0
Fast Food Restaurant with Drive Thru	2.80	1000sqft	0.00	2,801.00	0
Apartments Mid Rise	173.00	Dwelling Unit	1.02	193,304.00	495

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2021
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Hub LA Figueroa Mixed-Use - Los Angeles-South Coast County, Summer

Project Characteristics -

Land Use - 1.02 ac. lot. Apartments 173 units 193,304 sf. Drive thru 2,801 sf. Fast food rest. 3,430 sf. Parking 114 spaces 53,537 sf

Construction Phase - 15 days grading. 20 days coating.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - 2 backhoe. 1 excavator

Off-road Equipment - excavator and loader. no grader

Off-road Equipment -

Off-road Equipment -

Demolition - 12,794 sf building demo.

Grading - 12,394 cy export

Vehicle Trips - Adjust trips per traffic study

Woodstoves - No hearths

Construction Off-road Equipment Mitigation -

Area Mitigation -

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	4.00	15.00
tblConstructionPhase	PhaseEndDate	6/10/2021	7/9/2021
tblConstructionPhase	PhaseEndDate	5/13/2021	5/28/2021
tblConstructionPhase	PhaseEndDate	8/6/2020	8/21/2020
tblConstructionPhase	PhaseEndDate	5/27/2021	6/11/2021
tblConstructionPhase	PhaseStartDate	5/28/2021	6/14/2021
tblConstructionPhase	PhaseStartDate	8/7/2020	8/24/2020
tblConstructionPhase	PhaseStartDate	5/14/2021	5/31/2021

tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	147.05	0.00
tblFireplaces	NumberNoFireplace	17.30	0.00
tblFireplaces	NumberWood	8.65	0.00
tblGrading	AcresOfGrading	0.00	1.50
tblGrading	MaterialExported	0.00	12,394.00
tblLandUse	LandUseSquareFeet	45,600.00	53,537.00
tblLandUse	LandUseSquareFeet	2,800.00	2,801.00
tblLandUse	LandUseSquareFeet	173,000.00	193,304.00
tblLandUse	LotAcreage	1.03	0.00
tblLandUse	LotAcreage	0.08	0.00
tblLandUse	LotAcreage	0.06	0.00
tblLandUse	LotAcreage	4.55	1.02
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblVehicleTrips	ST_TR	6.39	5.44
tblVehicleTrips	ST_TR	696.00	112.30
tblVehicleTrips	ST_TR	722.03	235.50
tblVehicleTrips	SU_TR	5.86	5.44
tblVehicleTrips	SU_TR	500.00	112.30
tblVehicleTrips	SU_TR	542.72	235.50
tblVehicleTrips	WD_TR	6.65	5.44
tblVehicleTrips	WD_TR	716.00	112.30
tblVehicleTrips	WD_TR	496.12	235.50
tblWoodstoves	NumberCatalytic	8.65	0.00

tblWoodstoves	NumberNoncatalytic	8.65	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					
2020	2.8204	46.8895	20.5361	0.1033	6.6334	1.1401	7.5251	3.0328	1.0649	3.8567	0.0000	10,944.4589	10,944.4589	1.2485	0.0000	10,975.6724
2021	64.4578	16.7965	19.6517	0.0464	1.8559	0.7035	2.5594	0.4963	0.6786	1.1749	0.0000	4,479.0405	4,479.0405	0.4529	0.0000	4,490.3641
Maximum	**64.4578**	**46.8895**	**20.5361**	**0.1033**	**6.6334**	**1.1401**	**7.5251**	**3.0328**	**1.0649**	**3.8567**	**0.0000**	**10,944.4589**	**10,944.4589**	**1.2485**	**0.0000**	**10,975.6724**

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					
2020	2.8204	46.8895	20.5361	0.1033	4.0396	1.1401	4.9312	1.6533	1.0649	2.4771	0.0000	10,944.4589	10,944.4589	1.2485	0.0000	10,975.6724
2021	64.4578	16.7965	19.6517	0.0464	1.8559	0.7035	2.5594	0.4963	0.6786	1.1749	0.0000	4,479.0405	4,479.0405	0.4529	0.0000	4,490.3641
Maximum	**64.4578**	**46.8895**	**20.5361**	**0.1033**	**4.0396**	**1.1401**	**4.9312**	**1.6533**	**1.0649**	**2.4771**	**0.0000**	**10,944.4589**	**10,944.4589**	**1.2485**	**0.0000**	**10,975.6724**

	ROG	NOx	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**	**30.55**	**0.00**	**25.72**	**39.09**	**0.00**	**27.42**	**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	4.7556	0.1652	14.3161	7.5000e-004		0.0789	0.0789		0.0789	0.0789	0.0000	25.7259	25.7259	0.0250	0.0000	26.3502
Energy	0.0896	0.7888	0.4957	4.8900e-003		0.0619	0.0619		0.0619	0.0619		977.4041	977.4041	0.0187	0.0179	983.2123
Mobile	3.2882	14.6202	38.2925	0.1269	9.7975	0.1059	9.9033	2.6221	0.0988	2.7209		12,904.6762	12,904.6762	0.6973		12,922.1094
Total	**8.1334**	**15.5743**	**53.1043**	**0.1325**	**9.7975**	**0.2467**	**10.0441**	**2.6221**	**0.2396**	**2.8617**	**0.0000**	**13,907.8061**	**13,907.8061**	**0.7410**	**0.0179**	**13,931.6719**

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	4.7556	0.1652	14.3161	7.5000e-004		0.0789	0.0789		0.0789	0.0789	0.0000	25.7259	25.7259	0.0250	0.0000	26.3502
Energy	0.0896	0.7888	0.4957	4.8900e-003		0.0619	0.0619		0.0619	0.0619		977.4041	977.4041	0.0187	0.0179	983.2123
Mobile	3.2882	14.6202	38.2925	0.1269	9.7975	0.1059	9.9033	2.6221	0.0988	2.7209		12,904.6762	12,904.6762	0.6973		12,922.1094
Total	**8.1334**	**15.5743**	**53.1043**	**0.1325**	**9.7975**	**0.2467**	**10.0441**	**2.6221**	**0.2396**	**2.8617**	**0.0000**	**13,907.8061**	**13,907.8061**	**0.7410**	**0.0179**	**13,931.6719**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/6/2020	7/31/2020	5	20	
2	Grading	Grading	8/1/2020	8/21/2020	5	15	
3	Building Construction	Building Construction	8/24/2020	5/28/2021	5	200	
4	Paving	Paving	5/31/2021	6/11/2021	5	10	
5	Architectural Coating	Architectural Coating	6/14/2021	7/9/2021	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 391,441; Residential Outdoor: 130,480; Non-Residential Indoor: 9,347; Non-Residential Outdoor: 3,116; Striped Parking Area: 3,212 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	1	8.00	158	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	0	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Rubber Tired Loaders	1	8.00	203	0.36
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	58.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,549.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	150.00	28.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	30.00	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 - 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					
Fugitive Dust					0.6297	0.0000	0.6297	0.0953	0.0000	0.0953			0.0000			0.0000
Off-Road	2.1617	21.2538	15.6454	0.0262		1.1362	1.1362		1.0612	1.0612		2,521.6626	2,521.6626	0.6614		2,538.1981
Total	**2.1617**	**21.2538**	**15.6454**	**0.0262**	**0.6297**	**1.1362**	**1.7659**	**0.0953**	**1.0612**	**1.1565**		**2,521.6626**	**2,521.6626**	**0.6614**		**2,538.1981**

3.2 Demolition - 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	0.0253	0.8339	0.1848	2.2900e-003	0.0507	2.6600e-003	0.0534	0.0139	2.5500e-003	0.0165		248.1912	248.1912	0.0169		248.6136
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	0.0598	0.0426	0.5692	1.5400e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		152.8947	152.8947	4.8200e-003		153.0152
Total	**0.0852**	**0.8764**	**0.7540**	**3.8300e-003**	**0.1960**	**3.8700e-003**	**0.1999**	**0.0524**	**3.6700e-003**	**0.0561**		**401.0859**	**401.0859**	**0.0217**		**401.6287**

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					0.2834	0.0000	0.2834	0.0429	0.0000	0.0429			0.0000			0.0000
Off-Road	2.1617	21.2538	15.6454	0.0262		1.1362	1.1362		1.0612	1.0612	0.0000	2,521.6626	2,521.6626	0.6614		2,538.1981
Total	**2.1617**	**21.2538**	**15.6454**	**0.0262**	**0.2834**	**1.1362**	**1.4196**	**0.0429**	**1.0612**	**1.1041**	**0.0000**	**2,521.6626**	**2,521.6626**	**0.6614**		**2,538.1981**

3.2 Demolition - 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	0.0253	0.8339	0.1848	2.2900e-003	0.0507	2.6600e-003	0.0534	0.0139	2.5500e-003	0.0165		248.1912	248.1912	0.0169		248.6136
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	0.0598	0.0426	0.5692	1.5400e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		152.8947	152.8947	4.8200e-003		153.0152
Total	**0.0852**	**0.8764**	**0.7540**	**3.8300e-003**	**0.1960**	**3.8700e-003**	**0.1999**	**0.0524**	**3.6700e-003**	**0.0561**		**401.0859**	**401.0859**	**0.0217**		**401.6287**

3.3 Grading - 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					
Fugitive Dust					4.7161	0.0000	4.7161	2.5083	0.0000	2.5083			0.0000			0.0000
Off-Road	1.6120	17.1634	9.9967	0.0205		0.7960	0.7960		0.7323	0.7323		1,988.9577	1,988.9577	0.6433		2,005.0394
Total	**1.6120**	**17.1634**	**9.9967**	**0.0205**	**4.7161**	**0.7960**	**5.5120**	**2.5083**	**0.7323**	**3.2406**		**1,988.9577**	**1,988.9577**	**0.6433**		**2,005.0394**

3.3 Grading - 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	0.9020	29.6934	6.5798	0.0816	1.8056	0.0948	1.9003	0.4949	0.0907	0.5856		8,837.8899	8,837.8899	0.6016		8,852.9290
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	0.0460	0.0327	0.4378	1.1800e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		117.6113	117.6113	3.7100e-003		117.7040
Total	**0.9481**	**29.7261**	**7.0176**	**0.0827**	**1.9174**	**0.0957**	**2.0131**	**0.5246**	**0.0915**	**0.6161**		**8,955.5012**	**8,955.5012**	**0.6053**		**8,970.6330**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1222	0.0000	2.1222	1.1287	0.0000	1.1287			0.0000			0.0000
Off-Road	1.6120	17.1634	9.9967	0.0205		0.7960	0.7960		0.7323	0.7323	0.0000	1,988.9577	1,988.9577	0.6433		2,005.0394
Total	**1.6120**	**17.1634**	**9.9967**	**0.0205**	**2.1222**	**0.7960**	**2.9182**	**1.1287**	**0.7323**	**1.8610**	**0.0000**	**1,988.9577**	**1,988.9577**	**0.6433**		**2,005.0394**

3.3 Grading - 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	0.9020	29.6934	6.5798	0.0816	1.8056	0.0948	1.9003	0.4949	0.0907	0.5856		8,837.8899	8,837.8899	0.6016		8,852.9290
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	0.0460	0.0327	0.4378	1.1800e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		117.6113	117.6113	3.7100e-003		117.7040
Total	**0.9481**	**29.7261**	**7.0176**	**0.0827**	**1.9174**	**0.0957**	**2.0131**	**0.5246**	**0.0915**	**0.6161**		**8,955.5012**	**8,955.5012**	**0.6053**		**8,970.6330**

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	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688		2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**		**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

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	0.0996	2.9784	0.7804	7.2600e-003	0.1793	0.0140	0.1933	0.0516	0.0134	0.0650		775.6692	775.6692	0.0473		776.8525
Worker	0.6903	0.4911	6.5677	0.0177	1.6767	0.0140	1.6907	0.4447	0.0129	0.4576		1,764.1693	1,764.1693	0.0556		1,765.5598
Total	**0.7899**	**3.4695**	**7.3481**	**0.0250**	**1.8559**	**0.0280**	**1.8839**	**0.4963**	**0.0263**	**0.5226**		**2,539.8385**	**2,539.8385**	**0.1030**		**2,542.4123**

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	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688	0.0000	2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**	**0.0000**	**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

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	0.0996	2.9784	0.7804	7.2600e-003	0.1793	0.0140	0.1933	0.0516	0.0134	0.0650		775.6692	775.6692	0.0473		776.8525
Worker	0.6903	0.4911	6.5677	0.0177	1.6767	0.0140	1.6907	0.4447	0.0129	0.4576		1,764.1693	1,764.1693	0.0556		1,765.5598
Total	**0.7899**	**3.4695**	**7.3481**	**0.0250**	**1.8559**	**0.0280**	**1.8839**	**0.4963**	**0.0263**	**0.5226**		**2,539.8385**	**2,539.8385**	**0.1030**		**2,542.4123**

3.4 Building Construction - 2021

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	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**		**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.4 Building Construction - 2021

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	0.0851	2.7185	0.7107	7.2000e-003	0.1793	5.5600e-003	0.1848	0.0516	5.3200e-003	0.0569		769.6658	769.6658	0.0453		770.7993
Worker	0.6430	0.4420	6.0416	0.0172	1.6767	0.0136	1.6902	0.4447	0.0125	0.4571		1,708.1548	1,708.1548	0.0503		1,709.4131
Total	**0.7281**	**3.1605**	**6.7523**	**0.0244**	**1.8559**	**0.0191**	**1.8750**	**0.4963**	**0.0178**	**0.5141**		**2,477.8205**	**2,477.8205**	**0.0957**		**2,480.2124**

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	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**	**0.0000**	**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.4 Building Construction - 2021

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	0.0851	2.7185	0.7107	7.2000e-003	0.1793	5.5600e-003	0.1848	0.0516	5.3200e-003	0.0569		769.6658	769.6658	0.0453		770.7993
Worker	0.6430	0.4420	6.0416	0.0172	1.6767	0.0136	1.6902	0.4447	0.0125	0.4571		1,708.1548	1,708.1548	0.0503		1,709.4131
Total	**0.7281**	**3.1605**	**6.7523**	**0.0244**	**1.8559**	**0.0191**	**1.8750**	**0.4963**	**0.0178**	**0.5141**		**2,477.8205**	**2,477.8205**	**0.0957**		**2,480.2124**

3.5 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830		1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7739**	**7.7422**	**8.8569**	**0.0135**		**0.4153**	**0.4153**		**0.3830**	**0.3830**		**1,296.8664**	**1,296.8664**	**0.4111**		**1,307.1442**

3.5 Paving - 2021

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	0.0557	0.0383	0.5236	1.4900e-003	0.1453	1.1700e-003	0.1465	0.0385	1.0800e-003	0.0396		148.0401	148.0401	4.3600e-003		148.1491
Total	**0.0557**	**0.0383**	**0.5236**	**1.4900e-003**	**0.1453**	**1.1700e-003**	**0.1465**	**0.0385**	**1.0800e-003**	**0.0396**		**148.0401**	**148.0401**	**4.3600e-003**		**148.1491**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830	0.0000	1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7739**	**7.7422**	**8.8569**	**0.0135**		**0.4153**	**0.4153**		**0.3830**	**0.3830**	**0.0000**	**1,296.8664**	**1,296.8664**	**0.4111**		**1,307.1442**

3.5 Paving - 2021

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	0.0557	0.0383	0.5236	1.4900e-003	0.1453	1.1700e-003	0.1465	0.0385	1.0800e-003	0.0396		148.0401	148.0401	4.3600e-003		148.1491
Total	**0.0557**	**0.0383**	**0.5236**	**1.4900e-003**	**0.1453**	**1.1700e-003**	**0.1465**	**0.0385**	**1.0800e-003**	**0.0396**		**148.0401**	**148.0401**	**4.3600e-003**		**148.1491**

3.6 Architectural Coating - 2021

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	64.1103					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**64.3292**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

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	0.1286	0.0884	1.2083	3.4300e-003	0.3353	2.7100e-003	0.3380	0.0889	2.5000e-003	0.0914		341.6310	341.6310	0.0101		341.8826
Total	**0.1286**	**0.0884**	**1.2083**	**3.4300e-003**	**0.3353**	**2.7100e-003**	**0.3380**	**0.0889**	**2.5000e-003**	**0.0914**		**341.6310**	**341.6310**	**0.0101**		**341.8826**

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	64.1103					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**64.3292**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

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	0.1286	0.0884	1.2083	3.4300e-003	0.3353	2.7100e-003	0.3380	0.0889	2.5000e-003	0.0914		341.6310	341.6310	0.0101		341.8826
Total	**0.1286**	**0.0884**	**1.2083**	**3.4300e-003**	**0.3353**	**2.7100e-003**	**0.3380**	**0.0889**	**2.5000e-003**	**0.0914**		**341.6310**	**341.6310**	**0.0101**		**341.8826**

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	3.2882	14.6202	38.2925	0.1269	9.7975	0.1059	9.9033	2.6221	0.0988	2.7209		12,904.6762	12,904.6762	0.6973		12,922.1094
Unmitigated	3.2882	14.6202	38.2925	0.1269	9.7975	0.1059	9.9033	2.6221	0.0988	2.7209		12,904.6762	12,904.6762	0.6973		12,922.1094

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	941.12	941.12	941.12	3,215,950	3,215,950
Enclosed Parking with Elevator	0.00	0.00	0.00		
Fast Food Restaurant w/o Drive Thru	385.19	385.19	385.19	697,594	697,594
Fast Food Restaurant with Drive Thru	659.40	659.40	659.40	693,944	693,944
Total	1,985.71	1,985.71	1,985.71	4,607,488	4,607,488

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
Fast Food Restaurant w/o Drive	16.60	8.40	6.90	1.50	79.50	19.00	51	37	12
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Fast Food Restaurant w/o Drive Thru	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Fast Food Restaurant with Drive Thru	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	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	0.0896	0.7888	0.4957	4.8900e-003		0.0619	0.0619		0.0619	0.0619		977.4041	977.4041	0.0187	0.0179	983.2123
NaturalGas Unmitigated	0.0896	0.7888	0.4957	4.8900e-003		0.0619	0.0619		0.0619	0.0619		977.4041	977.4041	0.0187	0.0179	983.2123

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	4368.58	0.0471	0.4026	0.1713	2.5700e-003		0.0326	0.0326		0.0326	0.0326		513.9502	513.9502	9.8500e-003	9.4200e-003	517.0044
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
Fast Food Restaurant w/o Drive Thru	2168.51	0.0234	0.2126	0.1786	1.2800e-003		0.0162	0.0162		0.0162	0.0162		255.1190	255.1190	4.8900e-003	4.6800e-003	256.6351
Fast Food Restaurant with Drive Thru	1770.85	0.0191	0.1736	0.1458	1.0400e-003		0.0132	0.0132		0.0132	0.0132		208.3348	208.3348	3.9900e-003	3.8200e-003	209.5728
Total		**0.0896**	**0.7888**	**0.4957**	**4.8900e-003**		**0.0619**	**0.0619**		**0.0619**	**0.0619**		**977.4041**	**977.4041**	**0.0187**	**0.0179**	**983.2123**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4.36858	0.0471	0.4026	0.1713	2.5700e-003		0.0326	0.0326		0.0326	0.0326		513.9502	513.9502	9.8500e-003	9.4200e-003	517.0044
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
Fast Food Restaurant w/o Drive Thru	2.16851	0.0234	0.2126	0.1786	1.2800e-003		0.0162	0.0162		0.0162	0.0162		255.1190	255.1190	4.8900e-003	4.6800e-003	256.6351
Fast Food Restaurant with Drive Thru	1.77085	0.0191	0.1736	0.1458	1.0400e-003		0.0132	0.0132		0.0132	0.0132		208.3348	208.3348	3.9900e-003	3.8200e-003	209.5728
Total		**0.0896**	**0.7888**	**0.4957**	**4.8900e-003**		**0.0619**	**0.0619**		**0.0619**	**0.0619**		**977.4041**	**977.4041**	**0.0187**	**0.0179**	**983.2123**

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	4.7556	0.1652	14.3161	7.5000e-004		0.0789	0.0789		0.0789	0.0789	0.0000	25.7259	25.7259	0.0250	0.0000	26.3502
Unmitigated	4.7556	0.1652	14.3161	7.5000e-004		0.0789	0.0789		0.0789	0.0789	0.0000	25.7259	25.7259	0.0250	0.0000	26.3502

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	0.3513					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.9698					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	0.4345	0.1652	14.3161	7.5000e-004		0.0789	0.0789		0.0789	0.0789		25.7259	25.7259	0.0250		26.3502
Total	**4.7556**	**0.1652**	**14.3161**	**7.5000e-004**		**0.0789**	**0.0789**		**0.0789**	**0.0789**	**0.0000**	**25.7259**	**25.7259**	**0.0250**	**0.0000**	**26.3502**

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	0.3513					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.9698					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	0.4345	0.1652	14.3161	7.5000e-004		0.0789	0.0789		0.0789	0.0789		25.7259	25.7259	0.0250		26.3502
Total	**4.7556**	**0.1652**	**14.3161**	**7.5000e-004**		**0.0789**	**0.0789**		**0.0789**	**0.0789**	**0.0000**	**25.7259**	**25.7259**	**0.0250**	**0.0000**	**26.3502**

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

Hub LA Figueroa Mixed-Use

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	114.00	Space	0.00	53,537.00	0
Fast Food Restaurant w/o Drive Thru	3.43	1000sqft	0.00	3,430.00	0
Fast Food Restaurant with Drive Thru	2.80	1000sqft	0.00	2,801.00	0
Apartments Mid Rise	173.00	Dwelling Unit	1.02	193,304.00	495

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2021
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Hub LA Figueroa Mixed-Use - Los Angeles-South Coast County, Winter

Project Characteristics -

Land Use - 1.02 ac. lot. Apartments 173 units 193,304 sf. Drive thru 2,801 sf. Fast food rest. 3,430 sf. Parking 114 spaces 53,537 sf

Construction Phase - 15 days grading. 20 days coating.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - 2 backhoe. 1 excavator

Off-road Equipment - excavator and loader. no grader

Off-road Equipment -

Off-road Equipment -

Demolition - 12,794 sf building demo.

Grading - 12,394 cy export

Vehicle Trips - Adjust trips per traffic study

Woodstoves - No hearths

Construction Off-road Equipment Mitigation -

Area Mitigation -

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	4.00	15.00
tblConstructionPhase	PhaseEndDate	6/10/2021	7/9/2021
tblConstructionPhase	PhaseEndDate	5/13/2021	5/28/2021
tblConstructionPhase	PhaseEndDate	8/6/2020	8/21/2020
tblConstructionPhase	PhaseEndDate	5/27/2021	6/11/2021
tblConstructionPhase	PhaseStartDate	5/28/2021	6/14/2021
tblConstructionPhase	PhaseStartDate	8/7/2020	8/24/2020
tblConstructionPhase	PhaseStartDate	5/14/2021	5/31/2021

tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	147.05	0.00
tblFireplaces	NumberNoFireplace	17.30	0.00
tblFireplaces	NumberWood	8.65	0.00
tblGrading	AcresOfGrading	0.00	1.50
tblGrading	MaterialExported	0.00	12,394.00
tblLandUse	LandUseSquareFeet	45,600.00	53,537.00
tblLandUse	LandUseSquareFeet	2,800.00	2,801.00
tblLandUse	LandUseSquareFeet	173,000.00	193,304.00
tblLandUse	LotAcreage	1.03	0.00
tblLandUse	LotAcreage	0.08	0.00
tblLandUse	LotAcreage	0.06	0.00
tblLandUse	LotAcreage	4.55	1.02
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblVehicleTrips	ST_TR	6.39	5.44
tblVehicleTrips	ST_TR	696.00	112.30
tblVehicleTrips	ST_TR	722.03	235.50
tblVehicleTrips	SU_TR	5.86	5.44
tblVehicleTrips	SU_TR	500.00	112.30
tblVehicleTrips	SU_TR	542.72	235.50
tblVehicleTrips	WD_TR	6.65	5.44
tblVehicleTrips	WD_TR	716.00	112.30
tblVehicleTrips	WD_TR	496.12	235.50
tblWoodstoves	NumberCatalytic	8.65	0.00

tblWoodstoves	NumberNoncatalytic	8.65	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					
2020	2.9011	47.2774	20.0639	0.1018	6.6334	1.1402	7.5265	3.0328	1.0649	3.8580	0.0000	10,785.3978	10,785.3978	1.2702	0.0000	10,817.1527
2021	64.4722	16.8382	19.2094	0.0452	1.8559	0.7036	2.5595	0.4963	0.6788	1.1750	0.0000	4,358.1641	4,358.1641	0.4529	0.0000	4,369.4872
Maximum	**64.4722**	**47.2774**	**20.0639**	**0.1018**	**6.6334**	**1.1402**	**7.5265**	**3.0328**	**1.0649**	**3.8580**	**0.0000**	**10,785.3978**	**10,785.3978**	**1.2702**	**0.0000**	**10,817.1527**

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					
2020	2.9011	47.2774	20.0639	0.1018	4.0396	1.1402	4.9327	1.6533	1.0649	2.4785	0.0000	10,785.3978	10,785.3978	1.2702	0.0000	10,817.1527
2021	64.4722	16.8382	19.2094	0.0452	1.8559	0.7036	2.5595	0.4963	0.6788	1.1750	0.0000	4,358.1641	4,358.1641	0.4529	0.0000	4,369.4872
Maximum	**64.4722**	**47.2774**	**20.0639**	**0.1018**	**4.0396**	**1.1402**	**4.9327**	**1.6533**	**1.0649**	**2.4785**	**0.0000**	**10,785.3978**	**10,785.3978**	**1.2702**	**0.0000**	**10,817.1527**

	ROG	NOx	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**	**30.55**	**0.00**	**25.72**	**39.09**	**0.00**	**27.41**	**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	4.7556	0.1652	14.3161	7.5000e-004		0.0789	0.0789		0.0789	0.0789	0.0000	25.7259	25.7259	0.0250	0.0000	26.3502
Energy	0.0896	0.7888	0.4957	4.8900e-003		0.0619	0.0619		0.0619	0.0619		977.4041	977.4041	0.0187	0.0179	983.2123
Mobile	3.1931	14.8917	36.9447	0.1205	9.7975	0.1066	9.9041	2.6221	0.0995	2.7216		12,266.6157	12,266.6157	0.7001		12,284.1179
Total	**8.0383**	**15.8457**	**51.7565**	**0.1262**	**9.7975**	**0.2474**	**10.0449**	**2.6221**	**0.2403**	**2.8624**	**0.0000**	**13,269.7457**	**13,269.7457**	**0.7438**	**0.0179**	**13,293.6805**

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	4.7556	0.1652	14.3161	7.5000e-004		0.0789	0.0789		0.0789	0.0789	0.0000	25.7259	25.7259	0.0250	0.0000	26.3502
Energy	0.0896	0.7888	0.4957	4.8900e-003		0.0619	0.0619		0.0619	0.0619		977.4041	977.4041	0.0187	0.0179	983.2123
Mobile	3.1931	14.8917	36.9447	0.1205	9.7975	0.1066	9.9041	2.6221	0.0995	2.7216		12,266.6157	12,266.6157	0.7001		12,284.1179
Total	**8.0383**	**15.8457**	**51.7565**	**0.1262**	**9.7975**	**0.2474**	**10.0449**	**2.6221**	**0.2403**	**2.8624**	**0.0000**	**13,269.7457**	**13,269.7457**	**0.7438**	**0.0179**	**13,293.6805**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/6/2020	7/31/2020	5	20	
2	Grading	Grading	8/1/2020	8/21/2020	5	15	
3	Building Construction	Building Construction	8/24/2020	5/28/2021	5	200	
4	Paving	Paving	5/31/2021	6/11/2021	5	10	
5	Architectural Coating	Architectural Coating	6/14/2021	7/9/2021	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 391,441; Residential Outdoor: 130,480; Non-Residential Indoor: 9,347; Non-Residential Outdoor: 3,116; Striped Parking Area: 3,212 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	1	8.00	158	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	0	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Rubber Tired Loaders	1	8.00	203	0.36
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	58.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,549.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	150.00	28.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	30.00	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 - 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					
Fugitive Dust					0.6297	0.0000	0.6297	0.0953	0.0000	0.0953			0.0000			0.0000
Off-Road	2.1617	21.2538	15.6454	0.0262		1.1362	1.1362		1.0612	1.0612		2,521.6626	2,521.6626	0.6614		2,538.1981
Total	**2.1617**	**21.2538**	**15.6454**	**0.0262**	**0.6297**	**1.1362**	**1.7659**	**0.0953**	**1.0612**	**1.1565**		**2,521.6626**	**2,521.6626**	**0.6614**		**2,538.1981**

3.2 Demolition - 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	0.0260	0.8447	0.1964	2.2500e-003	0.0507	2.7000e-003	0.0534	0.0139	2.5900e-003	0.0165		243.9173	243.9173	0.0175		244.3550
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	0.0664	0.0471	0.5213	1.4500e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		143.9647	143.9647	4.5400e-003		144.0781
Total	**0.0924**	**0.8918**	**0.7177**	**3.7000e-003**	**0.1960**	**3.9100e-003**	**0.1999**	**0.0524**	**3.7100e-003**	**0.0561**		**387.8819**	**387.8819**	**0.0221**		**388.4331**

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					0.2834	0.0000	0.2834	0.0429	0.0000	0.0429			0.0000			0.0000
Off-Road	2.1617	21.2538	15.6454	0.0262		1.1362	1.1362		1.0612	1.0612	0.0000	2,521.6626	2,521.6626	0.6614		2,538.1981
Total	**2.1617**	**21.2538**	**15.6454**	**0.0262**	**0.2834**	**1.1362**	**1.4196**	**0.0429**	**1.0612**	**1.1041**	**0.0000**	**2,521.6626**	**2,521.6626**	**0.6614**		**2,538.1981**

3.2 Demolition - 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	0.0260	0.8447	0.1964	2.2500e-003	0.0507	2.7000e-003	0.0534	0.0139	2.5900e-003	0.0165		243.9173	243.9173	0.0175		244.3550
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	0.0664	0.0471	0.5213	1.4500e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		143.9647	143.9647	4.5400e-003		144.0781
Total	**0.0924**	**0.8918**	**0.7177**	**3.7000e-003**	**0.1960**	**3.9100e-003**	**0.1999**	**0.0524**	**3.7100e-003**	**0.0561**		**387.8819**	**387.8819**	**0.0221**		**388.4331**

3.3 Grading - 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					
Fugitive Dust					4.7161	0.0000	4.7161	2.5083	0.0000	2.5083			0.0000			0.0000
Off-Road	1.6120	17.1634	9.9967	0.0205		0.7960	0.7960		0.7323	0.7323		1,988.9577	1,988.9577	0.6433		2,005.0394
Total	**1.6120**	**17.1634**	**9.9967**	**0.0205**	**4.7161**	**0.7960**	**5.5120**	**2.5083**	**0.7323**	**3.2406**		**1,988.9577**	**1,988.9577**	**0.6433**		**2,005.0394**

3.3 Grading - 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	0.9239	30.0777	6.9927	0.0802	1.8056	0.0962	1.9018	0.4949	0.0921	0.5870		8,685.6981	8,685.6981	0.6234		8,701.2840
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	0.0511	0.0363	0.4010	1.1100e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		110.7420	110.7420	3.4900e-003		110.8293
Total	**0.9750**	**30.1140**	**7.3937**	**0.0813**	**1.9174**	**0.0972**	**2.0145**	**0.5246**	**0.0929**	**0.6175**		**8,796.4401**	**8,796.4401**	**0.6269**		**8,812.1133**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1222	0.0000	2.1222	1.1287	0.0000	1.1287			0.0000			0.0000
Off-Road	1.6120	17.1634	9.9967	0.0205		0.7960	0.7960		0.7323	0.7323	0.0000	1,988.9577	1,988.9577	0.6433		2,005.0394
Total	**1.6120**	**17.1634**	**9.9967**	**0.0205**	**2.1222**	**0.7960**	**2.9182**	**1.1287**	**0.7323**	**1.8610**	**0.0000**	**1,988.9577**	**1,988.9577**	**0.6433**		**2,005.0394**

3.3 Grading - 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	0.9239	30.0777	6.9927	0.0802	1.8056	0.0962	1.9018	0.4949	0.0921	0.5870		8,685.6981	8,685.6981	0.6234		8,701.2840
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	0.0511	0.0363	0.4010	1.1100e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		110.7420	110.7420	3.4900e-003		110.8293
Total	**0.9750**	**30.1140**	**7.3937**	**0.0813**	**1.9174**	**0.0972**	**2.0145**	**0.5246**	**0.0929**	**0.6175**		**8,796.4401**	**8,796.4401**	**0.6269**		**8,812.1133**

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	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688		2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**		**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

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	0.1041	2.9778	0.8607	7.0700e-003	0.1793	0.0142	0.1935	0.0516	0.0136	0.0652		754.4574	754.4574	0.0505		755.7186
Worker	0.7665	0.5437	6.0152	0.0167	1.6767	0.0140	1.6907	0.4447	0.0129	0.4576		1,661.1306	1,661.1306	0.0524		1,662.4395
Total	**0.8706**	**3.5215**	**6.8758**	**0.0238**	**1.8559**	**0.0283**	**1.8842**	**0.4963**	**0.0265**	**0.5228**		**2,415.5880**	**2,415.5880**	**0.1028**		**2,418.1582**

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	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688	0.0000	2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**	**0.0000**	**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

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	0.1041	2.9778	0.8607	7.0700e-003	0.1793	0.0142	0.1935	0.0516	0.0136	0.0652		754.4574	754.4574	0.0505		755.7186
Worker	0.7665	0.5437	6.0152	0.0167	1.6767	0.0140	1.6907	0.4447	0.0129	0.4576		1,661.1306	1,661.1306	0.0524		1,662.4395
Total	**0.8706**	**3.5215**	**6.8758**	**0.0238**	**1.8559**	**0.0283**	**1.8842**	**0.4963**	**0.0265**	**0.5228**		**2,415.5880**	**2,415.5880**	**0.1028**		**2,418.1582**

3.4 Building Construction - 2021

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	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**		**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.4 Building Construction - 2021

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	0.0894	2.7129	0.7862	7.0100e-003	0.1793	5.7400e-003	0.1850	0.0516	5.4900e-003	0.0571		748.5675	748.5675	0.0483		749.7756
Worker	0.7152	0.4892	5.5238	0.0161	1.6767	0.0136	1.6902	0.4447	0.0125	0.4571		1,608.3766	1,608.3766	0.0473		1,609.5599
Total	**0.8046**	**3.2021**	**6.3100**	**0.0232**	**1.8559**	**0.0193**	**1.8752**	**0.4963**	**0.0180**	**0.5142**		**2,356.9441**	**2,356.9441**	**0.0957**		**2,359.3355**

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	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**	**0.0000**	**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.4 Building Construction - 2021

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	0.0894	2.7129	0.7862	7.0100e-003	0.1793	5.7400e-003	0.1850	0.0516	5.4900e-003	0.0571		748.5675	748.5675	0.0483		749.7756
Worker	0.7152	0.4892	5.5238	0.0161	1.6767	0.0136	1.6902	0.4447	0.0125	0.4571		1,608.3766	1,608.3766	0.0473		1,609.5599
Total	**0.8046**	**3.2021**	**6.3100**	**0.0232**	**1.8559**	**0.0193**	**1.8752**	**0.4963**	**0.0180**	**0.5142**		**2,356.9441**	**2,356.9441**	**0.0957**		**2,359.3355**

3.5 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830		1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7739**	**7.7422**	**8.8569**	**0.0135**		**0.4153**	**0.4153**		**0.3830**	**0.3830**		**1,296.8664**	**1,296.8664**	**0.4111**		**1,307.1442**

3.5 Paving - 2021

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	0.0620	0.0424	0.4787	1.4000e-003	0.1453	1.1700e-003	0.1465	0.0385	1.0800e-003	0.0396		139.3926	139.3926	4.1000e-003		139.4952
Total	**0.0620**	**0.0424**	**0.4787**	**1.4000e-003**	**0.1453**	**1.1700e-003**	**0.1465**	**0.0385**	**1.0800e-003**	**0.0396**		**139.3926**	**139.3926**	**4.1000e-003**		**139.4952**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830	0.0000	1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7739**	**7.7422**	**8.8569**	**0.0135**		**0.4153**	**0.4153**		**0.3830**	**0.3830**	**0.0000**	**1,296.8664**	**1,296.8664**	**0.4111**		**1,307.1442**

3.5 Paving - 2021

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	0.0620	0.0424	0.4787	1.4000e-003	0.1453	1.1700e-003	0.1465	0.0385	1.0800e-003	0.0396		139.3926	139.3926	4.1000e-003		139.4952
Total	**0.0620**	**0.0424**	**0.4787**	**1.4000e-003**	**0.1453**	**1.1700e-003**	**0.1465**	**0.0385**	**1.0800e-003**	**0.0396**		**139.3926**	**139.3926**	**4.1000e-003**		**139.4952**

3.6 Architectural Coating - 2021

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	64.1103					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**64.3292**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

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	0.1431	0.0978	1.1048	3.2300e-003	0.3353	2.7100e-003	0.3380	0.0889	2.5000e-003	0.0914		321.6753	321.6753	9.4700e-003		321.9120
Total	**0.1431**	**0.0978**	**1.1048**	**3.2300e-003**	**0.3353**	**2.7100e-003**	**0.3380**	**0.0889**	**2.5000e-003**	**0.0914**		**321.6753**	**321.6753**	**9.4700e-003**		**321.9120**

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	64.1103					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**64.3292**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

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	0.1431	0.0978	1.1048	3.2300e-003	0.3353	2.7100e-003	0.3380	0.0889	2.5000e-003	0.0914		321.6753	321.6753	9.4700e-003		321.9120
Total	**0.1431**	**0.0978**	**1.1048**	**3.2300e-003**	**0.3353**	**2.7100e-003**	**0.3380**	**0.0889**	**2.5000e-003**	**0.0914**		**321.6753**	**321.6753**	**9.4700e-003**		**321.9120**

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	3.1931	14.8917	36.9447	0.1205	9.7975	0.1066	9.9041	2.6221	0.0995	2.7216		12,266.6157	12,266.6157	0.7001		12,284.1179
Unmitigated	3.1931	14.8917	36.9447	0.1205	9.7975	0.1066	9.9041	2.6221	0.0995	2.7216		12,266.6157	12,266.6157	0.7001		12,284.1179

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	941.12	941.12	941.12	3,215,950	3,215,950
Enclosed Parking with Elevator	0.00	0.00	0.00		
Fast Food Restaurant w/o Drive Thru	385.19	385.19	385.19	697,594	697,594
Fast Food Restaurant with Drive Thru	659.40	659.40	659.40	693,944	693,944
Total	1,985.71	1,985.71	1,985.71	4,607,488	4,607,488

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
Fast Food Restaurant w/o Drive	16.60	8.40	6.90	1.50	79.50	19.00	51	37	12
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Fast Food Restaurant w/o Drive Thru	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Fast Food Restaurant with Drive Thru	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	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	0.0896	0.7888	0.4957	4.8900e-003		0.0619	0.0619		0.0619	0.0619		977.4041	977.4041	0.0187	0.0179	983.2123
NaturalGas Unmitigated	0.0896	0.7888	0.4957	4.8900e-003		0.0619	0.0619		0.0619	0.0619		977.4041	977.4041	0.0187	0.0179	983.2123

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	4368.58	0.0471	0.4026	0.1713	2.5700e-003		0.0326	0.0326		0.0326	0.0326		513.9502	513.9502	9.8500e-003	9.4200e-003	517.0044
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
Fast Food Restaurant w/o Drive Thru	2168.51	0.0234	0.2126	0.1786	1.2800e-003		0.0162	0.0162		0.0162	0.0162		255.1190	255.1190	4.8900e-003	4.6800e-003	256.6351
Fast Food Restaurant with Drive Thru	1770.85	0.0191	0.1736	0.1458	1.0400e-003		0.0132	0.0132		0.0132	0.0132		208.3348	208.3348	3.9900e-003	3.8200e-003	209.5728
Total		**0.0896**	**0.7888**	**0.4957**	**4.8900e-003**		**0.0619**	**0.0619**		**0.0619**	**0.0619**		**977.4041**	**977.4041**	**0.0187**	**0.0179**	**983.2123**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4.36858	0.0471	0.4026	0.1713	2.5700e-003		0.0326	0.0326		0.0326	0.0326		513.9502	513.9502	9.8500e-003	9.4200e-003	517.0044
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
Fast Food Restaurant w/o Drive Thru	2.16851	0.0234	0.2126	0.1786	1.2800e-003		0.0162	0.0162		0.0162	0.0162		255.1190	255.1190	4.8900e-003	4.6800e-003	256.6351
Fast Food Restaurant with Drive Thru	1.77085	0.0191	0.1736	0.1458	1.0400e-003		0.0132	0.0132		0.0132	0.0132		208.3348	208.3348	3.9900e-003	3.8200e-003	209.5728
Total		**0.0896**	**0.7888**	**0.4957**	**4.8900e-003**		**0.0619**	**0.0619**		**0.0619**	**0.0619**		**977.4041**	**977.4041**	**0.0187**	**0.0179**	**983.2123**

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	4.7556	0.1652	14.3161	7.5000e-004		0.0789	0.0789		0.0789	0.0789	0.0000	25.7259	25.7259	0.0250	0.0000	26.3502
Unmitigated	4.7556	0.1652	14.3161	7.5000e-004		0.0789	0.0789		0.0789	0.0789	0.0000	25.7259	25.7259	0.0250	0.0000	26.3502

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	0.3513					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.9698					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	0.4345	0.1652	14.3161	7.5000e-004		0.0789	0.0789		0.0789	0.0789		25.7259	25.7259	0.0250		26.3502
Total	**4.7556**	**0.1652**	**14.3161**	**7.5000e-004**		**0.0789**	**0.0789**		**0.0789**	**0.0789**	**0.0000**	**25.7259**	**25.7259**	**0.0250**	**0.0000**	**26.3502**

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	0.3513					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.9698					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	0.4345	0.1652	14.3161	7.5000e-004		0.0789	0.0789		0.0789	0.0789		25.7259	25.7259	0.0250		26.3502
Total	**4.7556**	**0.1652**	**14.3161**	**7.5000e-004**		**0.0789**	**0.0789**		**0.0789**	**0.0789**	**0.0000**	**25.7259**	**25.7259**	**0.0250**	**0.0000**	**26.3502**

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

ATTACHMENT E
Phase I Environmental Site Assessment
(under separate cover)

ATTACHMENT F
Historical Resource Assessment

PHASE 1: HISTORICAL RESOURCE ASSESSMENT REPORT

2718-2724 S. Figueroa Street, Los Angeles

April 28, 2020

HISTORIC RESOURCES GROUP

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PHASE 1: HISTORICAL RESOURCE ASSESSMENT REPORT

2718-2724 S. Figueroa Street, Los Angeles

HISTORIC RESOURCES GROUP

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1.0 EXECUTIVE SUMMARY

We have evaluated the restaurants, industrial building, and surface parking lots at 2718-2724 S. Figueroa Street (the "Subject Property;" alternate addresses: 511-525 W. 28th Street, 2727 S. Flower Street; APNs 5123-018-014, 5123-018-015, 5123-018-020, 5123-018-022, 5123-018-023, 5123-018-032) in the City of Los Angeles, California for potential historic significance. The Subject Property is located in the South Los Angeles Community Plan Area ("CPA"), which was surveyed in 2011 by SurveyLA, the City of Los Angeles' citywide historic resources survey.[1] No building on the Subject Property was identified as a potential historical resource during that study. The buildings on the Subject Property constructed prior to 1980 are re-evaluated in this report based on an observation of existing conditions, primary and secondary source research related to the history of the property, review of the relevant historic contexts, and an analysis under the eligibility criteria and integrity thresholds for listing in the National Register of Historic Places, the California Register of Historical Resources, and as City of Los Angeles Historic-Cultural Monuments. Site visits were conducted on May 1, 2019 and April 28, 2020. Based on this analysis, we confirm the survey finding that none of the buildings on the Subject Property are eligible for historic designation at the federal, state, or local levels.

2.0 PROJECT SUMMARY

Project Location

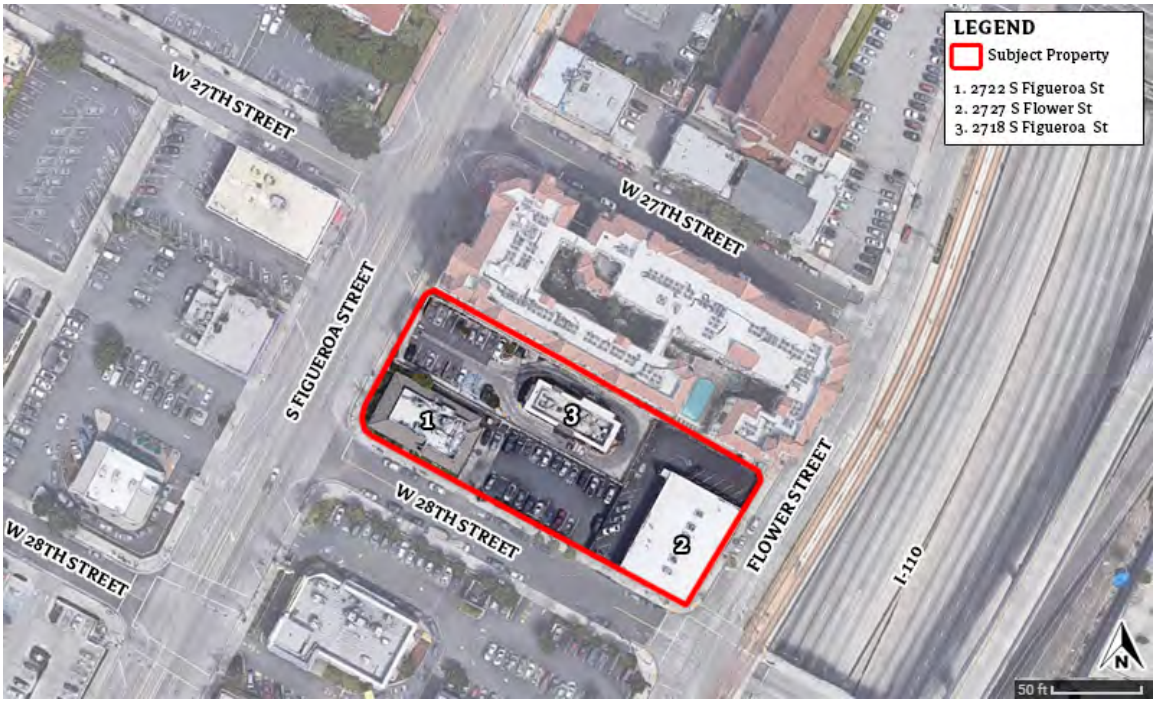
2718-2724 S. Figueroa Street is located in the South Los Angeles CPA of the City of Los Angeles. The Subject Property is generally rectangular and located on the east side of S. Figueroa Street, at the northeast corner of the intersection of S. Figueroa and W. 28th Streets, and extends to S. Flower Street. A site map is included in Figure 1.

Project Description

This report is a historic resources assessment of the buildings located at 2718-2724 S. Figueroa Street to determine whether there is evidence of potential historical significance.

[1] City of Los Angeles, Department of City Planning, Office of Historic Resources, *Historic Resources Survey Report: South Los Angeles Community Plan Area*, prepared by Architectural Resources Group, Inc., March 2012.

FIGURE 1: PROJECT LOCATION MAP



3.0 ASSESSMENT METHODOLOGY

2718-2724 S. Figueroa Street was evaluated using integrity thresholds and eligibility criteria for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a City of Los Angeles Historic-Cultural Monument. The field methods and analysis are based on guidance from the National Park Service, the California Office of Historic Preservation, and the City of Los Angeles Office of Historic Resources for evaluating potential historic resources; and an identification of physical features and historic integrity ascertained during the site visit and through building records.

This report was prepared using sources related to the history and development of 2718-2724 S. Figueroa Street. The following sources were consulted:

- Building permits
- Historic newspaper articles
- Historic aerial photography
- Sanborn Fire Insurance maps
- Other primary and secondary sources relevant to the history of the site
- SurveyLA Survey Report for the South Los Angeles CPA for description and survey findings of the area

Research, field inspection, and analysis were performed by Christine Lazzaretto, Managing Principal; and Molly Iker-Johnson, Associate Architectural Historian/Staff Photographer. Both meet the Secretary of the Interior's Professional Qualifications Standards in History and Architectural History.

Historic resources may be designated at the federal, state, and local levels. Current landmark designations available for properties located in Los Angeles include listing in the National Register of Historic Places, the California Register of Historical Resources, and as City of Los Angeles Historic-Cultural Monuments. While all designation programs place emphasis on architectural character, they also use basic criteria relating to a property's place in important events or patterns of development, association with important personages, and architectural significance.

National Register of Historic Places

The National Register of Historic Places is an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment.[2] The National Park Service administers the National Register program. Listing in the National Register assists in preservation of historic properties in several ways including: recognition that a property is of significance to the nation, the state, or the community; consideration in the planning for federal or federally assisted projects; eligibility for federal tax benefits; and qualification for Federal assistance for historic preservation, when funds are available.

To be eligible for listing and/or listed in the National Register, a resource must possess significance in American history and culture, architecture, or archaeology. Listing in the National Register is primarily honorary and does not in and of itself provide protection of a historic resource. The primary effect of listing in the National Register on private owners of historic buildings is the availability of financial and tax incentives. In addition, for projects that receive Federal funding, a clearance process must be completed in accordance with Section 106 of the National Historic Preservation Act. Furthermore, state and local regulations may apply to properties listed in the National Register.

The criteria for listing in the National Register follow established guidelines for determining the significance of properties. The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

B. That are associated with the lives of persons significant in our past; or

[2] 36CFR60, Section 60.2.

C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded, or may be likely to yield, information important in prehistory or history.[3]

Criteria Consideration G: Properties that have Achieved Significance within the Past 50 Years

A property achieving significance within the past fifty years is eligible if it is of exceptional importance. The National Register Criteria for Evaluation exclude properties that achieved significance within the past 50 years unless they are of exceptional importance. 50 years is a general estimate of the time needed to develop historical perspective and to evaluate significance. This consideration guards against the listing of properties of passing contemporary interest and ensures that the National Register is a list of truly historic places. The phrase "exceptional importance" does not require that the property be of national significance. It is a measure of a property's importance within the appropriate historic context, whether the scale of that context is local, State, or national.

Integrity

In addition to meeting any or all of the National Register designation criteria listed above, properties nominated must also possess historic integrity. Historic integrity is the ability of a property to convey its significance and is defined as "the authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period."[4]

The National Register recognizes seven aspects or qualities that comprise integrity: location, design, setting, materials, workmanship, feeling, and association. These qualities are defined as follows:

- *Location* is the place where the historic property was constructed or the place where the historic event took place.
- *Design* is the combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting* is the physical environment of a historic property.

[3] 36CFR60, Section 60.3. Criterion D addresses potential archaeological resources which is outside the scope of this study.
[4] U.S. Department of the Interior, "National Register Bulletin 16: How to Complete the National Register Registration Form" (Washington, D.C.: National Park Service, 1997).

- *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property.[5]

California Register of Historical Resources

The California Register is an authoritative guide in California used by State and local agencies, private groups, and citizens to identify the State's historic resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change.[6]

The criteria for eligibility for listing in the California Register are based upon National Register criteria. These criteria are:

1. Associated with 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. Associated with the lives of persons important to local, California or national history.
3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.[7]

For integrity purposes, resources eligible for listing in the California Register must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. It is possible that resources lacking sufficient integrity for listing in the National Register may still be eligible for the California Register.[8]

[5] U.S. Department of the Interior, "National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation" (Washington D.C.: National Park Service, 1995).
[6] California PRC, Section 5023.1(a).
[7] Criterion 4 addresses potential archaeological resources; therefore, it is not analyzed as part of this report.
[8] State of California Department of Parks and Recreation, "California Office of Historic Preservation Technical Assistance Series #6: California Register and National Register: A Comparison," Sacramento, CA: Office of Historic Preservation, 2011.

City of Los Angeles Historic-Cultural Monuments

The City of Los Angeles Cultural Heritage Ordinance, first enacted in 1962 and updated in 2018, allows for the designation of buildings and sites as individual local landmarks in the City of Los Angeles. These landmarks are known as "Historic-Cultural Monuments."

Section 22.171.7 of Article 1, Chapter 9, Division 22 of the City of Los Angeles Administrative Code defines a Historic-Cultural Monument as "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 nation, 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.

Designation as a Historic-Cultural Monument is "reserved for those resources that have a special aesthetic, architectural, or engineering interest or value of a historic nature."[9] For integrity purposes, resources eligible for local designation should retain enough of their historic character or appearance to convey the reasons for their significance.

[9] Los Angeles Department of City Planning, "Historic-Cultural Monuments: What Makes a Resource Historically Significant?," Los Angeles: Office of Historic Resources, https://preservation.lacity.org/commission/what-makes-resource-historically-significant (accessed May 2019).

SurveyLA

SurveyLA is the City of Los Angeles' citywide survey of historic resources, conducted in accordance with the standards and guidelines set forth by the National Park Service and the California State Office of Historic Preservation, and overseen by the City's Office of Historic Resources. Properties surveyed as part of SurveyLA were evaluated for eligibility for listing in the National Register of Historic Places, the California Register of Historical Resources, and for designation as a Los Angeles Historic-Cultural Monument. Consistent with standard practice for historic resources surveys, the period of study extended through 1980 to identify potential historical resources constructed at least 40 years in the past. The Subject Property is located in the South Los Angeles CPA, which was surveyed in 2011. No building on the Subject Property was identified by SurveyLA as being potentially eligible for historic designation.

Built Environment Resource Directory

The California Office of Historic Preservation (OHP) maintains the Built Environment Resource Directory ("BERD"), a database of previously evaluated resources throughout the state. None of the buildings on the Subject Property are listed in the BERD.[10]

South Central Coastal Information Center

A records search was conducted at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) housed at the California State University, Fullerton. The records search included a review of all previous cultural resource studies and previously documented historic or architectural resources associated with the Subject Property. No information related to the Subject Property was located as part of the records search.

[10] California Office of Historic Preservation, "Built Environment Resource Directory," 2020, https://ohp.parks.ca.gov/pages/1068/files/Los%20Angeles.csv (accessed April 2020).

South Los Angeles Community Plan Area

The Subject Property is located in the northeastern portion of the South Los Angeles CPA in the City of Los Angeles.[11] Most of the area now known as South Los Angeles was occupied by ranchos and public lands in its earliest period of development after European settlement. The earliest residential subdivisions were developed in the northeastern portion of the CPA during the real estate boom of the 1880s, following the connection of Los Angeles to the transcontinental railroad network.

Development extended outward from the city center along streetcar lines in the late 19th and early 20th centuries, and many of the city's wealthiest inhabitants constructed mansions in the CPA during this time. As the city grew in the early 20th century, suburbanization followed a typical development pattern: commercial corridors along major thoroughfares and single-family residential development along smaller, gridded streets.

By the early 1900s, the need for separating industrial development from the city's booming residential sector was apparent. Early on, deed restrictions were used by residents to create a barrier between themselves and heavy industry; however, as manufacturing continued to increase, the City sought a more wide-reaching solution to the problem. The creation of these industrially zoned districts led to the concentration of a range of industrial property types in areas such as South Los Angeles.

The industrial development of the South Los Angeles CPA followed roughly the same pattern as its residential and commercial development, starting in the northern portion in the early 20th century and extending southward over time with the establishment of transportation (rail and automobile) arteries. The industrially zoned areas on and adjacent to the Washington Boulevard and Venice Boulevard streetcar routes were not appreciably different from the surrounding commercially zoned areas, developing a mix of light industrial operations like printing shops, small-scale factories, and small warehouse/distribution facilities along with commercial retail and mixed-use properties.

By the beginning of World War II, the South Los Angeles CPA was largely built out. As such, postwar resources were constructed as infill, commonly located on larger commercial corridors such as Western Avenue, Vermont Avenue, and Figueroa Street. The construction of a large network of freeways during the 1950s and 1960s enabled widespread development in distant stretches of the greater Los Angeles region and relieved automobile congestion on surface streets. However, their construction negatively impacted the urban environment, bisecting

[11] History of the South Los Angeles CPA adapted from Architectural Resources Group, *Historic Resources Survey Report: South Los Angeles Community Plan Area*, March 2012.

neighborhoods and displacing residents who lived in their paths. The Interstate 10 (Santa Monica) Freeway, Interstate 110 (Harbor) Freeway, and Interstate 105 (Century) Freeway all traverse South Los Angeles, generally above grade. The freeways have a visual and physical impact on existing building stock, altering the logical cohesion of historic subdivisions and creating boundaries where boundaries did not historically exist.

Today, the South Los Angeles CPA contains a diverse range of extant industrial property types, primarily representing industrial development between the early 1920s and the early 1940s, with a few post-World War II examples. These properties are located primarily along W. Slauson Avenue and in a cohesive area bounded by Slauson, S. Western Avenue, W. Gage Avenue, and S. Wilton Place. This area is crossed by the historic Atchison, Topeka and Santa Fe Railway line (now defunct).

Current Setting

The Subject Property is located on the north side of W. 28th Street between S. Figueroa Street and S. Flower Street in the South Los Angeles CPA of Los Angeles. The Subject Property is flanked to the north by a seven-story multi-family residential building. The Subject Property comprises six parcels, and contains a one-story restaurant, constructed in 1972 (2722-2724 S. Figueroa Street/525 W. 28th Street; APNs 5123-018-014, 5123-018-015); two parcels of surface parking associated with the restaurant building (511-517 W. 28th Street; APNs 5123-018-020, 5123-018-022); a one-story industrial building, constructed in 1954, with associated surface parking (2727 S. Flower Street; APN 5123-018-023); and a one-story restaurant, constructed in 1986, and associated surface parking (2718 S. Figueroa Street; APN 5123-018-032).

Architectural Description

2722-2724 S. Figueroa Street/511-525 W. 28th Street (The Grinder Restaurant)

The Grinder Restaurant at 2722 S. Figueroa Street is located at the northeast corner of the intersection between S. Figueroa Street and W. 28th Street. The restaurant building is set back from the street by a shallow lawn and mature plants and shrubs. Surface parking, paved in asphaltic concrete, is located east of the building, and accessed from W. 28th Street. There is a pole sign reading "GRINDER EST. 1968 BREAKFAST LUNCH & DINNER" at the west edge of the parcel. The restaurant is one story in height, with a rectangular plan, simple massing, and asymmetrical composition. There is a flat mansard roof with wide overhanging boxed eaves, clad in cement shake roofing. The overhanging eaves are supported at the south (primary) façade by square wood posts, sheltering a planter area and concrete seating area with wood benches. There is a T-shaped wall clad in natural stone veneer penetrating the roofline at the center of the south (primary) façade, creating an aperture in the roof. Exterior walls are clad in board-and-batten wood siding at the west and south façades, with board-and-batten and textured cement plaster exterior wall cladding at the east and north façades. There is a panel of natural stone veneer at the north side of the west façade. Fenestration consists of two layers of glazing: an outer, fixed plate glass layer and a divided-light wood sash fixed window inner layer with wide, plain wood surrounds and projecting sills. The primary entrance is recessed beneath the roofline on the south (primary) façade and consists of a single fully glazed metal frame door accessed from the sidewalk via a concrete walkway.

2727 S. Flower Street

The industrial building at 2727 S. Flower Street is set flush with the sidewalk. There is surface parking to the north and west of the building, paved in asphaltic concrete, and accessed from the street by rolling metal security gates topped with barbed wire. The building is one story in height, with a rectangular plan, simple massing, and asymmetrical composition. There is a bow-

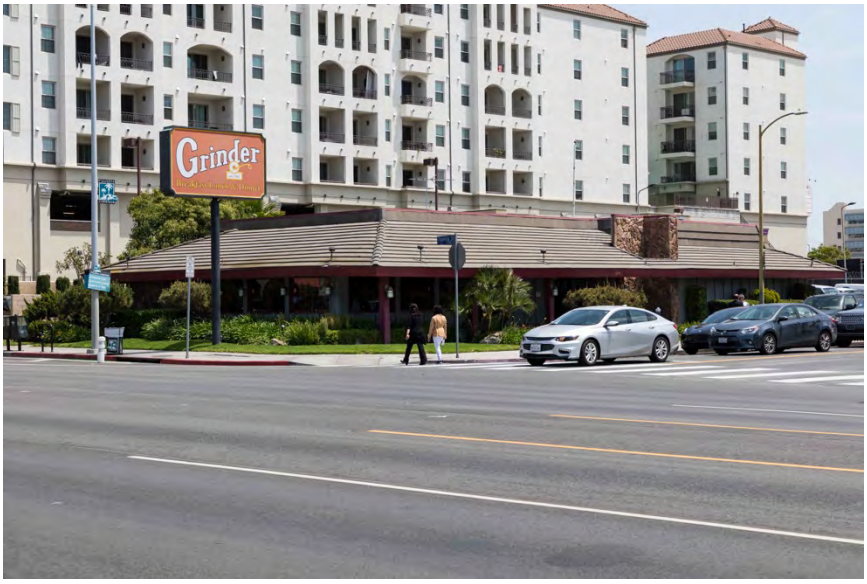
truss roof with parapet clad in built-up roofing. There are several HVAC units mounted on the roof. Exterior walls are clad in running bond brick veneer with tooled joints. There are panels of cement plaster at the east (primary) façade, and panels and piers clad in Roman brick veneer at the south and east façades. Fenestration consists of fixed windows. Several windows on the south and east façades are grouped in projecting rowlock brick frames with flush joints. Several windows are covered by metal security bars and mesh; others are painted black. The primary entrance is recessed at the south end of the east (primary) façade and consists of a single fully glazed metal frame door with transom, accessed from the sidewalk by a concrete step. A folding metal security gate secures the entrance.

2718 S. Figueroa Street (Taco Bell)

The Taco Bell restaurant at 2718 S. Figueroa Street is located on the east side of S. Figueroa Street, north of the Grinder Restaurant. The restaurant building is deeply set back from the street by a surface parking area paved in asphaltic concrete, accessed from S. Figueroa Street beneath a trabeated entry structure clad in cement plaster with a sign reading "TACO BELL" with the Taco Bell logo. There is a pole sign reading "TACO BELL" with the Taco Bell logo at the southwest corner of the parcel. There is a drive-through service lane wrapping the building to the south, west, and north. The restaurant is one story in height, with a rectangular plan, simple massing, and symmetrical composition. Exterior walls are clad in cement plaster. There is sign reading "TACO BELL" with the Taco Bell logo at the center of the west and south façades. Fenestration consists of metal frame fixed windows sheltered beneath a projecting awning of horizontal metal cladding. The primary entrance is symmetrically located at the center of the west (primary) façade and consists of a pair of fully glazed metal storefront doors. There is a secondary entrance, symmetrically located at the center of the south façade. It consists of a pair of fully glazed metal storefront doors recessed beneath the central sign. Both entrances are accessed via the surface parking area.

PHOTOGRAPHS OF EVALUATED RESOURCES

The Grinder Restaurant, west façade, view facing east.



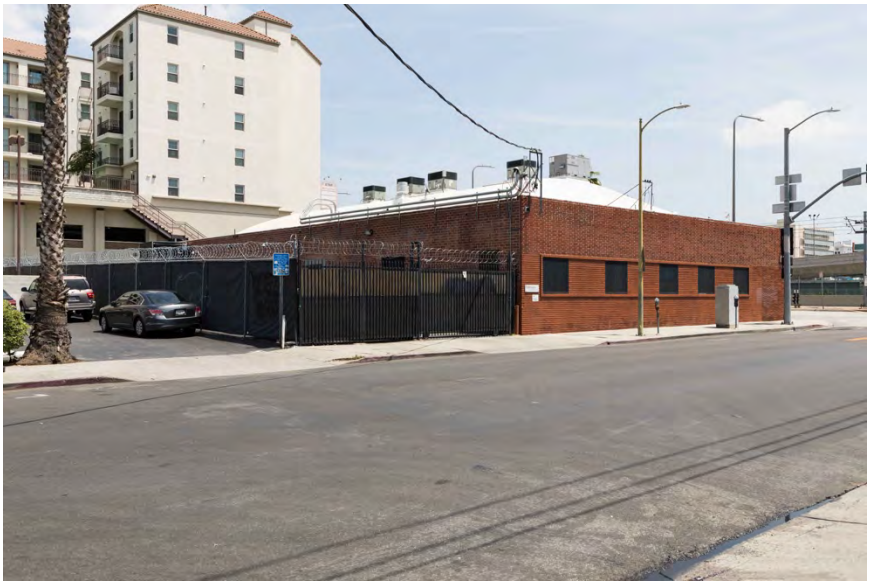
The Grinder Restaurant, west and south façades, view facing northeast.

The Grinder Restaurant, south façade, view facing northeast.

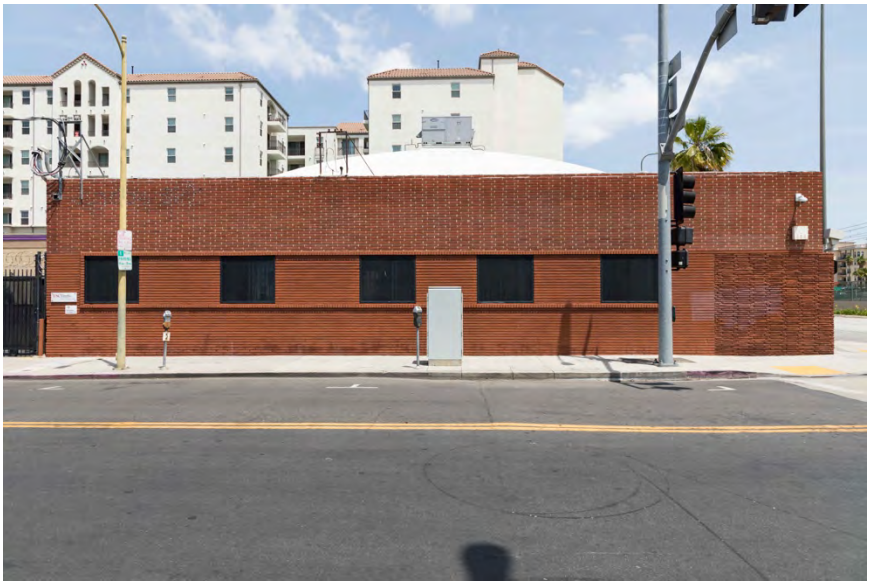
The Grinder Restaurant, south and east façades, view facing northwest.

The Grinder Restaurant, east façade, and associated surface parking, view facing west.

The Grinder Restaurant, north façade, view facing west.



2727 S. Flower Street, west and south façades, view facing northeast.

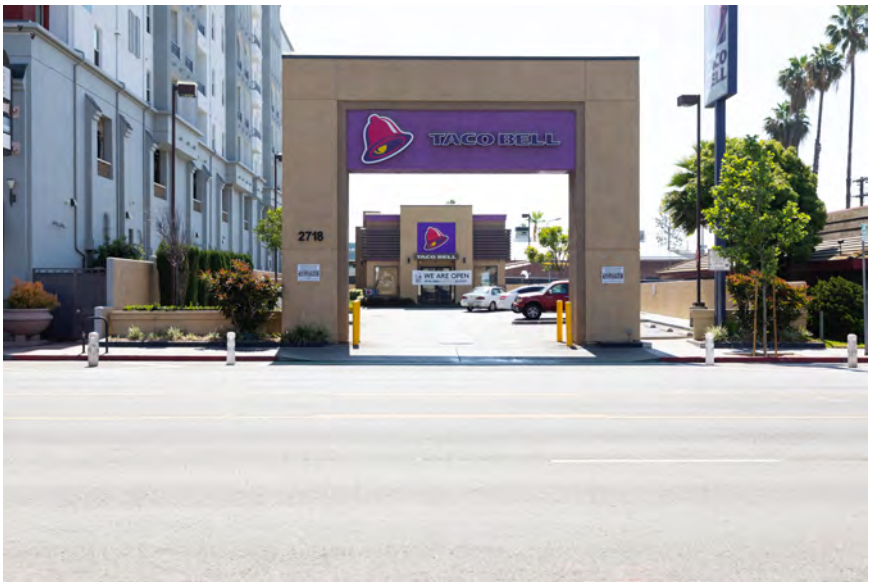


2727 S. Flower Street, south façade, view facing north.

2727 S. Flower Street, south and east façades, view facing northwest.

2727 S. Flower Street, east façade, view facing northwest.

Taco Bell, south and east façades and trabeated entry structure, view facing northwest.



Taco Bell, west (primary) façade and trabeated entry structure, view facing east.

Taco Bell, west (primary) and north façades, view facing southeast.

Contextual view along S. Figueroa Street, view facing northeast.

Contextual view along S. Figueroa Street, view facing southeast.

Contextual view along W. 28th Street, view facing northwest.

Contextual view along W. 28th Street, view facing northeast.

Contextual view along S. Flower Street, view facing northwest.

Contextual view along S. Flower Street, view facing southwest.

In the early 1920s, the Subject Property was located within a low-density residential area, with limited commercial development along S. Figueroa Street and St. John's Episcopal Church on W. Adams Boulevard east of Figueroa. At that time, only the east portion of the Subject Property was developed, and contained three, two-story single-family dwellings, each with a detached garage at the rear of the parcel.[12]

By 1950, the western portion of the Subject Property was occupied by a used auto sales business, with two small store buildings and an auto repairing business; the eastern portion was occupied by a two-story single-family residence and two detached garages. The surrounding area remained largely residential, though formerly single-family residences had been subdivided into rooming houses or multi-flat buildings. Low height commercial and light industrial development was concentrated along S. Figueroa Street, and St. John's Church had expanded to include property along W. 27th Street.[13]

Between 1950 and 1955, the Harbor Freeway (I-110) was extended through the neighborhood east of the Subject Property, demolishing much of the surrounding neighborhood. The western portion of the Subject Property continued to be occupied by a used auto sales business, with a large store building at the southwest corner of the property as well as several smaller store and repair buildings. The eastern portion of the Subject Property remained occupied by a two-story single-family residence and two detached garages.[14]

The Timken Roller Bearing Co. Office, Sales & Storage of Bearings building was constructed at 2727 S. Flower Street in 1954, replacing the two-story single-family residence and two detached garages formerly located on the site. The architect is listed as "none" on the original building permit; the contractor was The Ted R. Cooper Co., Inc. The building was of brick construction with composition roofing. There was parking at the rear of the building.[15] The building's use changed in 2016 from Office/Storage Building to Office/Education Shop Building, and new mechanical rooftop units were installed.[16] Security bars and mesh have been applied to windows on the south and east façades, and other windows have been painted over.[17]

The Grinder Restaurant at 2722-2724 S. Figueroa Street/511-525 W. 28th Street was designed by Jose Canedo and constructed by owner H. Boand in 1972. It replaced the used car sales

[12] Sanborn fire insurance map, 1922.
[13] Sanborn fire insurance map, 1950.
[14] Sanborn fire insurance map, 1955. It is unclear why the industrial building at 2727 S. Flower Street is not depicted on this map.
[15] City of Los Angeles, Department of Building and Safety, building permit LA88290, May 24, 1954.
[16] City of Los Angeles, Department of Building and Safety, building permit 160161000014231, July 20, 2016.
[17] No building permits were found for these alterations, which were noted based on visual observation.

business formerly occupying the site. The building has a concrete floor, cement shake roof, and exterior walls clad in stucco and siding.[18] Plate glass has been added to each window opening.[19]

The Taco Bell restaurant at 2718 S. Figueroa Street was constructed by the Taco Bell Corporation in 1986 to designs by Rachlin & Roberts Architects.[20] In 2014, the building and entry structure were extensively remodeled to conform with Taco Bell's updated corporate architecture.[21]

A summary of available building permits is included in Appendix A.

Related Architects/Builders

Jose Canedo

Jose Canedo (1917-1991) designed the Grinder Restaurant building at 2722 S. Figueroa Street in 1972. Little is known about Canedo's life or career. He did not receive his architect license until 1986; prior to this, Canedo operated as a building designer in Downey, California. It does not appear that he joined the American Institute of Architects (AIA). Much of his known work was completed for Harry Boand, Jr., including a number of Grinder Restaurant locations, the Ambassador Apartments in Long Beach (10345 Western Avenue, 1964), and the La Rue Apartments in Downey (8721 Imperial Blvd, 1965). Outside of his work with Boand, Canedo designed the Le Cornette Apartments in Downey (10700 Downey Ave, 1970). He died in 1991, at the age of 74.

The Ted R. Cooper Co., Inc.

The Ted R. Cooper Co., Inc., constructed the Timken Roller Bearing Co. building at 2727 S. Flower Street in 1954. The construction engineering and general contracting firm was first mentioned in local newspapers in 1930.[22] Known projects include 3001 E. 12th Street (1946), the Healthways factory building (3669 7th Avenue, 1951), the Savogran Pacific Co. building (3201 Union Pacific Ave, 1952), 3000 S. Hill Street (1952), and the west coast headquarters of the AC Spark Plug division of General Motors (5670 E. Washington Blvd, 1958). The company continued to construct buildings across Southern California through the late 1980s.

[18] City of Los Angeles, Department of Building and Safety, building permit LA40852, November 30, 1971.
[19] No building permit was found for this alteration, which was noted based on visual observation.
[20] City of Los Angeles, Department of Building and Safety, building permit LA32866, March 19, 1986.
[21] City of Los Angeles, Department of Building and Safety, building permit 14016-10000-23332, October 29, 2014.
[22] "Contract Let for Two-Story Plant Addition," *Los Angeles Times*, September 28, 1930.

Rachlin & Roberts, Architects

Rachlin & Roberts Architects designed the initial Taco Bell restaurant building at 2718 S. Figueroa Street in 1986. The firm was organized in 1982; it now operates as Rachlin Partners.[23]

Ownership/Occupant and Use Summary

City directories and building permits were consulted to compile a list of former owners and occupants of the Subject Property.

[See Figure 2. Summary of Owners/Occupants below.]

Based on the available ownership and occupancy information, research was conducted in primary and secondary sources to determine whether any owners or occupants of the subject property may be historically significant. As a result of this research, no evidence was found to suggest that any former owner or occupant of the subject property was historically significant.

FIGURE 2: SUMMARY OF OWNERS/OCCUPANTS

DATE	OWNER/OCCUPANT	USE
2722-2724 S. Figueroa Street; 511-525 W. 28th Street		
1972-2019	The Grinder Restaurant	Restaurant and surface parking
2727 S. Flower Street		
1954-1965[24]	Timken Roller Bearing Co.	Office, sales, and storage building
1982-2001	Dijen, Inc.	Office/storage building
2011-2013	Sundae Sky Handbags	Office/storage building
2016-2019	USC Viterbi School of Engineering/Center for Advanced Manufacturing	Office and education shop building
2718 S. Figueroa Street		
1986-2020	Taco Bell	Restaurant and surface parking

[23] "The Firm: History," Rachlin Partners, http://www.rachlinarchitects.com/firm/history (accessed April 2020).
[24] This property is not listed in city directories after 1965; as a result, it is unclear whether Timken Roller Bearing Co. continued to occupy the building after 1965.

2722-2724 S. Figueroa Street/511-525 W. 28th Street

The Grinder Restaurant

The Grinder restaurant was founded in 1968 by Bert Blender, Harry Boand Jr., Boris Kutner, and Richard Oarter to "redefine the words 'coffee shop' for people throughout Southern California."[25] By 1971, there were three locations: Long Beach (301 W Broadway, now The Potholder Café Too), Santa Fe Springs (11300 E. Washington Blvd., now Bierrieria Chalio Mexican Restaurant), and Huntington Park (6531 Rita Avenue, now Paloma Meat Market). They were "modern Spanish in décor with carpeting, massive wooden beams and stained glass chandeliers."[26] Grinder No. 4 was to open in late summer 1971 in Montebello, continuing a gradual expansion that led to 11 locations across Southern California by 1977.[27] The restaurant chain began a gradual decline in the mid-1980s from 20 locations in 1986, to 17 in 1987, to 14 by 1988.[28] The chain closed three more locations in 1989.[29] The Grinder currently has two locations: the Subject Property and 511 S. Harbor Blvd, San Pedro.

Harry Boand, Jr.

Harry Boand, Jr. (b. 1918) was the president of Boand-Daly Lumber Co. in South Gate. Born in Kansas, Boand moved with his family at an early age to Southern California, where he graduated from Huntington Park High School. Boand began his first business in South Gate in 1945, the Boand Daly Lumber Company. He had a number of real estate ventures, including the Ambassador Apartments at 10345 Western Avenue in Long Beach (1964, Jose Canedo); the La Rue Apartments at 8721 Imperial Blvd in Downey (1965, Jose Canedo); and the Town House apartment complex at 5021 Atlantic Ave/5050 Linden Avenue in Long Beach (1965). His business interests included apartment complexes, restaurants, farming, malls, and property management.[30]

2727 S. Flower Street

Timken Roller Bearing Co.

Timken Roller Bearing Co. was founded in 1899 by Henry Timken, a carriage-maker in St. Louis, Missouri. He recognized that heavy freight wagons had a difficult time making sharp turns. To solve the problem, he applied a tapered roller bearing design that could handle both radial

[25] "Our History," Grinder Restaurant, www.grinderrestaurants.com/about (accessed May 2019).
[26] Tedd Thomey, "Stepping Out," *Long Beach Independent*, June 11, 1971.
[27] Advertisement, *Los Angeles Times*, April 6, 1977.
[28] "The Grinder," *Los Angeles Times: Dining & Entertainment Special Advertising Supplement,* March 24, 1988.
[29] "Grinder," *Los Angeles Times: Dining & Entertainment Special Advertising Supplement,* October 19, 1989.
[30] "Boand Endowment," http://faculty.washington.edu/gelb/Boand_Endowment.html (accessed May 2019).

(weight) and thrust (cornering force) loads. The resulting application ran more smoothly, reducing repair and replacement costs. In some cases, the bearings improved wagon performance so much that fewer mules were required to pull them. Finally, better cornering meant less chance of losing a load of goods. Timken realized that the tapered roller bearing could improve product performance in many other applications as well. He and his sons, H.H. and William, founded The Timken Roller Bearing and Axle Company in 1899. In the early 1900s, Timken first entered the overseas markets through a licensing agreement in England.[31] Their products were first advertised in California in 1903. By the 1920s, Timken supplied bearings to 80 percent of America's cars, and broadened its reach into new industrial markets. Automated, high-volume bearing production at unprecedented speeds propelled Timken to new levels of productivity and profit in the 1950s. The company experienced significant international expansion beginning in the 1960s.[32] Today, the Timken Western Regional Sales Office is located in Los Alamitos, CA, though the company distributes parts through third-party suppliers throughout Southern California.

2718 S. Figueroa Street

Taco Bell

Glen Bell opened the first Taco Bell restaurant in Downey, California, in 1962. The fledgling restaurant grew rapidly into a chain, which within five years boasted one hundred locations. By 1978, there were over 850 Taco Bell locations. PepsiCo Inc. purchased the brand from Glen Bell, who became a PepsiCo shareholder. The chain continued to expand throughout the remainder of the 20th century and into the 21st century.[33]

[31] "Our Story," Timken, https://www.timken.com/about/our-story/ (accessed May 2019).
[32] "Our Story," Timken, https://www.timken.com/about/our-story/ (accessed May 2019).
[33] History of Taco Bell adapted from "Taco Bell History," https://www.tacobell.com/history (accessed April 2020).

SurveyLA Context/Themes & Associated Eligibility Standards

SurveyLA is the City of Los Angeles' citywide survey of historic resources, conducted in accordance with the standards and guidelines set forth by the National Park Service and the California State Office of Historic Preservation. Properties surveyed as part of SurveyLA were evaluated for eligibility for listing in the National Register of Historic Places, the California Register of Historical Resources, and as City of Los Angeles Historic-Cultural Monuments.

The Taco Bell building (2718 S. Figueroa Street) was constructed in 1986, outside the period of study for SurveyLA. No evidence was found to indicate that the Taco Bell building has potential historical significance or represents exceptional importance as required for buildings that may have achieved significance in the recent past. It is therefore not evaluated in this report. The Grinder Restaurant (2722 S. Figueroa Street) and the Timken Roller Bearing Company (2727 S. Flower Street) are re-evaluated under the contexts and themes identified below.

The Grinder Restaurant (2722 S. Figueroa Street)

Utilizing the contexts and themes developed by SurveyLA, the Grinder Restaurant was re-evaluated within the following context/theme/property type combinations (CTPs):

Commercial Development

Context:	Commercial Development, 1850-1980
Theme:	Neighborhood Commercial Development, 1875-1980
Sub-theme:	Restaurants, 1880-1980

Neighborhood commercial resources are those which contain purveyors of goods and services that satisfy the everyday needs of nearby residents. Convenience of location was more important than range or quality of the goods or services offered. Resources evaluated under this sub-theme are examples of neighborhood restaurants.[34]

Neighborhood restaurants may be significant in the areas of Commerce, Social History, and/or Architecture. They illustrate the evolution of the neighborhood restaurant into a variety of building types, from the café and the luncheonette, often housed in rented storefront spaces, into the free-standing tea room, destination restaurant, coffee shop, and walk-up food stand. They also illustrate how the neighborhood restaurant often functioned as important and well-known places to gather and socialize, reinforcing a sense of neighborhood identity. These restaurants may be associated with local, regional, and/or national chains and reflect prototype/corporate designs which may be significant examples of architectural styles and

[34] City of Los Angeles, Office of Historic Resources, *SurveyLA Citywide Historic Context Statement: Context: Commercial Development, Theme: Neighborhood Commercial Development, Sub-theme: Restaurants, 1880-1930*, August 2017.

designed by noted architects. Neighborhood restaurants are also often significant under the Commercial Identity theme.

Period of Significance: 1880 to 1980. The period of significance begins in 1880, when the extension of the streetcar system led to the creation of spatially separate neighborhoods, with individual commercial districts, and ends in 1980, the end date established for SurveyLA.

Criteria: NR A/C; CR 1/3; Local 1/3

Eligibility Standards:

- Was constructed during the period of significance
- Was historically designed and used as a restaurant
- Of a scale and architectural character typical of neighborhood eating establishments
- Contains architectural features that reflect trends in neighborhood commercial design

Character-defining Features:

- Retains most of the essential character defining features from the period of significance
- May also be significant under themes within the Architecture and Engineering context
- Features architectural and site-planning elements typical of neighborhood restaurants in both a pedestrian-oriented storefront form and an auto-oriented freestanding form
- May reflect prototype/corporate designs associated with particular restaurant chains
- May be associated with noted architect/designers
- May have prominent signage
- Associated with activities typical of neighborhood economic and social life

Integrity Considerations:

- Should retain integrity of Design, Materials, Location, Association, and Feeling Should maintain if possible original relationship to the street and to neighboring structures
- Architectural integrity should be intact, retaining original massing, significant features, and identifying details
- Some original materials may have been altered, removed, or replaced, particularly in earlier examples
- Use may have changed
- Setting may have changed (surrounding buildings and land uses)

Commercial Development

Context: Commercial Development, 1850-1980
Theme: Commercial Identity, 1880-1980

A resource evaluated under this theme is significant in the area of commerce as the founding or long-term location of a business that made a significant contribution to the commercial history of Los Angeles. Resources may also be significant in the areas of ethnic heritage and social history for their association with ethnic-cultural groups as well as women's and LGBT history.[35]

Period of Significance: 1920 to 1980. The 1920s is the time of the earliest recorded resource under this them; 1980 represents the end date for SurveyLA, which may be extended over time.

Criteria: NR A; CR 1; Local 1

Eligibility Standards:

- Is associated with a business that made an important contribution to commercial growth and development in Los Angeles
- Is the founding or the long-term location of a business significant in commercial history

Character-defining Features:

- Retains most of the essential physical features from the period of significance
- May be associated with ethnic/cultural history, women's history, LGBT history
- Contributes to the commercial, social, and cultural history of Los Angeles
- May have particular significance for its association with a neighborhood or community in Los Angeles
- May be associated with businesses/corporations that have gained national importance
- May feature corporate designs, logos, and signs
- May have served as a prototype for other buildings and locations
- For the National Register, properties must possess exceptional importance if less than 50 years of age
- In most cases, the business is still in operation

Integrity Considerations:

- Should retain integrity of Location, Design, Feeling, Materials, and Association
- Setting may have changed (surrounding buildings and land uses)
- Some alterations may be acceptable if they were made during the period of significance for a business and if significance is not also based on architectural quality

[35] City of Los Angeles, Office of Historic Resources, *SurveyLA Citywide Historic Context Statement: Context: Commercial Development, Theme: Commercial Identity, 1920-1980*, August 2016.

Timken Roller Bearing Company (2727 S. Flower Street)

The Timken Roller Bearing Co. office building does not reflect an industrial development pattern identified as significant in the SurveyLA HCS, and it does not reflect the characteristics of a significant industrial property type. It is the long-term home of the Timken Roller Bearing Co., and therefore it is re-evaluated within the following context/theme/property type combination (CTPs):

Industrial Development

Context: Industrial Development, 1850-1980
Theme: Industrial Identity, 1850-1980

Property types represent important long-term industries that have contributed to industrial growth and development in Los Angeles. Properties may also be significant in the area of Ethnic Heritage and for their association with women's history.[36]

Period of Significance: 1850 to 1980. The 1920s is the time of the earliest recorded resource under this theme and 1980 is the end date for SurveyLA. The end date may be extended over time.

Criteria: NR A; CR 1; Local 1

Eligibility Standards:

- Is associated with an industrial company that made an important contribution to industrial growth and development in Los Angeles
- Is the founding or the long-term location of a company significant in industrial history

Character-defining Features:

- Retains most of the essential physical features from the period of significance
- May be associated with ethnic/cultural history, women's history, LGBT history
- Contributes to the commercial, social, and cultural history of Los Angeles
- May be associated with industries/corporations that have gained regional or national importance
- May feature corporate designs, logos, and signs
- May have served as a prototype for other buildings and locations
- For the National Register, properties must possess exceptional importance if less than 50 years of age

[36] City of Los Angeles, Office of Historic Resources, *SurveyLA Citywide Historic Context Statement: Industrial Development, Theme: Industrial Identity, 1850-1980*, September 2011, revised February 2018.

- In most cases, the industry is still in operation

Integrity Considerations:

- Should retain integrity of Location, Design, Feeling, Materials, and Association
- Setting may have changed (surrounding buildings and land uses)
- Some alterations may be acceptable if they were made during the period of significance for a company and if significance is not also based on architectural quality

The Grinder Restaurant (2722 S. Figueroa Street) and the Timken Roller Bearing Company (2727 S. Flower Street) located on the Subject Property were evaluated using eligibility criteria and integrity thresholds for listing in the National Register of Historic Places, the California Register of Historical Resources, and as City of Los Angeles Historic-Cultural Monuments.[37] The Taco Bell building (2718 S. Figueroa Street) was constructed in 1986, only 34 years in the past, and was substantially altered in 2014. There is no evidence to suggest it has potential historical significance; therefore, it is not fully evaluated in this report.

Grinder Restaurant (2722-2724 S. Figueroa Street/525 W. 28th Street)

Criterion A/1/1 (association with events or patterns of development)

According to guidance from the National Park Service, in order to be considered eligible for designation for representing a pattern of development:

> …A property must be associated with one or more events important in the defined historic context. The event or trends, however, must clearly be important within the associated context: settlement, in the case of the town, or development of a maritime economy, in the case of the port city. Moreover, the property must have an important association with the event or historic trends, and it must retain historic integrity…Mere association with historic events or trends is not enough, in and of itself, to qualify under [this criterion]; the property's specific association must be considered important as well.[38]

The Grinder Restaurant building at 2722 S. Figueroa St. was not identified as significant under a commercial development theme in the survey of the South Los Angeles CPA. Although the Grinder Restaurant was constructed in 1972, during the period of significance for the Restaurants sub-theme, and was historically designed and used as a restaurant, it does not meet the eligibility standards to qualify for listing under that sub-theme. It does not contain architectural features that reflect trends in neighborhood commercial design, and it is not of a scale and architectural character typical of neighborhood eating establishments. It was oriented toward automotive passersby along the busy Figueroa Street thoroughfare, offering surface parking and ample seating for a regional visitors passing through the area. Additionally, the Grinder Restaurant building does not meet the eligibility standards to qualify for listing under the Commercial Identity theme. It does not have particular significance for its association with the South Los Angeles neighborhood, or with a particular ethnic or cultural group. The Grinder Restaurant was a small chain, begun in the mid-1960s, which declined by the mid-1980s. There

[37] This report analyzes the subject property for eligibility under Criterion A/1/1, B/2/2, and C/3/3. Criterion D/4 addresses potential archaeological resources which is outside the scope of this study.
[38] *National Register Bulletin 15.*

is no evidence to suggest that it has any significant association with commercial history in South Los Angeles; no period newspaper articles or scholarly evidence was found to suggest that the restaurant had a significant impact on the development of the city, state, or country. This building was not the first Grinder Restaurant location, nor did it serve as a prototype for other buildings or locations.

Therefore, the Grinder Restaurant at 2722 S. Figueroa Street is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion A/1/1.

Criterion B/2/2 (association with an important person)

According to the National Park Service, properties may be eligible for an association with the lives of persons significant in our past. Persons "significant in our past" refers to individuals whose activities are demonstrably important within a local, state, or national historic context. A property is not eligible if its only justification for significance is that it was owned or used by a person who is a member of an identifiable profession, class, or social or ethnic group. In addition, the property must be associated with a person's productive life, reflecting the time period when he or she achieved significance.

The SurveyLA Historic Context Statement includes an "Important Persons/Individuals" theme for evaluating properties that may be significant for their association with persons who are proven to have made important individual contributions to the history of Los Angeles. No documentation was found to suggest that any owner of the Grinder Restaurant rose to prominence in their profession or made significant contributions to growth or development in Los Angeles. Although Harry Boand, who was an owner of the Grinder Restaurant chain and who is listed as the building's owner on the original building permit, was a Southern California developer and businessman in the latter half of the 20th century, no evidence was found to suggest that he made important individual contributions to the history of Los Angeles, or to the state or nation.

Therefore, 2722 S. Figueroa Street is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion B/2/2.

Criterion C/3/3 (architectural merit or work of a master architect)

According to guidance from the National Park Service, to be eligible under Criterion C/3/3, a building must clearly contain enough of the "distinctive characteristics" to be considered a true representative of the style or type. Buildings eligible for artistic merit must embody the distinctive characteristics or a type, period, or method of construction, and they must possess high artistic value. A building with some applied detailing is not eligible if the details are not fully integrated

into the overall design. Additionally, per the National Park Service, a master architect "is a figure of generally recognized greatness in a field, a known craftsman of consummate skill, or an anonymous craftsman whose work is distinguishable from others by its characteristic style and quality."[39] Buildings eligible as the work of a master "must express a particular phase in the development of the master's career, an aspect of his or her work, or a particular idea or theme in his or her craft."[40]

The Grinder Restaurant at 2722 S. Figueroa Street was constructed in 1972, and has undergone relatively minor alterations over time, including the addition of fixed plate glass windows at the exterior of the original divided-light wood sash windows. The Grinder Restaurant does not embody the distinctive characteristics of a particular architectural style, but rather is an example of the corporate architecture employed by the Grinder Restaurant chain beginning in the mid-1960s. It is a vernacular restaurant building, similar to many such buildings constructed in the late 1960s through the 1970s. The building was designed by Jose Canedo. Little is known about Canedo's life or career; he is not a figure of generally recognized greatness in his field, and his work is not distinguishable from others by its characteristic style or quality. He does not meet the requirements laid out by the National Park Service to be considered a master architect. Therefore, the Grinder Restaurant at 2722 S. Figueroa Street is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion C/3/3.

Timken Roller Bearing Co. Office Building (2727 S. Flower Street)

Criterion A/1/1 (association with events or patterns of development)

The industrial building at 2727 S. Flower Street was not identified as significant under an industrial development theme in the South Los Angeles CPA survey. It does not reflect an important industrial development pattern identified in the SurveyLA HCS, and it does not represent an important industrial property type. It was constructed as post-World War II infill in a historically residential area which was surrounded by commercial development. It does not reflect significant industrial development in South Los Angeles, much of which is concentrated southwest of the Subject Property.

2727 S. Flower Street does not meet the eligibility standards to qualify for listing under the Industrial Identity theme. It is not associated with an industrial company that made an important contribution to industrial growth and development in Los Angeles. The Timken Roller Bearing Company was founded in the late 19th century in St. Louis, Missouri, and began to market its products in California by 1903. The building at 2727 S. Flower Street functioned as a small,

[39] *National Register Bulletin 15.*
[40] *National Register Bulletin 15.*

regional sales office and storage outlet; it was not the founding location of the Timken Roller Ball Company, it did not serve as a company headquarters, and it did not play a significant role in the company's growth. No evidence was found to suggest that Timken made an important contribution to industrial growth and development in Los Angeles.

2727 S. Flower Street is therefore not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion A/1/1.

Criterion B/2/2 (association with an important person)

The SurveyLA Historic Context Statement includes an "Industrial Giants" theme for evaluating properties that may be significant for their association with persons who are proven to have made important individual contributions to the industrial development history of Los Angeles. No documentation was found to suggest that any former owner or occupant of 2727 S. Flower Street rose to prominence in their profession or group or made significant contributions to growth or development in Los Angeles. Therefore, 2727 S. Flower Street is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion B/2/2.

Criterion C/3/3 (architectural merit or work of a master architect)

2727 S. Flower Street was constructed in 1954. It is a vernacular industrial building with some Mid-century Modern details, including the banded windows and horizontal massing. However, the building overall is utilitarian in nature, exhibits minimal architectural detailing, and does not embody the distinctive characteristics of a particular architectural style. It does not reflect a significant industrial property type as identified in the SurveyLA HCS. Therefore, 2727 S. Flower Street is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion C/3/3.

11.0 RECOMMENDATIONS

Based on an observation of existing conditions, research related to the history of the properties, review of the relevant historic contexts, and an analysis under the eligibility criteria and integrity thresholds for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a City of Los Angeles Historic-Cultural Monument, the buildings on the Subject Property at 2718-2724 S. Figueroa Street (alternate addresses: 511-525 W. 28th Street, 2727 S. Flower Street) do not appear eligible for listing at the federal, state, or local levels. None of the buildings on the site have potential significance for an association with important events/patterns of development; none are associated with important persons; and none meet the eligibility standards for designation as an example of an architectural style or type, or as the work of a master architect. Therefore, the Subject Property does not warrant further consideration or additional analysis for potential impacts to historical resources as defined by the California Environmental Quality Act (CEQA).

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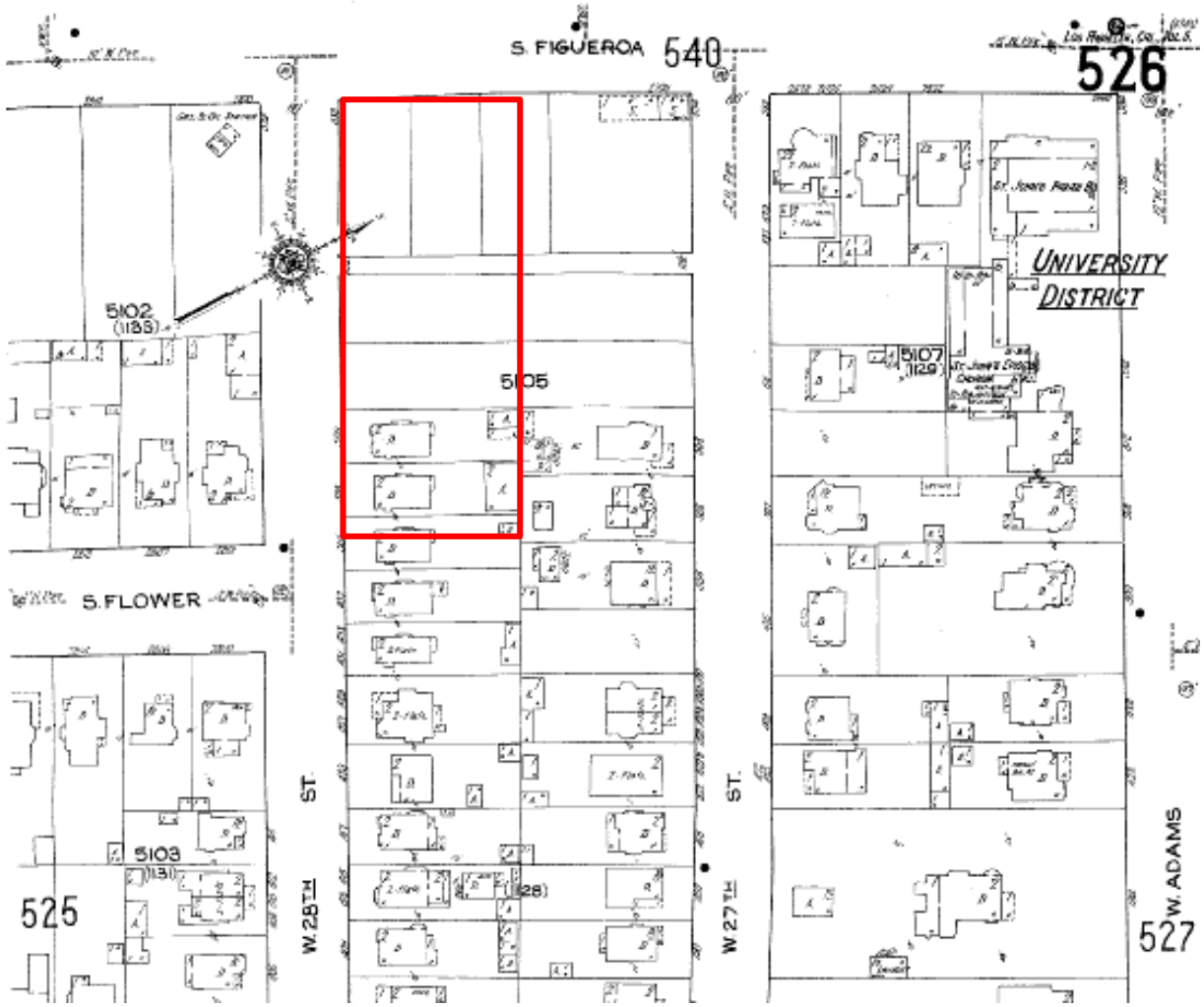
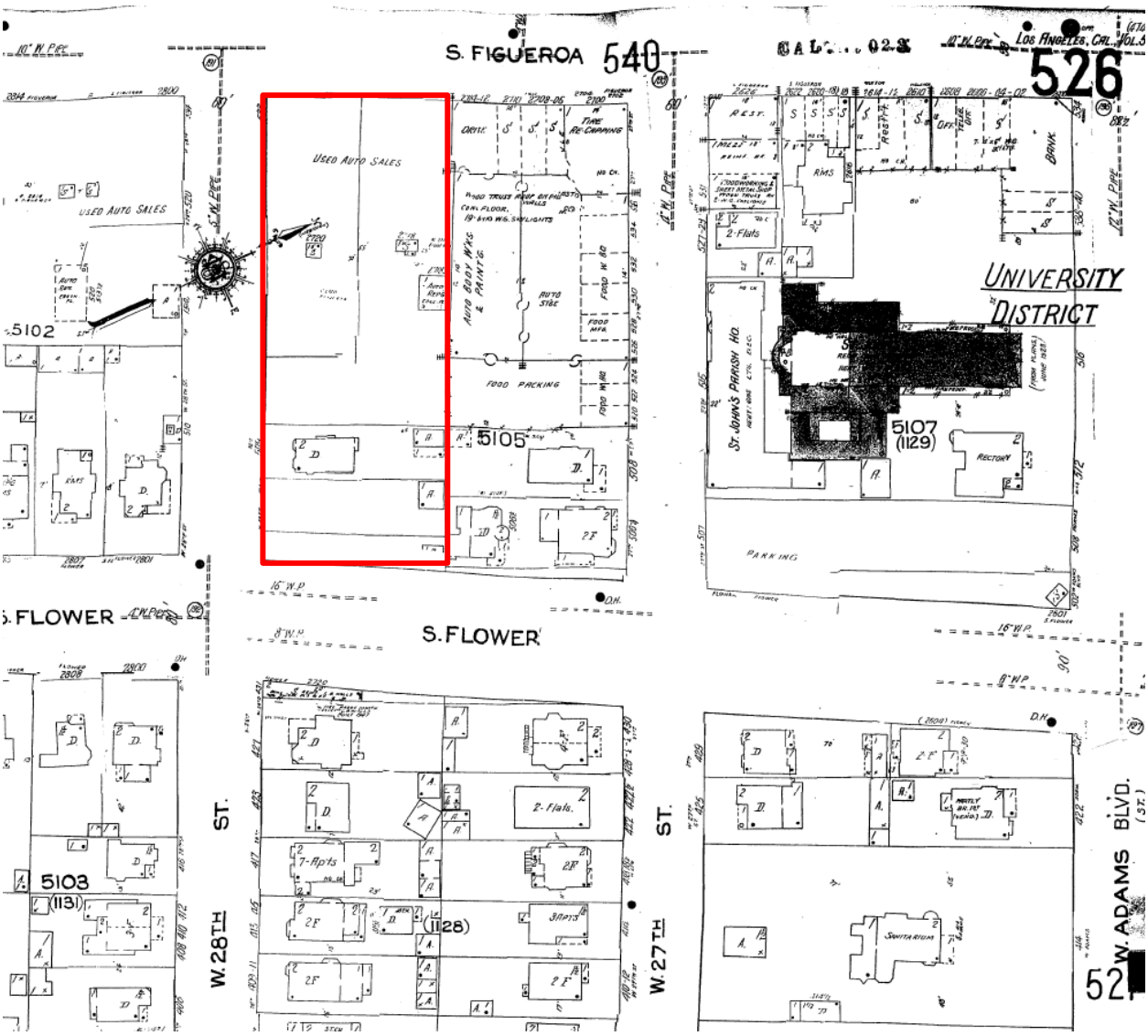
APPENDIX A – BUILDING PERMIT HISTORY

DATE	PERMIT NUMBER	WORK PERFORMED	ARCHITECT/CONTRACTOR	OWNER
2722-2724 S. Figueroa Street; 511-525 W. 28th Street				
11/30/1971	LA40852	Construct new one-story, 80′ x 46′ restaurant and paved parking. Exterior walls clad in siding and stucco, roof clad in cement shakes.	Jose Canedo/Owner	H. Boand
3/17/1972	LA47317	37′ tall, 228 sf post sign	M. Wells/General Neon	Berts Grinder
3/17/1972	LA47318	2 S/F wall sign [sic]	M. Wells/General Neon	Berts Grinder
2727 S. Flower Street				
5/24/1954	LA88290	Construct new one-story, 71′ x 98.5′ brick office, sales, and storage building with roof clad in composition roofing	None/The Ted R. Cooper Co., Inc.	Timken Roller Bearing Co.
1/22/2007	SP48770	Tear off existing bur roof down to wood deck. Install 4-ply bur roof "GAF" (84 squares) [sic]	West Coast Roofing Co.	Forthmann Estate Co.
7/20/2016	16016-10000-14231	Change of use of (E) 1-story type II-A office/storage building to office/educational shop building. Install new mechanical rooftop units.	Matthew Evans Simon/Con-Am Inc.	Shaoulian, Danny Tr Danny Shaoulian Trust
2718 S. Figueroa Street				
3/19/1986	LA32866	Construct new one-story, 28′ x 80′ wood frame restaurant	Rachlin & Roberts Arch/Cal Select Builders	Taco Bell Corp.
5/20/1986	LA37303	Entry sign (structural check only). Correct legal description on LA32866/86, see back.	Rachun & Roberts Arch/Cal Select Builders	Taco Bell Corp.
6/5/1986	LA38506	Sturctural [sic] Details for drop soffit in dining area	Rachlin & Roberts/Calselect Blvd. [sic]	Taco Bell Corp.
7/18/1995	SP19654	Tear oof [sic]; hot mop built up 3-ply 300 sqrs.	Stout Roofing, Inc.	Taco Bell Corp. Western Zone
2/23/2006	06016-10000-03527	Recover roof w/ Dura Last Geo-Tex 40ml single play. ICBO #NER-227	Bilt-Well Roof And Material Co.	Ashley E. Long
10/29/2014	14016-10000-08847	Remodel to existing restaurant, façade remodel, dining room remodel, and relocation of some kitchen equipment.	Gabriela Marks/Magnum Enterprises Inc.	Leslie E.L. Wood Trust
1/8/2015	14016-10000-23332	Install four (4) wall slats, 6′3″ x 28′10″; 6′3″ x 15′6″; (2) 6′3″ x 8′2″ (K, L, M, N)	National Sign & Marketing Corporation	C and R Restaurant Group LP
1/8/2015	14016-10000-23334	Install one (1) canopy, 4′6″ x 9′2″ x 1′1″ (HT) (G)	National Sign & Marketing Corporation	C and R Restaurant Group LP
1/9/2015	14016-20000-25143	Install (1) decorative slat 2′1″ x 26′8″ on (e) structure	National Sign & Marketing Corporation	C and R Restaurant Group LP

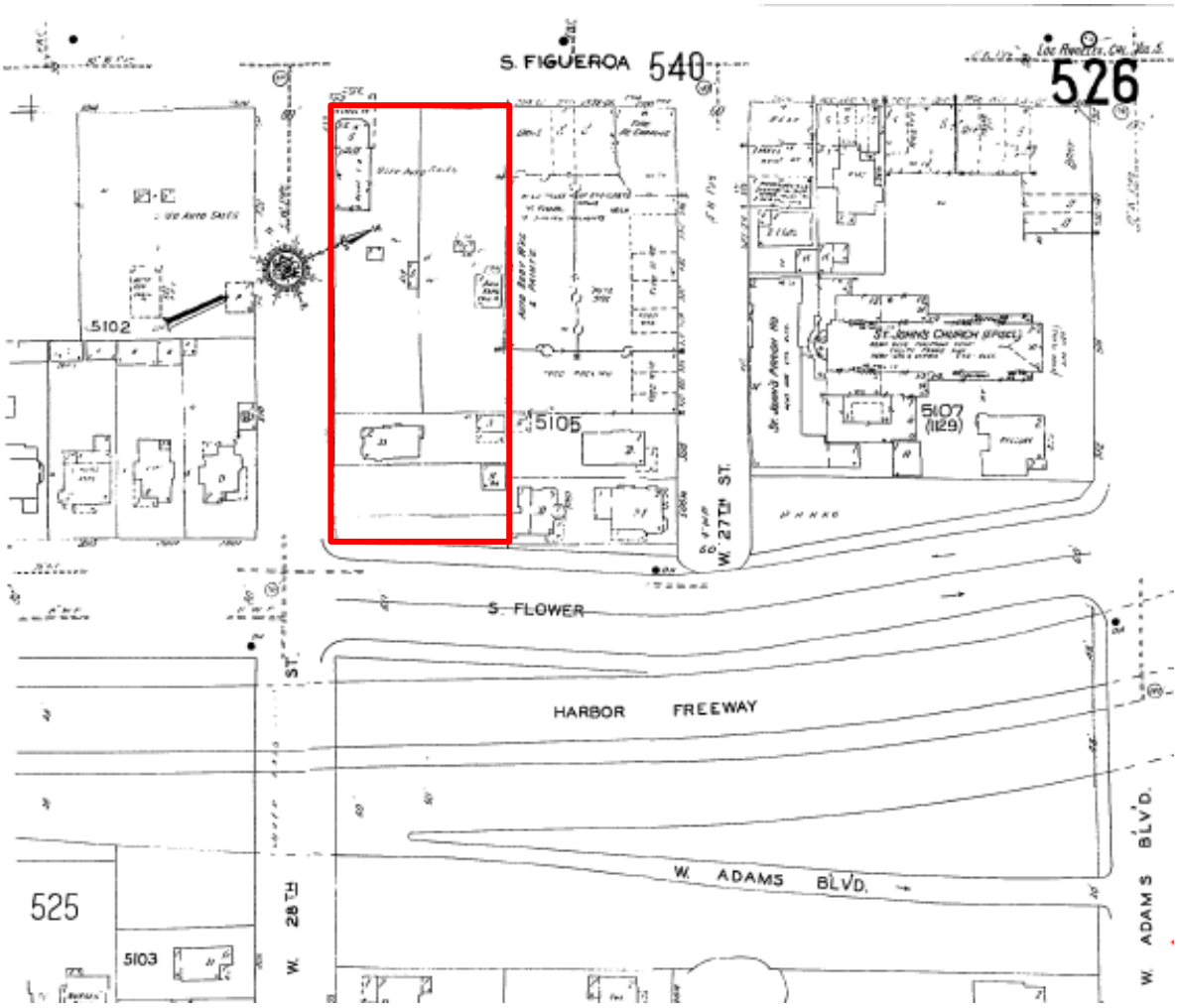
APPENDIX B– SANBORN FIRE INSURANCE MAP



Sanborn Fire Insurance map, 1922. Subject property outlined in red.



Sanborn Fire Insurance map, 1950. Subject property outlined in red.



Sanborn Fire Insurance map, 1955. Subject property outlined in red.

APPENDIX C – RESUMES OF AUTHORS/CONTRIBUTORS

HISTORIC RESOURCES GROUP

CHRISTINE LAZZARETTO
MANAGING PRINCIPAL

Years of Experience: 16

Education

Master of Heritage Conservation, University of Southern California, Los Angeles

Bachelor of Arts Degree with High Distinction, Art History, The Pennsylvania State University, State College, PA, Phi Beta Kappa

Honors and Awards

Los Angeles Conservancy Preservation Award

- SurveyLA

Speaking Engagements

California Preservation Foundation

- Topics: CEQA, Historic Resource Surveys, Context Statements

University of Southern California

- Lecturer, Heritage Conservation Summer Course

Professional Affiliations

California Preservation Foundation

- Board of Trustees, 2016-Present, Current President
- Education Committee Co-Chair, 2015-Present

DOCOMOMO Southern California

- Founding & Current Vice-President

Los Angeles Conservancy

National Trust for Historic Preservation

Society of Architectural Historians

Experience Profile

Christine Lazzaretto is an Architectural Historian who has been working in historic preservation in Southern California since 2003 and at Historic Resources Group since 2008. At HRG, Christine works on environmental review, policy development, historic resources surveys, historic context statements, and federal tax credit projects. She has worked on numerous large-scale historic resources surveys, authored a wide range of historic context statements and successful National Register nominations. Her deep understanding of CEQA principles, significance, context and environmental impacts make her a leading expert in cultural resources analysis for environmental review and she is a frequent guest speaker at USC on CEQA. Christine also manages teams of professional colleagues on large-scale planning and mitigation efforts.

Prior to joining HRG, Christine worked at Pasadena Heritage as Preservation Director and Program Director, where her responsibilities included administering the Preservation Easement Program; assisting with advocacy efforts; attending local hearings and advising neighborhood groups on preservation issues; conceiving, organizing and implementing all of the organization's highly successful educational tours and programs; conducting historic research; producing written architectural descriptions and detailed histories.

Christine Lazzaretto meets the *Secretary of the Interior's Professional Qualifications Standards* in History and Architectural History.

Selected Projects

Archer School for Girls Master Plan, Los Angeles
CBS Columbia Square Adaptive Reuse
City of Goleta Comprehensive Preservation Planning
City of Long Beach Historic Preservation Element
Forum Rehabilitation and Historic Tax Credit Project, Los Angeles
Fulton Corridor & Downtown Neighborhoods Specific Plans, Fresno
Herald-Examiner Technical Report, Los Angeles
Hill & Fifth Technical Report, Los Angeles
Modernism in Riverside Survey
Paramount Pictures Master Plan, Los Angeles
SurveyLA, Los Angeles
University of Southern California Master Plan and Additional Services
Venice High School Modernization, Los Angeles

HISTORIC RESOURCES GROUP

Years of Experience: 6

Education

Master of Arts, Historic Preservation,
University of Delaware

Bachelor of Arts, History
Bachelor of Music, Instrumental Performance,
Chapman University, Orange, CA

Certificate, Photography,
Glendale Community College

Professional Affiliations

Los Angeles Conservancy

National Trust for Historic Preservation

Preserve Orange County

Vernacular Architecture Forum

U.S. Green Building Council

California Preservation Foundation, Guest Speaker

MOLLY IKER-JOHNSON
ASSOCIATE ARCHITECTURAL HISTORIAN
STAFF PHOTOGRAPHER

Experience Profile

Molly Iker-Johnson joined Historic Resources Group in 2014. She holds a Master of Arts in Historic Preservation from the University of Delaware, a Bachelor of Arts in History and a Bachelor of Music in Instrumental Performance from Chapman University, and a Certificate in Photography from Glendale Community College.

At Historic Resources Group, Molly works on historic resources surveys, historic context statements, historic resource assessments, historic resources technical reports, National Register nominations, Historic American Building Survey documentation, and landmark photography.

Prior to joining HRG, Molly worked at the Center for Historic Architecture and Design, a historic preservation organization located at the University of Delaware, as a Graduate Research Assistant. Her responsibilities included assisting with large format re-photography of early 20th century glass plate photographs taken by Delaware seed analyst Roydon Hammond, aiding in the compilation of inventories of historically significant sites along Delaware's Byways, and creating photographic databases of historic sites along Delaware's Byways and Newark, Delaware's Main Street.

Molly Iker-Johnson meets the *Secretary of the Interior's Professional Qualifications Standards* in History and Architectural History.

Selected Projects

City of Goleta Historic Preservation Program
City of Santa Monica Citywide Survey Update
City of South Pasadena Citywide Survey Update
Chapman University VPOA Packing House Adaptive Reuse
Peter Drucker House National Register Nomination
Lydia D. Killefer School National Register Nomination
Frank Thomas House National Register Nomination
Hulett C. Merritt Mansion Pasadena Landmark Nomination
W. Parker Lyon House Pasadena Landmark Nomination

EXHIBIT D

DEPARTMENT LETTERS

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

2718 S. Figueroa St.
The Hub on Campus Los Angeles

Date: November 30, 2020

To : Deputy Advisory Agency
Department of City Planning

From: Taimour Tanavoli, Transportation Engineer
Department of Transportation

Subject: **CPC-2020-4714-CU-DB-SPR-RDP-HCA**

Reference is made to your request for review of this case regarding potential traffic access problems. Based upon this review, it is recommended that:

1. A minimum of 40-foot reservoir space be provided between any ingress security gate(s) and the property line or to the satisfaction of the Department of Transportation.

2. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk. LAMC 12.21 A.

3. Project shall comply with requirements of the Department of Transportation's attached assessment report (DOT Case No. CEN19-48688) dated, July 29, 2020 to the attention of Milenia Zasadzien, Senior City Planner, Department of City Planning.

4. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street Room 550. For an appointment please contact ladot.onestop@lacity.org.

Please contact this section at ladot.onestop@lacity.org for any questions regarding the above.

Council District No. 9
Central District

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

2718 S Figueroa St/525 W 28th St
DOT Case No. CEN19-48688

Date: July 29, 2020

To: Milena Zasadzien, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED HUB ON CAMPUS LOS ANGELES MIXED-USE PROJECT LOCATED AT 2718 SOUTH FIGUEROA STREET AND 525 WEST 28TH STREET (PAR-2020-3836-VHCA/PAR-2019-6015-CM)**

The Department of Transportation (DOT) has reviewed the transportation assessment prepared by Kimley-Horn and Associates, Inc., dated May 2020, for the proposed Hub on Campus Los Angeles mixed-use project located at 2718 South Figueroa Street and 525 West 28th Street in the South Los Angeles Area Planning Commission and Tier 4 Transit Oriented Community (TOC). In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to replace a 2,800-square-foot Taco Bell restaurant with drive-through, a 3,467-square-foot Grinder Restaurant, and a 7,036-square-foot office building with a seven-floor mixed-use development on the northeast corner of Figueroa Street and 28th Street as illustrated in **Attachment A**. The development will include up to 173 multi-family dwelling units and ground-floor restaurant space, which will include an approximately 2,803 square-foot fast-food restaurant with drive-through and up to 3,428 square-feet of high-turnover restaurant use. The project will provide 125 (109 long-term and 16 short-term) bicycle parking spaces and 103 vehicle parking spaces which will be accessed via two driveways: one right-turn only driveway on Flower Street and one full-access driveway on 28th Street as illustrated in **Attachment A**. Access to the restaurant drive-through would be provided by an ingress driveway on 28th Street and a right-turn only egress driveway on Figueroa Street. The project is expected to be completed by 2022.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator Version 1.3 tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

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

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

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

C. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The new DOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the South Los Angeles APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 11.6

As cited in the VMT Analysis report, prepared by Kimley-Horn and Associates, Inc., the project proposes to incorporate the TDM strategies of reduced parking supply, unbundled parking, and bicycle parking per Los Angeles Municipal Code (LAMC) as project design features. The proposed project is projected to have a Household VMT per capita of 3.5 and a Work VMT per employee of 0. Therefore, it is concluded that implementation of the Project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

D. Access and Circulation

During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at several locations. Access to the project will be provided along Flower Street, Figueroa Street, and 28th Street. A queuing analysis was also conducted for the restaurant drive-through and determined that there would be no significant

impacts on 28th Street. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

A. CEQA-Related Requirement

DOT recommends that the applicant be required to implement the following TDM strategies:

- Reduce Parking Supply – The project will provide 103 of the 409 Code-required vehicle parking spaces. Reducing the parking supply encourages alternative transportation choices by project residents and employees.
- Unbundle Parking – The project will unbundle parking which separates the cost of obtaining assigned parking spaces from the cost of purchasing or renting residential units. The monthly cost per parking space will be $100.
- Include Bike Parking per LAMC – The project will provide 16 short-term and 109 long-term bicycle parking to encourage the use of bicycling as an alternative to driving.

B. Non-CEQA-Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Parking Requirements

   The project would provide parking for 103 vehicles and 125 bicycles on the ground level and subterranean parking level. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project within the Tier 4 TOC.

2. Highway Dedication and Street Widening Requirements

   Per the new Mobility Element of the General Plan, **Figueroa Street**, an Avenue I, would require a 35-foot half-width roadway within a 50-foot half-width right-of-way; **Flower Street**, an Avenue II, would require a 28-foot half-width roadway within a 43-foot half-width right-of-way; and **28th Street**, a Local Street, would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access and Circulation

   The conceptual site plan for the project (see **Attachment A**) is acceptable to DOT. The project will provide a total of four driveways: a right-turn only two-way driveway for residents only on Flower Street, a full-access driveway to the ground floor residential and retail parking on 28th Street, an ingress driveway to the drive-through on 28th Street, and a right-turn only egress driveway from the drive-through on Figueroa Street. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveways should be coordinated with DOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal

circulation requirements prior to the commencement of building or parking layout design. Driveway placement and design shall be approved by the Department of City Planning (City Planning) in consultation with DOT, prior to issuance of a Letter of Determination by City Planning.

4. Worksite Traffic Control Requirements
DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/businesses/temporary-traffic-control-plans to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. TDM Ordinance Requirements
The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update expected in 2020. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

6. Development Review Fees
Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Jimmy Vivar of my staff at (213) 972-4993.

Attachments

K:\Letters\2020\CEN19-48688_2718 Figueroa_The Hub MU_TAG_ltr.docx

c: Sherilyn Correa/ Genevieve Arce, Council District 9
Matthew Masuda, Central District, BOE
Edward Yu, Central District, DOT
Taimour Tanavoli, Case Management Office, DOT
Tim Chan, Kimley-Horn and Associates, Inc.

NOT TO SCALE

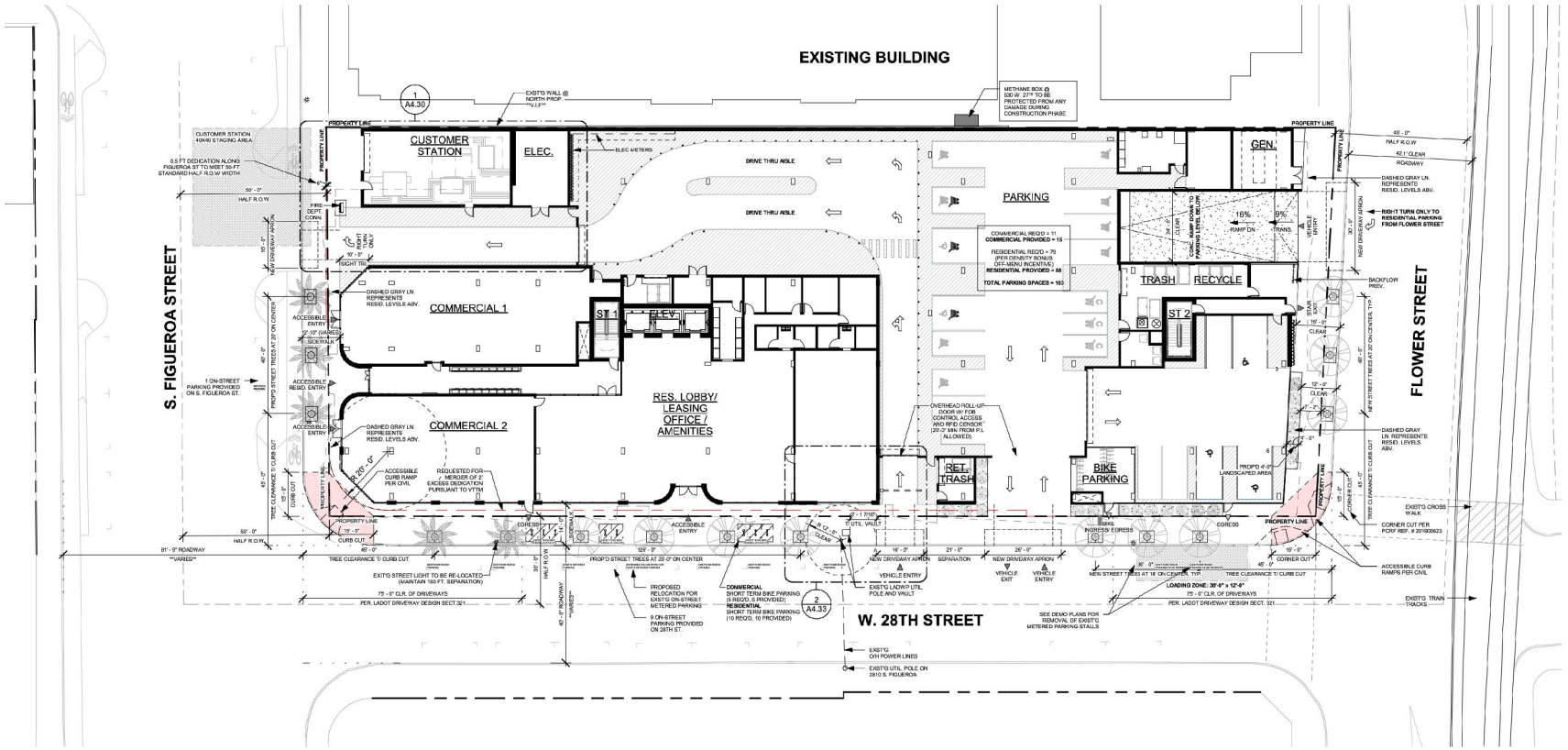


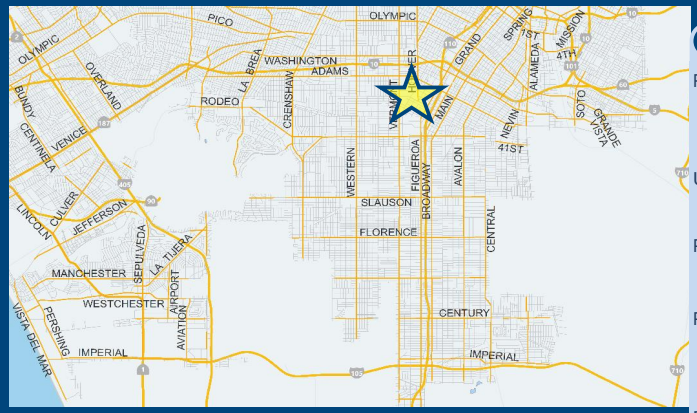
FIGURE 2
PROJECT SITE PLAN

Attachment B
CEN19-48688_2718 S Figueroa St

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Hub on Campus Figueroa
Scenario:
Address: 528 W 28TH ST, 90007



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	173	DU
Retail | High-Turnover Sit-Down Restaurant	3.428	ksf
Retail | Fast-Food Restaurant	2.803	ksf

TDM Strategies

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

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

A Parking

Reduce Parking Supply
409 city code parking provision for the project site
103 actual parking provision for the project site
☑ Proposed Prj ☐ Mitigation

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

Parking Cash-Out
50 percent of employees eligible
☐ Proposed Prj ☐ Mitigation

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
986 Daily Vehicle Trips	986 Daily Vehicle Trips
6,431 Daily VMT	6,431 Daily VMT
3.5 Household VMT per Capita	3.5 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	Work: N/A Threshold = 11.6 15% Below APC

Measuring the Miles

7/15/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: July 15, 2020
Project Name: Hub on Campus Figueroa
Project Scenario:
Project Address: 528 W 28TH ST, 90007

Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	173	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	3.428	ksf
	Fast-Food Restaurant	2.803	ksf
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*

Other	*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: July 15, 2020
Project Name: Hub on Campus Figueroa
Project Scenario:
Project Address: 528 W 28TH ST, 90007

Version 1.3

Analysis Results

Total Employees: 32
Total Population: 390

Proposed Project		*With Mitigation*	
986	Daily Vehicle Trips	986	Daily Vehicle Trips
6,431	Daily VMT	6,431	Daily VMT
3.5	Household VMT per Capita	3.5	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee

Significant VMT Impact?

APC: South Los Angeles

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 11.6

Proposed Project		*With Mitigation*	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0 Work > 11.6	No N/A	Household > 6.0 Work > 11.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	409	409
		Actual parking provision (spaces)	103	103
	Unbundle parking	Monthly cost for parking ($)	$100	$100
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	12%	12%	0%	0%	12%	12%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*23%*	*23%*	*13%*	*13%*	*23%*	*23%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*
MAX. TDM EFFECT	*23%*	*23%*	*13%*	*13%*	*23%*	*23%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*

= Minimum (X%, 1-[(1-A)(1-B)…])*
where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: July 15, 2020
Project Name: Hub on Campus Figueroa
Project Scenario:
Project Address: 528 W 28TH ST, 90007

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	155	-31.0%	107	6.9	1,070	738
Home Based Other Production	429	-38.7%	263	4.0	1,716	1,052
Non-Home Based Other Production	313	-3.5%	302	6.6	2,066	1,993
Home-Based Work Attraction	47	-36.2%	30	12.6	592	378
Home-Based Other Attraction	464	-30.8%	321	6.4	2,970	2,054
Non-Home Based Other Attraction	161	-3.7%	155	9.0	1,449	1,395

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-23.5%	82	565	-23.5%	82	565
Home Based Other Production	-23.5%	201	805	-23.5%	201	805
Non-Home Based Other Production	-13.0%	263	1,733	-13.0%	263	1,733
Home-Based Work Attraction	-13.0%	26	329	-13.0%	26	329
Home-Based Other Attraction	-13.0%	279	1,786	-13.0%	279	1,786
Non-Home Based Other Attraction	-13.0%	135	1,213	-13.0%	135	1,213

MXD VMT Methodology Per Capita & Per Employee

Total Population: 390
Total Employees: 32
APC: South Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	1,370	1,370
Total Home Based Work Attraction VMT	329	329
Total Home Based VMT Per Capita	3.5	3.5
Total Work Based VMT Per Employee	N/A	N/A

– Summary of Intersection Operations – Opening Year 2022 Conditions					
Int. #	Intersection	Intersection Control	Peak Hour	Delay (sec/veh)	LOS
1	Figueroa Street at 28th Street	TWSC	AM	24.9	C
			PM	23.5	C
2	Flower Street at 28th Street	Signal	AM	5.8	A
			PM	18.1	B

TWSC – Two-Way Stop Control

– Summary of Intersection Operations – Opening Year 2022 Plus Project					
Int. #	Intersection	Intersection Control	Peak Hour	Delay (sec/veh)	LOS
1	Figueroa Street at 28th Street	TWSC	AM	29.8	D
			PM	32.0	D
2	Flower Street at 28th Street	Signal	AM	5.4	A
			PM	18.8	C
D1	Figueroa Street at Project Driveway 1	TWSC	AM	16.6	C
			PM	15.2	C
D2	28th Street at Project Driveway 2	TWSC	AM	1.8	A
			PM	0.8	A
D3	28th Street at Project Driveway 3	TWSC	AM	9.1	A
			PM	9.9	A
D4	Flower Street at Project Driveway 4	TWSC	AM	9.8	A
			PM	12.9	B

Summary of Drive-Through Queuing Analysis	
	Proposed Drive-Through
Weekend Peak Inbound Trips	74
Arrival Rate λ (veh/hr)	37
Service Rate μ (veh/hr)	56.91
Average # of Vehicles in System (vehicles in queue)	1.21
Queueing Space Provided	210’
Queueing Capacity (veh)	8

+FORM. GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

December 15, 2020

TO: Vincent Bertoni, AICP, Director of Planning
Department of City Planning
Attention: Nicholas Hendricks

FROM: Los Angeles Fire Department

SUBJECT: **CITY PLANNING CASE CPC-2020-4714 (2714 South Figueroa St.) (EXPEDITE)**

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

RECOMMENDATIONS:

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

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

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

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

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

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

a. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.

b. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term “horizontal travel” refers to the actual path of travel to be taken by a person responding to an emergency in the building.

c. This policy does not apply to single-family dwellings or to non-residential buildings.

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

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

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

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

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

Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.

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

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

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

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

RALPH M. TERRAZAS
Fire Chief

Kristin Crowley, Fire Marshal
Bureau of Fire Prevention and Public Safety

KC:RD:jb
CPC-2020-4714 (EXPEDITE)

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: 10/13/2020

To: Charlie Rausch, Senior City Planner
Department of City Planning
200 N. Spring St., 6th Floor MS-395

From: Jay Wong, Manager
Private Development Division
Bureau of Street Lighting

SUBJECT: STREET LIGHTING REQUIREMENTS FOR DISCRETIONARY ACTIONS

CITY PLANNING CASE No.: CPC 2020-4714 CU DB SPR
2714 S FIGUEROA ST 90007

The Bureau of Street Lighting's recommended condition of approval for the subject city planning case is as follows: (Improvement condition added to S-3 (c) where applicable.)

SPECIFIC CONDITION: Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.
IMPROVEMENT CONDITION: Construct new street light: one (1) on 28th St. If street widening per BOE improvement conditions, relocate and upgrade street lights; three (3) on 28th St., two (2) on Flower St., and one (1) on Figueroa St.

NOTES:

The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

CC: Land Development Group MS 901
Engineering District Office: CEN

FORM GEN. 160 (Rev. 8-12)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: September 17, 2020

TO: Nicholas Hendricks, Senior City Planner
Department of City Planning

FROM: Timothy Tyson, Chief Forester
Bureau of Street Services, Urban Forestry Division

SUBJECT: **VTT-83024-CN, CPC-2020-4714-CU-DB-SPR-RDP-HCA – 2714 S. Figueroa St**

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

Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. Parkway tree removals shall be replanted at a 2:1 ratio. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the sub divider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction to expedite tree planting.

Note: Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: (213) 847-3077 for permit information. CEQA document must address parkway tree removals.

TT:AS:djm

EXHIBIT E

PUBLIC COMMENT

CURREN D. PRICE, Jr.

March 10, 2021

Honorable Members of the Los Angeles City Planning Commission
Los Angeles City Planning Department
200 N. Spring Street, Room 272
Email: CPC@lacity.org

RE: Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA; Related Case VTT-83024-CN

Dear Honorable Members of the Planning Commission:

I would like to express my support for the proposed project at 2714-2724 S. Figueroa Street. My office has met with Core OZ Figueroa, and I am pleased to know that we have developers willing to go above the City's standards by voluntarily creating additional affordable housing units for our communities in need.

Los Angeles is in the midst of a housing crisis, and this development would bring 153 new housing units to the community. This will help to alleviate pressure on our existing housing stock in the City of Los Angeles, as well as, help maintain jobs by keeping the existing restaurant use on the ground floor of this mixed-use development.

The project will set aside a total of 15 percent of its units for affordable housing - a total of 24 new affordable housing units. This includes 18 "very low income" units under the Density Bonus Ordinance, and an additional 6 voluntary "workforce" housing units the applicant has agreed to provide at my request. In order to enforce these provisions, the applicant has agreed to enter into a covenant with the City of Los Angeles that will designate these workforce units as affordable housing units for a period of 55 years. The applicant will need to present this covenant to the City before any building permits can be issued for the proposed project. We believe this will ensure that these much-needed affordable housing units are built in the community.

In addition, the project was also redesigned to include planned bicycle parking at the ground floor, rather than the original plans filed with the City that had bicycle parking in a subterranean parking level. By improving access to bicycle parking, the project better achieves the goal of promoting alternative forms of transportation within a high-quality transit area in close proximity to two Metro light rail stations.

In furtherance of our work with the applicant in providing additional voluntary Workforce housing units, we request the following conditions of approval for the project be

approved by the Planning Commission related to affordable and Workforce housing, with specific language related to Workforce units underlined:

- **Affordable Units.** A minimum of 11 % of the total number of units shall be reserved as affordable units for Very Low Income Households, as defined by the State Density Bonus Law, Government Code Section 65915(c)(2). In addition to the affordable units required under the Density Bonus program, the project shall also provide an additional 6 voluntary units for Workforce Housing occupancy pursuant to HCIDLA Land Use Rent Income Schedule 1. The Workforce Housing units shall be the following units as shown in the plans stamped as Exhibit A: Unit Nos. 220, 224, 227, 311, 524 and 623.

- **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to restrict the required number and type of Restricted Affordable Units, as determined by HCIDLA, for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA.

If you have any questions, please contact my Director of Planning and Economic Development, Sherilyn Correa, at (213) 473-7009.

Sincerely,

CURREN D. PRICE, JR.
Councilmember, 9th District

cc. Heather Bleemers, Department of City Planning (heather.bleemers@lacity.org) David Woon, Department of City Planning (david.woon@lacity.org)

NANDC
North Area Neighborhood Development Council
www.NANDC.org

Thryeris Mason
President

Julianne Burg
Vice President

Samantha Burg
Secretary

Julie Burg
Treasurer

Marco Flores
Area 1
Representative

Joel Vaca
Area 1
Representative

Steve Pepdjonovic
Area 2
Representative

Kevin McPherson
Area 2
Representative

Jean Frost
Area 3
Representative

Nicholas Creighton
Area 3
Representative

Jon Tieuel
At Large
Representative

Nina Womack
At Large
Representative

Cindy Gaete
At Large
Representative

Chirstopher Perez
USC Interest
Representative

Jim Childs
Business
Representative

October 16, 2020

Department of City Planning
200 N. Spring Street
LA, CA 90012
ATT: David Woon (David.Woon@lacity.org)

Via email

RE: 2718 S. Figueroa, CPC-2020-4714-CU-DB-SPR-RDP-HCA, 170 apartment units (15% of which are designated as Very Low Income (20) or Work Force units (6)) and 6,275 sq. ft. of ground floor retail space.

Dear Mr. Woon:

The Empowerment Congress North Area Neighborhood Development Council (NANDC) Board voted to support the project with further revisions to design and parking by a vote of 13 ayes, 0 nays, and 0 abstentions.

The developer was present as the Board discussed the above referenced development on September 3, 2020 at its General Board Meeting. The developer had previously attended the March General Board meeting and asked the Board to postpone a vote until their design was further along in their process.

The Policy Committee met on February 25 and recommended that the Board support the project with additional revisions to parking and design. The design that was brought before the full Board had been revised to some degree to soften the boxiness of the earlier design. The NANDC Board adopted the Policy Committee recommendation and also noted that the project provided more than the minimal number of affordable units with the addition of 6 work forces housing units. In addition, one level of parking was underground. NANDC would like to see additional parking spaces provided.

NANDC in their discussions also noted that development of the Figueroa corridor was intensified by a general plan amendment and part of the rationale was to allow for development along the corridor to preserve the interior of the neighborhood.

NANDC is a self-governed, self-directed and independent organization empowered by the Los Angeles City Charter. This charter offers neighborhood councils a role in the City's decision-making process

Sincerely,

Thryeris Mason, President

Cc: Councilmember Curren Price Jr.
Sherilyn Correa, CD 9
Nora Gutierrez, CD 9
Alec Paddock, Amplify Development
Ira Handelman

INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3a. The Commission's ROPs can be accessed at **http://planning.lacity.org**, by selecting "Commissions, Boards & Hearings" and selecting the specific Commission.

The following submissions are not integrated or addressed in the Staff Report but have been distributed to the Commission.

Material which does not comply with the submission rules is not distributed to the Commission.

ENABLE BOOKMARKS ONLINE:

**If you are using Explorer, you will need to enable the Acrobat toolbar to see the bookmarks on the left side of the screen.

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If you have any questions, please contact the Commission Office at (213) 978-1300.

CURREN D. PRICE, Jr.

March 10, 2021

Honorable Members of the Los Angeles City Planning Commission
Los Angeles City Planning Department
200 N. Spring Street, Room 272
Email: CPC@lacity.org

RE: Case No. CPC-2020-4714-CU-DB-SPR-RDP-HCA; Related Case VTT-83024-CN

Dear Honorable Members of the Planning Commission:

I would like to express my support for the proposed project at 2714-2724 S. Figueroa Street. My office has met with Core OZ Figueroa, and I am pleased to know that we have developers willing to go above the City's standards by voluntarily creating additional affordable housing units for our communities in need.

Los Angeles is in the midst of a housing crisis, and this development would bring 153 new housing units to the community. This will help to alleviate pressure on our existing housing stock in the City of Los Angeles, as well as, help maintain jobs by keeping the existing restaurant use on the ground floor of this mixed-use development.

The project will set aside a total of 15 percent of its units for affordable housing - a total of 24 new affordable housing units. This includes 18 "very low income" units under the Density Bonus Ordinance, and an additional 6 voluntary "workforce" housing units the applicant has agreed to provide at my request. In order to enforce these provisions, the applicant has agreed to enter into a covenant with the City of Los Angeles that will designate these workforce units as affordable housing units for a period of 55 years. The applicant will need to present this covenant to the City before any building permits can be issued for the proposed project. We believe this will ensure that these much-needed affordable housing units are built in the community.

In addition, the project was also redesigned to include planned bicycle parking at the ground floor, rather than the original plans filed with the City that had bicycle parking in a subterranean parking level. By improving access to bicycle parking, the project better achieves the goal of promoting alternative forms of transportation within a high-quality transit area in close proximity to two Metro light rail stations.

In furtherance of our work with the applicant in providing additional voluntary Workforce housing units, we request the following conditions of approval for the project be

approved by the Planning Commission related to affordable and Workforce housing, with specific language related to Workforce units underlined:

- **Affordable Units.** A minimum of 11 % of the total number of units shall be reserved as affordable units for Very Low Income Households, as defined by the State Density Bonus Law, Government Code Section 65915(c)(2). In addition to the affordable units required under the Density Bonus program, the project shall also provide an additional 6 voluntary units for Workforce Housing occupancy pursuant to HCIDLA Land Use Rent Income Schedule 1. The Workforce Housing units shall be the following units as shown in the plans stamped as Exhibit A: Unit Nos. 220, 224, 227, 311, 524 and 623.

- **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to restrict the required number and type of Restricted Affordable Units, as determined by HCIDLA, for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA.

If you have any questions, please contact my Director of Planning and Economic Development, Sherilyn Correa, at (213) 473-7009.

Sincerely,

CURREN D. PRICE, JR.
Councilmember, 9th District

cc. Heather Bleemers, Department of City Planning (heather.bleemers@lacity.org) David Woon, Department of City Planning (david.woon@lacity.org)