DEPARTMENT OF CITY PLANNING

APPEAL RECOMMENDATION REPORT

City Planning Commission

Date: November 21, 2024
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/commissions-boards-hearings and/or by contacting cpc@lacity.org.

Public Hearing: Required
Appeal Status: Not further appealable
Expiration Date: November 21, 2024
Multiple Approval: No

Case No.: DIR-2023-4996-TOC-HCA-1A
CEQA No.: ENV-2023-4997-CE
Related Case: N/A
Council No.: 10 – Hutt
Plan Area: Wilshire
Plan Overlays: None
Certified NC: P.I.C.O.
Land Use Designation: Medium Residential
Zone: [Q]R3-1-O

Applicant: 1459 Hi Point, LLC
Representative: Nick Leathers, Crest Real Estate

Appellant: Elaine Johnson, LA GLO Inc.
Representative: Jamie T. Hall, Channel Law Group, LLP

PROJECT LOCATION: **1459 South Hi Point Street**

PROPOSED PROJECT: The proposed project is a five-story residential development with one level of subterranean parking and includes 19 residential units, 2,492 square feet of open space, 24 parking spaces for residential use, and 22 long-term and short-term bicycle parking spaces. Ten percent (2 units) will be deed-restricted affordable units for Extremely Low-Income Households. The project proposes a total of 20,420 square-foot square feet of floor area on an 8,838 square-foot lot for a Floor Area Ratio (F.A.R.) of up to 1.5:1. The proposed project unit mix includes one (1) one-bedroom unit, 11 two-bedroom units, and eight (8) three-bedroom units.

APPEAL: An appeal of the May 8, 2024, Planning Director's Determination which:

1. Determined based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2. Approved with Conditions, pursuant to Los Angeles Municipal Code (LAMC) Section 12.22-A.31, a 70 percent increase in density, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program along with the following three incentives for a qualifying Tier 3 project totaling 19 dwelling units, reserving 2 units for Extremely Low Income (ELI) Household occupancy for a period of 55 years:

    a. Yards/Setbacks. A 30 percent reduction in the required width of the two (2) side yards to provide a minimum setback of 5 feet 8 inches in lieu of the minimum 8 feet otherwise required;

    b. Height. A maximum increase of 22 feet in building height to permit a maximum building height of 57 feet in lieu of the maximum 35 feet otherwise permitted; and

    c. Open Space. A maximum reduction of 25 percent in the required amount of open space.

3. Adopted the Conditions of Approval and Findings.

RECOMMENDED ACTIONS:

1. **Deny** the appeal;

2. **Determine** based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

3. **Sustain** the Planning Director's Determination to conditionally approve the TOC Affordable Housing Incentive Program request to allow a 70 percent increase in density along with the following three (3) incentives for a qualifying Tier 3 project totaling 19 dwelling units, reserving two (2) units for Extremely Low Income (ELI) Household occupancy for a period of 55 years:

    a. Height. A maximum increase of 22 feet in building height to permit a maximum building height of 57 feet in lieu of the maximum 35 feet otherwise permitted;
    b. Open Space. A maximum reduction of 25 percent in the required amount of open space; and
    c. Yards/Setbacks. Up to a 30 percent reduction in the required side yard setbacks to permit a minimum of 5'8" yard in lieu of the minimum eight (8) feet required.

4. **Adopt** the Planning Director's Conditions of Approval and Additional Condition of Approval, and Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Heather Bleemers
Senior City Planner

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 532, 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) 978-1299.

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PROJECT ANALYSIS

APPROVED ACTIONS

On May 8, 2024, the designee of the Director of Planning approved Case No. DIR-2024-4996-TOC-HCA, including Base and Additional Incentives under the TOC Affordable Housing Incentive Program. As part of the approval, the project was found to be exempt from CEQA pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

PROJECT BACKGROUND

The subject site is located on five contiguous parcels (8,839 square-feet in area) on the northwest corner of Hi Point Street and Saturn Street and is located within the Wilshire Community Plan with a Medium Residential land use designation, zoned [Q]R3-1-O. The site is further located within a Transit Priority Area, a Tier 3 TOC, and the Urban Agriculture Incentive Zone. Per Ordinance 168,193 (**Exhibit I**), commonly referred to as the "Q" Condition, the site's zoning is further regulated in terms of building height, mass, balconies, landscaping, open space, parking, street trees, etc. The Q Condition is part of the underlying zoning. A TOC project may request relief from both the requirements of the underlying zone and any corresponding Q Conditions. In this case, as part of the TOC incentives, a height increase and a reduction in open space has been requested. Since the Q Condition is part of the zone, the project is eligible to request deviation from these under the TOC process.

The approved project consists of a five-story residential development with one level of subterranean parking and includes 19 residential units, 2,492 square feet of open space, 24 parking spaces for residential use, and 22 long-term and short-term bicycle parking spaces. Ten percent (two units) will be deed-restricted affordable units for Extremely Low-Income Households. The project proposes a total of 20,420 square-foot square feet of floor area on an 8,838 square-foot lot for a Floor Area Ratio (F.A.R.) of up to 1.5:1. The proposed project unit mix includes one one-bedroom unit, 11 two-bedroom units, and eight three-bedroom units.

Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the proposed Tier 3 project is eligible for Base Incentives and three (3) Additional Incentives. As Base Incentives, the project is eligible to (1) increase the maximum allowable number of dwelling units permitted by 70 percent and (2) provide residential automobile parking at a ratio of 0.5 spaces per unit. The project is requesting the three Additional Incentives for (1) a 22-foot increase in height, (2) a 25 percent reduction in open space, and (3) a 30 percent reduction in two side yards.

Relevant Cases within 1,000 feet of Project Site

Case No. DIR-2020-5017-TOC-HCA: Approved on October 17, 2024, a TOC request for the construction of a five-story, 30-unit building, including three-ELI units, 57-parking spaces and 2,266 square feet of open space in the [Q] R3-1-O Zone located at 1537 South Hayworth Avenue.

Case No. ADM-2024-2896-DB-HCA-ED1: Approved on August 8, 2024, an ED1 application for the construction of 50-unit, 51-foot, multi-family building with zero parking spaces in the [Q]R3-1-O Zone, located at 1532 South Hi Point Street.

Case No. CPC-2024-4948-DB-CU3-HCA: Filed on August 2, 2024, a request for a Density Bonus and Class 3 Conditional Use permit for the construction of a seven-Story, 40-unit residential

building over two levels of parking (81% density bonus and off-menu incentives), located at 1551 South Hi Point Street.

Case No. DIR-2023-5840-TOC-HCA: Approved on July 2, 2024, a TOC request for the construction of a six-story, 16-unit apartment building with one level of subterranean parking located at 1524 South Fairfax Avenue.

Case No. DIR-2023-7360-TOC-HCA: Approved on April 22, 2024, a TOC request for the construction of a six story, 38-unit residential building with four ELI units over two levels of subterranean parking located at 1551 South Hi Point Street.

Case No. DIR-2023-4877-TOC-SPR-HCA: Filed on May 2, 2023, a request for TOC review for the construction of a 122-unit mixed-use building located at 5903 West Pico Boulevard.

Case No. DIR-2022-2855-TOC-HCA: Filed on April 25, 2022, a request for TOC review for the construction of a new five-story, 57-foot, 23-unit, apartment building containing 23 units, including three ELI units and 21 subterranean parking spaces, located at 1420 South Point View Street.

Case No. DIR-2021-9863-TOC-HCA: Filed on December 2, 2021, a TOC request for the construction of a seven-story mixed-use building with 50 residential units and 3,125 square feet of commercial floor area located at 5879 West Pico Boulevard.

Case No. DIR-2021-1769-TOC-HCA: Approved on July 13, 2021, a TOC project for the construction of a four-story building containing 10 units located at 1541 South Hayworth Avenue.

Case No. DIR-2020-4192-TOC-HCA: Approved on December 29, 2020, a TOC request related to the construction of a 30-unit building located at 1550 South Fairfax Avenue.

Case No. DIR-2019-5736-DB: Approved on December 29, 2020, a Density Bonus Review request related to the construction of a 62-foot-high building containing 30 dwelling units, including three units set aside for ELI households located at 1550-1556 South Fairfax Avenue.

Case No. DIR-2019-1679-TOC: Approved on May 28, 2020, a TOC request related to the construction of a 57-foot-high building containing 14 dwelling units located at 1529 South Hi Point Street.

Case No. DIR-2018-3378-TOC: Approved on May 6, 2020, a Density Bonus Review request related to the construction of a building containing 10 dwelling units, including one unit for VLI households, located at 1563 South Fairfax Avenue.

Case No. DIR-2017-260-DB: Approved on December 10, 2018, a Density Bonus Review request related to the construction of a building containing 40 dwelling units, including four units for ELI households, located at 1507-1511 South Hi Point Street.

Case No. DIR-2016-1258-DB: Approved on June 12, 2017, a Density Bonus Review request related to the construction of a building containing 45 dwelling units, including four units for VLI households, located at 1500-1514 South Hi Point Street.

Case No. DIR-2016-1368-DB: Approved on August 15, 2017, a Density Bonus Review request related to the construction of a building containing 45 dwelling units, including four units for VLI households, located at 5911-5913 West Pickford Street and 1564-1556 South Hi Point Street.

Case No. DIR-2016-1399-DB: Approved on September 30, 2016, a Density Bonus Review request related to the construction of a building containing 48 dwelling units, including five units for VLI households, located at 6001 - 6011 Pico Boulevard.

Case No. DIR-2014-3028-DB: Approved on June 5, 2015, a Density Bonus Review request related to the construction of a building containing 29 dwelling units, including two units for VLI households, located at 1450 South Point View Street.

Transit Oriented Communities Affordable Housing Incentive Program

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

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

The subject property is located within a Tier 3 TOC Affordable Housing Incentive Area, qualified by its proximity to a Major Transit Stop involving the intersection of two rapid bus routes (Santa Monica Big Blue Bus Rapid 7 Line, and Metro Rapid Line 217) within 1,500 feet of the project site. The status of this Tier qualification was approved on June 5, 2023, and the application was filed within the 180-day period before expiration on July 21, 2023.

The project is further qualified as a Tier 3 TOC project by setting aside at least 10 percent of the total dwelling units for Extremely Low-Income households. The project is proposing a total of 19 dwelling units, of which two (2) units will be set aside for Extremely Low-Income Households which equates to 10 percent of the total units. Thus, the project is eligible for Tier 3 Base and up to three (3) Additional Incentives.

APPEAL ANALYSIS

On May 8, 2024, the designee of the Director of Planning issued a Determination to conditionally approve Base and Additional Incentives in accordance with the TOC Affordable Housing Incentive Program for the proposed project. On May 23, 2024, within the required 15-day appeal period, an appeal was filed by abutting neighbor, Elaine Johnson who is represented by Jamie T. Hall.

The following statements have been compiled and summarized from the submitted appeals and responded to below. The appeals in their entirety have been attached herein for reference, as **Exhibit B**.

1. APPEAL POINT:

The Project relies on the intersection of Big Blue Bus Rapid Line 7 and Metro Rapid Line 217 at Fairfax Avenue and Pico Boulevard to qualify as a "Major Transit Route" for purposes of the TOC Guidelines. This intersection is insufficient to make the Project Site eligible for Tier 3 Incentives for several reasons. First, Rapid Line 217 is proposed to be discontinued and replaced by a NextGen line. The NextGen bus system fails to meet the criteria of a "rapid" bus for purposes of the TOC Guidelines and therefore the intersection consists of two regular bus lines, which cannot justify Tier 3 Incentives regardless of proximity. Second, to the extent Rapid Line 217 existed at the time a request for tier verification was submitted, it does not provide the required 15-minute frequency of service to qualify the site for Tier 3 Incentives.

STAFF RESPONSE:

Projects may qualify for Tier 3 TOC status by falling into one of the following four categories:

1. Distance of less than 750 feet from intersection of a Regular Bus and Rapid Bus Line;

2. Distance of less than 1,500 feet from the intersection of two Rapid Bus Lines;

3. Distance of less than 750 feet from a Metrolink Rail Station; or

4. Distance of less than 2,640 feet from a Metro Rail Station.

The subject property is located within a Tier 3 TOC Affordable Housing Incentive Area, qualified by its proximity to a Major Transit Stop involving the intersection of two rapid bus routes (Santa Monica Big Blue Bus Rapid 7 Line and Metro Rapid Line 217) within 1,500 feet of the project site. The TOC referral was issued on June 5, 2023, and the application was filed on July 21, 2023, within the 180-day period before expiration (see **Exhibit E**). The referral form indicates that both rapid lines operate at a service interval that is less than 15 minutes. As such, the project does indeed qualify as a Tier 3 TOC development.

In addition, on March 25, 2021, the Department of City Planning issued a Memorandum regarding the implementation of Metro's NextGen Bus Plan and how the change would impact TOC Tier verification within the Department (**Exhibit G**). According to the memo, most Metro Rapid Bus lines will be replaced with a new type of bus line that will have more frequent service and new stop intervals. In this case, once the NextGen program is implemented, the Rapid 217 would be merged with existing lines 180, 181, and 780 and would be renamed the NextGen Line 180. Once effective, NextGen Line 180 would have a headway of 7.5 minutes instead of the current 13 minutes, according to Metro's NextGen plan (see **Exhibit H**). As such, while we rely on the headways of the bus lines at the time of application submittal, even with the integration of NextGen, the intersection used for TOC Tier verification would still result in a Tier 3 outcome.

Finally, City Planning staff confirmed with Metro staff that while Lines 217 and 180, 181, and 780 have not been merged, Line 217 currently operates with a headway of 12 minutes as of June 2024. As such, the project site continues to be eligible for Tier 3 incentives.

2. APPEAL POINT:

To be eligible for a Class 32 Categorical Exemption, a project must be "consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations." The Project is not eligible for the Tier 3 Incentives and fails to comply with the "Q" Conditions. It is therefore not eligible for the Class 32 Categorical Exemption.

STAFF RESPONSE:

As detailed in **Exhibit G**, the project has been determined to qualify for a Class 32 Categorical Exemption by meeting the five criteria listed below in accordance with State CEQA Guidelines Section 15332 for an infill development project:

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.*

The proposed project is consistent with its applicable general plan designation, applicable policies, and applicable zoning designations, and as mentioned in the background section, since the Q Condition is part of the underlying zoning, the project is eligible from relief from open space and height requirements through the TOC application. The proposed project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations. The subject property is located within the Wilshire Community Plan Area, which is one of the 35 Community Plans that make up the Land Use Element of the General Plan. The Community Plan designates the subject property with a land use designation of Medium Residential, corresponding to the R3 Zone. The subject property is zoned [Q]R3-1-O and is thus consistent with the existing land use designation.

Consistent with the Wilshire Community Plan, the proposed 19-unit apartment development would add new and desirable multi-family housing and contribute to the City's affordable housing stock. The proposed project meets the intent of the following Goals, Objectives, and Policies of the Wilshire Community Plan:

Goal 1: *Provide a safe, secure, and high-quality residential environment for all economic, age, and ethnic segments of the Wilshire Community.*

Policy 1-1.3: *Provide for adequate multi-family residential development.*

Objective 1-2: *Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.*

Policy 1-2.1: *Encourage higher density residential uses near major public transportation centers.*

Objective 1-4: *Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped and senior citizens.*

Policy 1.4-1: *Promote greater individual choice in type, quality, price and location of housing.*

The project will result in a net increase of 19 units at the site, locating new, higher density residential near transit lines and neighborhood services. The resulting development will be located in a manner that has the potential to reduce vehicular trips. The project will also provide a mix of market rate and affordable units, thereby promoting the provision of adequate housing for all persons relative to income, including students, senior citizens, and persons with disabilities as all new development would require compliance with the Americans with Disabilities Act. The project meets all applicable design guidelines and standards, and is a multi-family development with an appropriate, context-sensitive scale. The project has been conditioned and designed to contribute towards a pedestrian-friendly environment that is safe for all modes of transportation. Furthermore, the project features an attractive and high-quality architectural design and is located within proximity to the intersection of two local bus lines. The provision of well-designed multi-family housing, which includes restricted affordable units, ensures a project that will complement the existing neighborhood while also providing valuable housing stock to current and future residents. Therefore, the proposed project is consistent with the General Plan policies and zoning regulations within the City of Los Angeles.

The TOC program allows a project to utilize development incentives and waivers that are more permissive than the zoning regulations, inclusive of any Q Conditions. In this case, the project is requesting additional building height, reduced setbacks and reduced open space, all of which are permissible requests under the TOC program. As such, the proposed project is consistent with the underlying zone, including the Q Conditions given that they are part of the zone.

Per CEQA, it is the burden of the challenger to submit evidence to the record of any cumulative impacts. Given that the appellants have not done so, the appellants have engaged in speculation. There is also no substantial evidence demonstrating that any exception contained in Section 15300.2 of the State CEQA Guidelines regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, hazardous waste sites, or historical resources applies. Therefore, the project remains eligible for a categorical exemption and no additional analysis is needed.

In summary, there is substantial evidence that the project qualifies for a Class 32 Categorical Exemption. The Planning Director's designee did not abuse their discretion in determining that the project is categorically exempt from CEQA review as an infill development project meeting the criteria of State CEQA Guidelines Sections 15332 and 15300.2. The appellants have not provided substantial evidence supporting their argument that the project requires mitigation to reduce potential environmental impacts to less than significant levels, or that it is disqualified from being categorically exempt from CEQA review.

3. APPEAL POINT:

The applicable "Q" Condition established by Ordinance No. 168,193 requires a minimum of 100 square feet of "usable open space" for each dwelling unit and lays out clear criteria for what constitutes "usable open space." The Project's proposed open space does not meet these criteria. The Project requires 1,900 square feet of open space in compliance with the "Q" Conditions. This analysis assumes a 25 percent reduction in required open space, yielding 1,425 square feet of

open space in compliance with the “Q” Conditions, although the Project is not eligible for this reduction.

The “Q” Conditions require that common open space shall provide one 24-inch box tree per three dwelling units, and that those trees shall be planted within the open space. Here, the Project requires six (6) 24-inch box trees within the common open space because it proposes 19 dwelling units. The Project Plans do not depict any box trees in any of the common open space.

STAFF RESPONSE:

The TOC program allows a project to utilize development incentives and waivers that are more permissive than the zoning regulations, inclusive of any Q Conditions. Given that the Q Conditions are part of the underlying zoning, it is acceptable for a TOC project to request relief from the regulations of a Q Condition. In this case, the project is requesting additional building height, reduced setbacks and reduced open space. While the Q Condition calls for a maximum building height of 35 feet, the TOC program allows a height increase of 22 feet or two stories. The project’s proposed height is 57 feet and is therefore consistent with the provisions of the TOC program. Regarding open space, the Q Condition requires 100 square feet of usable open space per dwelling unit. The project is seeing a 25 percent reduction in open space, consistent with the provisions of the TOC program. The Q Condition would require that 1,900 square feet of usable open space be provided as part of the project. The project’s open space was calculated using the LAMC which requires 2,775 square feet of open space on the project site. As a qualifying Tier 3 TOC project, the project is allowed to utilize a 25 percent maximum open space reduction, or 2,081 square feet. The project is providing more open space than the 1,900 square feet that the Q Condition calls for. The project meets this usable open space requirement through the provision of 1,270 square feet of common open space (rear yard and recreation room), and 900 square feet of private open space through unit balconies.

The project has been conditioned to comply with Urban Forestry street tree requirements and the requirements of Ordinance 168,193 and will therefore be consistent with the landscape requirements for the project.

CONCLUSION AND STAFF RECOMMENDATION

Staff is recommending that the Commission consider adding the following condition of approval as part of their motion:

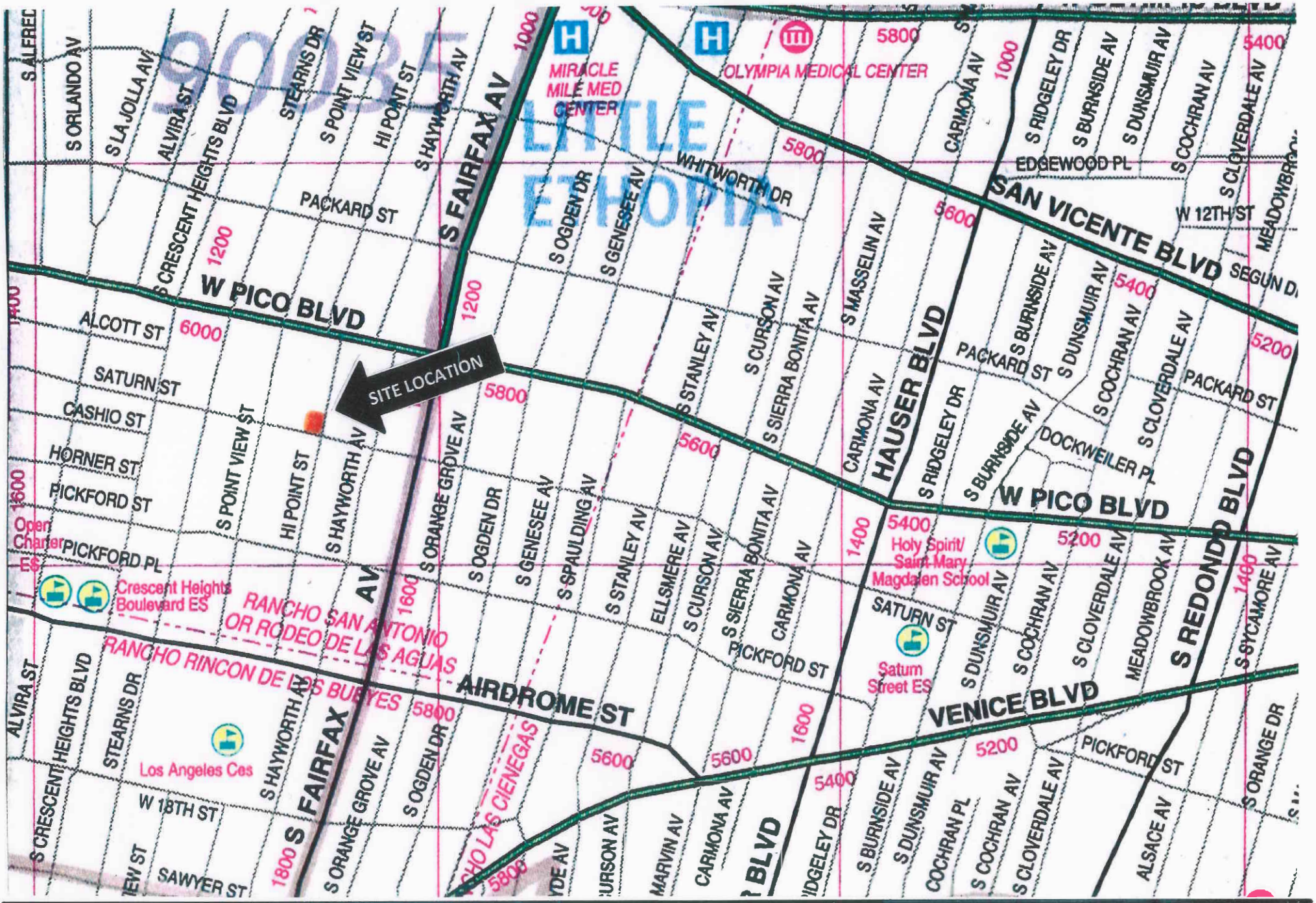
> “The project shall be consistent with the provisions of Ordinance 168,193.”

For the reasons stated herein, and in the findings of the Director’s Determination, and with the recommended additional condition of approval, the proposed project does comply with the applicable provisions of the Transit Oriented Communities Affordable Housing Incentive Program and the California Environmental Quality Act (CEQA). Planning staff evaluated the proposed project and determined that it meets the Transit Oriented Communities Program requirements. Based on the complete plans submitted by the applicant and considering the appellant’s arguments for appeal, staff finds that the project meets the required findings. Therefore, it is recommended that the City Planning Commission deny the appeals and sustain the Determination by the Director of Planning.

Exhibit A – Maps

Vicinity Map

Zoning Map



VICINITY MAP

SITE LOCATION:
1459 S. HI POINT STREET
LOS ANGELES, CA 90035

CASE NO:

T.B. PAGE: 633 GRID: A-4

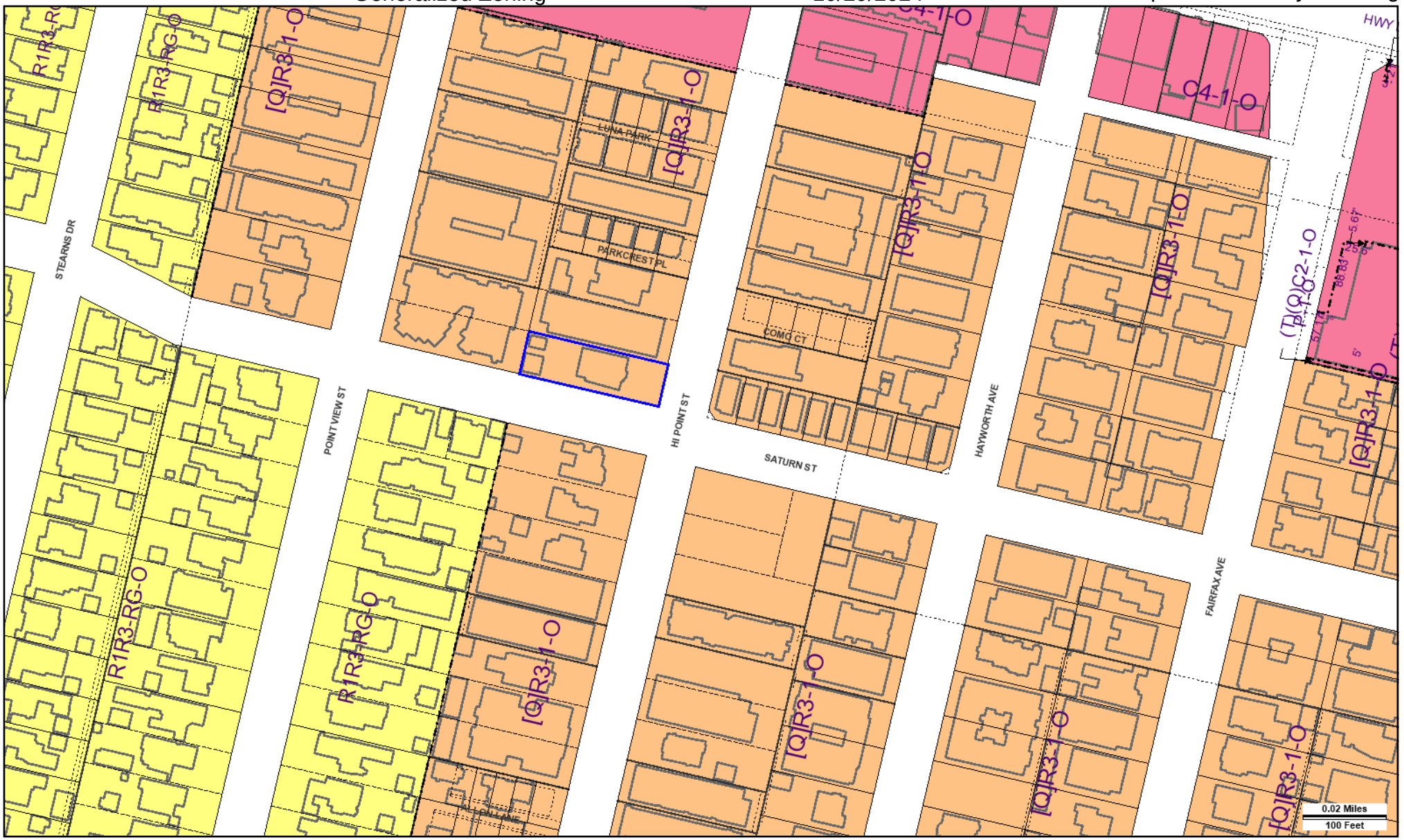
N

ZIMAS INTRANET

Generalized Zoning

10/29/2024

City of Los Angeles
Department of City Planning



Address: 1459 S HI POINT ST
APN: 5068012035
PIN #: 129B173 648

Tract: TR 3909
Block: None
Lot: FR 10
Arb: 4

Zoning: [Q]R3-1-O
General Plan: Medium Residential

N
W E
S

Exhibit B – Appeal Documents

APPLICATIONS

APPEAL APPLICATION
Instructions and Checklist

RELATED CODE SECTION

Refer to the Letter of Determination (LOD) for the subject case to identify the applicable Los Angeles Municipal Code (LAMC) Section for the entitlement and the appeal procedures.

PURPOSE

This application is for the appeal of Los Angeles Department of City Planning determinations, as authorized by the LAMC, as well as first-level Building and Safety Appeals and Housing Appeals.

APPELLATE BODY

Check only one. If unsure of the Appellate Body, check with City Planning staff before submission.

- ☐ Area Planning Commission (APC)
- ☒ City Planning Commission (CPC)
- ☐ City Council
- ☐ Zoning Administrator (ZA)
- ☐ Director of Planning (DIR)

CASE INFORMATION

Case Number: DIR-2023-4996-TOC-HCA

APN: 5068-012-035

Project Address: 1459 S. Hi Point Street

Final Date to Appeal: May 23, 2024

APPELLANT

For main entitlement cases, <u>except</u> for Building and Safety Appeals and Housing Appeals:

Check all that apply.

- ☒ Person, other than the Applicant, Owner or Operator claiming to be aggrieved
- ☐ Representative
- ☐ Property Owner
- ☐ Applicant
- ☐ Operator of the Use/Site

For Building and Safety Appeals only:

Check all that apply.

☐ Person claiming to be aggrieved by the determination made by **Building and Safety**[1]

☐ Representative ☐ Property Owner ☐ Applicant ☐ Operator of the Use/Site

For Housing Appeals only:

Check all that apply.

☐ Person claiming to be aggrieved by the determination made by **Housing**

☐ Representative ☐ Property Owner ☐ Applicant ☐ Interested Party ☐ Tenant

APPELLANT INFORMATION

Appellant Name: Elaine Johnson

Company/Organization: L A GLO Inc.

Mailing Address: 1451 S. Hi Point

City: Los Angeles **State:** CA **Zip Code:** 90035

Telephone: 213-700-4140 **E-mail:** hipointapts@gmail.com

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

☒ Self ☐ Other: _____

Is the appeal being filed to support the original applicant's position? ☐ **YES** ☒ **NO**

REPRESENTATIVE / AGENT INFORMATION

Representative/Agent Name (if applicable): Jamie T. Hall

Company: Channel Law Group, LLP

Mailing Address: 8383 Wilshire Blvd., Suite 750

City: Beverly Hills **State:** CA **Zip Code:** 90211

Telephone: 310-982-1760 **E-mail:** jamie.hall@channellawgroup.com

[1] Pursuant to LAMC Section 13B.2.10.B.1. of Chapter 1A, Appellants of a Building and Safety Appeal are considered the Applicant and must provide the Noticing Requirements identified on page 4 of this form at the time of filing. Pursuant to LAMC Section 13B.10.3 of Chapter 1A, an appeal fee shall be required pursuant to LAMC Section 19.01 B.2 of Chapter 1.

JUSTIFICATION / REASON FOR APPEAL

Is the decision being appealed in its entirety or in part? ☒ **Entire** ☐ **Part**

Are specific Conditions of Approval being appealed? ☐ **YES** ☒ **NO**

If Yes, list the Condition Number(s) here: _____

On a separate sheet provide the following:

☒ Reason(s) for the appeal

☒ Specific points at issue

☒ How you are aggrieved by the decision

APPLICANT'S AFFIDAVIT

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

Appellant Signature: _____ **Date:** May 23, 2024

GENERAL NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

The appellate body must act on the appeal within a time period specified in the LAMC Section(s) pertaining to the type of appeal being filed. Los Angeles City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.

THIS SECTION FOR CITY PLANNING STAFF USE ONLY

Base Fee: _____

Reviewed & Accepted by (DSC Planner): _____

Receipt No.: _____ **Date :** _____

☐ Determination authority notified ☐ Original receipt and BTC receipt (if original applicant)

GENERAL APPEAL FILING REQUIREMENTS

If dropping off an appeal at a Development Services Center (DSC), the following items are required. See also additional instructions for specific case types. To file online, visit our Online Application System (OAS).

APPEAL DOCUMENTS

1. Hard Copy

Provide three sets (one original, two duplicates) of the listed documents for each appeal filed.

- ☒ Appeal Application
- ☒ Justification/Reason for Appeal
- ☒ Copy of Letter of Determination (LOD) for the decision being appealed

2. Electronic Copy

- ☒ Provide an electronic copy of the appeal documents on a USB flash drive. The following items must be saved as individual PDFs and labeled accordingly (e.g., "Appeal Form", "Justification/ Reason Statement", or "Original Determination Letter"). No file should exceed 70 MB in size.

3. Appeal Fee

- ☐ *Original Applicant.* The fee charged shall be in accordance with LAMC Section 19.01 B.1(a), or a fee equal to 85% of the original base application fee. Provide a copy of the original application receipt(s) to calculate the fee.
- ☒ *Aggrieved Party.* The fee charged shall be in accordance with the LAMC Section 19.01 B.1(b).

4. Noticing Requirements (Applicant Appeals or Building and Safety Appeals Only)

- ☐ *Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per the LAMC for all Applicant appeals. Appellants for BSAs are considered Original Applicants.
- ☐ *BTC Receipt.* Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning's mailing contractor (BTC).

  See the Mailing Procedures Instructions (CP13-2074) for applicable requirements.
- ☐ Not applicable for Housing Appeals.

SPECIFIC CASE TYPES
ADDITIONAL APPEAL FILING REQUIREMENTS AND / OR LIMITATIONS

DENSITY BONUS (DB) / TRANSIT ORIENTED COMMUNITES (TOC)

Appeal procedures for DB/TOC cases are pursuant to LAMC Section 12.22 A.25(g) of Chapter 1.

- Off-Menu Incentives or Waiver of Development Standards are not appealable.
- Appeals of On-Menu Density Bonus or Additional Incentives for TOC cases can only be filed by adjacent owners or tenants and is appealable to the City Planning Commission.

  ☒ Provide documentation confirming adjacent owner or tenant status is required (e.g., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, driver's license, bill statement).

WAIVER OF DEDICATION AND / OR IMPROVEMENT

Procedures for appeals of Waiver of Dedication and/or Improvements (WDIs) are pursuant to LAMC Section 12.37 I of Chapter 1.

- WDIs for by-right projects can only be appealed by the Property Owner.
- If the WDI is part of a larger discretionary project, the applicant may appeal pursuant to the procedures which govern the main entitlement.

[VESTING] TENTATIVE TRACT MAP

Procedures for appeals of [Vesting] Tentative Tract Maps are pursuant LAMC Section 13B.7.3.G. of Chapter 1A.

- Appeals must be filed within 10 days of the date of the written determination of the decision-maker.

BUILDING AND SAFETY APPEALS AND HOUSING APPEALS

First Level Appeal

Procedures for an appeal of a determination by the Los Angeles Department of Building and Safety (LADBS) (i.e., Building and Safety Appeal, or BSA) and Housing (LAHD) are pursuant LAMC Section 13B.10.2. of Chapter 1A.

- The Appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

1. Appeal Fee

   ☐ Appeal fee shall be in accordance with LAMC Section 19.01 B.2 of Chapter 1 (i.e., the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code, plus surcharges).

2. Noticing Requirement

   ☐ *Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per LAMC Section 13B.10.2.C. of Chapter 1A. Appellants for BSAs are considered Original Applicants. (Not applicable for Housing appeals).

   ☐ *BTC Receipt.* Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning's mailing contractor (BTC).

   ☐ Not applicable for Housing Appeals.

See the Mailing Procedures Instructions (CP13-2074) for applicable requirements.

Second Level Appeal

Procedures for a appeal of the Director's Decision on a BSA Appeal and LAHD appeals are pursuant to LAMC Section 13B.10.2.G. of Chapter 1A. The original Appellant or any other aggrieved person may file an appeal to the APC or CPC, as noted in the LOD.

1. Appeal Fee

   ☐ *Original Applicant.* Fees shall be in accordance with the LAMC Section 19.01 B.1(a) of Chapter 1.

2. Noticing Requirement

   ☐ *Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per LAMC Section 13B.10.2.C of Chapter 1A. Appellants for BSAs are considered Original Original Applicants.

   ☐ *BTC Receipt.* Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning's mailing contractor (BTC).

   ☐ Not applicable for Housing Appeals.

See the Mailing Procedures Instructions (CP13-2074) for applicable requirements.

NUISANCE ABATEMENT / REVOCATIONS

Appeal procedures for Nuisance Abatement/Revocations are pursuant to LAMC Section 13B.6.2.G. of Chapter 1A. Nuisance Abatement/Revocations cases are only appealable to the City Council.

1. Appeal Fee

   ☐ *Applicant (Owner/Operator).* The fee charged shall be in accordance with the LAMC Section 19.01 B.1(a) of Chapter 1.

   For appeals filed by the property owner and/or business owner/operator, or any individuals/ agents/representatives/associates affiliated with the property and business, who files the appeal on behalf of the property owner and/or business owner/operator, appeal application fees listed under LAMC Section 19.01 B.1(a) of Chapter 1 shall be paid, at the time the appeal application is submitted, or the appeal application will not be accepted.

   ☐ *Aggrieved Party.* The fee charged shall be in accordance with the LAMC Section 19.01 B.1(b) of Chapter 1.

Channel Law Group, LLP

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Beverly Hills, CA 90211

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www.channellawgroup.com

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CHARLES J. McLURKIN
GREGORY T. WITTMANN

Writer's Direct Line: (310) 982-1760
jamie.hall@channellawgroup.com

*ALSO Admitted in Texas

May 23, 2024

VIA ELECTRONIC UPLOAD

Los Angeles City Planning Commission
Los Angeles City Hall
Council Chamber, Room 340
200 North Spring Street
Los Angeles, CA 90012

Re: Appeal of Case No. DIR-2023-4996-TOC-HCA;
1459 S. Hi Point Street; ENV-2023-4997-CE

Commission President Lawshe, Vice-President Zamora and Commission Members:

This firm represents Elaine Johnson, who hereby appeals the approval of Tier 3 Base and Additional Incentives at 1459 S. Hi Point Street for a five-story residential development with one level of subterranean parking, 19 dwelling units, 24 parking spaces and 22 bicycle parking spaces ("Project"). As detailed herein, the Project is not eligible for Tier 3 Incentives because it is not within 1,500 feet of a Major Transit Stop. Moreover, the Project does not comply with the "Q" Conditions in Ordinance No. 168,193 because it fails to provide the required open space or street trees. Finally, the Project is not eligible for the Class 32 Categorical Exemption.

I. THE PROJECT IS NOT ELIGIBLE FOR TIER 3 INCENTIVES

The Project relies on the intersection of Big Blue Bus Rapid Line 7 and Metro Rapid Line 217 at Fairfax Avenue and Pico Boulevard to qualify as a "Major Transit Route" for purposes of the TOC Guidelines. This intersection is insufficient to make the Project Site eligible for Tier 3 Incentives for several reasons. First, Rapid Line 217 is proposed to be discontinued and replaced

by a NextGen line. The the NextGen bus system fails to meet the criteria of a "rapid" bus for purposes of the TOC Guidelines and therefore the intersection consists of two *regular* bus lines, which cannot justify Tier 3 Incentives regardless of proximity. Second, to the extent Rapid Line 217 existed at the time a request for tier verification was submitted, it does not provide the required 15-minute frequency of service to qualify the site for Tier 3 Incentives. Appellant reserves the right to supplement these points with further calculations of timetables.

II. THE PROJECT DOES NOT COMPLY WITH THE "Q" CONDITIONS

The applicable "Q" Condition established by Ordinance No. 168,193 requires a minimum of 100 square feet of "usable open space" for each dwelling unit and lays out clear criteria for what constitutes "usable open space." The Project's proposed open space does not meet these criteria. The Project requires 1,900 square feet of open space in compliance with the "Q" Conditions. This analysis assumes a 25 percent reduction in required open space, yielding 1,425 square feet of open space in compliance with the "Q" Conditions, although the Project is not eligible for this reduction.

- None of the private open space located above the first habitable level qualifies as private open space under the "Q" Conditions, which provides that only patios and yards located "at ground level or the first habitable level" may qualify as private open space.
- None of the private patios at ground level qualify as private open space under the "Q" Conditions, which require that patios shall be "enclosed by a solid screen material at least four feet in height" and measure at least 15 feet in width. (One patio exceeds 15 feet in width, but it is located within the front yard and therefore cannot qualify as open space under the "Q" Conditions.)
- The "Q" Conditions require that open space be "usable" and that common open space "shall incorporate recreational amenities[.]" The Project Plans depict planters reaching approximately four feet in height in the rear yard for much of its areas, rendering this area unusable—especially considering that the depth of the planters far exceeds an ordinary arms' length, putting it out of reach and making it literally inaccessible and unusable to its purported beneficiaries. Because these planters cannot constitute usable open space, the entire rear yard fails to meet the 20-foot
- The 592 square-foot "roof garden" does not qualify as open space under the "Q" Conditions for several reasons. First, it is located on a rooftop and therefore cannot qualify as open space under the "Q" Conditions which provide that "rooftops shall not be included as open space." Second, the width of the "roof garden" is less than 15 feet measured east to west because the 15-foot measurement on the plans includes the roof perimeter wall, which will necessarily not be usable as open space. Third, the average width of the "roof garden" is less than 20 feet after accounting for planters and walls which render large portions of the area unusable for open space purposes.

- The "Q" Conditions require that common open space shall provide one 24-inch box tree per three dwelling units, and that those trees shall be planted within the open space. Here, the Project requires six (6) 24-inch box trees within the common open space because it proposes 19 dwelling units. The Project Plans do not depict any box trees in any of the common open space.
- The "Q" Conditions require that 50 percent of common open space shall be planted with ground cover, requiring at least 712.5 square feet of planted ground cover within the common open space. The Project Plans depict 394 (364 + 30) square feet in the rear yard. To provide the remaining required planted ground cover in the "roof garden," 318 square feet would be required. The Project Plans do not calculate the planted ground cover on the "roof garden," although it appears to be approximately three to five feet deep based on the scale of the drawings, providing a maximum of 150 square feet.

III. THE PROJECT IS NOT ELIGIBLE FOR A CLASS 32 CATEGORICAL EXEMPTION

To be eligible for a Class 32 Categorical Exemption, a project must be "consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations." As shown above, the Project is not eligible for the Tier 3 Incentives and fails to comply with the "Q" Conditions. It is therefore not eligible for the Class 32 Categorical Exemption.

IV. CONCLUSION

I may be contacted at 310-982-1760 or at jamie.hall@channellawgroup.com if you have any questions, comments or concerns.

Sincerely,

Jamie T. Hall

Applicant Copy
Office: Van Nuys
Application Invoice No: 95831

6800195831

City of Los Angeles
Department of City Planning

City Planning Request

NOTICE: The staff of the Planning Department will analyze your request and accord the same full and impartial consideration to your application, regardless of whether or not you obtain the services of anyone to represent you.

This filing fee is required by Chapter 1, Article 9, L.A.M.C.

If you have questions about this invoice, please contact the planner assigned to this case. To identify the assigned planner, please the assigned planner, please visit https://planning.lacity.gov/pdiscaseinfo/ and enter the Case Number.

Payment Info: $204.18 was paid on 05/23/2024 with receipt number 200096248137

Applicant: Elaine Johnson (L.A. GLO Inc.)
Representative:
Project Address: 1459 S HI POINT ST, 90035

NOTES: Appeal by an aggrieved party (adjacent property owner) of the entire decision on a TOC case for 19 unit apartment building

DIR-2023-4996-TOC-HCA-1A			
Item	Fee	%	Charged Fee
Appeal by Person Other Than The Applicant	$166.00	100 %	$166.00
		Case Total	**$166.00**
		* Fees Subject to Surcharges	$166.00
		Fees Not Subject to Surcharges	$0.00
		Plan & Land Use Fees Total	$0.00
		Expediting Fee	$0.00
		Development Services Center Surcharge (3%)	$4.98
		City Planning Systems Development Surcharge (6%)	$9.96
		Operating Surcharge (7%)	$11.62
		General Plan Maintenance Surcharge (7%)	$11.62

* Fees Subject to Surcharges	$166.00
Fees Not Subject to Surcharges	$0.00
Plan & Land Use Fees Total	$0.00
Expediting Fee	$0.00
Development Services Center Surcharge (3%)	$4.98
City Planning Systems Dev. Surcharge (6%)	$9.96
Operating Surcharge (7%)	$11.62
General Plan Maintenance Surcharge (7%)	$11.62
Grand Total	$204.18
Total Overpayment Amount	$0.00
Total Paid (amount must equal sum of all checks)	$204.18

Council District:
Plan Area:
Processed by STEVEN WECHSLER on 5/23/2024

Signature: _____

Exhibit C – Director's Determination, DIR-2023-4996-TOC-HCA-1A

DIRECTOR'S DETERMINATION
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM

May 8, 2024

Applicant/Owner
Ilan Douek
1459 Hi Point, LLC
5168 West Pico Boulevard
Los Angeles, CA 90019

Representative
Nick Leathers
Crest Real Estate
11150 West Olympic Boulevard, Ste. 700
Los Angeles, CA 90064

Case No.	DIR-2023-4996-TOC-HCA
CEQA:	ENV-2023-4997-CE
Location:	1459 South Hi Point Street
Council District:	10 – Hutt
Neighborhood Council:	P.I.C.O.
Community Plan Area:	Wilshire
Land Use Designation:	Medium Residential
Zone:	[Q]R3-1-O
Legal Description:	FR of Lot 10, Arb 4 of Tract 3909
Last Day to File an Appeal:	**May 23, 2024**

DETERMINATION – Transit Oriented Communities Affordable Housing Incentive Program

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

1. **Determine** that, based on the whole of the administrative record, the project is exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2. **Approve with Conditions** a 70 percent increase in density, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program along with the following three (3) Additional incentives for a qualifying Tier 3 project totaling 19 dwelling units, including two units reserved for Extremely Low Income (ELI) Household occupancy, for a period of 55 years:

a. Base Incentives.

a. **Density.** An 70% increase in density;

b. **Floor Area Ratio.** A 50% increase in FAR to permit a maximum of 3.75:1 FAR in lieu of the 3:1 as otherwise required by LAMC Section 12.21.1 A.1;

c. **Parking.** Provide 0.5 spaces per unit.

b. Additional Incentives.

a. **Height.** Increase of 22 feet to a maximum of 57 feet;

b. **Open Space**. Up to a 25% reduction in the open space required.

c. **Side Yard Setbacks.** Up to a 30% reduction in the required side yard setbacks to permit a minimum of 5'8" in lieu of the minimum 8 feet, as otherwise required;

3. Adopt the attached Findings.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22-A,31of the LAMC, the following conditions are hereby imposed upon the use of the subject property:

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project conditions. Changes beyond minor deviations required by other City Departments or the LAMC may not be made without prior review by the Department of City Planning, Expedited Processing Section, and written approval by the Director of Planning. Each change shall be identified and justified in writing.

2. **On-site Restricted Affordable Units.** Two (2) units, or equal to a ten percent of the total number of dwelling units, shall be designated for Extremely Low Income Households, as defined by the Los Angeles Housing Department (LAHD) and California Government Code Section 65915(c)(2).

3. **Changes in On-site 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,31.

4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD to make ten percent of the total number of dwelling units available to Extremely Low Income Households, for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with LAMC Section 12.22-A,31, to the satisfaction of LAHD. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant will present a copy of the recorded covenant to the

Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD. Refer to the Density Bonus Legislation Background section of this determination.

5. **Base Incentives.**

   a. **Residential Density**. The project shall be limited to a maximum density of 19 residential dwelling units (equal to a maximum density increase of 70 percent), including On-site Restricted Affordable Units.

   b. **Floor Area Ratio (FAR)**. The project shall be permitted a maximum FAR of 3.75:1 for a Tier 3 project.

   c. **Parking.**

      i. **Automobile Parking.** No minimum parking is required, consistent with the provisions of Assembly Bill (AB) 2097.

      ii. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21-A,16. In the event that the number of On-Site Restricted Affordable Units should increase or the composition of such units should change, then no modification of this determination shall be necessary and the number of bicycle parking spaces shall be re-calculated consistent with LAMC Section 12.21-A,16.

      iii. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by LAHD.

      iv. **Electric Vehicle Charging.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Section 99.04.106 of Article 9, Chapter IX of the LAMC.

6. **Additional Incentives.**

   a. **Height.** The project shall be allowed a height increase of up to 22 feet for a maximum height of 57 feet.

   b. **Open Space.** The project may be permitted a maximum reduction of 25 percent in the required amount of open space provided that the landscaping for the Housing Development Project is sufficient to qualify for the number of landscape points equivalent to 10% more than otherwise required by Section 12.40 of this Code and Landscape Ordinance Guidelines "O."

   c. **Side Yard Setbacks.** The project shall be permitted up to a 30% reduction in the required side yard setbacks to permit a minimum of 5’8” in lieu of the minimum 8 feet, as otherwise required.

Design Conformance Conditions

7. **Landscaping.** 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.

8. **Solar Energy.** The project shall comply with Section 99.04.211.1 of the LAMC.

9. **Tree Replacement.** Street trees and replacement trees shall be provided to the satisfaction of the Urban Forestry Division.

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

11. **Trash.** All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.

12. **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 consistent with LADWP access requirements.

13. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, sidewalks, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.

14. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way, nor from above.

15. **Parking/ Driveway Plan.** Prior to the issuance of any building permit, the applicant shall submit a parking and driveway plan to the Department of Transportation for approval.

16. **Parking Screening.** With the exception of vehicle and pedestrian entrances and/or fresh air intake grilles, all vehicle parking shall be completely enclosed along all sides of the building.

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.

Administrative Conditions

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

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

20. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.

21. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

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

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

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

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

26. **Expedited Processing Section Fee.** 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.

27. **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 assigns. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

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

Applicant shall do all of the following:

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

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

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

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

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

PROJECT BACKGROUND

The subject site is located on five contiguous parcels (8,839 square-feet in area) on the northwest corner of Hi Point Street and Saturn Street. It is located within the Wilshire Community Plan with a Medium Residential land use designation and all parcels are zoned [Q]R3-1-O. The site is further located within a Transit Priority Area, a Tier 3 TOC, and the Urban Agriculture Incentive Zone.

The proposed project is a five-story residential development with one level of subterranean parking and includes 19 residential units, 2,492 square feet of open space, 24 parking spaces for residential use, and 22 long-term and short-term bicycle parking spaces. Ten percent (2 units) will be deed-restricted affordable units for Extremely Low-Income Households. The project proposes a total of 20,420 square-foot square feet of floor area on an 8,838 square-foot lot for a Floor Area Ratio (F.A.R.) of up to 1.5:1. The proposed project unit mix includes 1 one bedroom unit, 11 two-bedroom units, and 8 three-bedroom units.

Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the proposed Tier 3 project is eligible for Base Incentives and three (3) Additional Incentives. As Base Incentives, the project is eligible to (1) increase the maximum allowable number of dwelling units permitted by 70 percent and (2) provide residential automobile parking at a ratio of 0.5 spaces per unit. The project is requesting the three Additional Incentives for (1) a 22-foot increase in height, (2) a 25% reduction in open space, and (3) a 30 percent reduction in two side yards.

STREETS

Hi Point Street, abutting the property to the east, is designated as a Local Street dedicated to a width of 60 feet, and is improved with asphalt roadway, concrete curb, gutter, and sidewalk.

Saturn Street, abutting the property to the south, is designated as a Local Street dedicated to a width of 60 feet, and is improved with asphalt roadway, concrete curb, gutter, and sidewalk.

HOUSING REPLACEMENT

Pursuant to LAMC Section 12.22-A,31(b)(1), a Housing Development located within a Transit Oriented Communities (TOC) Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets any applicable replacement requirements of California Government Code Section 65915(c)(3) (California State Density Bonus Law).

Assembly Bill 2222 (AB 2222) amended the State Density Bonus Law to require applicants of density bonus projects filed as of January 1, 2015 to demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households.

On September 28, 2016, Governor Brown signed Assembly Bill 2556 (AB 2556) which further amended the State Density Bonus Law. The amendments took effect on January 1, 2017. AB 2556 clarifies the implementation of the required replacement of affordable units in Density Bonus projects, first introduced by AB 2222. AB 2556 further defines "equivalent size" to mean that as a whole, the new units must contain at least the same total number of bedrooms as the units being replaced.

The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 SB 8 Replacement Unit Determination, dated June 6, 2023, that one (1) unit is subject to replacement pursuant to the requirements of SB 8. The Determination made by LAHD is attached to the subject case file and provides additional information.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS AND APPLICATION AND APPROVALS

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

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

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

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

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

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

    The project site is located within a Tier 3 TOC Affordable Housing Incentive Area. As part of the proposed development, the project is required to reserve a minimum of ten percent of the total number of on-site dwelling units for Extremely Low Income Households. The project will reserve a total of two on-site dwelling units for Extremely Low Income Households, which equates to 10 percent of the 19 total dwelling units proposed as part

of the Housing Development. As such, the project meets the eligibility requirement for On-Site Restricted Affordable Units.

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

   As defined in the TOC Guidelines, a Major Transit Stop means a site with an existing rail transit station 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 approximately 1,000 feet from the Santa Monica Big Blue Bus Rapid Line 7 and Metro Rapid Bus Line 217. Hence, the project meets the eligibility requirement for a TOC Housing Development to be located within 2,640 feet of a Major Transit Stop. Therefore, the project meets the requirement for proximity to a Major Transit Stop.

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

   Pursuant to the Determination made by LAHD dated June 6, 2023, and included in the subject case file, one (1) unit is subject to replacement under the requirements of SB 8 for the subject project. The proposed project will provide two (3) affordable units (all set aside for Extremely Low Income households). As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Section 65915(c)(3).

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

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

5. ***Base Incentives and Additional Incentives.*** *All Eligible Housing Developments are eligible to receive the Base Incentives listed in Section VI of the TOC Guidelines. Up to three Additional Incentives listed in Section VII of the TOC Guidelines may be granted based upon the affordability requirements described below. For the purposes of this section below "base units" refers to the maximum allowable density allowed by the zoning, prior to any density increase provided through these Guidelines. The affordable housing*

units required per this section may also count towards the On-Site Restricted Affordable Units requirement in Section IV.1 above (except Moderate Income units).

a. One Additional Incentive may be granted for projects that include at least 4% of the base units for Extremely Low Income Households, at least 5% of the base units for Very Low Income Households, at least 10% of the base units for Lower Income Households, or at least 10% of the base units for persons and families of Moderate Income in a common interest development.

b. Two Additional Incentives may be granted for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units for Very Low Income Households, at least 20% of the base units for Lower Income Households, or at least 20% of the base units for persons and families of Moderate Income in a common interest development.

c. Three Additional Incentives may be granted for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units for Very Low Income Households, at least 30% of the base units for Lower Income Households, or at least 30% of the base units for persons and families of Moderate Income in a common interest development.

As an Eligible Housing Development, the project is eligible to receive the Base Incentives listed in the TOC Guidelines. The project is seeking three (3) Additional Incentives: (1) a 22-foot increase in height, (2) a 25 percent reduction in open space, and (3) a 30 percent reduction in two side yards. The project is seeking the allowed incentives, for reserving at least ten percent of the base units for Extremely Low-Income Households. The project is setting aside two (2) units for Extremely Low-Income Households, which equates to approximately 10 percent of the 19 total units permitted through the underlying zoning of the site. As such, the project meets the eligibility requirements for both Base and Additional Incentives.

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

   The project is allowed for three Additional Incentives and the project is seeking three Additional Incentives in exchange for reserving at least ten percent of the total units for Extremely Low Income Households. The project is setting aside two units for Extremely Low Income Households, which equates to 10 percent of the 19 total units permitted through the underlying zoning of the site. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11, and this eligibility requirement does not apply.

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

   The subject property consists of five lots, which is located within a Tier 3 TOC Affordable Housing Incentive Area. Therefore, this eligibility requirement does not apply.

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

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

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

   The project does not consist of 100 percent On-Site Restricted Affordable units. It is not eligible for or seeking an increase in Tier. As such, this eligibility requirement does not apply.

10. ***Design Conformance.*** *Projects seeking to obtain Additional Incentives shall be subject to any applicable design guidelines, including any Community Plan design guidelines, Specific Plan design guidelines and/or Citywide Design Guidelines and may be subject to conditions to meet design performance. The conditions shall not preclude the ability to construct the building with the residential density permitted by Section VI.*

    The project seeks three (3) Additional Incentives. The proposed development conforms to the Citywide Design Guidelines and has been conditioned to ensure a well-designed development and compliance with the Design Guidelines. The project has been designed to incorporate visually interesting variations in building architecture and massing and has been conditioned to provide a more pedestrian-friendly and higher-quality streetscape. The project has been conditioned to provide a well-articulated façade utilizing a variety of building materials and balcony and projection features to break up the massing of the building. The project has been conditioned to provide a pedestrian-friendly environment through the provision of landscaping, a prominent pedestrian entryway, and screening of any mechanical equipment from the public right-of-way. These design features do not preclude the provision of the permitted density of residential units. Thus, the project conforms to the applicable design guidelines and conditions have been imposed accordingly.

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

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

1. Pursuant to Section 12.22 A.25(g)(2)(i)(c) of the LAMC and Section 65915(e) of the California Government Code, the Director <u>shall approve</u> a density bonus and requested incentive(s) unless the Director of Planning finds that:

a. *The Incentive does not result in identifiable and actual cost reductions to provide for affordable housing costs.*

Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

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

Increase in Height. Eligible Tier 3 projects can request a height increase of up to 22 feet for two stories.

Side Yard Setbacks. Eligible Housing Developments in Tier 3 can request a decrease in required side yard setback by up to 30%. The subject site would be required to provide 8-foot side yards. A 30% decrease in side yard setback would allow a minimum of 5’8” side yard. The project provides seven-foot side yards. This requested incentive will allow for a larger building envelope, resulting in a building design that facilitates affordable housing costs and supports the applicant’s decision to reserve two (2) units for Extremely Low Income Households.

Open Space. Eligible Housing Developments in Tier 3 can request a decrease in required open space by up to 25%. The project proposes to provide 2,492 square feet of open space. This requested incentive will allow for design efficiencies and will result in a building design that facilitates affordable housing costs and supports the applicant’s decision to reserve two (2) units for Extremely Low Income Households.

Therefore, the Additional Incentives are necessary to provide for affordable housing costs.

b. *The Incentive <u>will have</u> a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible methods 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 has been no evidence provided that indicated that the proposed incentives will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources. 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, and there are no designated historic resources in the immediate vicinity of the project site. Accordingly, the project

will not have a significant impact on any on-site resource or any resource in the surrounding area. The property is not located on a substandard street in a Hillside area, or Methane Zone. The project is required to comply with all other pertinent regulations including those governing construction, use, and maintenance, and will not create any significant direct impacts on public health and safety. Therefore, there is no substantial evidence that the proposed project, and thus the requested incentive, 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 or federal law.

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

ADDITIONAL MANDATORY FINDINGS

2. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located outside of flood zone.

TIME LIMIT – OBSERVANCE OF CONDITIONS

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

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

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

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

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

TRANSFERABILITY

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

APPEAL PERIOD - EFFECTIVE DATE

This grant is not a permit or license and any permits and/or licenses required by law must be obtained from the proper public agency. If any Condition of this grant is violated or not complied with, then the applicant or their successor in interest may be prosecuted for violating these Conditions the same as for any violation of the requirements contained in the Los Angeles Municipal Code (LAMC).

This determination will become effective after the end of appeal period date on the first page of this document, unless an appeal is filed with the Department of City Planning. An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure the Development Services Center (DSC) staff has adequate time to review and accept the documents, and to allow appellants time to submit payment.

An appeal may be filed utilizing the following options:

Online Application System (OAS): The OAS (https://planning.lacity.org/oas) allows entitlement appeals to be submitted entirely electronically by allowing an appellant to fill out and submit an appeal application online directly to City Planning's DSC, and submit fee payment by credit card or e-check.

Drop off at DSC. Appeals of this determination can be submitted in-person at the Metro or Van Nuys DSC locations, and payment can be made by credit card or check. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications; alternatively, appeal applications can be filed with staff at DSC public counters. Appeal applications must be on the prescribed forms, and accompanied by the required fee and a copy of the determination letter. Appeal applications shall be received by the DSC public counter and paid for on or before the above date or the appeal will not be accepted.

Forms are available online at http://planning.lacity.org/development-services/forms. Public offices are located at:

Metro DSC
(213) 482-7077
201 North Figueroa Street, 4th Floor
Los Angeles, CA 90012
Planning.figcounter@lacity.org

Van Nuys DSC
(818) 374-5050
6262 Van Nuys Boulevard, Suite 251
Van Nuys, CA 91401
Planning.mbc2@lacity.org

West Los Angeles DSC
(CURRENTLY CLOSED)
(310) 231-2901
1828 Sawtelle Boulevard, 2nd Floor
Los Angeles, CA 90025
Planning.westla@lacity.org

City Planning staff may follow up with the appellant via email and/or phone if there are any questions or missing materials in the appeal submission, to ensure that the appeal package is complete and meets the applicable LAMC provisions.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Verification of condition compliance with building plans and/or building permit applications are done at the City Planning Metro or Valley DSC locations. An in-person or virtual appointment for Condition Clearance can be made through the City's BuildLA portal (appointments.lacity.org). The applicant is further advised to notify any consultant representing you of this requirement as well.

QR Code to Online Appeal Filing

QR Code to Forms for In-Person Appeal Filing

QR Code to BuildLA Appointment Portal for Condition Clearance

Pursuant to LAMC Section 12.22 A.25(g)(2)(i)(f), only an applicant, abutting property owners, and abutting tenants can appeal the TOC portion of this Determination. Pursuant to LAMC Section 16.05, any party can appeal the Site Plan Review portion of this Determination. Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits, increase in FAR, and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Sections 12.22 A.25 and 12.22 A.31 of the LAMC, appeals of Transit Oriented Communities Affordable Housing Incentive Program cases are heard by the City Planning Commission.

Note of Instruction Regarding the Notice of Exemption: Applicant is hereby advised to file the Notice of Exemption for the associated categorical exemption after the issuance of this letter. If filed, the form shall be filed with the County of Los Angeles, 12400 Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). More information on the associated fees can be found online here: https://www.lavote.net/home/county-clerk/environmental-notices-fees. The best practice is to go in person and photograph the posted

notice in order to ensure compliance. Pursuant to Public Resources Code Section 21167 (d), the filing of this notice of exemption starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations, **and the possibility of a CEQA appeal**, being extended to 180 days.

VINCENT P. BERTONI, AICP
Director of Planning

Approved by:

Heather Bleemers
Senior City Planner

Attachments:
Exhibit A: Architectural Plans

Exhibit D – Approved Project Plans

GENERAL NOTES

A. GENERAL

1. ALL WORK SHALL BE EXECUTED IN ACCORDANCE WITH THE 2017 EDITION OF THE LOS ANGELES BUILDING CODES AND ORDINANCES OF THE STATE OF CALIFORNIA.
2. ALL DIMENSIONS AND CONDITIONS SHALL BE CHECKED AND VERIFIED ON THE JOB SITE BY EACH SUBCONTRACTOR BEFORE HE BEGINS HIS WORK. ANY ERRORS. OMISSIONS. OR DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE GENERAL CONTRACTOR BEFORE CONSTRUCTIONS BEGINS.
3. ALL DIMENSIONS TAKE PRECEDENCE OVER SCALE. NOTE THAT DIMENSIONS ARE TO CENTER LINE OR FACE OF FINISH MATERIAL.
4. THE BUILDINGS REQUIRE FIRE PROTECTION AS FOLLOWS: (SEE CODE ANALYSIS)
A. FIRE EXTINGUISHERS-PORTABLE TYPE 2A SHALL BE PROVIDED. DISTANCE FROM APARTMENT ENTRY DOOR TO FIRE EXTINGUISHER SHALL BE 75' MAXIMUM PROVIDE FIRE EXTINGUISHERS AS REQUIRED BY THE FIRE DEPARTMENT FIELD INSPECTOR.
B. PROVIDE FIRE EXTINGUISHER WITH A RATING OF 10BC FOR GARAGE.
5. MECHANICAL VENTILATION: ALL BATHROOMS. TOILET ROOMS, POWDER ROOMS AND LAUNDRY ROOMS SHALL BE VENTILATED TO PROVIDE A COMPLETE CHANGE OF AIR 5 TIMES PER HOUR. SUCH MECHANICALLY OPERATED EXHAUST SYSTEM SHALL BE CONNECTED DIRECTLY TO THE OUTSIDE. FAN SHALL BE OPERATED FROM A LIGHT SWITCH. THE POINT OF SISCHARGE SHALL BE AT LEAST 3 FEET FROM ANY OPENING THAT ALLOWS AIR ENTRY INTO OCCUPIED PORTIONS OF THE BUILDING.
6. LEGAL EXITS SHALL BE OPENABLE FROM THE INSIDE WITHOUT USE OF KEY. SPECIAL KNOWLEDGE OR EFFORT. ALL EXIT HARDWARE SHALL BE OF AN APPROVED TYPE. DEAD OR FLUSH BOLTS (THUMBS OPERATED) AND SIMILAR DEVICES ARE PROHIBITED.
7. PROVIDE 2-HOUR CONSTRUCTION BEHIND ALL TUBS LOCATED ADJACENT TO 2-HOUR FIRE DIVISION WALLS.
8. EXIT/ ENTRANCE DOOR MUST OPEN OVER A LANDING NOT MORE THAN 1/2' BELOW THE THRESHOLD AND HAVE A LENGTH NOT LESS THAN (36") (44") (60"HCD).
9. PROVIDE ULTRA LOW FLUSH WATER CLOSETS (1.6 GAL/FLUSH MAX) AND LOW FLOW SHOWER HEADS WITH A PRESSURE BALANCE OR THERMOSTATIC MIXING VALVE FOR ALL NEW CONSTRUCTION. EXISTING SHOWER HEADS AND TOILETS MUST BE ADAPTED FOR LOW WATER CONSUMPTION.
10. TRENCHES OR EXCAVATIONS OF 5' OR MORE IN DEPTH INTO WHICH A PERSON IS REQUIRED TO DESCEND SHALL OBTAIN THE NECESSARY PERMIT FROM THE STATE OF CALIFORNIA DIVISION OF INDUSTRIAL SAFETY.
11. A PERMIT FROM THE DEPARTMENT OF PUBLIC WORKS IS REQUIRED FOR A PROTECTION FENCE OR CANOPY ON OR OVER ANY STREET OR PUBLIC SPACE.
12. NO MEDICINE CABINETS. ELECTRIC PANELS, VENTS. OR WALL HEATERS SHALL PIERCE 2—HOUR DIVISION WALLS.
13. PROVIDE APPROVED STUCCO WEEP SCREEDS AT SILL PLATE OF ALL STUCCO WALLS. STUCCO FINISH SHALL NOT EXTEND BELOW FINISH GRADE.
14. BATHROOM FLOORS OVER WOOD SHALL HAVE WATER-PROOF PROTECTION. PROVIDE RESILIENT FLOORING OVER 15# FELT BONDED TO PLYWOOD SUBFLOOR.
15. "AN APPROVED SEISMIC GAS SHUTOFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWN STREAM SIDE OF THE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING."
16. ALL EXTERIOR OPENING EXPOSED TO THE WEATHER SHALL BE FLASHED IN SUCH A MANNER AS TO MAKE THEM WATERPROOF. ALL FLASHING, COUNTER FLASHING AND COPING WHEN OF METAL SHALL BE 26 GA G.I. MINIMUM.
17. ALL PLYWOOD ROOF AND FLOOR SHEATHING SHALL BE INSPECTED AND APPROVED BY BUILDING INSPECTOR BEFORE COVERING.
18. FIRE BLOCK AT MID-HEIGHT WALLS OVER 8'-O' HIGH.
19. COMFORT HEATING WILL BE PROVIDED TO EVERY DWELLING UNIT AS REQUIRE BY CODE.
20. PROVIDE 6' HIGH NONABSORBENT WALL ADJACENT TO SHOWER AND APPROVED SHATTER RESISTANT MATERIAL FOR SHOWER ENCLOSURE AND WINDOWS WITHIN 5' OF FLOOR OF SHOWER OR BATHTUB FLOOR.
21. CONDUCT ALL ROOF DRAINAGE UNDER SIDEWALK TO STREET BY MEANS OF AN APPROVED NONEROSIVE DEVICE.
22. BATHTUB AND SHOWER UNITS, INCLUDING BACKING. SHALL BE OF TYPE APPROVED BY THE PLUMBING DEPARTMENT.
23. TELEVISION ANTENNA SHALL BE LOCATED 7' ABOVE FLAT ROOFS.
24. ALL STAIRS SHALL HAVE 8" MAXIMUM RISE AND 9" MINIMUM TREAD (7' RISE AND 11" TREADS AT PUBLIC STAIRS.)
25. PROVIDE U.L. APPROVED SMOKE AND FIRE DETECTORS WITHIN 12" OF CEILING AND WERE SHOWN ON PLANS. HARD WIRED WITH BATTERY BACK UP.
26. PROVIDE SMALL APPLIANCE CIRCUITS IN KITCHEN - 12 OUTLET MAX ON 20 AMP SERVICE - 9 OUTLETS MAX ON 15 AMP CIRCUIT.
27. ANTI-GRAFFITI COATING BY GENESIS COATINGS. |NC.(LA RR#25042-T) FOR LOWER 9'-0" OF BUILDING.
28. TOILET ROOM FLOORS SHALL HAVE A SMOOTH. HARD NON-ABSORBENT SURFACE SUCH AS PORTLAND CEMENT. CERAMIC TILE OR OTHER APPROVED MATERIAL THAT EXTENDS UPWARD ONTO THE WALLS AT LEAST 6 INCHES.
29. AN AITC CERTIFICATE OF INSPECTION FOR ALL GLUED LAMINATED TIMBER SHALL BE SUBMITTED TO A BUILDING AND SAFETY DIVISION INSPECTOR PRIOR TO ERECTION.

B. SECURITY

GENERAL:

1. ALL ENTRY DOORS TO DWELLING UNTTS OR GUEST ROOMS SHALL BE ARRANGED SO THAT THE OCCUPANT HAS A VIEW OF THE AREA IMMEDIATELY OUTSIDE THE DOOR WITHOUT OPENING THE DOOR. SUCH VIEW MAY BE PROVIDED BY A DOOR VIEWER. THROUGH WINDOWS LOCATED IN THE VICINITY OF THE DOOR OR THROUGH VIEW PORTS IN THE DOOR OR ADJOINING WALL.
2. SCREENS, BARRICADES, OR FENCES MADE OF MATERIAL WHICH PRECLUDE HUMAN CLIMBING SHALL BE PROVIDED AT EVERY PORTION OF EVERY ROOF. BALCONY. OR SIMILAR SURFACE WHICH IS WITHIN 8 ET. OF THE UTILITY POLE OR SIMILAR STRUCTURES.

DOORS:

3. WOOD FLUSH-TYPE DOORS SHALL BE 1 3/8' THICK MINIMUM WITH SOLID CORE CONSTRUCTION. 91 .6709.1-DOOR STOPS OF IN-SWINGING DOORS SHALL BE OF ONE-PIECE CONSTRUCTION WITH THE JAMB OR JOINED BY RABBET TO THE JAMB.
4. EVERY DOOR IN A SECURITY OPENING FOR AN APARTMENT HOUSE SHALL BE PROVIDED WITH A LIGHT BULB(60 WATT MIN.) AT A MAXIMUM HEIGHT OF 8 FEET ON THE EXTERIOR.
5. ALL PIN-TYPE DOOR HINGES ACCESSIBLE FROM OUTSIDE SHALL HAVE NON-REMOVABLE HINGE PINS. HINGES SHALL HAVE MIN. 1/ " DIA. STEEL JAMB STUD WITH 1/4' MIN. PROTECTION. THE STRIKE PLATE FOR LATCHES AND HOLDING DEVICE FOR PROJECTING DEAD BOLTS IN WOOD CONSTRUCTION SHALL BE SECURED TO THE JAMB AND THE WALL FRAMING WITH SCREWS NO LESS THAN 2-1/2' LONG.
6. PROVIDE DEAD BOLTS WITH HARDENED INSERTS: DEADLOCKING LATCH WITH KEY-OPERATED LOCKS ON EXTERIOR. LOCKS MUST BE OPENABLE FROM INSIDE WITHOUT KEY, SPECIAL KNOWLEDGE OR SPECIAL EFFORT(LATCH NOT REQUIRED IN B, F, AND S OCCUPANCIES.
7. STRAIGHT DEAD BOLTS SHALL HAVE A MIN. THROW OF 1' AND AN EMBEDMENT OF NOT LESS THAN 5/8". AND A HOOK-SHAPED OR AN EXPANDING-LUG DEADBOLT SHALL HAVE A MINIMUM THROW OF 3/4'.
8. THE USE OF A LOCKING SYSTEM WHICH CONSISTS OF A DEADLOCKING LATCH OPERATED BY A DOORKNOB AND A DEADBOLT OPERATED BY A NON-REMOVABLE THUMB TURN WHICH IS INDEPENDENT OF THE DEADLOCKING LATCH AND WHICH MUST BE SEPARATELY OPERATED. SHALL NOT BE CONSIDERED AS A SYSTEM WHICH REQUIRES SPECIAL KNOWLEDGE OR EFFORT WHEN USED IN DWELLING UNTTS. THE DOOR KNOB AND THE THUMB TURN WHICH OPERATES THE DEADBOLTS SHALL NOT BE SEPARATED BY MORE THAN 8 INCHES.
9. WOOD PANEL TYPE DOORS MUST HAVE PANELS AT LEAST 9/16 IN. THICK WITH SHAPED PORTIONS NOT LESS THAN 1/4 IN. THICK AND INDIVIDUAL PANELS MUST BE NO MORE THAN 300 SQ. IN. IN AREA. MULLIONS SHALL BE CONSIDERED A PART OF ADJACENT PANELS EXCEPT MULLIONS NOT OVER 18 INCHES LONG MAY HAVE AN OVERALL WIDTH OF NOT LESS THAN 2 INCHES. STILES AND RAILS SHALL BE OF SOLID LUMBER IN THICKNESS WITH OVERALL DIMENSIONS OF NOT LESS THAN 1 3/8 INCHES AND 3 INCHES IN WIDTH.
10. SLIDING DOORS SHALL BE PROVIDED WITH A DEVICE IN THE UPPER CHANNEL OF THE MOVING PANEL TO PROHIBIT RAISING AND REMOVING OF THE MOVING PANEL IN THE CLOSED OR PARTIALLY OPEN POSITION.
11. SLIDING GLASS DOORS SHALL BE EQUIPPED WITH LOCKING DEVICES AND SHALL BE SO CONSTRUCTED AND INSTALLED THAT THEY REMAIN INTACT AND ENGAGED WHEN SUBJECTED TO THE TESTS SPECIFIED IN SECTION 6717.1.
12. METAL OR WOODEN OVERHEAD OR SLIDING DOORS SHALL BE SECURED WITH A CYLINDER LOCK. PADLOCK WITH A MIN. 9/32' DIAMETER HARDENED STEEL SHACKLE AND BLOT'TED. HARDENED STEEL HASPS. METAL SLIDE BOARD. BOLT OR EQUIVALENT DEVICE UNLESS SECURED ELECTRICALLY OPERATED.
13. PROVIDE METAL GUIDES AT TOP AND BOTTOM OF METAL ACCORDION GRATE OR GRILLE-TYPE DOORS AND CYLINDER LOCKS OR PADLOCKS. CYLINDER GUARDS SHALL BE INSTALLED ON ALL CYLINDER LOCKS WHENEVER THE CYLINDER PROJECTS BEYOND THE FACE OF THE DOOR OR IS OTHERWISE ACCESSIBLE TO GRIPPING TOOLS.

GLAZING:

14. IN B,F,M. AND S OCCUPANCIES. PANES OF GLAZING WITH AT LEAST ONE DIMENSION GREATER THAN 5 IN. BUT LESS THAN 48 IN, SHALL BE CONSTRUCTED OF TEMPERED OR APPROVED BURGLARY-RESISTANT MATERIAL OR PROTECTED WITH METAL BARS OR GRILLES.
15. GLAZED OPENINGS WITHIN 40" OF THE DOOR LOCK WHEN THE DOOR IS IN THE CLOSED POSITION, SHALL BE FULLY TEMPERED GLASS OR APPROVED BURGLARY RESISTANT MATERIAL, OR SHALL BE PROTECTED BY METAL BARS. SCREENS OR GRILLS HAVING A MAXIMUM OPENING OF 2". THE PROVISIONS OF THIS SECTION SHALL NOT APPLY TO VIEW PORTS OR WINDOWS WHICH DO NOT EXCEED 2' IN THEIR GREATEST DIMENSIONS.

WINDOWS:

16. LOUVERED WINDOWS SHALL BE PROTECTED BY METAL BARS OR GRILLS WITH OPENINGS THAT HAVE AT LEAST ON DIMENSION OF 6" OR LESS. WHICH ARE CONSTRUCTED TO PRECLUDE HUMAN ENTRY.
17. OTHER OPENABLE WINDOWS SHALL BE PROVIDED WITH SUBSTANTIAL LOCKING DEVICES. IN B, F, M AND S OCCUPANCIES. SUCH DEVICES SHALL BE GLIDE BARS. BOLTS. CROSS-BARS. AND/OR PADLOCKS WITH MINIMUM 9/32' HARDENED STEEL SHACKLES AND BOLTED, HARDENED STEEL HASPS.
18. SLIDING WINDOWS SHALL BE PROVIDED WITH A DEVICE IN THE UPPER CHANNEL OF THE MOVING PANEL TO PROHIBIT RAISING AND REMOVING OF THE MOVING PANEL IN THE CLOSED OR PARTIALLY OPEN POSITION.
19. SLIDING WINDOWS SHALL BE EQUIPPED WITH LOCKING DEVICES AND SHALL BE SO CONSTRUCTED AND INSTALLED THAT THEY REMAIN INTACT AND ENGAGED WHEN SUBJECTED TO THE TESTS SPECIFIED IN (6717.2). ANY RELEASE FOR METAL BARS, GRILLS. GRATES OR SIMILAR DEVICES
20. CONSTRUCTED TO PRECLUDE HUMAN ENTRY THAT ARE INSTALLED SHALL BE LOCATED ON THE INSIDE OF THE ADJACENT ROOM AND AT LEAST 24 INCHES FROM THE CLOSEST OPENING THROUGH SUCH METAL BARS. GRILLS,

NOTES:

1. EMERGENCY RESPONDER RADIO COVERAGE SHALL BE PROVIDED PER LAFC SEC. 510 & CITY OF LA. REQUIREMENT # 105
2. STANDBY POWER SHALL BE PROVIDED FOR THE ELEVATOR
3. ALL FIRE RATED DOORS MUST BE SELF OR AUTOMATIC CLOSING
4. FIRE ALARM PLANS ARE DIFFERED SUBMITTAL
21. GRATES OR SIMILAR DEVICES THAT EXCEEDS TWO INCHES IN ANY DIMENSION. OPENINGS OTHER THAN DOORS OR GLAZED OPENINGS: ALL OTHER OPENINGS MUST BE PROTECTED BY METAL BARS OR GRILLES WITH OPENINGS OF NOT LESS THAN 6 INCHES IN ONE DIMENSION.
22. PROVIDE SECURITY LIGHTING FOR GARAGE AND/OR EXTERIOR PARKING AREA SERVING DWELLING UNITS OR GUESTROOMS AND FOR RECREATION ROOM, SERVICE ROOMS ACCESSORY TO APARTMENT HOUSES, AND AT EVERY DOOR IN A SECURITY OPENING. SECURITY LIGHTING SHALL HAVE A SURFACE ILLUMINATION OF 0.2 FOOT-CANDLES AT THE FLOOR LEVEL.
23. WINDOWS IN CORRIDOR WALLS SHALL BE PROTECTED BY FIXED GLASS OF 3A HR RATING IN STEEL FRAMES. TOTAL AREA OF WINDOW IN A CORRIDOR SHALL NOT EXCEED 25% OF THE AREA OF A COMMON WALL WITH ANY ROOM.

C. ENERGY INSULATION

1. THE BUILDING DESIGN MEETS THE REQUIREMENTS OF TITLE 24, PART CHAPTER 2-53.
2. INSULATION INSTALLER SHALL POST IN A CONSPICUOUS LOCATION IN THE BUILDING A CERTIFICATE SIGNED BY THE INSTALLER AND BUILDER STATING THAT THE INSULATION CONFORMS WITH THE REQUIREMENTS OF TITLE 24. CHAPTER 2—53 AND THAT THE MATERIALS INSTALLED CONFORM WITH THE REQUIREMENTS OF TITLE 20, CHAPTER 2, SUB CHAPTER 4, ARTICLE 3.
3. ALL INSULATION MATERIALS SHALL BE CERTIFIED BY THE MANUFACTURER AS COMPLYING WITH THE CALIFORNIA QUALITY STANDARDS FOR INSULATING MATERIAL.
4. DOORS AND WINDOWS BETWEEN CONDITIONED SPACES AND OUTSIDE OR UNCONDITIONED SPACES SUCH AS GARAGES AND COMPARTMENTS FOR CENTRAL AIR GAS FURNACES SHALL BE FULLY WEATHER STRIPPED.
5. MANUFACTURED DOORS AND WINDOWS SHALL BE CERTIFIED AND LABELED IN COMPLIANCE WITH THE APPROPRIATE INFILTRATION STANDARDS LISTED IN TABLE 2-53V FOR THE ENERGY REGULATIONS.
6. ALL FAN SYSTEMS EXHAUSTING AIR FROM THE BUILDING SHALL BE PROVIDED WITH BACK DRAFT DAMPERS.
7. CAULK AROUND ALL PLUMBING AND ELECTRICAL PENETRATIONS INTO THE BUILDING ENVELOPE.
8. CAULK AND SEAL AROUND ALL WINDOW AND DOOR FRAMES AND BETWEEN WALL SOLE PLATES AND FLOORS AND BETWEEN EXTERIOR WALL PANELS.
9. DUCTS SHALL BE CONSTRUCTED, INSTALLED AND INSULATED ACCORDING TO CHAPTER 10 OF THE 1997 CITY OF LOS ANGELES MECHANICAL CODE. ALL JOINTS OF THE DUCT SYSTEM SHALL BE TIGHTLY SEALED WITH MASTIC OR TAPE.
10. STORAGE TYPE WATER HEATERS AND STORAGE TANKS FOR SOLAR WATER HEATING SYSTEMS SHALL BE EXTERNALLY WRAPPED WITH INSULATION OF R-12 OR GREATER, UNLESS SO INTERNALLY INSULATED.
11. PROVIDE MINIMUM R-3 INSULATION ON WATER HEATER INLET AND OUTLET PIPE FOR FIRST FIVE FEET IN UNCONDITIONED SPACE.
12. INSULATE RE-CIRCULATING HOT WATER PIPING IN UNHEATED SPACES.
13. GAS FIRED HOUSEHOLD HEATING AND COOLING APPLIANCES. SHOWER HEADS AND FAUCETS SHALL COMPLY WITH THE APPLIANCE EFFICIENCY STANDARDS.
14. GENERAL LIGHTING IN KITCHEN AND BATHROOMS SHALL HAVE AN EFFICIENCY OF NOT LESS THAN 25 LUMENS / WATTS. (SPECIFY FLUORESCENT LIGHTING).

D. SOUND TRANSMISSION CONTROL

1. DOORS TO UNIT FROM INTERIOR CORRIDORS AND FIRE-RATED SHAFT ENCLOSURES ARE REQUIRED TO HAVE A MIN. STC RATING OF 26. LAMINATED 1 3/4' SOLID CORE DOORS WITH RESILIENT STOPS AND GASKETS MEET THIS REQUIREMENT. DOORS MUST BE SELF/AUTO-CLOSING UPON SMOKE DETECTION.
2. ELECTRICAL OUTLET BOXES IN OPPOSITE FACES OF SEPARATION WALLS SHALL BE SEPARATED HORIZONTALLY BY 24' AND NOTE THAT BACK AND SIDES OF BOXES WILL BE SEALED WITH 1/8" RESILIENT SEALANT AND BACKED WITH 2" MINIMUM MINERAL FIBER INSULATION. (TV. TELEPHONE. AND INTERCOM OUTLETS MUST BE INSTALLED IN BOXES ACCORDINGLY.)
3. CARPETS OR SIMILAR SURFACE MATERIALS WHICH ARE PART OF THE FLOOR-CEILING ASSEMBLY MUST BE INSTALLED AND INSPECTED BEFORE THE CERTIFICATE OF OCCUPANCY IS ISSUED AND MAY BE REPLACED ONLY BY OTHER FLOOR COVERING THAT PROVIDES THE REQUIRED IMPACT SOUND INSULATION.
4. AN APPROVED PERMANENT RESILIENT ACOUSTICAL SEALANT SHALL BE PROVIDED ALONG THE JOINT BETWEEN THE FLOOR AND THE SEPARATION WALLS. FLOOR-CEILING ASSEMBLIES SHALL BE SEALED. LINED OR INSULATED.
5. ALL PENETRATIONS INTO SOUND RATED PARTITIONS OF FLOOR, CEILING ASSEMBLIES SHALL BE SEALED WITH APPROVED PERMANENT RESILIENT SEALANT.
6. ALL RIGID CONDUIT. DUCTS. PLUMBING PIPES. APPLIANCE VENTS LOCATED IN SOUND ASSEMBLIES SHALL BE ISOLATED FROM THE BUILDING CONSTRUCTION BY MEANS OF RESILIENT SLEEVES. MOUNTS OR MIN. 1/4' THICK APPROVED RESILIENT MATERIAL. VENTS LOCATED IN SOUND ASSEMBLIES SHALL BE ISOLATED FROM THE BUILDING CONSTRUCTION BY MEANS OF RESILIENT SLEEVES, MOUNTS OR MINIMUM 1/ " THICK APPROVED RESILIENT MATERIAL.
7. METAL VENTILATING AND CONDITIONED AIR DUCTS LOCATED IN SOUND ASSEMBLIES SHALL BE LINED. (EXCEPTION: DUCTS SERVING ONLY EXIT WAYS. KITCHEN COOKING FACILITIES, AND BATH ROOMS NEED NOT BE LINED.)
8. MINERAL FIBER INSULATION SHALL BE INSTALLED IN JOIST SPACES TO A POINT 12" BEYOND THE PIPE OR DUCT. WHENEVER A PLUMBING PIPE OR DUCT PENETRATES A FLOOR ASSEMBLY OR WHERE SUCH UNIT PASSES THROUGH THE PLANE OF THE FLOOR ASSEMBLY FROM WITHIN A WALL. THIS REQUIREMENT IS NOT APPLICABLE TO FIRE PIPE. GAS LINE OR ELECTRICAL CONDUIT.
9. WALL MOUNTED LAVATORIES AND TOILETS ARE NOT PERMITTED ON SOUND RATED PARTITIONS.

E. FIRE DEPARTMENT NOTES

1. EXIT PATH LIGHTING SHALL BE PROVIDED FOR STAIRWAY, HALLWAY, EXIT PASSAGEWAY AND EGRESS TO A PUBLIC WAY ANY TIME THE BUILDING IS OCCUPIED.
2. PROVIDE A PORTABLE FIRE EXTINGUISHER WITH A RATING OF NOT LESS THAN 2—A OR 10BC WITHIN 75' TRAVEL DISTANCE TO ALL PORT10NS OF THE BUILDING ON EACH FLOOR; ALSO DURING CONSTRUCTION.
3. ROOF OBSTRUCTION SUCH AS TELEVISION ANTENNA. GUY WIRES. SOLAR PANELS. AND RAZOR RIBBON SHALL NOT PREVENT FIRE DEPARTMENT ACCESS OR EGRESS.
4. PROVIDE COLLISION BARRIERS ADEQUATE TO PROTECT CONTROL METERS. REGULATORS. AND PIPING FOR HAZARDOUS MATERIALS THAT ARE EXPOSED TO VEHICULAR DAMAGE.
5. INTERIOR WALL AND CEILING FINISHES FOR EXIT CORRIDORS SHALL NOT EXCEED A FLAME-SPREAD CLASSIFICATION OF 75. (CLASS 11)
6. INTERIOR WALL AND CEILING FINISHES FOR ENCLOSED STAIR WELLS SHALL NOT EXCEED A FLAME-SPREAD CLASSIFICATION OF 25 (CLASS I)
7. EXIT CORRIDORS AND EXTERIOR EXIT BALCONIES SHALL BE A MINIMUM OF 44-WIDE. (TITLE 24)
8. AN EXIT WALKWAY WITH A MINIMUM WIDTH OF 44" SHALL BE MAINTAINED CONTINUOUSLY TO A PUBLIC WAY.
9. ALL EXITS MUST BE CONTINUOUS AND TERMINATE IN A PUBLIC WAY OR EXIT COURT LEADING TO A PUBLIC WAY OR AN APPROVED REFUGE AREA. (TITLE 24. C.A.C.)
10. THE CONSTRUCTION SHALL NOT RESTRICT A FIVE-FOOT CLEAR AND UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL-BOXES, TRANSFORMERS, VAULTS, PUMPS. VALVES. METERS, APPETENCIES, ETC.) OR TO THE LOCATION OF THE HOOKUP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES-WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.
11. A FIRE ALARM SYSTEM IS REQUIRED FOR THIS STRUCTURE. PLANS FOR THE FIRE ALARM SYSTEM MUST BE SUBMITTED TO THE FIRE DEPARTMENT FOR APPROVAL PRIOR TO INSTALLATION.
12. SMOKE DETECTORS SHALL RECEIVE THEIR PRIMARY POWER SOURCE FROM THE BUILDING WIRING AND SHALL BE EQUIPPED WITH BATTERY BACK UP AND LOW BATTERY SIGNAL.
13. PROVIDE AN APPROVED SPARK ARRESTER. AS PER LAMC 57.02.02 FOR THE CHIMNEY OF A FIREPLACE, STOVE, OR BARBECUE DEVICE WHICH USES FUEL BURNING MATERIALS.

NOTE: 1-TWO-WAY RADIO COMMUNICATION SYSTEM TO BE PROVIDED PER AFC510.

F. NOTES:

1. THE ENERGY CERTIFICATE OF COMPLIANCE SHALL BE MADE A PART OF THESE PLANS.
2. USE SOLID JOINTS @ ALL TUBS.
3. CONTRACTOR SHALL OBTAIN "A" PERMIT FOR ALL ROOF DRAINS CONSTRUCTION UNDER SIDEWALK AND THRU CONC. CURB FROM DEPT. OF PUBLIC WORKS.
4. WATER HEATER MUST BE STRAPPED TO WALL.
5. SMOKE AND FIRE DAMPERS MUST BE INSTALLED IN THE FOLLOWING LOCATIONS PER SECT. 716.3.1:
A. DUCT PENETRATIONS OF FIRE WALLS IN ACCORDANCE TO SECTION 715.11
B. DUCT PENETRATIONS OF FIRE BARRIERS, EXCEPT EXTT ENCLOSURES & EXIT PASSAGEWAYS WHERE THEY ARE NOT ALLOWED TO PENETRATE.
C. DUCTS PENETRATING SHAFTS (SEE EXCEPTIONS)
D. DUCTS PENETRATING FIRE PARTITIONS AND FIRE RATED CORRIDOR WALLS. 716.6.4
E. DUCTS PENETRATING SMOKE BARRIERS. 716.5.5
F. DUCTS PENETRATING HORIZONTAL ASSEMBLIES. 716.6
6. TEMPORARY PEDESTRIAN PROTECTION SHALL BE PROVIDED AS REQUIRED BY SECTION 303.7
7. COMPLIANCE W/ CHAPTER 67* IS REQ'D AT DOOR(S) TO INDIVIDUAL UNITS, AT EXTERIOR DOORS TO THE MAIN BLDG.. AT DOORS BETWEEN THE R-1 AND S—3 OCCUPANCIES AND AT ALL DOORS TO THE GROUP B/F/M/R/S OCCUPANCY.
8. THE EXIT SIGNS SHALL ALSO BE CONNECTED TO AN EMERGENCY ELECT. SYSTEM PROVIDED FROM STORAGE BATTERIES, UNIT EQUIPMENT OR AN ON-SITE GENERATOR SET, AND THE SYSTEM SHALL BE INSTALLED IN ACCORDANCE W/ THE ELECT. CODE AND PROVIDE ILLUMINATION OF NOT LESS THAN 90 MIN. IN CASE OF PRIMARY POWER LOSS.
9. THE POWER SUPPLY FOR MEANS OF EGRESS ILLUMINATION SHALL NORMALLY BE PROVIDED BY THE PREMISES OF ELECTRICAL SUPPLY. IN THE EVENT OF ITS FAILURE. ILLUMINATOR SHALL BE AUTOMATICALLY PROVIDED FROM AN EMERGENCY SYSTEM FOR GROUP 1, DIV. 1.1 AND 1.2 OCCUPANCIES AND FOR ALL OTHER OCCUPANCIES WHERE THE MEANS OF EGRESS SYSTEM SERVES AN OCCUPANT LOAD PF 100 OR MORE.
10. CONTINUOUS DRYWALL BEHIND ALL TUBS IS REQ'D UNLESS THE WALLS ARE WITHIN THE UNIT AND NON-BEARING. BACK TO BACK TUBS WITH A COMMON PLUMBING WALL ARE IMPRACTICAL IN 1-HR. BUILDINGS.
11. CONTINUOUS DRYWALL IS REQUIRED BEHIND ALL ELECT. SERVICE PANELS. IRE HOUSES AND MEDICINE CABINETS.
12. RECESSED CEILING LIGHT FIXTURES MUST BE BOXED AROUND W/ 5 / 8" TYPE 'X' DRYWALL TO MAINTAIN THE 1-HR CEILING ASSEMBLY.
13. THE PATH OF EXIT TRAVEL TO AND WITHIN EXITS IN THIS BUILDING SHALL BE IDENTIFIED BY EXIT SIGNS CONFORMING TO THE REQUIREMENTS OF SECTION 1003.2.8. EXIT SIGNS SHALL BE READILY VISIBLE FROM ANY DIRECTION OF APPROACH AND LOCATED AS NECESSARY TO CLEARLY INDICATE THE DIRECTION OF EGRESS TRAVEL. NO POINT SHALL BE MORE THAN 100 FEET FROM THE NEAREST VISIBLE SIGN.
14. EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED. WHEN THE FACE OF AN EXIT SIGN IS ILLUMINATED FROM AN EXTERNAL SOURCE, IT SHALL HAVE AN INTENSITY OF NOT LESS THAN 5 FOOT CANDLES FROM EITHER OF TWO ELECTRIC LAMPS. INTERNALLY ILLUMINATED SIGNS SHALL BE LISTED & LABELED AND INSTALLED IN ACCORDANCE W/ THE MANUFACTURER'S INSTRUCTIONS.
15. A SIGN ADJACENT TO THE REQUIRED MAIN EXIT DOOR WITH 1" LETTERING STATING: ' THIS DOOR MUST REMAIN UNLOCKED DURING BUSINESS HOURS," WILL BE POSTED.
16. ALL ELEVATOR PITS SHALL BE EQUIPPED WITH A DRAIN TO PREVENT THE ACCUMULATION OF WATER. THE WATER AND OTHER LIQUIDS COLLECTED IN THE BOTTOM OF AN ELEVATOR SHAFT MAY NOT BE DISCHARGED TO THE SANITARY SEWER OR STORM DRAIN.
17. THIS BUILDING AND GARAGE MUST BE EQUIPPED W/ AN AUTOMATIC FIRE EXTINGUISHING SYSTEM COMPLYING W/NFPA-13. SPRINKLER SYSTEM TO BE APPROVED BY PLUMBING SECTION PRIOR TO INSTALLATION.

1459 HI POINT STREET, LOS ANGELES, CA 90035

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PROJECT IS 100% PRIVATELY FUNDED
NO TAX CREDIT INCENTIVE
NOT A PUBLIC HOUSING PROJECT

ABBREVIATIONS

A.C.	ASPHALT CONCRETE	DWG.	DRAWING	H.W.	HOT WATER	RES.	RESAWN
AC.	ACOUSTIC TILE	DWR.	DRAWER	HWD.	HARDWOOD	R.V.	ROOF VENT
ADJ.	ADJUSTABLE	E.J.	EXPANSION JOINT	I.D.	INSIDE DIMENSION	RWD.	REDWOOD
ALUM.	ALUMINUM	ELEV.	ELEVATION	INT.	INTERIOR	S.	SINK
A.T.	ASPHALT TILE	ELEC.	ELECTRIC	JAN.	JANITOR	S.B.	SPLASH BLOCK
BD.	BOARD	EL.	ELEVATOR	LAV.	LAVATORY	SH.	SHELF
BLDG.	BUILDING	EQUIP.	EQUIPMENT	L.P.	LOW POINT	SHT.	SHEET
BLKG.	BLOCKING	EXIST.	EXISTING	L.V.	LOUVER VENT	SHTG.	SHEATHING
B.M.	BENCH MARK	EXT.	EXTERIOR	LT.	LIGHT	SPECS.	SPECIFICATIONS
BOT.	BOTTOM	F.D.	FLOOR DRAIN	MAX.	MAXIMUM	S.S.	SERVICE SINK
BR.	BRICK	F.E.	FIRE EXTINGUISHER	M.C.	MEDICINE CABINET	SECT.	SECTION
CAB.	CABINET	F.G.	FINISH GRADE	M.C.B.	METAL CORNER BEAD	STD.	STANDARD
C.B.	CATCH BASIN	F.H.C.	FIRE HOUSE CABINET	M.H.	MANHOLE	STL	STEEL
CEM.	CEMENT	F.J.	FLOOR JOIST	MET.	METAL	STPG.	STRIPPING
C.I.	CAST IRON	FIN.	FINISH	MFR.	MANUFACTURER	SQ.	SQUARE
CLR.	CLEAR	FLR.	FLOOR	MIN.	MINIMUM	T.C.	TOP OF CURB
C.J.	CEILING JOIST	F.L.	FLOW LINE	M.	MIRROR	T&G	TONGUE & GROOVED
CLG.	CEILING	F.O.C.	FACE OR CONCRETE	MISC.	MISCELLANEOUS	TH.	THICK
COL.	COLUMN	F.O.M.	FACE OF MASONRY	M.O.	MASONRY OPENING	THRES.	THRESHOLD
COMPO.	COMPOSITION	F.O.S.	FACE OF STUDS	N.I.C.	NOT IN CONTRACT	TEL.	TELEPHONE
CONC.	CONCRETE	F.S.	FLOOR SINK	OB.	OBSCURE	T.PL.	TOP OF PLATE
CONT,	CONTINUOUS	FT.	FOOT	O.C.	ON CENTERS	TR.	TRANSOM
CORR.	CORRUGATED	FUR.	FURRING	O.F.	OVER FLOW	TRANS.	TRANSFORMER
CSK.	COUNTERSUNK	GA.	GAUGE	OPNG.	OPENING	T.O.W.	TOP OF WALL
C.W.	COLD WATER	GALV.	GALVANIZED	PART.	PARTITION	TYP.	TYPICAL
DET.	DETAIL	G.I.	GALVANIZED IRON	PL.	PLATE	V.	VENT
D.F.	DRINKING FOUNTAIN	GL.	GLASS GLAZING	PLAS.	PLASTER	VERT.	VERTICAL
DIA.	DIAMETER	GR.	GRADE	PLY.	PLYWOOD	W.C.	WATER CLOSET
DIM.	DIMENSION	GYP.	GYPSUM BOARD	P.P.	POWER POLE	WD.	WOOD
DIV.	DIVISION	H.B.	HOSE BRIBE	R.	RISER-RADIUS	WARD.	WARDROBE
DN.	DOWN	HDW.	HARDWARE	R.D.	ROOF DRAIN	W.H.	WATER HEATER
DR.	DOOR	HORIZ.	HORIZONTAL	REINF.	REINFORCING	W.I.	WROUGHT IRON
DS.	DOWNSPOUT	H.P.	HIGH POINT	R.J.	ROOF JOIST	W.M.	WIRE MESH
D.W.	DISHWASHER	HT.	HEIGHT	ROS.	ROUGH SAWN	WT.	WEIGHT

SYMBOLS

A / A6	ELEVATION LETTER SHEET WHERE DRAWN
2 / A3	PLAN, SECTION OR DETAIL NUMBER SHEET WHERE DRAWN
2	DOOR TYPE
A	WINDOW TYPE
	SECURITY OPENING
	WOOD STUD PARTITION
	1-HOUR FIRE RESISTIVE CONSTRUCTION
	HARD WIRED STATE FIRE MARSHAL APPROVED SMOKE DETECTOR W/ BATTERY BACKUP, LOW BATTERY SIGNAL AND WITH APPROVED CARBON MONOXIDE ALARM
	DOUBLE RECEPTACLE @+12" U.O.N.
	DOUBLE RECEPTACLE - 1/2 HOT
	DOUBLE RECEPTACLE - GFI
	WALL MOUNTED LT. FIXT.
	FLUOR. FIXT.
	CEILING MOUNTED LT. FIXT.
	RECESSED LT. FIXT.
	TELEPHONE JACK
F	EXHAUST FAN - SEE NOTE 5A/A1
TV	TV OUTLET
E	EXIT SIGN - SEE NOTES F13&14/A1

LEGAL DESCRIPTION

FR OF LOT 10, ARB 4 OF TRACT 3909, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA. AS PER MAP RECORDED IN MB 44. PAGE 82 OF MISC. RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

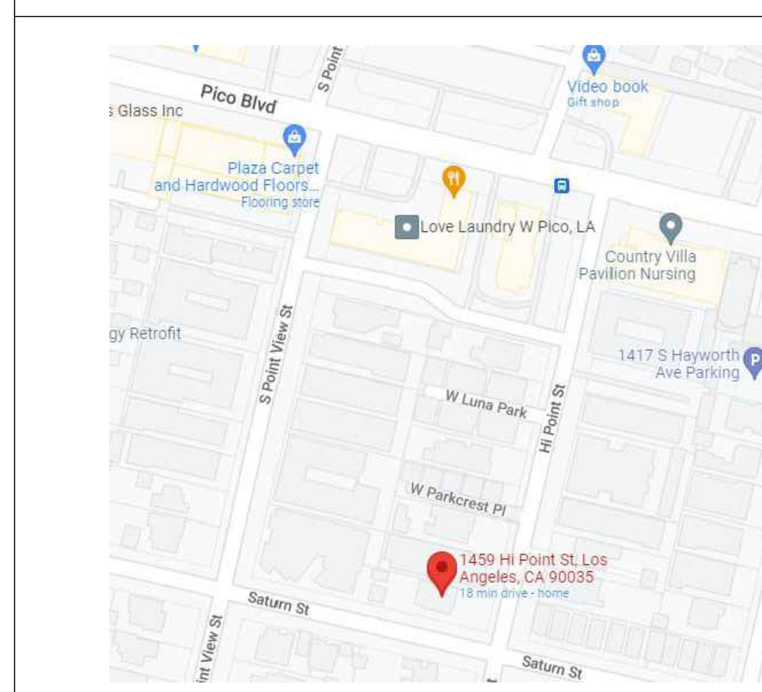
APN: 5068 012 035
PIN: 1298173 648

ADDRESS: 1459 HI POINT ST.
LOS ANGELES, CA 90035

OWNER:
1459 HI POINT LLC.
5168 W PICO BLVD., LOS ANGELES, CA 90019

VICINITY MAP

N



CODE ANALYSIS

PROJECT SUMMARY

ZONE	(Q)R3-1-O-TIER	INCENTIVES
LOT AREA (52X170)	8,838.5 SF	30% REDUCTION IN SIDE YARDS
ALLOW. DENSITY (8.838.5/800)	12 UNITS	25% REDUCTION IN OPEN SPACE
DENSITY BONUS (12X1.7)	20 UNITS	22 FT INCREASE IN HEIGHT

PROPOSED DEVELOPMENT

1 UNIT 101 -2 BR/2 BA UNITS @ 887 SF	887 SF
3 UNIT 201, 301. & 401 - 3 BR / 3 BA UNITS @ 1,206 SF	3,618 SF
1 UNIT PH1 - 1 BR /1 BA UNITS @ 570 SF	570 SF
5 UNIT 102, 202. 302, 402. & PH2 - 2 BR / 2 BA UNITS @ 857 SF	4,285 SF
5 UNIT 103, 203. 303, 403. & PH3 - 2 BR / 2 BA UNITS @ 943 SF	4,715 SF
5 UNIT 104, 204, 304, 404. & PH4 - 3 BR / 3 BA UNITS @ 1,269 SF	6,345 SF
20 UNITS TOTAL (8-3BR/SBA + 11-2BR/2BA + 1-1BR/1 BA)	20,420 SF

BICYCLE PARKING REQUIRED/PROVIDED	22 SPACES - 20 LONG/2 SHORT TERM
PARKING REQUIRED-TIER 3 RESIDENTIAL (20X0.5)	10 SPACES
PARKING PROVIDED	24 SPACES (9 STD/ 14 COMP/ 1 ADA)
GARAGE AREA	7,766 SF/ 200 = 38 OCCUP.
OPEN SPACE REQUIRED 8X175 + 11X125 + 1X100) = 2,875 X 0.75	2,156.25 SF
OPEN SPACE PROVIDED	
PRIVATE OPEN SPACE (19X50 SF)	950 SF
REAR YARD	950 SF
5TH FLOOR GARDEN	592 SF
TOTAL	2,492 SF
ALLOW AREA (42 X 140 X 3) X 1.5 26,460 SF	
FLOOR AREA PROVIDED	
ZONING AREA	20,322 SF
BUILDING AREA	31,808 SF (R2-24,042 SF + S2-7,766 SF)
SCHOOL FEE AREA	21,457 SF
* SEE SHT. A2 FOR ADD. DETAIL	
BUILDING TYP - PLANNING	5 STORY OVER BASEMENT
- BUILDING	5 STORY OVER BASEMENT
CONSTRUCTION TYPE	III-A / I-A
OCCUPANCY TYPES	R-2 / S-2
BUILDING HEIGHT (Q) COND. 35 FT + 22 FT TIER 3	57'-0"

ALLOW AREA - TYPE III-A
BASIC R2 BASIC: 24,000 X 2 = 48,000 SF

PROVIDE 2-HR SEPARATION BETWEEN R2/S2
BUILDING EQUIPPED W/ AUTOMATIC FIRE SPRINKLER SYSTEM, COMPLYING W/ NFPA-13.
PROVIDE FIRE ALARM SYSTEM
PROVIDE EMERGENCY RESPONDER RADIO COVERAGE PER LAFC 510

SHEET INDEX

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NEW 20-UNIT APARTMENT BUILDING
1459 HI POINT STREET,
LOS ANGELES, CA 90035

#	DATE	DESCRIPTION	ISSUED TO

PROJECT # XXXX

REVIEW SET

TITLE SHEET

PROJECT # XXXX

DRN BY: ... CHK BY: XXXX

A1

ZONING FLOOR AREA
(NET FLOOR AREA W/ BALCONIES LESS ELEVATOR, STAIRS, ENCLOSED SHAFTS & OPEN TO SKY OPEN SPACE)

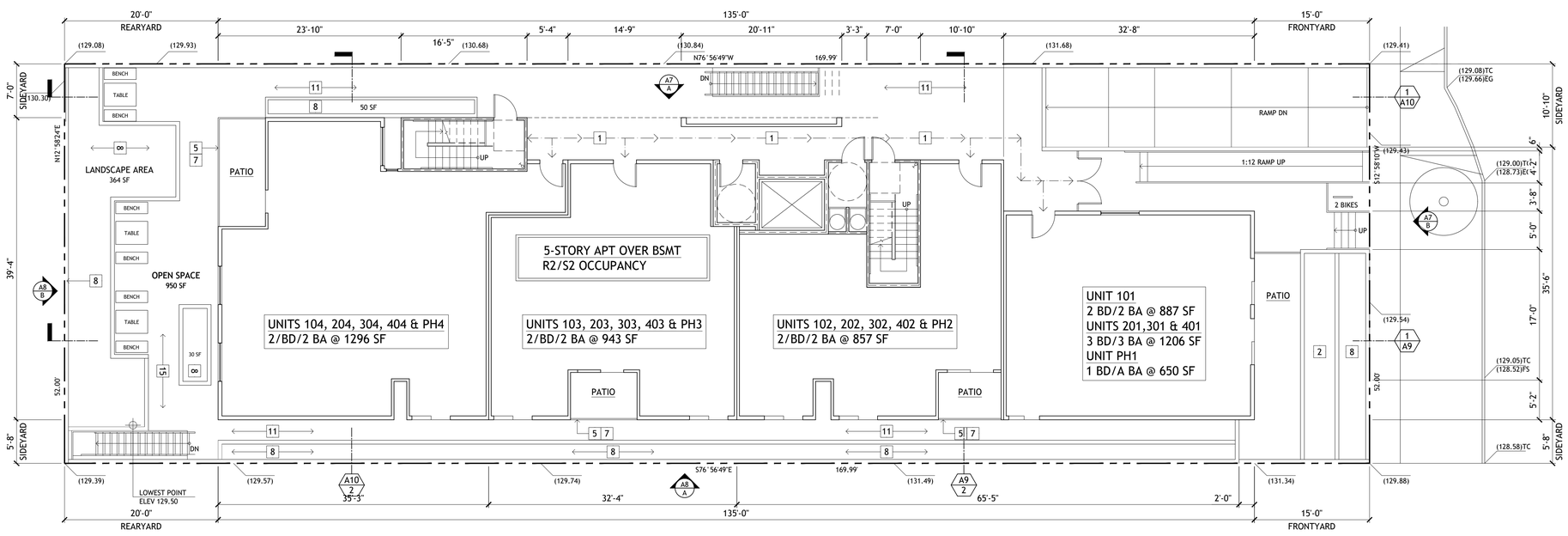
1ST FLR	(4,866 SF - 973 SF)	3,893 SF
2ND FLR	(4,928 SF - 744 SF)	4,184 SF
3RD FLR	(4,928 SF - 744 SF)	4,184 SF
4TH FLR	(4,928 SF - 744 SF)	4,184 SF
5TH FLR	(4,392 SF - 744 SF)	3,648 SF
TOTAL		20,093 SF

BUILDING FLOOR AREA
(NET FLOOR AREA INCL. BALCONIES, ELEV., STAIRS & ENCLOSED SHAFTS LESS OPEN TO SKY OPEN SPACE)

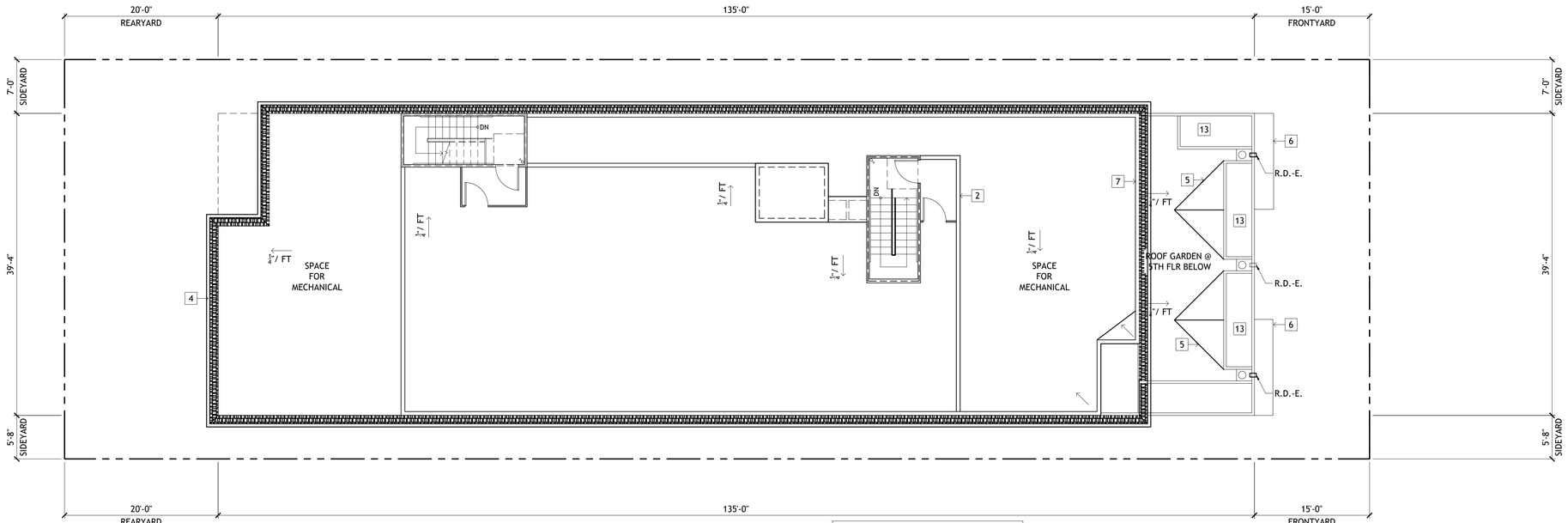
GARAGE		7,766 SF /200=39 OCCUP.
1ST FLR	(4,866 SF - 578 SF)	4,288 SF 1200=21 OCCUP.
2ND FLR	(4,928 SF - 349 SF)	4,579 SF /200-23 OCCUP.
3RD FLR	(4,928 SF - 349 SF)	4,579 SF 1200-23 OCCUP.
4TH FLR	(4,928 SF - 349 SF)	4,579 SF 1200-23 OCCUP.
5TH FLR	(4,392 SF - 349 SF)	4,043 SF 1200=20 OCCUP.
TOTAL		29,834 SF 149 OCCUP.

SCHOOL FEE FLOOR AREA
(GROSS FLOOR AREA W BALCONIES LESS ELEVATOR, STAIRS, ENCLOSED SHAFTS & OPEN TO SKY OPEN SPACE)

1ST FLR	(5,097 SF - 973 SF)	4,124 SF
2ND FLR	(5,159 SF - 744 SF)	4,415 SF
3RD FLR	(5,159 SF - 744 SF)	4,415 SF
4TH FLR	(5,159 SF - 744 SF)	4,415 SF
5TH FLR	(4,603 SF - 744 SF)	3,859 SF
TOTAL		21,228 SF



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



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

NOTE:
1. ALL ROOF DRAINS & DOWNSPOUTS TO FLOW TO STORMWATER FILTRATION PLANTERS (LID). SEE SHUTTES G2-G3.1

LEGEND

- 1-HR WALL
- 1-HR WALL
- CLASS 1-4" STANDPIPE W/ 2½" OUTLET
- [E] EXIST SIGN - SEE NOTES F13 & 14/A1
- WATER CURTAIN
- (100.00) EXIST. GRADE
- 100.00 FINISHED GRADE
- ▲ WEATHER BASED IRRIGATION CONTROLLER SEE SHEET A19
- GS--- GUTTER SLOPE
- DS--- DOWN SPOUT
- RD--- ROOF DRAIN

SITE REFERENCE NOTES:

1. ADA PATH OF TRAVEL
2. NON-FILTRATION PLANTER
3. CONCRETE STAIRS/ STEPS - SEE D4R
4. WARNING STRIPE S HANDRAIL EXTENSIONS AS PER IIA-6A/D4R
5. LINE OF BALCONY ABOVE
6. 6'-0" HIGH W.I. GATE & FENCE.
7. 42" HIGH WROUGHT IRON RAILING
8. STORMWATER/ FILTRATION PLANTER
9. 6'-0" HIGH CMU WALL @ PROPERTY LINE
10. SHORT TERM BICYCLE PARKING
11. 100% OF HARDSCAPE TO BE UNCOLORED CONCRETE W/ SMOOTH CEMENT FINISH AND W/ SOLAR REFLECTANCE OF AT LEAST 0.30 AS DETERMINED PER ASTM E918 OR ASTM C1549.
12. MAILBOXES.
13. WEATHER BASED IRRIGATION CONTROLLER
14. FIRE DEPARTMENT CONNECTION
15. 2'-6"X4' MIN. WHEEL CHAIR REFUGE. THIS AREA TO BE IN ACCORDANCE WITH SECTION 1007.7.3 THRU 1007.7.6
16. PROVIDE INSTRUCTIONS AND TWO-WAY COMMUNICATION PER SECTIONS 1007.6.3 & 1007.7.6
17. INVERTER & METERING EQUIPMENT FOR SOLAR POWER SYSTEM
18. EXIST. CURB BREAK TO BE REMOVED INSTALL NEW CURB, GUTTER AND SIDEWALK
19. NEW XX'-0 CURB BREAK

GRADE PLANE
PLANNING LOWEST POINT EL. 129.50 BUILDINGS (129.38+129.41+130.30+129.39)/4 = 129.62

ROOF REFERENCE NOTES:

1. BUILT-UP ROOF-CLASS 'A'-IB ROOF SYSTEMS ICC-ES # ESR 2852 SEE SHEET 3/A15
2. 42" W.I. GUARDRAIL & GATE WHERE OCCURS
3. WARNING STRIPE & HANDRAIL EXTENSIONS AS PER IIA-6A/D6R
4. G.I. GUTTER
5. CRICKET
6. BALCONY BELOW
7. PARAPET WALL
8. AREA FOR FUTURE SOLAR POWER SYSTEM - SEE CALCS. SOLAR PANEL LOCATIONS TO BE APPROVED UNDER SEPARATE PERMIT.
9. 1"Ø METAL CONDUIT CONNECT TO METERING EQUIPMENT/ INVERTER
10. PATHWAY FROM SOLAR ZONE TO METERING EQUIP.
11. ROUTING OF PLUMBING FROM WATER HTR TO SOLAR ZONE
12. CONNECT TO WATER HEATING SYSTEM
13. PLANTER, SEE 3/A2.1
14. BENCH, SEE 3/A2.1
15. TABLE, TYP., SEE 4/A2.1
16. MACOAT DECK SYSTEM RR# 25983

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SITE PLAN ROOF PLAN

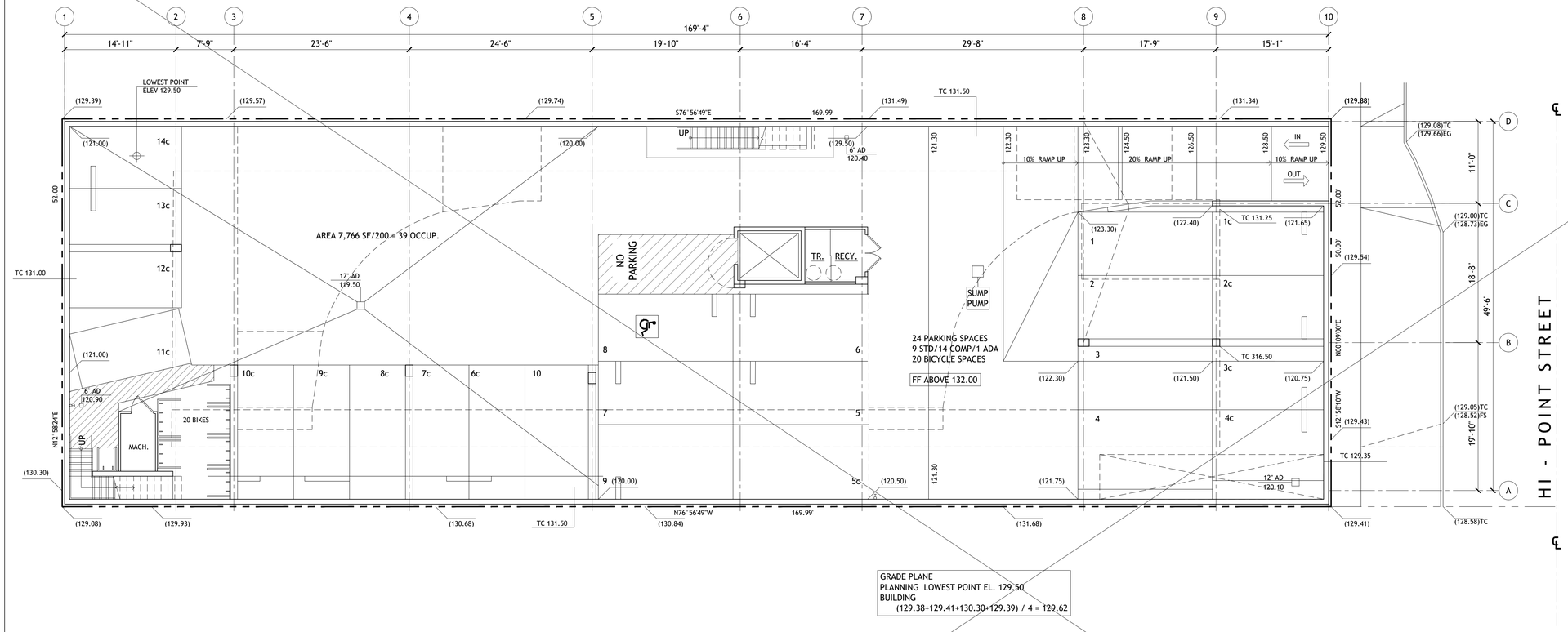
PROJECT # XXXX

DRN BY: ... CHK BY: XXXX

A2

1 GARAGE PLAN

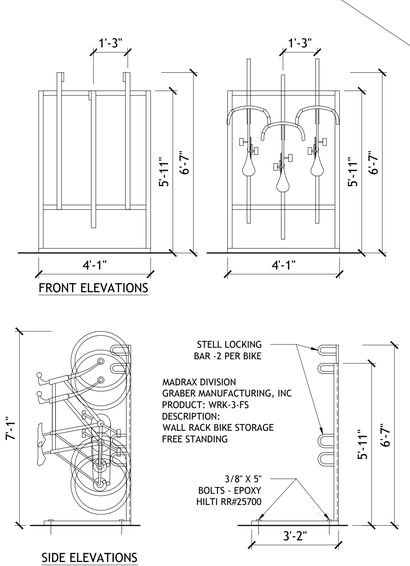
SCALE: 1/8" = 1'-0"



GRADE PLANE
PLANNING LOWEST POINT EL. 129.50
BUILDING
(129.38+129.41+130.30+129.39) / 4 = 129.62

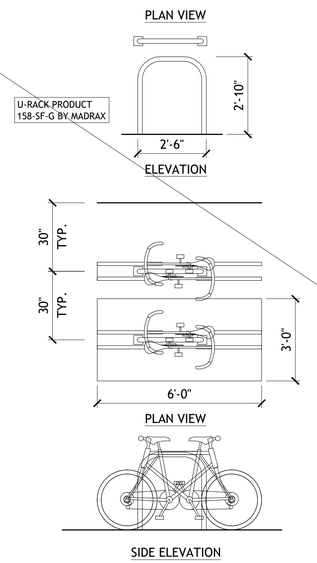
4 BIKE RACK - UPRIGHT STAND

SCALE: 3/8" = 1'-0"



3 BIKE RACK - FLOOR MOUNT

SCALE: 3/8" = 1'-0"



GARAGE PLAN REFERENCE NOTES:

1. ADA PATH OF TRAVEL
2. CONCRETE STAIR/ STEPS - SEE D4R
3. WARNING STRIPE & HANDRAIL EXTENSIONS AS PER IIA-6A/D4R
4. LINE OF BUILDING ABOVE
5. LONG TERM BIKE RACK WALL MOUNT
6. LONG TERM BIKE RACK FLOOR MOUNT
7. CONCRETE WHEEL STOP, TYP
8. PAINTED PARKING STRIPES, TYP.
9. 12" HIGH PAINTED WHITE LETTERS
10. MAINTAIN 8'-2" CLEAR HEIGHT
11. 1 1/2-HR SELF-CLOSING DOORS- W/ SMOKE SEAL 5/A15
12. ACC SIGN AS PER SECT. 1109A.8.8/D1
13. 5% OF 24 SPACES=1 OUTLETS REQUIRED/ 1 PROVIDED. FOR FUTURE INSTALLATION OF ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE) IN EACH ONE.
    FOR FUTURE INSTALLATION OF ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE) IN EACH ONE
    - SEE GREEN BLDG. NOTES ON A18
14. INVERTER & METERING EQUIPMENT
15. 100 SF BIKE MAINTENANCE
16. 6" CURB
17. 2 1/2" METAL STUDS W/ 2-LAYERS 5/8" GYP. DW. TYPE X - 2HR

LEGEND

- CONC. WALL - 2-HR RATED
- CONC. BLK WALL- 2-HR RATED
- CLASS 1-4" STANDPIPE W/ 2 1/2" OUTLET
- E — EXIST SIGN - SEE NOTES F13 & 14/A1
- AUTOMATIC SPRINKLER PROVIDED AT TOP OF CHUTE AND IN TERMINAL ROOM
- 208/240V/40 AMP GROUNDED AC OUTLET TYP. 596 OF 19 SPACES = 1 OUTLETS REQUIRED/ 1 PROVIDED
- EV — ELECTRIC VEHICLE
- (100.00) EXIST. GRADE
- (100.00) FINISHED GRADE

GRADE PLANE
PLANNING LOWEST POINT EL. 129.50 BUILDINGS
(129.38+129.41+130.30+129.39)/4 = 129.62

2 EVCS/ EVSE NOTES:

1. ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED "EV" SPACES AT FULL RATED AMPERAGE BASED ON LEVEL 2 EVSE. A SEPARATE ELECTRICAL PERMITS IS REQUIRED.
2. A LABEL STATING "EV CAPABLE" SHALL BE POSTED IN A CONSPICUOUS PLACE AT THE SERVICE PANEL OR SUBPANEL AND THE "EV" CHARGING SPACE.
3. WHERE ONLY A SINGLE CHARGING SPACE IS REQUIRED INSTALL A MIN. I-INCH (INSIDE DIAMETER) RACEWAY TO ACCOMMODATE A DEDICATED 208/240 VOLT BRANCH CIRCUIT. RACEWAY SHALL ORIGINATE AT THE MAIN SERVICE OR SUBPANEL & TERMINATE IN CLOSE PROXIMITY TO THE PROPOSED LOCATION OF THE CHARGING SYSTEM INTO A LISTED CABINET, BOX OR ENCLOSURE.
4. WHERE MULTIPLE CHARGING SPACES ARE REQUIRED, SHOW LOCATION & TYPE OF EVSE, RACE-WAY METHOD. ONLY UNDERGROUND RACEWAY # RELATED UNDERGROUND EQUIPMENT ARE REQUIRED TO BE INSTALLED AT THE TIME OF CONSTRUCTION. ELECTRIC CALCULATIONS SHALL VERIFY THAT THE SYSTEM HAS SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED "EV" SPACES AT FULL RATED AMPERAGE BASED ON LEVEL 2 EVSE.
5. THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVER CURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV ELEVATION CAPABLE IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.
6. THE MAIN SERVICE PANEL SHALL HAVE A MIN BUSBAR RATING OF 200 AMPS.
7. THE MINIMUM LENGTH OF EACH EVCS SHALL BE 18 FEET. THE MINIMUM WIDTH OF EACH EVCS SHALL BE 9 FEET. ONE IN EVERY 25 EVCS, BUT NOT LESS THAN ONE, SHALL ALSO COMPLY WITH THE FF: FT. WIDE AISLE NEXT TO A 9 FT EVCS OR A 5FT WIDE AISLE NEXT TO A 12 FT WIDE EVCS. THE SURFACE SLOPE FOR THIS EVCS AND THE ASILE SHALL NOT EXCEED ONE UNIT VERTICAL IN 48 UNITS HORIZONTAL (2.083 PERCENT SLOPE) ON ANY DIRECTION.
8. THE EV SPACE SHALL EITHER BE LOCATED ADJACENT TO AN ACCESSIBLE PARKING SPACE MEETING THE REQUIREMENTS OF LABC CHAPTER IIA TO ALLOW THE USE OF EV CHARGER FROM ACCESSIBLE PARKING SPACE, OR BE LOCATED ON AN ACCESSIBLE ROUTE TO THE BUILDING AS DEFINED IN CHAPTER 2 OF THE LABC.

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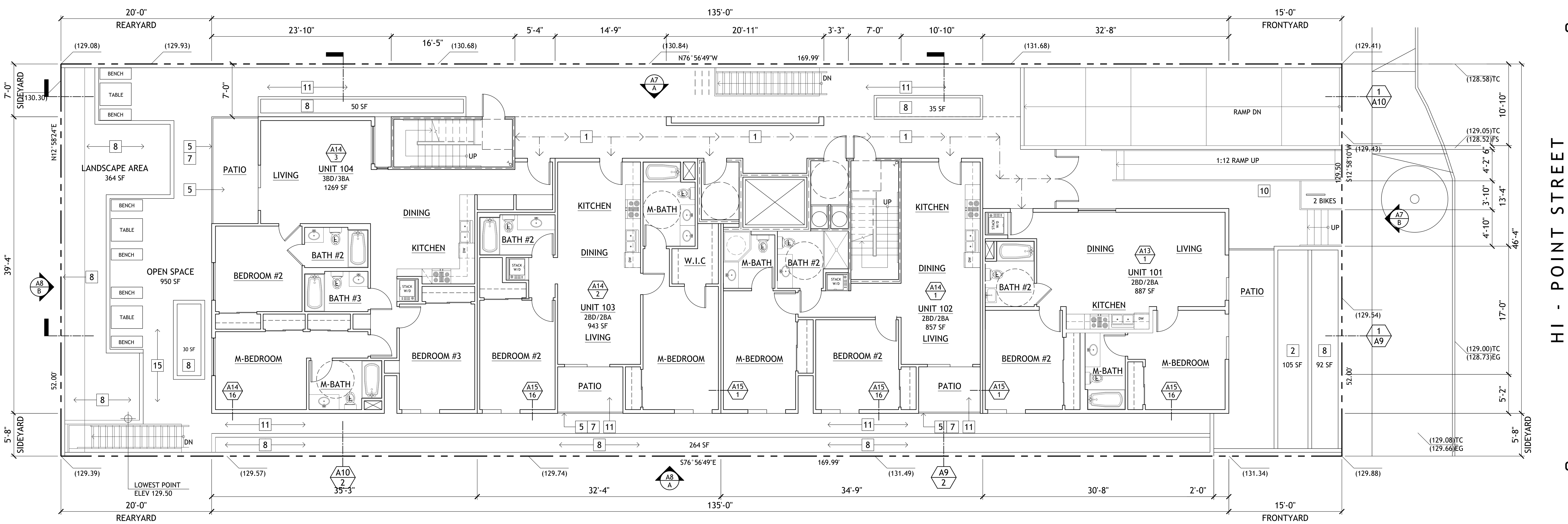
REVIEW SET

SITE PLAN
ROOF PLAN

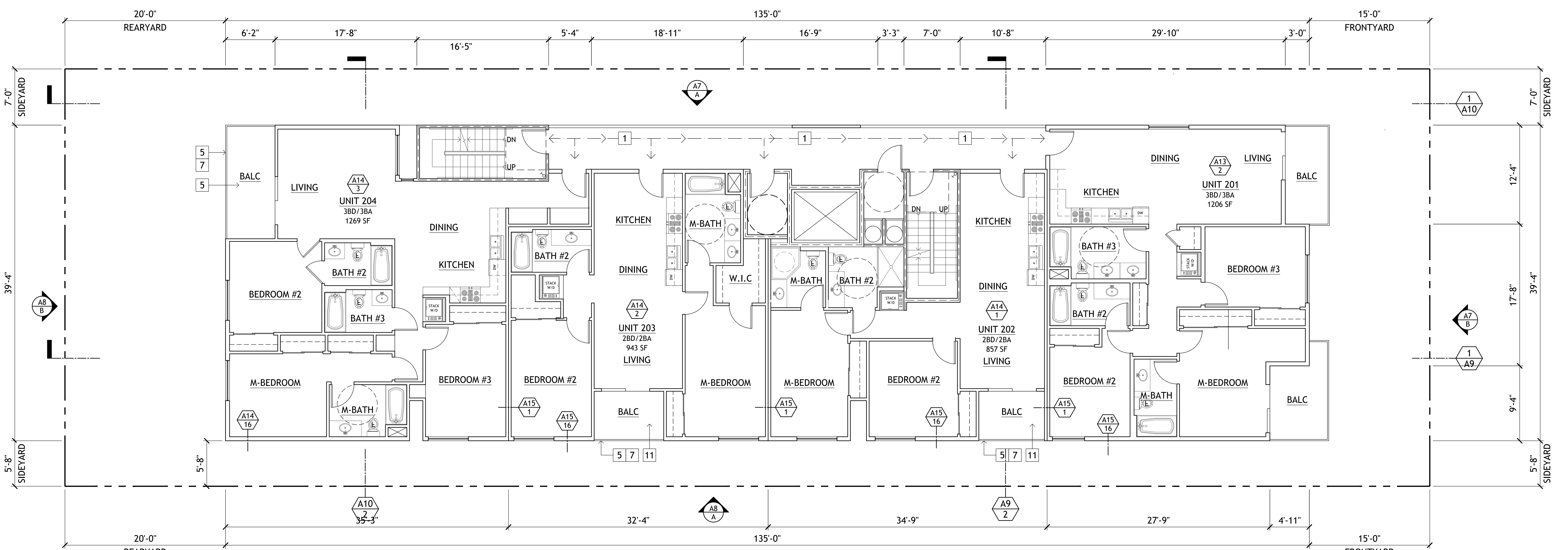
PROJECT # XXXX

DRN BY: ... CHK BY: XXXX

A3



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



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

15	100% OF HARDSCAPE TO BE UNCOLORED CONCRETE W/ SMOOTH CEMENT FINISH AND W/ SOLAR REFLECTANCE OF AT LEAST 0.30 AS DETERMINED PER ASTM E918 OR ASTM C1549.
14	FIRE DEPARTMENT CONNECTION
13	LINE OF BUILDING ABOVE
12	CLASS I STANDPIPE - SEE LEGEND
11	MACOAT DECK SYSTEM RR #25983
10	SHORT TERM BICYCLE PARKING - SEE 6/A3
9	6'-0" HIGH CMU WALL @ PROPERTY LINE
8	STORMWATER/ FILTRATION PLANTER
7	42" HIGH WROUGHT IRON RAILING
6	6'-0" HIGH W.I. GATE & FENCE. SEE 3/A3
5	LINE OF BALCONY ABOVE
4	WARNING STRIPE $ HANDRAIL EXTENSIONS AS PER IIA-6A/D4R
3	CONCRETE STAIRS/ STEPS - SEE D4R
2	NON-FILTRATION PLANTER
1	ADA PATH OF TRAVEL

REFERENCE NOTES:

100.00	FINISHED GRADE
(100.00)	EXIST. GRADE
⌖	WATER CURTAIN, SEE 4/A3, TYP.
E	EXIST SIGN - SEE NOTES F13 & 14/A1
⊶	CLASS 1-4" STANDPIPE W/ 2 1/2" OUTLET
▭	2-HR WALL
▭	1-HR WALL

LEGEND

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FIRST FLOOR PLAN SECOND FLOOR PLAN

PROJECT # XXXX
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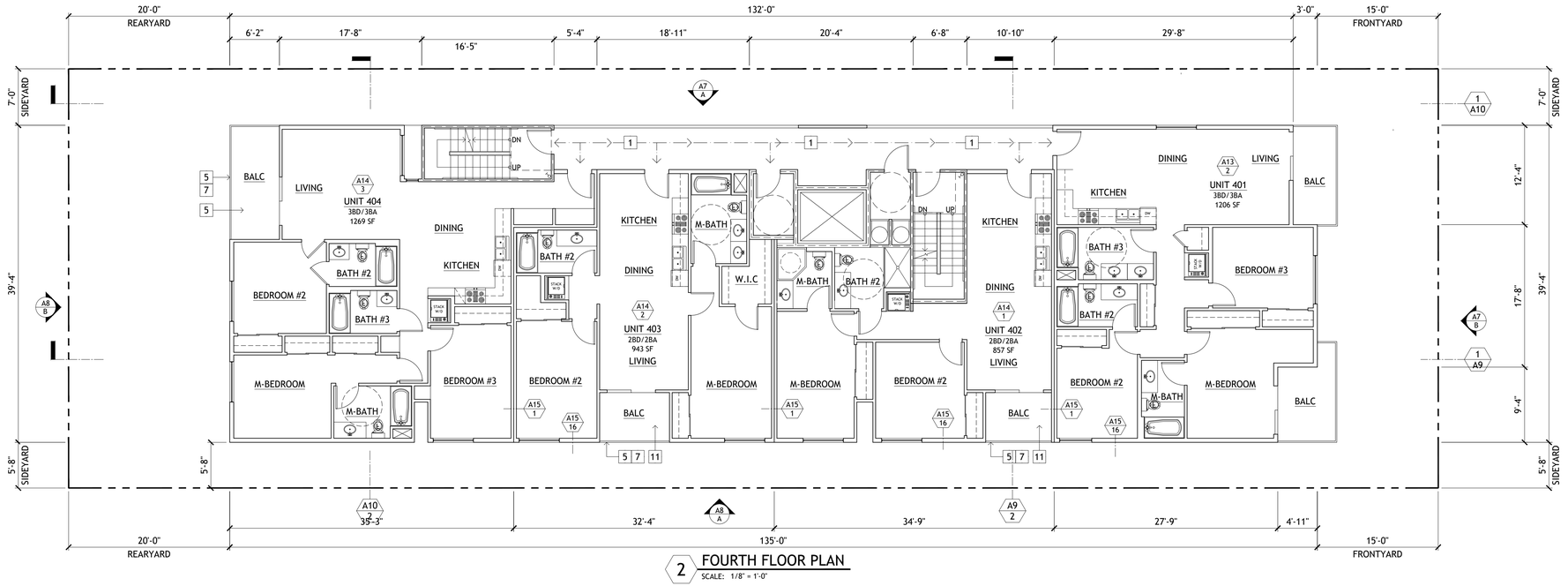
A4

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



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

8 MACOAT DECK SYSTEM RR #25983
7 42" HIGH WROUGHT IRON RAILING
6 6'-0" HIGH W.I. GATE & FENCE. SEE 3/A3
5 LINE OF BALCONY ABOVE
4 WARNING STRIPE S HANDRAIL EXTENSIONS AS PER IIA-6A/D4R
3 CONCRETE STAIRS/ STEPS - SEE D4R
2 NON-FILTRATION PLANTER
1 ADA PATH OF TRAVEL

REFERENCE NOTES:

FINISHED GRADE
EXIST. GRADE
WATER CURTAIN, SEE 4/A3, TYP.
E EXIST SIGN - SEE NOTES F13 & 14/A1
CLASS 1-4" STANDPIPE W/ 2 1/2" OUTLET
PLUMBING WALL
2-HR WALL
1-HR WALL

LEGEND

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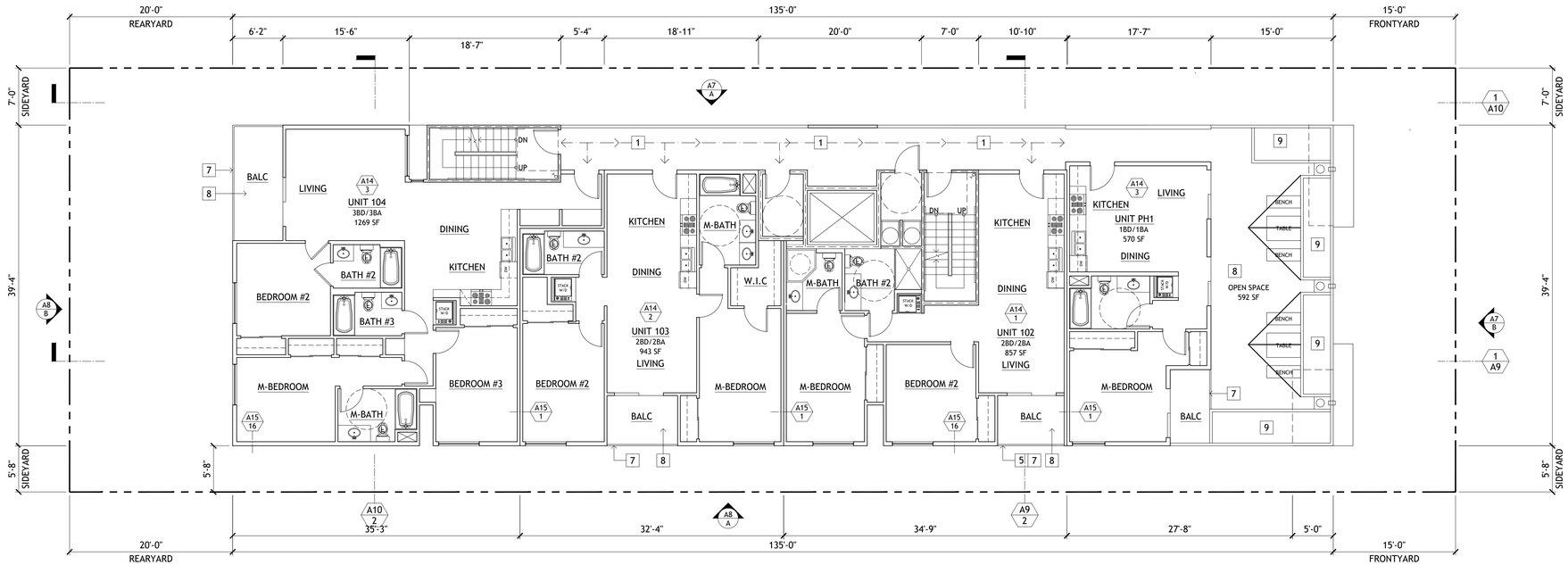
THIRD FLOOR PLAN
FOURTH FLOOR PLAN

PROJECT # XXXX
DRN BY: ... CHK BY: XXXX

A5



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

9 PLANTER

8 MACOAT DECK SYSTEM
RR #25983

7 42" HIGH WROUGHT IRON RAILING

6 6'-0" HIGH W.I. GATE & FENCE.
SEE 3/A3

5 LINE OF BALCONY ABOVE

4 WARNING STRIPE $ HANDRAIL
EXTENSIONS AS PER IIA-6A/D4R

3 CONCRETE STAIRS/ STEPS - SEE D4R

2 NON-FILTRATION PLANTER

1 ADA PATH OF TRAVEL

REFERENCE NOTES:

FINISHED GRADE
EXIST. GRADE
WATER CURTAIN,
SEE 4/A3, TYP.
EXIST SIGN - SEE NOTES
F13 & 14/A1
CLASS 1-4" STANDPIPE
W/ 2 1/2" OUTLET
PLUMBING WALL
2-HR WALL
1-HR WALL

LEGEND

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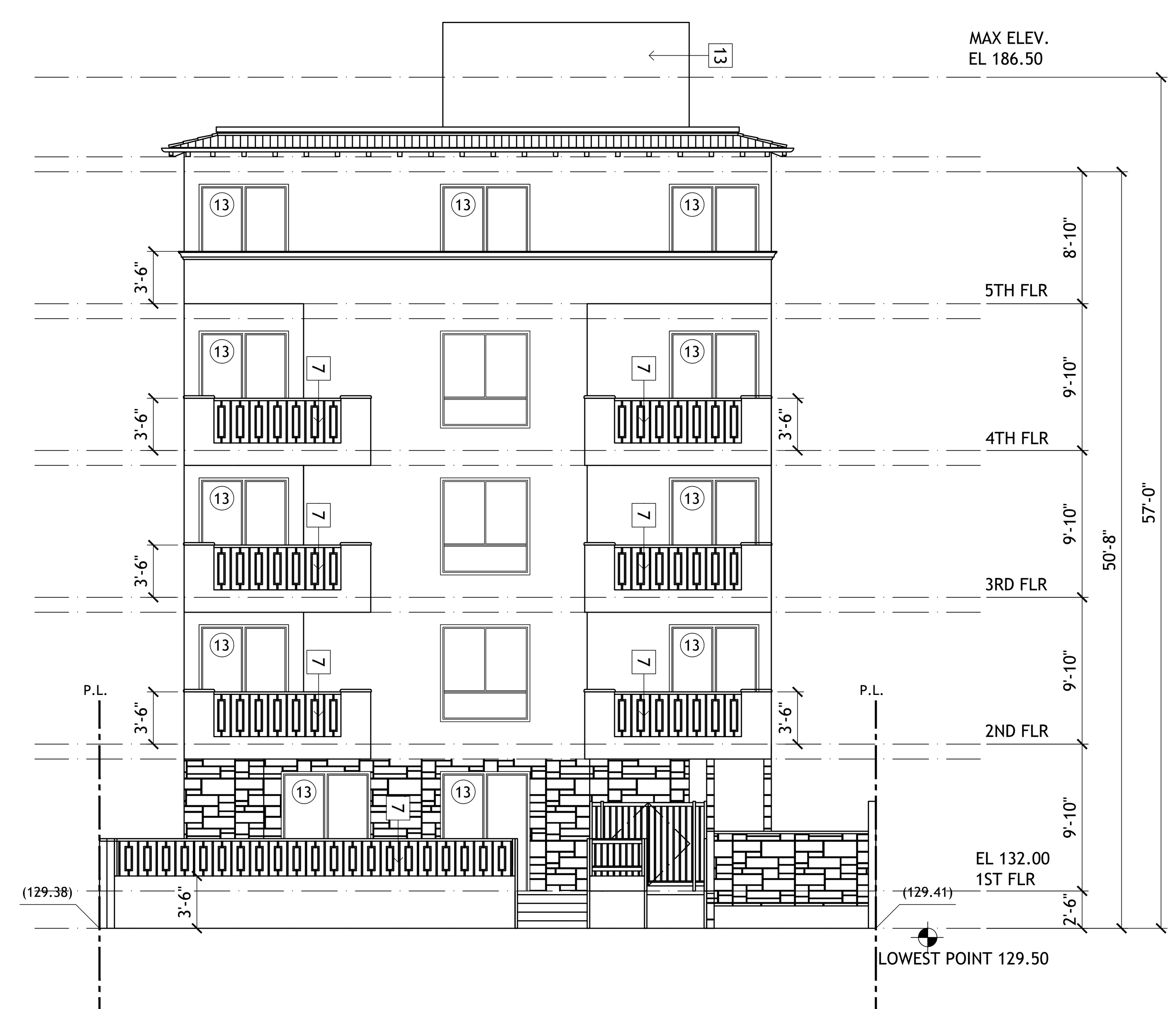
FIFTH FLOOR PLAN

PROJECT # XXXX

DRN BY: ... CHK BY: XXXX

A6

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



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

ELEVATION LEGEND:

1	BUILT-UP ROOF-CLASS 'A'
2	EXTERIOR STUCCO OVER MET. LATH. PAINT - FRAZEE - SMOKED SALMON CL 3143W
3	PAINT - FRAZEE MUDDY WATERS CL 3155D
4	PAINT - FRAZEE HELIUM CL 3161W
5	DAL TILE - WALNUT TP85
6	42" HIGH GLASS RAILING
7	42" HIGH METAL RAILING
8	LINE OF NATURAL GRADE
9	PLANTER
10	6' HIGH CMU WALL
11	42" HIGH METAL GUARDRAIL & GATE WHERE OCCURS. SEE 2/A2
12	6' HIGH W.I. FENCE & GATE 4/A3
13	STAIR TOWER
14	ELEVATOR TOWER
15	ROLL-UP DOOR
16	CONCRETE SLAB ON GRADE
17	CONCRETE DECK (3HR)
18	RETAINING WALL
19	STRUCTURAL FOAM - INSULFOAM ASTM D1621 & ICC ER ERS 1778
20	METAL AWNING
21	BUILDING ADDRESS PROVIDED AT ENTRANCE OF BUILDING IN ACCORDANCE TO LAMC 57.09.11.
22	ROOF PLANTER. SEE 2/A2
23	NEW CONC. SIDEWALK PER CITY STD.
24	FIRE DEPARTMENT CONNECTION
25	G.I. GUTTER
26	DOWN SPOUT

WINDOW SCHEDULE

TYPE	WIDTH	HEIGHT	S.F.
A	4'-0"	4'-6"	18 SF
B	5'-0"	4'-6"	22.5 SF
C	6'-0"	4'-6"	27 SF
D	4'-0"	6'-6"	26 SF
E	5'-0"	6'-6"	32.5 SF
F	6'-0"	6'-6"	39 SF
G	2'-0"	4'-6"	9 SF
H	3'-0"	4'-6"	13.5 SF
K	2'-6"	4'-6"	11.25 SF
L	3'-0"	2'-0"	6 SF

DOOR SCHEDULE

TYPE	WIDTH	HEIGHT	S.F.
12	5'-0"	8'-0"	40 SF
13	6'-0"	8'-0"	48 SF
14	7'-0"	8'-0"	56 SF

NOTE:
1. ALL ROOF DRAINS & DOWNSPOUTS TO FLOW TO STORMWATER FILTRATION PLANTERS (LID). SEE SHEETS G2-G3.1

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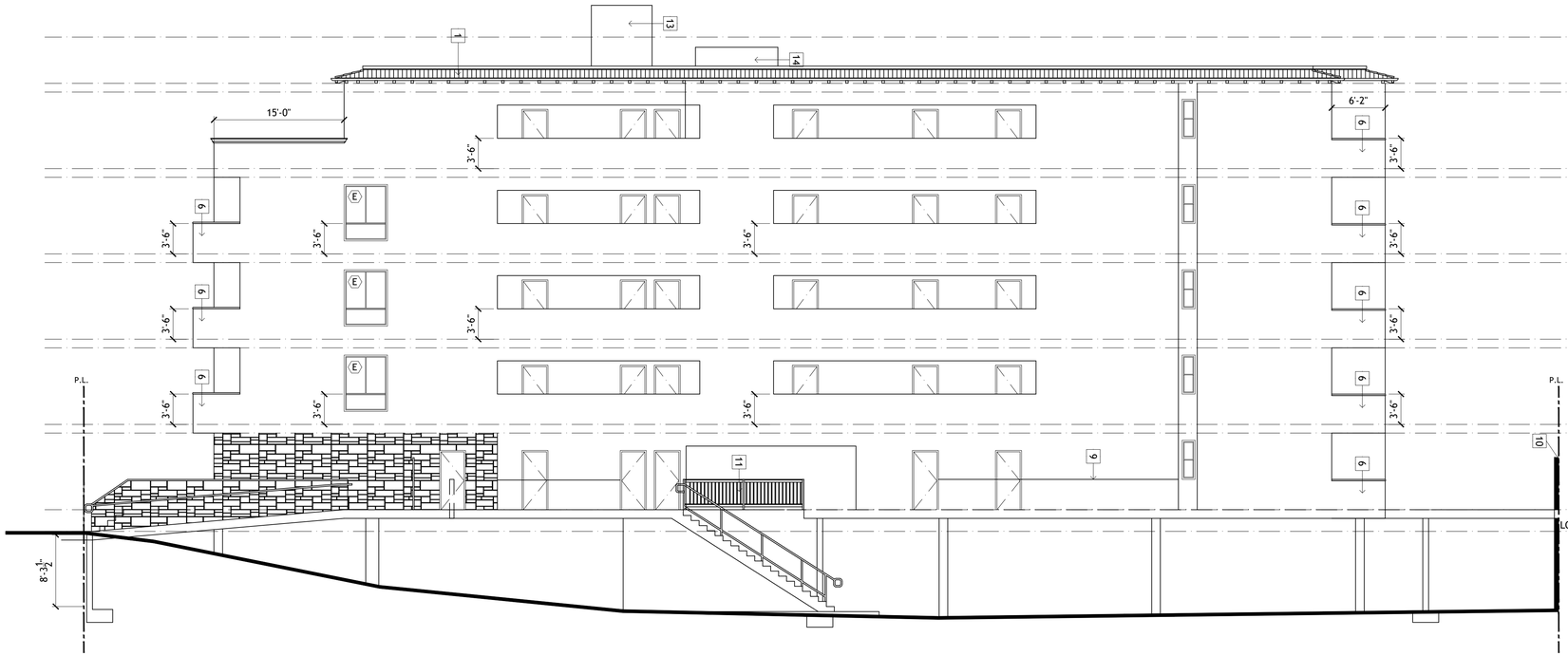
ELEVATIONS

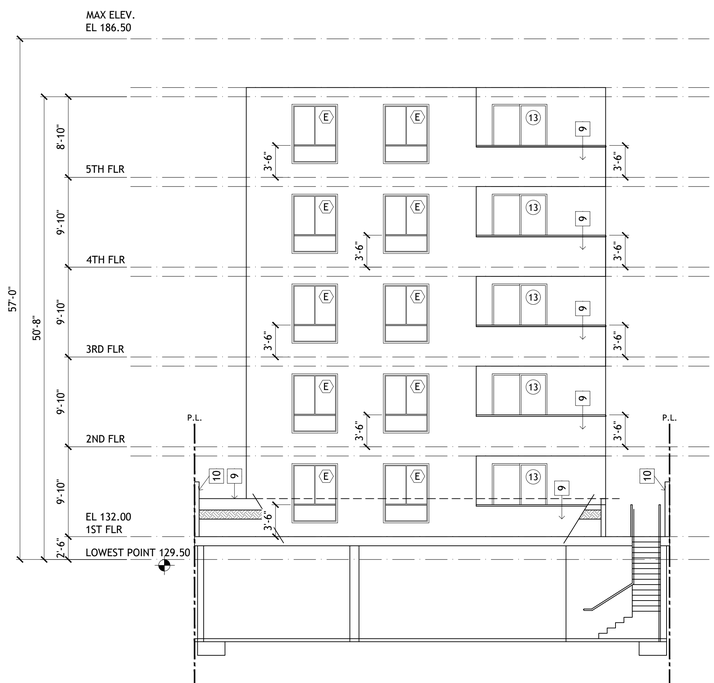
PROJECT # XXXX

DRN BY: ... CHK BY: XXXX

A7



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



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

ELEVATION LEGEND:

1	ROOF-CLASS 'A'
2	EXTERIOR STUCCO OVER MET. LATH. PAINT - FRAZEE - SMOKED SALMON CL 3143W
3	PAINT - FRAZEE MUDDY WATERS CL 3155D
4	PAINT - FRAZEE HELIUM CL 3161W
5	DAL TILE - WALNUT TP85
6	42" STUCCO RAILING
7	42" HIGH METAL RAILING
8	LINE OF NATURAL GRADE
9	PLANTER
10	6' HIGH CMU WALL
11	42" HIGH METAL GUARDRAIL & GATE WHERE OCCURS. SEE 2/A2
12	6' HIGH W.I. FENCE & GATE 4/A3
13	STAIR TOWER
14	ELEVATOR TOWER
15	ROLL-UP DOOR
16	CONCRETE SLAB ON GRADE
17	CONCRETE DECK (3HR)
18	RETAINING WALL
19	STRUCTURAL FOAM - INSULFOAM ASTM D1621 & ICC ER ERS 1778
20	METAL AWNING
21	BUILDING ADDRESS PROVIDED AT ENTRANCE OF BUILDING IN ACCORDANCE TO LAMC 57.09.11.
22	ROOF PLANTER. SEE 2/A2
23	NEW CONC. SIDEWALK PER CITY STD.
24	FIRE DEPARTMENT CONNECTION
25	G.I. GUTTER
26	DOWN SPOUT

WINDOW SCHEDULE			
TYPE	WIDTH	HEIGHT	S.F.
Ⓐ	4'-0"	4'-6"	18 SF
Ⓑ	5'-0"	4'-6"	22.5 SF
Ⓒ	6'-0"	4'-6"	27 SF
Ⓓ	4'-0"	6'-6"	26 SF
Ⓔ	5'-0"	6'-6"	32.5 SF
Ⓕ	6'-0"	6'-6"	39 SF
Ⓖ	2'-0"	4'-6"	9 SF
Ⓗ	3'-0"	4'-6"	13.5 SF
Ⓚ	2'-6"	4'-6"	11.25 SF
Ⓛ	3'-0"	2'-0"	6 SF

DOOR SCHEDULE			
TYPE	WIDTH	HEIGHT	S.F.
12	5'-0"	8'-0"	40 SF
13	6'-0"	8'-0"	48 SF
14	7'-0"	8'-0"	56 SF

NOTE:
1. ALL ROOF DRAINS & DOWNSPOUTS TO FLOW TO STORMWATER FILTRATION PLANTERS (LID). SEE SHEETS G2-G3.1

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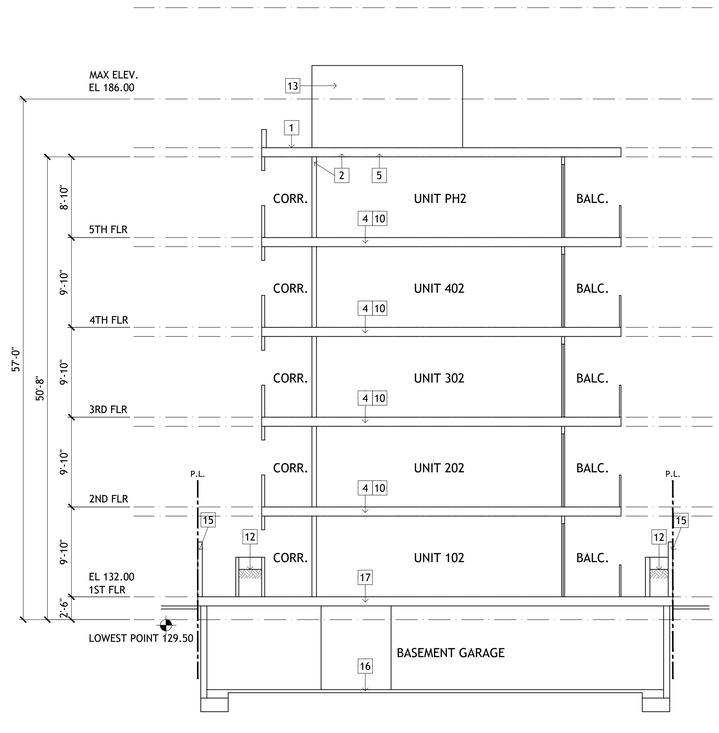
ELEVATIONS

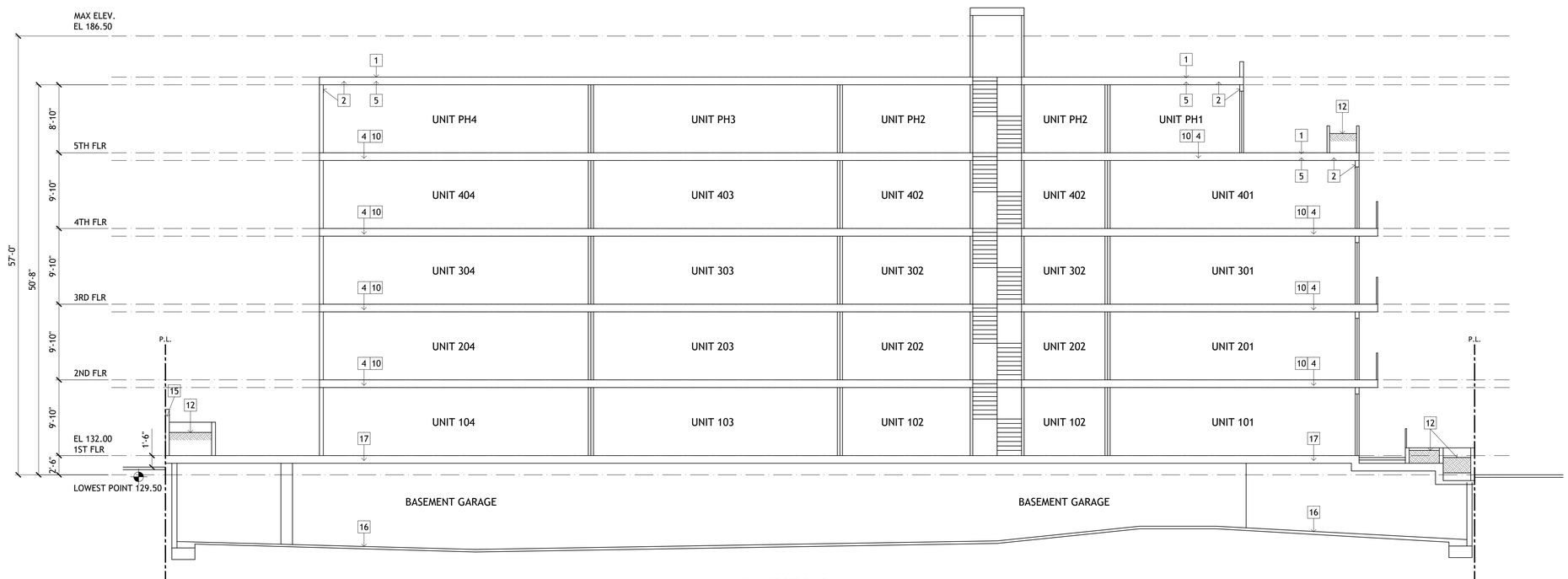
PROJECT # XXXX

DRN BY: ... CHK BY: XXXX

A8



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



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

SECTION REFERENCE NOTES:

1	BUILT-UP ROOF-CLASS 'A'
2	5/8" GYP. D.W. TYPE 'X' - TYP
3	R-13 INSULATION - TYP
4	R-19 INSULATION - TYP
5	R-30 INSULATION - TYP
6	MACOAT DECK SYSTEM RR#25983
7	42" HIGH W.I. RAILING
8	EXIST. GRADE
9	STRUCTURAL FOAM - INSULFOAM ASTM D1621 & ICC ER ERS 1778
10	1 1/2" LT. WT. CONC
11	2-5/8" PLYWOOD SUBFLOOR WITH 15# FELT BETWEEN
12	PLANTER
13	STAIR TOWER BEYOND
14	ELEVATOR TOWER BEYOND
15	6' HIGH CMU WALL
16	CONCRETE SLAB ON GRADE
17	CONCRETE DECK

ELEVATION LEGEND:

(0.00)	EXISTING GRADE ELEVATION
0.00	NEW GRADE ELEVATION

Drexel Construction.com

NEW 20-UNIT APARTMENT BUILDING

1459 HI POINT STREET,
LOS ANGELES, CA 90035

#	DATE	DESCRIPTION	ISSUED TO

PROJECT # XXXX

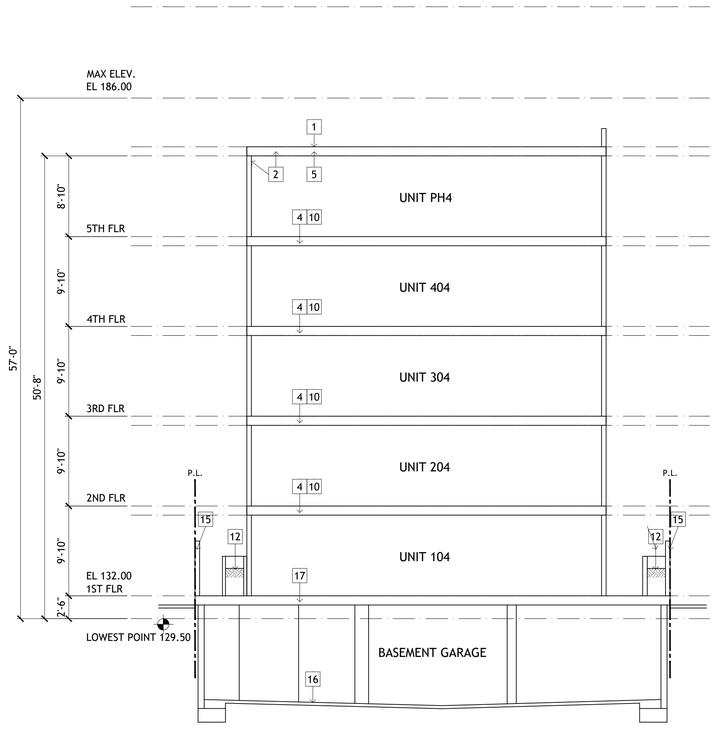
REVIEW SET

SECTIONS

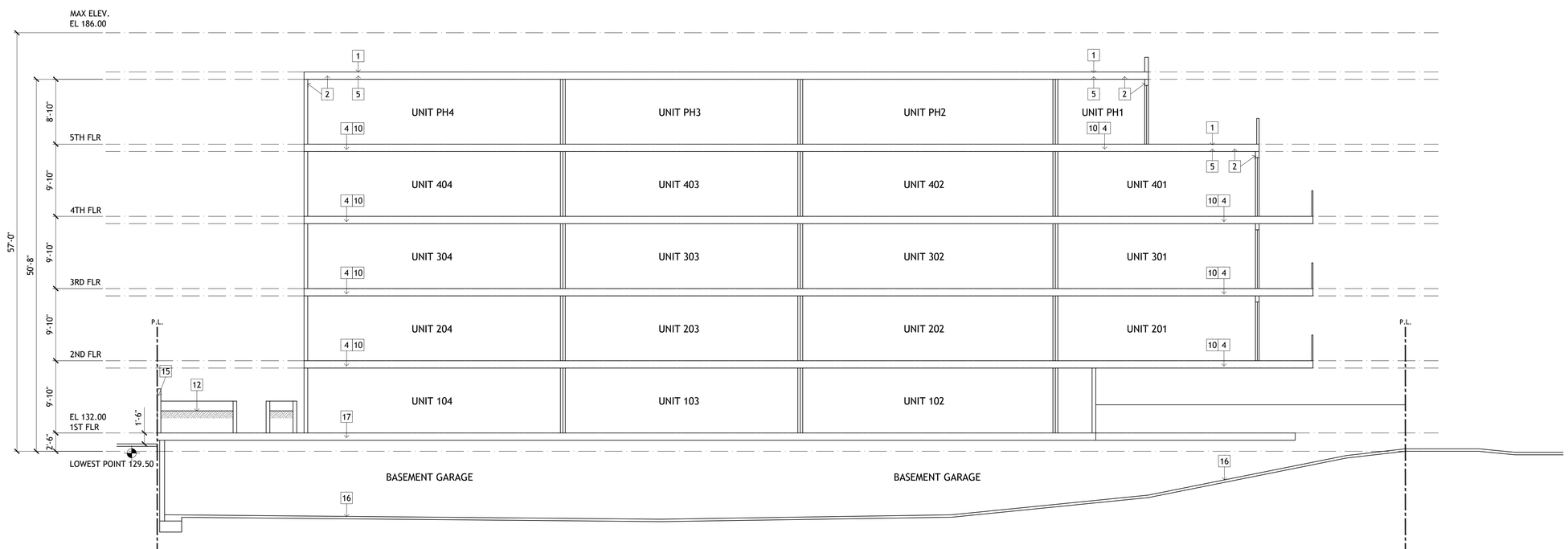
PROJECT # XXXX

DRN BY: ... CHK BY: XXXX

A9



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



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

SECTION REFERENCE NOTES:

1. BUILT-UP ROOF-CLASS 'A'
2. 5/8" GYP. D.W. TYPE 'X' - TYP
3. R-13 INSULATION - TYP
4. R-19 INSULATION - TYP
5. R-30 INSULATION - TYP
6. MACOAT DECK SYSTEM RR#25983
7. 42" HIGH W.I. RAILING
8. EXIST. GRADE
9. STRUCTURAL FOAM - INSULFOAM ASTM D1621 & ICC ER ERS 1778
10. 1 1/2" LT. WT. CONC
11. 2-5/8" PLYWOOD SUBFLOOR WITH 15# FELT BETWEEN
12. PLANTER
13. STAIR TOWER BEYOND
14. ELEVATOR TOWER BEYOND
15. 6' HIGH CMU WALL
16. CONCRETE SLAB ON GRADE
17. CONCRETE DECK

ELEVATION LEGEND:

(0.00) EXISTING GRADE ELEVATION

0.00 NEW GRADE ELEVATION

Drexel Construction.com

NEW 20-UNIT APARTMENT BUILDING

1459 HI POINT STREET,
LOS ANGELES, CA 90035

#	DATE	DESCRIPTION	ISSUED TO
1			

PROJECT # XXXX

REVIEW SET

SECTIONS

PROJECT # XXXX

DRN BY: ... CHK BY: XXXX

A10

1459 HI POINT

1459 HI POINT ST, LOS ANGELES, CA 90035

LANDSCAPE ARCHITECT

SAVAGE LAND DESIGN
680 LANGSDORF DRIVE, SUITE 202B
FULLERTON, CA 92831

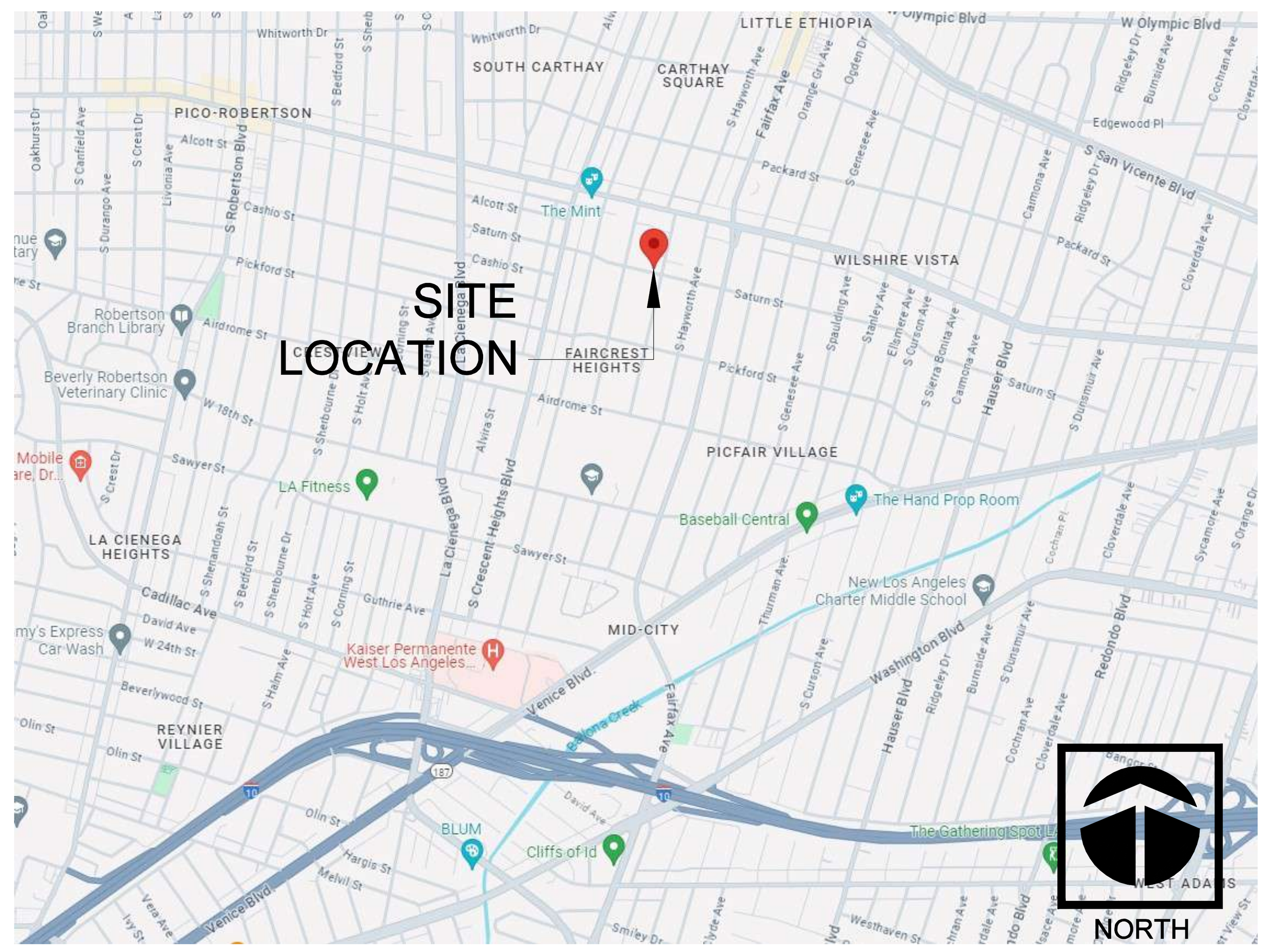
CONTACT: MICHAEL SAVAGE, RLA #4397

714-878-0335
MICHAEL@SAVAGELANDDESIGN.COM

GENERAL NOTES

1. ALL PROPERTY LINES AND LOT LINES SHALL BE VERIFIED PRIOR TO COMMENCING WORK.
2. ALL DIMENSIONS SHALL BE VERIFIED AGAINST EXISTING CONDITIONS AND ALL DISCREPANCIES REPORTED TO THE OWNER.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING HIMSELF FAMILIAR WITH ALL UNDERGROUND UTILITIES, PIPES, AND STRUCTURES. CONTRACTOR SHALL TAKE SOLE RESPONSIBILITY FOR COST INCURRED DUE TO DAMAGE AND REPLACEMENT OF SAID UTILITIES.
4. CONTRACTOR SHALL NOT WILLFULLY PROCEED WITH CONSTRUCTION AND/OR GRADE DIFFERENCES WHEN IT IS OBVIOUS THAT UNKNOWN OBSTRUCTIONS EXIST THAT MAY NOT HAVE BEEN KNOWN DURING DESIGN. SUCH CONDITIONS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE IN WRITING. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ALL NECESSARY REVISIONS DUE TO FAILURE TO GIVE SUCH NOTIFICATION.
5. A CAL-OSHA PERMIT IS REQUIRED FOR EXCAVATIONS DEEPER THAN 5 FEET AND FOR SHORING AND UNDERPINNING.
6. A LICENSED SURVEYOR SHALL PROVIDE MONITORING OF SHORING AND IMPROVEMENTS ON ADJACENT PROPERTIES AND SUBMIT RESULTS WITH A REPORT TO THE SHORING DESIGN ENGINEER AND TO THE BUILDING INSPECTOR ON A DAILY BASIS DURING EXCAVATION AND SHORING AND ON A WEEKLY BASIS THEREAFTER. WHERE DEWATERING IS REQUIRED, MONITORING SHALL CONTINUE UNTIL DEWATERING IS STOPPED.
7. IN LIEU OF SPECIAL INSPECTION BY THE DEPUTY BUILDING INSPECTOR, THE GEOTECHNICAL ENGINEER SHALL PROVIDE CONTINUOUS INSPECTIONS DURING SHORING AND EXCAVATION OPERATIONSAND DURING REMOVAL OF SHORING.
8. THE CONTRACTOR SHALL NOTIFY ADJACENT PROPERTY OWNERS BY CERTIFIED MAIL 0 DAYS PRIOR TO STARTING THE SHORING AND EXCAVATION WORK

VICINITY MAP



LANDSCAPE POINT SYSTEM	
SQUARE FOOTAGE OF SITE POINTS REQUIRED	8838.7 SF 15 POINTS
FEATURES/TECHNIQUES	
USE CLASS I OR CLASS II COMPOST PRODUCED USING CITY ORGANIC MATERIALS (TOPGRO) IN A MAJORITY OF LANDSCAPE AREAS	5
MAIN FINISH ELEVATION OF STRUCTURE, AT AN ELEVATION OR ABOVE OR BELOW THE FINISH ELEVATION OF THE SIDEWALK, SUCH THAT A STRAIGHT LINE PERPENDICULAR TO A STRAIGHT STREET OR RADIALLY TO A CURVED STREET, LEADING DIRECTLY TO THE MAIN PEDESTRIAN ENTRANCE OF THE STRUCTURE, IS HANDICAP ACCESSIBLE.	5
PARKWAY PLANTING, INCLUDING MEDIANS, NOT OTHERWISE CREDITED, NOT LAWN AREA (PER EACH 50 SQUARE FEET OR FRACTION THEREOF)	93
TOTAL POINTS PROVIDED	103
WATER MANAGEMENT POINT SYSTEM	
SQUARE FOOTAGE OF SITE POINTS REQUIRED	8838.7 SF 200 POINTS
POINTS PROVIDED	
DRIP IRRIGATION WITH FLOW CONTROL (3)	15
AUTOMATIC IRRIGATION CONTROLLER	5
PLANTS: 53 MUHLENBERGIA RIGENS 121 JUNCUS PATENS 43 PHORMIUM 'PINK STRIPE'	 106 242 86
TOTAL POINTS PROVIDED	454
SITE AREA: BUILDING FOOTPRINT: POTENTIAL LANDSCAPE AREA: LANDSCAPE PROVIDED:	8838.7 SF 5203.7 SQ FT 3635 SQ FT 2606 SQ FT

SHEET INDEX

TOTAL LANDSCAPE AREA = 2,606 SF

TOTAL COMMON OPEN SPACE AREA =749 SF
TOTAL COMMON OPEN SPACE LANDSCAPE AREA REQUIRED (25%) = 187.25 SF
TOTAL COMMON OPEN SPACE LANDSCAPE AREA PROVIDED = 385 SF

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SLD
SAVAGE LAND DESIGN
Landscape Architecture • Land Planning • Design
680 Langsdorf Drive, Suite 202B, Fullerton, CA 92831
PHONE: 714-878-0335
EMAIL: michael@savagelanddesign.com

1459 HI POINT
1459 HI POINT STREET
LOS ANGELES, CA 90035

No.	Revision / Issue	Date

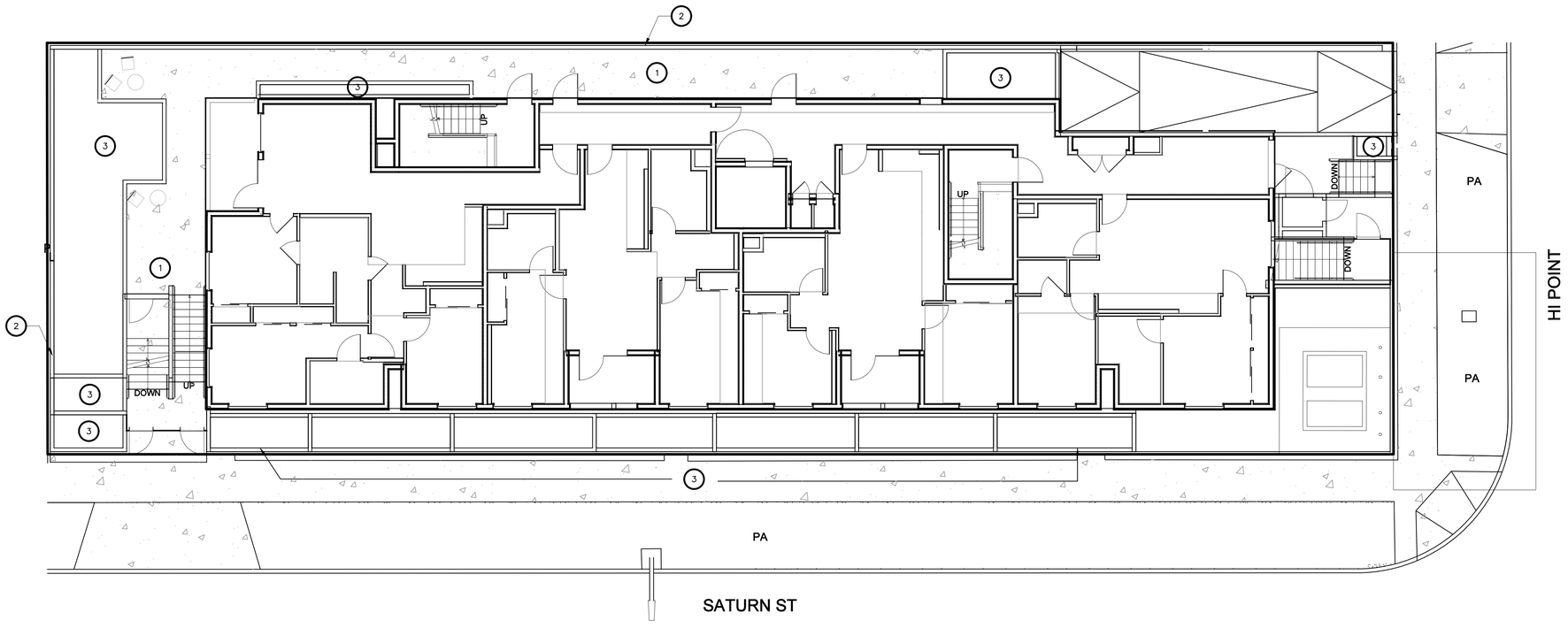
LICENSED LANDSCAPE ARCHITECT
Michael Savage, Lic. No. 4397
Signature
11-08-24
Date
Exp. Date: 5/31/25
STATE OF CALIFORNIA

COVERSHEET

Date 11-08-24
Scale
Sheet 1 of 10
Sheet CS-0

CONSTRUCTION LEGEND

ITEM NO.	DESCRIPTION	SHT. / DET.
1	CONCRETE PAVING TO BE NATURAL GRAY WITH TOPCAST 03 FINISH AND TOOLED JOINTS	LC-2 / A, B, C
2	CMU WALL	----
3	LID PLANTERS	LC-2 / D



NORTH

0 4' 8' 16'

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

SAVAGE LAND DESIGN
Landscape Architecture • Land Planning • Design
680 Langsdorf Drive, Suite 202B, Fullerton, CA 92831
PHONE: 714-878-0335
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1459 HI POINT

1459 HI POINT STREET
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LICENSED LANDSCAPE ARCHITECT
Michael Savage, Lic. No. 4397
Signature
11-08-24
Date
Exp. Date: 5/31/25
STATE OF CALIFORNIA

CONSTRUCTION LAYOUT PLAN

Date: 11-08-24	Sheet: LC-1
Scale: 1/8"=1'-0"	
Sheet: 2 of 10	

GENERAL IRRIGATION NOTES

1. ALL CITY AND STATE LAWS, RULES AND REGULATION GOVERNING OR RELATING TO ANY PORTION OF THIS WORK ARE HEREBY INCORPORATED INTO AND MADE A PART OF THESE SPECIFICATIONS AND THEIR PROVISIONS SHALL BE CARRIED OUT BY THE CONTRACTOR.

2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL GRADE DIFFERENCES, LOCATION OF WALLS, RETAINING WALLS, STRUCTURES AND UTILITIES. THE IRRIGATION CONTRACTOR SHALL REPAIR OR REPLACE ALL ITEMS DAMAGED BY HIS WORK AT NO EXPENSE TO THE OWNER. HE SHALL COORDINATE HIS WORK WITH OTHER CONTRACTORS FOR THE LOCATION AND INSTALLATION OF PIPE SLEEVES AND LATERAL LINES THROUGH WALLS, UNDER ROADWAYS, DRIVES, AND PAVING, ETC.

3. THE CONTRACTOR SHALL OBTAIN THE PERTINENT ENGINEERING OR ARCHITECTURAL PLANS BEFORE BEGINNING WORK.

4. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS REQUIRED TO PERFORM THE WORK INDICATED HEREIN BEFORE BEGINNING WORK.

5. THIS DESIGN IS DIAGRAMMATIC. ALL PIPING, VALVES, ETC., SHOWN WITHIN PAVED AREAS IS FOR DESIGN CLARIFICATION ONLY AND SHALL BE INSTALLED IN PLANTING AREAS WHEREVER POSSIBLE. THE MAIN LINE PIPE SHALL BE INSTALLED AND ROUTED TO AVOID UNFORESEEN BELOW GRADE CONDITIONS. THE CONTRACTOR SHALL LOCATE ALL VALVES IN SHRUB AREAS UNLESS OTHERWISE DIRECTED BY THE OWNER'S REPRESENTATIVE.

6. THE SPRINKLER SYSTEM DESIGN IS BASED ON THE MINIMUM OPERATING PRESSURE AND THE MAXIMUM FLOW DEMAND SHOWN ON THE IRRIGATION DRAWINGS AT EACH POINT OF CONNECTION. THE IRRIGATION CONTRACTOR SHALL VERIFY WATER PRESSURE PRIOR TO EACH CONSTRUCTION. REPORT ANY DIFFERENCE BETWEEN THE WATER PRESSURE INDICATED ON THE DRAWINGS AND THE ACTUAL PRESSURE READING AT THE IRRIGATION POINT OF CONNECTION OF THE OWNER'S AUTHORIZED REPRESENTATIVE. IN THE EVENT PRESSURE DIFFERENCES ARE NOT REPORTED PRIOR TO THE START OF CONSTRUCTION, THE IRRIGATION CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ANY REVISION NECESSARY

7. DO NOT WILLFULLY INSTALL THE SPRINKLER SYSTEM AS SHOWN ON THE DRAWINGS WHEN IT IS OBVIOUS IN THE FIELD THAT UNKNOWN OBSTRUCTIONS, GRADE DIFFERENCES OR DIFFERENCES IN THE AREA DIMENSIONS EXIST THAT MIGHT NOT HAVE BEEN CONSIDERED IN THE ENGINEERING. SUCH OBSTRUCTIONS OR DIFFERENCES SHOULD IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE OWNER'S AUTHORIZED REPRESENTATIVE. IN THE EVENT THIS NOTIFICATION IS NOT PERFORMED, THE IRRIGATION CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ANY REVISIONS NECESSARY.

8. ALL SPRINKLER HEADS SHALL BE SET PERPENDICULAR TO FINISH GRADE UNLESS OTHERWISE SPECIFIED.

9. THE IRRIGATION CONTRACTOR SHALL FLUSH AND ADJUST ALL SPRINKLER HEADS AND VALVES FOR OPTIMUM COVERAGE AND TO PREVENT OVER SPRAY ONTO WALKS, STREETS, WALLS, ETC. THIS SHALL INCLUDE USE OF RAIN-BIRD "PCS", SELECTING THE BEST DEGREE OF ARC TO FIT THE EXISTING SITE CONDITIONS AND TO THROTTLE THE FLOW CONTROL AT EACH REMOTE CONTROL VALVE TO OBTAIN THE OPTIMUM OPERATING PRESSURE FOR EACH SYSTEM.

10. 120 VAC POWER SOURCE FOR THE CONTROLLER SHALL BE PROVIDED UNDER THE ELECTRICAL SECTION OF THE SPECIFICATIONS. IT SHALL BE THE RESPONSIBILITY OF THE IRRIGATION CONTRACTOR TO COORDINATE ELECTRICAL SERVICE WITH THE GENERAL CONTRACTOR AND SHALL MAKE THE FINAL CONNECTION FORM THE ELECTRICAL SOURCE TO THE CONTROLLER.

11. ALL MAIN LINE PIPING AND CONTROL WIRES UNDER PAVING SHALL BE INSTALLED IN SEPARATE SLEEVES. MAIN LINE SLEEVE SIZE SHALL BE A MINIMUM OF TWICE (2X) THE DIAMETER OF THE PIPE TO BE SLEEVED. CONTROL WIRE SLEEVES SHALL BE OF SUFFICIENT SIZE FOR THE REQUIRED NUMBER OF WIRES UNDER PAVING. IN ADDITION TO THE CONTROL WIRE SLEEVES SHOWN ON THE DRAWINGS, THE IRRIGATION CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF CONTROL WIRE SLEEVES OF SUFFICIENT SIZE UNDER ALL PAVED AREAS.

12. ALL LATERAL LINE PIPING UNDER PAVING WITHOUT A SLEEVE SHALL BE PVC SCHEDULE 40 PIPE AND SHALL BE INSTALLED PRIOR TO PAVING.

13. PIPE SIZES SHALL CONFORM TO THOSE SHOWN ON THE DRAWINGS NO SUBSTITUTIONS OF SMALLER PIPE SHALL BE PERMITTED BUT SUBSTITUTIONS OF LARGER SIZES MAY BE APPROVED. ALL DAMAGED AND REJECTED PIPE SHALL BE REMOVED FROM THE SITE AT THE TIME OF SAID REJECTION.

14. FINAL LOCATION OF THE AUTOMATIC CONTROLLER LOCATION SHALL BE APPROVED BY THE OWNER'S AUTHORIZED REPRESENTATIVE.

15. ALL POP-UP TYPE SPRINKLER HEADS INSTALLED IN SHRUB AND GROUND COVER AREAS SHALL BE INSTALLED SO THAT THE TOP OF THE SPRINKLER HEAD IS 1-INCH ABOVE FINISH GRADE.

16. ALL POP-UP TYPE SPRINKLER HEADS INSTALLED IN LAWN AREAS SHALL BE INSTALLED SO THAT THE TOP OF THE SPRINKLER HEADS ARE FLUSH WITH ADJACENT SIDEWALK OR CURB.

17. AFTER RECEIVING NOTIFICATION BY THE OWNER'S AUTHORIZED REPRESENTATIVE, THE IRRIGATION CONTRACTOR, WITHIN TEN (10) DAYS SHALL ADJUST ALL LAWN HEADS SO THAT THE TOP OF THE SPRINKLER HEAD IS 1/4-INCH ABOVE FINISH GRADE.

18. ALL EQUIPMENT INSTALLED IN VALVE BOXES SHALL BE INSTALLED PER DETAIL DRAWINGS WITHOUT CUTTING SIDE WALLS OF THE VALVE BOX. CUT VALVE BOXES WILL BE REPLACED WITH NEW VALVE BOXES AS INSPECTED BY THE OWNERS AUTHORIZED REPRESENTATIVE AT THE CONTRACTOR'S OWN EXPENSE.

19. ALL LEAD WIRES SHALL BE #14 GAUGE AND BLACK IN COLOR. ALL COMMON WIRES SHALL BE #14 GUAGE AND WHITE IN COLOR. TWO (2) EXTRA WIRES SHALL BE PROVIDED FOR EACH GROUP OF FIVE (5) VALVES AND LOOPED IN A NEARBY VALVE BOX WITH A 2' MIMIMUM COIL.

20. ALL SPRINKLER EQUIPMENT NOT OTHERWISE DETAILED OR SPECIFIED SHALL BE INSTALLED AS PER MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS.

21. TREE LOCATIONS TAKE PRIORITY OVER IRRIGATION PIPING. STAKE TREE LOCATIONS PRIOR TO TRENCHING FOR PIPE.

22. THE CONTRACTOR SHALL ALLOW FOR AN ASSORTMENT OF VARIABLE ADJUSTABLE NOZZLES (VAN) TO BE INSTALLED IN AREAS WHERE STANDARD PATTERN NOZZLES ARE NOT APPLICABLE.

23. REFER TO SPECIFICATIONS FOR ADDITIONAL DETAILED INFORMATION.

24. "HEAT BRAND" THE TOPS OF THE VALVE BOX LIDS WITH THE APPROPRIATE IDENTIFICATION. REFER TO THE IRRIGATION SPECIFICATIONS.

25. RECIRCULATING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES.

26. A MINIMUM 3-INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT TURF AREAS, CREEPING OR ROOTING GROUNDCOVERS, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED.

27. 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.

28. PRESSURE REGULATING DEVICES ARE REQUIRED IF WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED PRESSURE OF THE SPECIFIED IRRIGATION DEVICES.

29. CHECK VALVES OR ANTI-DRAIN VALVES ARE REQUIRED ON ALL SPRINKLER HEADS WHERE LOW POINT DRAINAGE COULD OCCUR.

30. A DIAGRAM OF THE IRRIGATION PLAN SHOWING HYDROZONES SHALL BE KEPT WITH THE IRRIGATION CONTROLLER FOR SUBSEQUENT MANAGEMENT PURPOSES.

31. A CERTIFICATE OF COMPLETION SHALL BE FILLED OUT AND CERTIFIED BY EITHER THE SIGNER OF THE LANDSCAPE PLANS, THE SIGNER OF THE IRRIGATION PLANS, OR THE LICENSED LANDSCAPE CONTRACTOR FOR THE PROJECT.

32. AN IRRIGATION AUDIT REPORT SHALL BE COMPLETED AT THE TIME OF FINAL INSPECTION.

WATER CONSERVATION STATEMENT

THE SYSTEM IS DESIGNED TO ACHEIVE CONSERVATION AND EFFICIENCY IN WATER USE BY PROVIDING ANTI-DRAIN DEVICES TO PREVENT LOW HEAD DRAINAGE, RAIN SENSOR/ INTERRUPT SWITCH THAT PREVENTS THE SYSTEM FROM ACTIVATING DURING RAIN EVENTS, PRESSURE COMPESATING DEVICES AND LOW VOLUME HEADS TO REDUCE WATER CONSUMPTION.

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS.

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

X_____
LANDSCAPE ARCHITECT

WATER EFFICIENT LANDSCAPE WORKSHEET

This worksheet is filled out by the project applicant and it is a required element of the Landscape Documentation Package.

SECTION A. HYDROZONE INFORMATION TABLE

Please complete the hydrozone table(s) for each hydrozone. Use as many tables as necessary to provide the square footage of landscape area per hydrozone.

Hydrozone*	Zone / Valve	Irrigation Method**	Area (sq ft.)	% of LA
A - IRRIGATED LANDSCAPE	A1, A3	D	1451	55.68%
B - LID PLANTERS	A4, A5	D	1035	39.72%
C - TREES	A2	B	120	4.60%
	Total		2606	100%

* Hydrozone
HW = High Water Use Plants
MW = Moderate Water Use Plants
LW = Low Water Use Plants

** Irrigation Method
B = Bubbler MS = Microspray
D = Drip S = Spray
O = Other R = Rotor

ETAF Calculations

Regular Landscape Areas		**MAWA**			
Total ETAF x Area	1092.96	(Eto)(0.62)[(0.55 x LA) + (0.3 x SLA)]			
Total Area	2606	MAWA =	50.10	*0.62*0.55 *	2606
			50.10	* 0.62 *	1433.30
Average ETAF	0.42	TOTAL =	44521.16		
All Landscape Areas		**ETWU TOTAL**			
Total ETAF x Area	1092.96	(Eto)(0.62)(ETAF x LA)			
Total Area	2606	ETWU =	50.10	* 0.62 *	1092.96
Average ETAF	0.42	TOTAL =	33949.62		

WATER EFFICIENT LANDSCAPE WORKSHEET

This worksheet is filled out by the project applicant and it is a required element of the Landscape Documentation Package.

Reference Evapotranspiration (Eto) 50.10 LOS ANGELES

Regular Landscape Areas	Hydrozone # / Planting Description (a)	Plant Factor (PF)	Irrigation Method (b)	Irrigation Efficiency (IE) (c)	ETAF (PF/IE)	Landscape Area (sqft)	ETAF x Area	Estimated Total Water Use (ETWU) (d)
IRRIGATED LANDSCAPE	A	0.3	DRIP	0.81	0.37	1451	537.4	16692.95
LID PLANTERS	B	0.4	DRIP	0.81	0.49	1035	511.1	15876.13
TREES	C	0.3	BUBBLER	0.81	0.37	120	44.4	1380.53
				TOTAL	1.23	2606	1092.96	33949.62
						ETWU TOTAL		33949.62
						MAXIMUM ALLOWED WATER ALLOWANCE (MAWA)*		44521.16

[a] Hydrozone # / Planting Description
L) front lawn
L) low water use plantings
L) medium water use planting

[b] Irrigation Method
overhead, spray, or drip

[c] Irrigation Efficiency
0.75 for spray head
0.81 for drip

[d] ETWU (Annual Gallons Required) =
Eto x 0.62 x ETAF x Area
where 0.62 is a conversion factor that converts acre-inches per acre per year to gallons per square foot per year.

eMAWA (Annual Gallons Allowed) =
(Eto)(0.62) [(ETAF x LA) + ((1-ETAF) x SLA)]
where 0.62 is a conversion factor that converts acre-inches per year to gallons per square foot per year, LA is the total landscape area in square feet, and ETAF is .55 for residential areas and 0.45 for non-residential areas.

IRRIGATION SCHEDULING DATA

THE FOLLOWING, BASED ON HISTORICAL DATA, IS FOR REFERENCE ONLY. PERFORMANCE VALUES ARE ACCURATE FOR CONTROLLER PROGRAMMING. ACTUAL WATERING TIMES MUST BE ADJUSTED FOR SOIL TYPE, EXPOSURE, MATURITY OF PLANT MATERIAL, AND SEASONAL WATERING CONDITIONS.

SYSTEM DATA REFERENCE INFORMATION:

SYSTEM DESIGN RATE OF APPLICATION:		1.5 IN./WEEK	(PEAK)
HISTORICAL SEASONAL Eto:		50.10 IN./ YEAR	
PEAK MONTHLY Eto:		6.2 IN./ MO.	
PEAK DAILY ETo (JULY) REQUIREMENT:		0.20 IN./ DAY	
PEAK WEEKLY ETo (JULY) REQUIREMENT:		1.40 IN./WK.	
Peak WeeK ETo (1 WEEK OF TIME WITHIN 6 DAYS OF JULY):		0.24 IN./DAY	
IRRIGATION SYSTEM EFFICIENCY RATING (IE) - DRIPLINE/ BUBBLER:		0.81 81%	
PRECIPITATION RATE - DRIPLINE:		0.6 IN./HR.	
LOW SHRUB WATER USE PLANT FACTOR:		0.3 LOW	
MODERATE SHRUB WATER USE PLANT FACTOR:		0.4 (LOW)	
TREE WATER USE PLANT FACTOR:		0.3 (LOW)	
TREE WATER USE PLANT FACTOR:		0.4 (MODERATE)	
VINES WATER USE PLANT FACTOR:		0.4 (MODERATE)	

EVAPOTRANSPIRATION ADJUSTMENT FACTOR

LANDSCAPE COEFFICIENT - LOW SHRUB SPRAY (PLANT WATER USE/ IE (.3/.75))		0.4	
LANDSCAPE COEFFICIENT - LOW SHRUB DRIPLINE (PLANT WATER USE/ IE (.3/.81))		0.37	
LANDSCAPE COEFFICIENT - MODERATE SHRUB DRIPLINE (PLANT WATER USE/ IE (.4/.81))		0.49	
LANDSCAPE COEFFICIENT - LOW TREE BUBBLER (PLANT WATER USE/ IE (.3/.81))		0.37	
LANDSCAPE COEFFICIENT - MODERATE TREE BUBBLER (PLANT WATER USE/ IE (.4/.81))		0.49	
LANDSCAPE COEFFICIENT - HIGH TURF SPRAY (PLANT WATER USE/ IE (.75/ .75)		1.00	
LANDSCAPE COEFFICIENT - MODERATE VINES BUBBLER (PLANT WATER USE/ IE (.4/.81))		0.49	
ADJUSTED - LOW SHRUB SPRAY PEAK (JULY) WEEK Eto:	0.08 IN./DAY	0.56 IN./WK.	
ADJUSTED - LOW SHRUB DRIPLINE PEAK (JULY) WEEK Eto:	0.07 IN./DAY	0.52 IN./WK.	
ADJUSTED - MODERATE SHRUB DRIPLINE PEAK (JULY) WEEK Eto:	0.10 IN./DAY	0.69 IN./WK.	
ADJUSTED - LOW TREE BUBBLER PEAK (JULY) WEEK Eto:	0.07 IN./DAY	0.52 IN./WK.	
ADJUSTED - MODERATE TREE BUBBLER PEAK (JULY) WEEK Eto:	0.10 IN./DAY	0.69 IN./WK.	
ADJUSTED - HIGH TURF SPRAY PEAK (JULY) WEEK Eto:	0.20 IN./DAY	1.40 IN./WK.	
ADJUSTED - MODERATE VINES BUBBLER PEAK (JULY) WEEK Eto:	0.10 IN./DAY	0.69 IN./WK.	

AS A GENERAL RULE, WATER IRRIGATION TIMES ARE APPROXIMATELY 30% OF PEAK SUMMER SCHEDULE. SPRING AND FALL ARE APPROXIMATELY 70% OF PEAK SUMMER SCHEDULE. REFER TO MONTHLY WEATHER DATA BELOW.

ETo REPLACEMENT VALUES

JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL
2.2	2.7	3.7	4.7	5.5	5.8	6.2	5.9	5	3.9	2.6	1.9	50.1

DAILY Eto VALUES:

JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	
0.071	0.096	0.119	0.157	0.177	0.193	0.200	0.190	0.167	0.126	0.087	0.061	

MONTHLY PERCENTAGE (OF TOTAL YEAR)

JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL
4.4%	5.4%	7.4%	9.4%	11.0%	11.6%	12.4%	11.8%	10.0%	7.8%	5.2%	3.8%	100.0%

MONTHLY PERCENTAGE (OF PEAK JULY)

JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	
35.5%	43.5%	59.7%	75.8%	88.7%	93.5%	100.0%	95.2%	80.6%	62.9%	41.9%	30.6%	

PART 2. CERTIFICATION OF INSTALLATION ACCORDING TO THE LANDSCAPE DOCUMENTATION PACKAGE
"I/we certify that based upon periodic site observations, the work has been substantially completed in accordance with the ordinance and that the landscape planting and irrigation installation conform with the criteria and specifications of the approved Landscape Documentation Package."

Signature*		Date	
Name (print) MICHAEL SAVAGE		Telephone No. 714-878-0335	
		Fax No.	
Title PRESIDENT		Email Address MICHAEL@SAVAGELANDDESIGN.COM	
License No. or Certification No. RLA 4397			
Company SAVAGE LAND DESIGN		Street Address 680 LANGSDORF DR, STE 202B	
City FULLERTON	State CALIFORNIA	Zip Code 92831	

*Signer of the landscape design plan, signer of the irrigation plan, or a licensed landscape contractor.

PART 3. IRRIGATION SCHEDULING
Attach parameters for setting the irrigation schedule on controller per ordinance Section 492.10.

PART 4. SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE
Attach schedule of Landscape and Irrigation Maintenance per ordinance Section 492.11.

PART 5. LANDSCAPE IRRIGATION AUDIT REPORT
Attach Landscape Irrigation Audit Report per ordinance Section 492.12.

PART 6. SOIL MANAGEMENT REPORT
Attach soil analysis report, if not previously submitted with the Landscape Documentation Package per ordinance Section 492.5.
Attach documentation verifying implementation of recommendations from soil analysis report per ordinance Section 492.5.

Appendix C – Sample Certificate of Completion.

CERTIFICATE OF COMPLETION

This certificate is filled out by the project applicant upon completion of the landscape project.

PART 1. PROJECT INFORMATION SHEET

Date		
Project Name 1459 HI POINT		
Name of Project Applicant	Telephone No.	
	Fax No.	
Title	Email Address	
Company	Street Address	
City	State	Zip Code

Project Address and Location:

Street Address 11459 HI POINT STREET		Parcel, tract or lot number, if available.
City LOS ANGELES		Latitude/Longitude (optional)
State CALIFORNIA	Zip Code 90035	

Property Owner or his/her designee:

Name MICHAEL SAVAGE	Telephone No. 714-878-0335	
	Fax No.	
Title PRESIDENT	Email Address MICHAEL@SAVAGELANDDESIGN.COM	
Company SAVAGE LAND DESIGN	Street Address 680 LANGSDORF DR, STE 202B	
City FULLERTON	State CALIFORNIA	Zip Code 92831

Property Owner
"I/We certify that I/we have received copies of all the documents within the Landscape Documentation Package and the Certificate of Completion and that it is our responsibility to see that the project is maintained in accordance with the Landscape and Irrigation Maintenance Schedule."

_____
Property Owner Signature Date

Please answer the questions below:
1. Date the Landscape Documentation Package was submitted to the local agency_____
2. Date the Landscape Documentation Package was approved by the local agency_____
3. Date that a copy of the Water Efficient Landscape Worksheet (including the Water Budget Calculation) was submitted to the local water purveyor_____

IRRIGATION MAINTENANCE SCHEDULE:

1. LANDSCAPES SHALL BE MAINTAINED TO ENSURE WATER EFFICIENCY. A REGULAR MAINTENANCE SCHEDULE SHALL INCLUDE BUT NOT BE LIMITED TO CHECKING, ADJUSTING, AND REPAIRING IRRIGATION EQUIPMENT; RESETTING REPLENISHING MULCH; FERTILIZING; PRUNING; AND WEEDING IN ALL LANDSCAPE AREAS.

2. WHENEVER POSSIBLE, REPAIR OF THE IRRIGATION EQUIPMENT SHALL BE DONE WITH THE ORIGINALLY SPECIFIED MATERIALS OR THEIR EQUIVALENT SPECIFICATION.

IRRIGATION AUDIT SCHEDULE:

1. AT A MINIMUM, AUDITS SHALL BE IN ACCORDANCE WITH THE STATE OF CALIFORNIA LANDSCAPE AUDITOR HANDBOOK.

2. AUDITS SHALL BE CONDUCTED BY A STATE CERTIFIED LANDSCAPE IRRIGATION AUDITOR AT LEAST ONCE EVERY FIVE YEARS AND SUBMITTED TO THE LOCAL WATER PURVEYOR.

SOIL SPECIFICATION / ANALYSIS SAMPLE:

1. PROVIDE SOIL SPECIFICATIONS IF IMPORT SOIL OR PROVIDE SOIL ANALYSIS IF USING ON SITE SOIL. THE SOIL INFORMATION MUST INCLUDE: SOIL TEXTURE (% OF ORGANIC MATTER), INFILTRATION RATE (OR ESTIMATED RANGE), PH & TOTAL SOLUBLE SALTS, INDICATE IF MULCH, SOIL AMENDMENTS OR OTHER MATERIAL WILL BE USED OR REQUIRED.

HOLD HARMLESS AND INDEMNIFICATION CLAUSE

CONTRACTOR AGREES TO ASSUME SOLE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, AND THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE OWNER/DEVELOPER, COUNTY OF LOCAL JURISDICTION AND THE LANDSCAPE ARCHITECT HARMLESS FROM ANY AND ALL LIABILITY REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPT FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER/DEVELOPER, COUNTY OF LOCAL JURISDICTION, OR THE LANDSCAPE ARCHITECT.

sn:indemnify

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1459 HI POINT
1459 HI POINT STREET
LOS ANGELES, CA 90035

No.	Revision / Issue	Date

LICENSED LANDSCAPE ARCHITECT
Michael Savage, LIC.No. 4397
Signature
11-08-24
Date
Exp. Date: 5/31/25
STATE OF CALIFORNIA

IRRIGATION NOTES AND CALCULATIONS

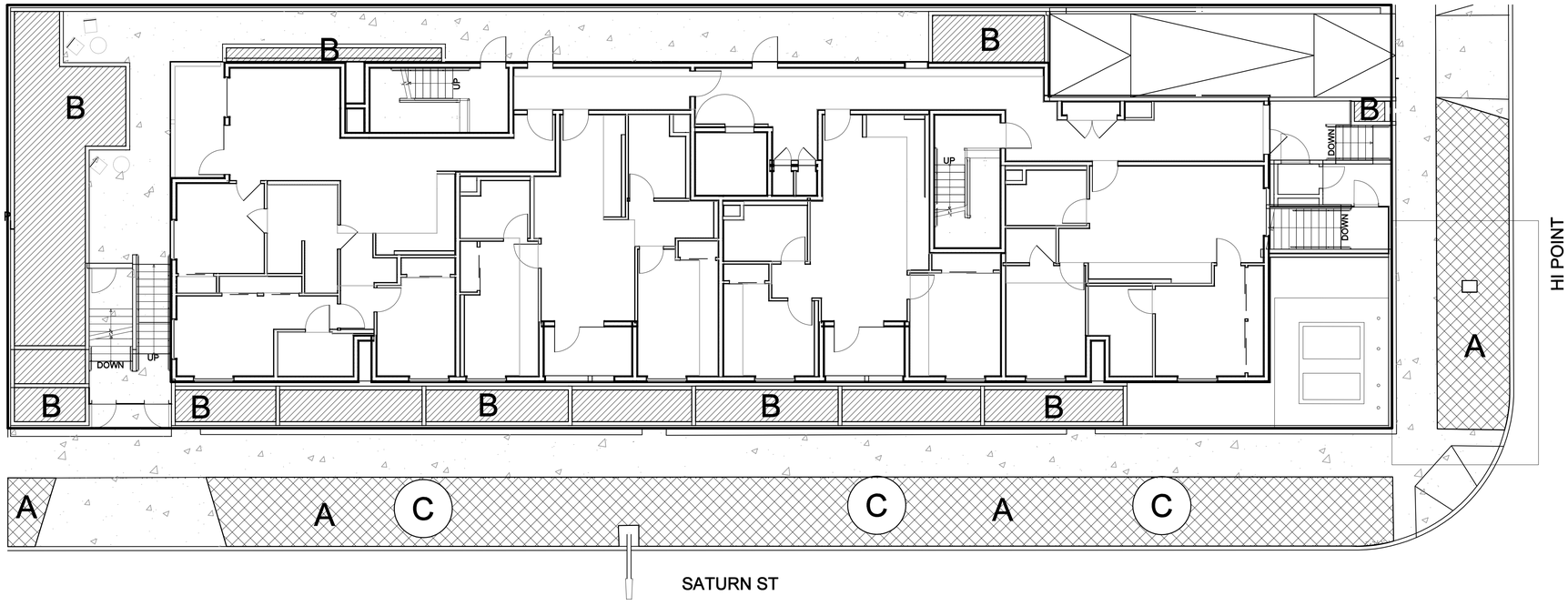
Date 11-08-24
Scale
Sheet 4 of 10
Sheet LI-1

HYDROZONE # / PLANTING DESCRIPTION	UNIT AREA (SF)	% OF TOTAL LANDSCAPE AREA	WATER USE CLASSIFICATION	HYDROZONE BASIS	EXPOSURE	HYDROZONE DESCRIPTION	IRRIGATION METHOD	IRRIGATION DEVICE MANUFACTURER	ZONE PRESSURE (PSI)	ZONE FLOW (GPM)	PRECIP. RATE	VALVE NUMBER	NUMBER AND TYPE OF OUTLET
A - IRRIGATED LANDSCAPE	1451	55.68%	L	PL	SUN/PART SUN	SHRUBS	D	HUNTER	30	15.3	1.02	A1, A3	1506 LF DRIPLINE
B - LID PLANTERS	1035	39.72%	L	PL	SUN/PART SUN	SHRUBS	D	HUNTER	30	9.8	0.91	A4, A5	966 LF DRIPLINE
C - TREES	120	4.60%	M	PL	SUN/PART SUN	TREES	B	HUNTER	30	3	2.41	A2	6 BUBBLERS
TOTAL	2606	100%											

WATER USE CLASSIFICATION	
T	TURF
H	HIGH
M	MODERATE
L	LOW
O	OTHER

BASED ON WATER USE CLASSIFICATION OF LANDSCAPE SPECIES (WUCOLS) PUBLISHED BY THE STATE OF CALIFORNIA DEPARTMENT OF WATER RESOURCES

HYDROZONE BASIS		IRRIGATION METHOD	
PL	PLANT TYPE	D	DRIP
IR	IRRIGATION METHOD	R	SMALL ROTOR
SU	SUN EXPOSURE	B	BUBBLER
SL	SLOPE	SP	SPRAY
O	OTHER	O	OTHER



NORTH

0 4' 8' 16'

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

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LICENSED LANDSCAPE ARCHITECT
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Signature
11-08-24
Date
Exp. Date: 5/31/25
STATE OF CALIFORNIA

IRRIGATION HYDROZONES

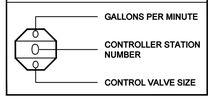
Date	11-08-24
Scale	1/8"=1'-0"
Sheet	5 of 10

Sheet: LI-2

IRRIGATION NOTES

1. DESIGN PRESSURE: 30 PSI
2. CONTRACTOR SHALL PROVIDE BALL VALVE BETWEEN POINT OF CONNECTION AND CONTROL VALVE MANIFOLD. PRESSURIZED MAINLINE FROM POINT OF CONNECTION TO CONTROL VALVE SHALL BE PVC SCHEDULE 80.
3. CONTRACTOR SHALL PROVIDE (1) I-CORE IC-600-SS 6 STATION OUTDOOR CONTROLLER WITH (1) ICM-600 EXPANSION MODULES AND (1) WSS-SEN WIRELESS SOLAR SYNC SENSOR. INSTALL PER MANUFACTURE'S INSTRUCTIONS.

CONTROLLER VALVE CALL-OUT

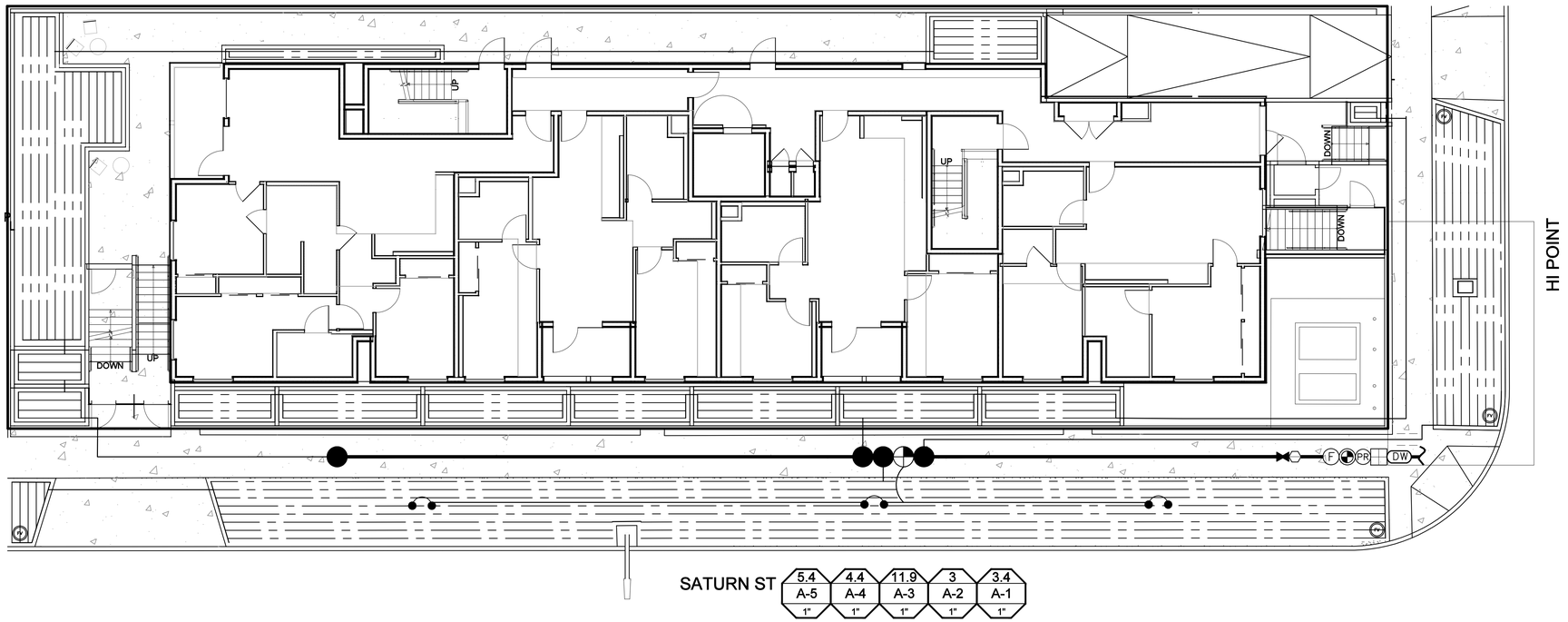


CONSTRUCTION NOTES

1. THIS PROJECT WILL COMPLY WITH: 2007 CBC, CPC, AND 2007 CEC AND 2008 TITLE 24 ENERGY REGULATIONS AND ALL CITY ORDINANCES.
2. THE HOUSE STREET NUMBER WILL BE VISABLE FROM THE STREET.
3. THE DISCHARGE OF POLLUTANTS TO ANY STORM DRAINAGE SYSTEM IS PROHIBITED. NO SOLID WASTE, PETROLEUM BYPRODUCTS, SOIL PARTICULATES, CONSTRUCTION WASTE MATERIALS, OR WASTE WATER GERNERATED ON CONSTRUCTION SITES OR BY CONSTRUCTION ACTIVITIES SHALL BE PLACED CONVEYED OR DISCHARGED INTO THE STREET, GUTTER, OR STORM DRAIN SYSTEMS.

IRRIGATION LEGEND

	SYMBOL	MANUFACTURER	MODEL NUMBER	DESCRIPTION	RAD.	P.S.I.	G.P.M.
	●	RAINBIRD	1806-SAM-PRS-PA80-1402	POP-UP BUBBLER	2'	25	.50
		HUNTER	PLD-06-18	ON SURFACE DRIPLINE - INLET PRESSURE 30 PSI			
		HUNTER	ECO-MAT-17	BELOW GRADE DRIPLINE - INLET PRESSURE 30 PSI			
		APPROVED	PVC SCH 40	IRRIGATION SLEEVE (SEE NOTES FOR SIZE)			
		APPROVED	PVD CLASS 200	LATERAL LINE PIPE			
		APPROVED	PVC SCH 40	MAIN LINE PIPE (1")			
		HUNTER	PGV-101-ASV	1" ANTI-SIPHON VALVE W/ FLOW CONTROL			
		HUNTER	ACZ-101-40	1" ACZ GLOBE VALVE W/ 1" H1100 FILTER SYSTEM			
		HUNTER	PCZ-101-40	1" PCZ VALVE W/ 1" H1100 FILTER SYSTEM			
		HUNTER	PGV-101G	1" GLOBE VALVE W/ FLOW CONTROL			
3	A	HUNTER	CONTROLLER ASSEMBLY	REFER TO IRRIGATION NOTES FOR INFORMATION			
4	B	HUNTER	CONTROLLER ASSEMBLY	REFER TO IRRIGATION NOTES FOR INFORMATION			
		NIBCO	T-113-K	ISOLATION GATE VALVE (LINE SIZE)			
	FV		FLUSH VALVE ASSEMBLY	SEE DETAIL C, SHEET LI-4			
	DW	NEW	3/4" DOMESTIC	WATER METER FOR LANDSCAPE USE ONLY			
		FEBCO	825YA	3/4" REDUCED PRESSURE BACKFLOW ASSEMBLY IN LOCKING ENCLOSURE			
		RAINBIRD	100-PEB	1" MASTER VALVE			
	F	RAINBIRD	FS100P	FLOW SENSOR			
		NELSON	7642	QUICK COUPLER VALVE (LINE SIZE)			
	PR	ZURN WILKINS	1-70XL	1" WATER PRESSURE REDUCING VALVE (FNPT) - 45 PSI			



NORTH

0 4' 8' 16'

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

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No.	Revision / Issue	Date

LICENSED LANDSCAPE ARCHITECT
Michael Savage, Lic. No. 4397
Signature
11-08-24
Date
Exp. Date: 5/31/25
STATE OF CALIFORNIA

IRRIGATION LAYOUT PLAN

Date: 11-08-24	Sheet: LI-3
Scale: 1/8"=1'-0"	
Sheet: 6 of 10	

TREE CALCULATIONS

(1) 24" BOX TREE PER 4 DWELLING UNITS
NUMBER OF DWELLING UNITS: 19 UNITS

TREES REQUIRED: 5 TREES
TREES PROVIDED: 0 TREES

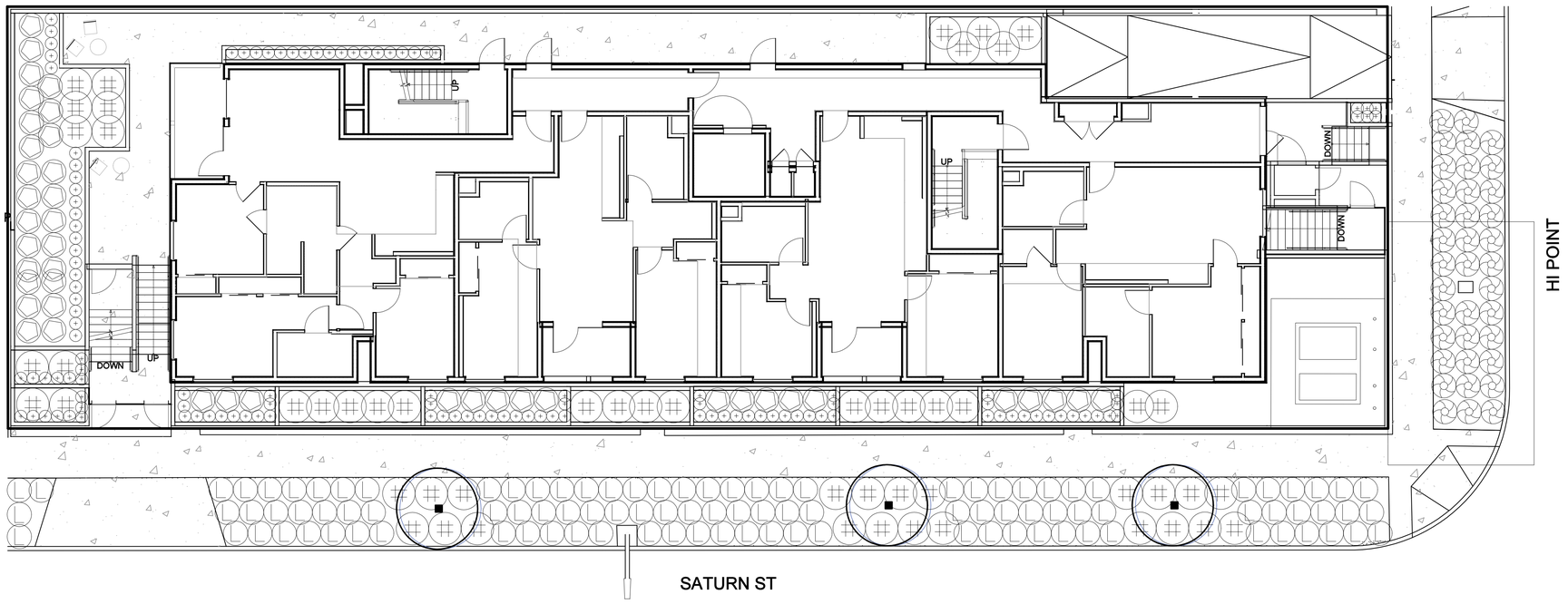
COMMON OPEN SPACE CALCULATIONS

MINIMUM REQUIRED COMMON OPEN SPACE
LANDSCAPE AREA: 25% OF COMMON OPEN SPACE

COMMON OPEN SPACE AREA: 749 SF
LANDSCAPE AREA REQUIRED: 187.25 SF
LANDSCAPE AREA PROVIDED: 385 SF

PLANTING LEGEND

SYMBOL	DESCRIPTION		SIZE/SPACING	QTY.	WUCOLS	MATURE SIZE (HXW)	TIME TO MATURITY	HYDROZN.
SHRUBS								
	JUNCUS PATENS	CALIFORNIA GRAY RUSH	1 GAL @ 18" O.C.	121	L	1-2' X 1-2'	1-3 YRS	B
	CARISSA MACROCARPA 'GREEN CARPET'	GREEN CARPET NATAL PLUM	5 GAL @ 30' O.C.	37	L	12-18" X 2-4'	1-3 YRS	A
	PHORMIUM 'PINK STRIPE'	PINK STRIPE NEW ZEALAND FLAX	5 GAL @ 3' O.C.	43	L	4-5' X 4-5'	2-4 YRS	B
	MUHLENBERGIA RIGENS	DEER GRASS	5 GAL @ 4' O.C.	53	L	3-4' X 3-4'	1-3 YRS	A / B
	LANTANA 'NEW GOLD'	NEW GOLD LANTANA	1 GAL @ 3, O.C.	105	L	2-3' X 2-3'	1-3 YRS	A
TREES								
	QUERCUS SUBER (EXISTING)	CORK OAK		3	L			C



NORTH

0 4' 8' 16'
SCALE: 1/8"=1'-0"

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Michael Savage, Lic. No. 4397
Signature
11-08-24
Date
Exp. Date: 5/31/25
STATE OF CALIFORNIA

PLANTING PLAN

Date: 11-08-24	Sheet: LP-1
Scale: 1/8"=1'-0"	
Sheet: 9 of 10	

1. THE CONTRACTOR SHALL PROVIDE A WEED ABATEMENT PROGRAM TO ALL LANDSCAPE PLANTING AREAS PRIOR TO PLANTING, PER THE LANDSCAPE SPECIFICATIONS.

2. THE CONTRACTOR SHALL PROVIDE THE OWNER'S AUTHORIZED REPRESENTATIVE WITH PHOTOGRAPHS OF ALL PLANT MATERIALS NOT PROVIDED BY THE OWNER FOR APPROVAL PRIOR TO PURCHASE AND DELIVERY.

3. NO SUBSTITUTIONS SHALL BE ALLOWED WITHOUT PRIOR WRITTEN CONSENT OF THE OWNER'S AUTHORIZED REPRESENTATIVE.

4. EXACT LOCATIONS OF PLANT MATERIALS SHALL BE APPROVED BY THE OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO INSTALLATION. THE OWNER'S AUTHORIZED REPRESENTATIVE RESERVES THE RIGHT TO ADJUST PLANTS TO EXACT LOCATION IN THE FIELD.

5. ALL PLANT MATERIAL, UPON INSPECTION BY THE OWNER'S AUTHORIZED REPRESENTATIVE, SHALL BEAR LABELS VERIFYING SPECIES AND VARIETY TO MATCH THOSE ON THE PLANT LIST. THE LANDSCAPE ARCHITECT OR OWNER'S AUTHORIZED REPRESENTATIVE RESERVES THE RIGHT TO REJECT ANY MATERIAL DEEMED TO BE UNACCEPTABLE BOTH AT THE TIME OF DELIVERY OR AFTER DELIVERY IF THE LANDSCAPE ARCHITECT OR OWNER'S AUTHORIZED REPRESENTATIVE IS NOT ON SITE AT THE TIME OF DELIVERY.

6. ALL SHRUB AREAS SHALL BE COVERED EVENLY WITH A THREE INCH (3") MIN. LAYER OF "0-2 FOREST FLOOR" AVAILABLE THRU: AGUINAGA FERTILIZER INC. OR APPROVED EQUAL. CONTRACTOR SHALL SUBMIT SAMPLE TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO INSTALLATION.

7. NO SHRUB PLANTING SHALL TAKE PLACE UNTIL INSTALLATION OF THE IRRIGATION SYSTEM IS COMPLETE, FINAL GRADES HAVE BEEN ESTABLISHED, PLANTING AREAS PROPERLY GRADED/PREPARED AND THE WORK APPROVED BY THE OWNER'S AUTHORIZED REPRESENTATIVE. TREES SHALL BE SET PRIOR TO IRRIGATION SYSTEM INSTALLATION. CONTRACTOR IS RESPONSIBLE TO VERIFY APPROPRIATE FINAL GRADES PRIOR TO SETTING TREES.

8. TOP OF ROOTBALL FOR TREES AND SHRUBS SHALL BE A MIN. 2" ABOVE THE FINISH GRADE AT THE ORIGINAL PLACE OF GROWTH. REFER TO PLANTING SPECIFICATIONS.

9. THE CONTRACTOR SHALL PROVIDE MATCHING FORMS AND SIZES FOR ALL PLANT MATERIALS WITHIN EACH TYPE AND SIZE DESIGNATED ON THE DRAWINGS.

10. THE CONTRACTOR SHALL PROVIDE A 90 DAY MAINTENANCE PERIOD AFTER COMPLETION AND OWNER ACCEPTANCE OF PLANTING AND IRRIGATION WORK.

11. THE CONTRACTOR SHALL NOT BEGIN SAID MAINTENANCE PERIOD WITHOUT RECEIVING WRITTEN CONSENT FROM THE OWNER AND/OR HIS AUTHORIZED REPRESENTATIVE.

12. ALL WATERING BASINS SHALL BE REMOVED AT THE END OF THE MAINTENANCE PERIOD UNLESS OTHERWISE NOTED.

13. QUANTITIES LISTED ON THE CONSTRUCTION DRAWINGS OR THE PLANTING LEGEND ARE FOR REFERENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE QUANTITIES LISTED ON THE PLANS.

14. WHERE POSSIBLE TREES SHALL BE KEPT A MINIMUM OF 5'-0" FROM WALLS, FENCES, SIDEWALKS, CONCRETE CURBS AND ANY HARDSCAPE IN GENERAL. IF NOT POSSIBLE CONTACT THE LANDSCAPE ARCHITECT OR OWNER'S AUTHORIZED REPRESENTATIVE FOR EXACT PLACEMENT.

15. FINISH GRADE IN SHRUB AREAS SHALL BE 2" BELOW PAVED SURFACES, 3" WHERE BARK MULCH IS TO BE USED, AND LAWN AREAS SHALL BE 1" BELOW PAVED SURFACES. ALL PLANTING AREAS SHALL DRAIN AT 2% MINIMUM UNLESS OTHERWISE NOTED ON THE GRADING PLANS.

16. INSTALL LINEAR ROOT BARRIERS FOR ALL TREES WITHIN 5' OF ANY CONCRETE FLAT WORK, CURB, GUTTER, UTILITY, STRUCTURES, ETC. ROOT BARRIER SHALL BE AS SPECIFIED WITHIN THE PROJECT SPECIFICATIONS AND INSTALLED PER DETAIL THIS SHEET.

17. CONTRACTOR SHALL ADHERE TO ANY SPECIAL WORKING CONDITIONS, IE. NOISE, TIME OF WORK, LIMIT OF WORK, ETC. SET FORTH BY THE COUNTY OF ORANGE, AND/OR OTHER GOVERNING AGENCIES, AND TO COORDINATE WITH THE GENERAL CONTRACTOR FOR ADDITIONAL INFORMATION/REQUIREMENTS.

18. AGRONOMIC SOIL ANALYSIS WILL BE PROVIDED BY THE LANDSCAPE CONTRACTOR. SOIL TEST SHALL INCLUDE A PERCOLATION TEST AND DRAINAGE RECOMMENDATIONS.

19. SOIL PREPARATION AND BACKFILL FOR PLANTING PITS SHALL BE AS RECOMMENDED BY THE AGRONOMIC SOILS REPORT. CONTRACTOR SHALL INCLUDE COST FOR BACKFILL AND SOIL PREPARATION IN HIS BID.

20. SOIL AMENDMENTS SHALL BE APPLIED PER AGRONOMIC SOIL REPORT SPECIFICATIONS.

21. ON-GRADE TREES 24" BOX SIZE OR LARGER SHALL RECEIVE AN AUGURED SUMP AS DESCRIBED IN THE TREE PLANTING DETAILS, OR OTHER DRAINAGE METHOD AS RECOMMENDED BY THE AGRONOMIC SOILS REPORT.

22. APPLY PRE-EMERGENT HERBICIDE ("EPTAM" OR EQUAL) PER MANUFACTURER'S RECOMMENDATIONS TO SHRUB AREAS ONLY. APPLY 1"-2" WATER FOLLOWING APPLICATION. CONTACT HERBICIDE ("RAD-E-CATE 35" OR EQUAL) SHALL BE APPLIED TO LAWN AREAS ONLY FOLLOWING A 14 DAY MOISTENING PERIOD TO ENCOURAGE WEED GERMINATION. REMOVE ALL WEEDS AND RESIDUE FROM SITE.

23. ALL ROOTBALLS SHALL BE THOROUGHLY WATERED PRIOR TO INSTALLATION.

24. ALL PLANTING SHALL CONFORM WITH ALL LOCAL CODES AND REGULATIONS.

25. FINAL LOCATION OF ALL TREES SHALL BE VERIFIED BY THE LANDSCAPE ARCHITECT IN THE FIELD PRIOR TO INSTALLATION/ PIT EXCAVATION.

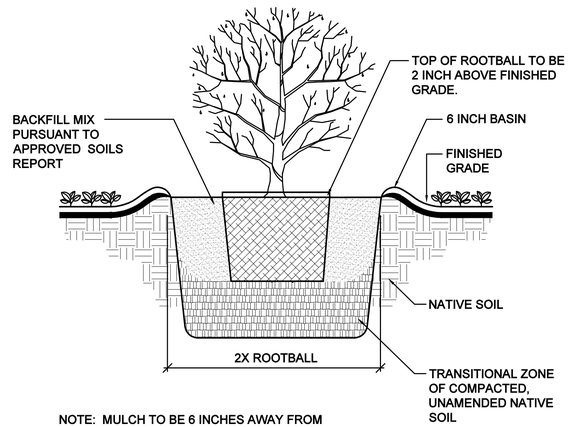
26. CONTRACTOR SHALL LIST ANY DOLLAR AMOUNT FOR ADDITIONAL PLANT MATERIALS THAT ARE TO BE SELECTED BY THE LANDSCAPE ARCHITECT AT THE TIME OF INSTALLATION.

27. THE CONTRACTOR SHALL INCLUDE IN HIS BID COSTS AS NECESSARY FOR PENETRATING THROUGH HARD PAN LAYER WHEN IT IS ENCOUNTERED UNDER TREE AND PALM PLANTING PITS. THE PENETRATION THROUGH THE CALICHE OR HARD PAN LAYER SHALL ALLOW WATER TO DRAIN OUT OF THE PLANTING PIT. SHOULD THE HARD PAN LAYER BE TOO DEEP FOR AUGERING, THE LANDSCAPE CONTRACTOR SHALL DEVISE A DRAINAGE SYSTEM APPROVED BY THE LANDSCAPE ARCHITECT THAT WILL ENSURE PROPER DRAINAGE FROM PLANTING PITS. THE LANDSCAPE CONTRACTOR WILL SUBMIT A UNIT COST FOR ANY SPECIAL DRAINAGE SYSTEM.

28. 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.

29. PLANT MATERIAL SIZES SPECIFIED IN THE PLANTING LEGEND SHALL MEET THE GENERAL SIZE STANDARDS OF HEIGHT, SPREAD, AND OTHER RELEVANT DATA FOR THE ACCORDING CONTAINER SIZES AS SPECIFIED BY THE PLANT SIZE SPECIFICATIONS OF THE AMERICAN STANDARD FOR NURSERY STOCK BY THE AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI).

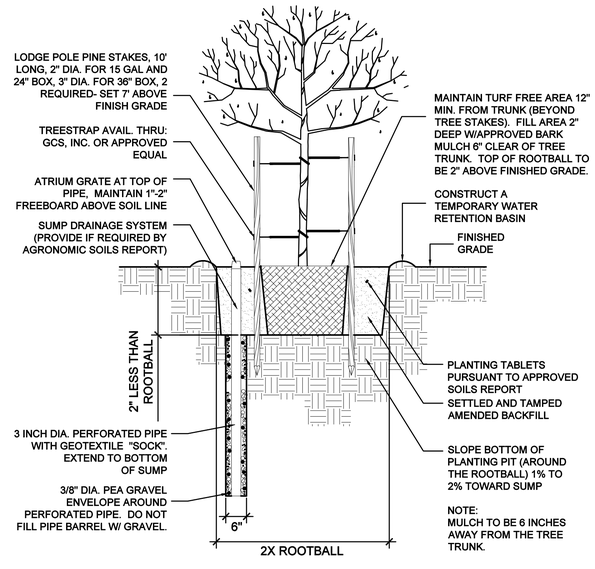
GENERAL PLANTING NOTES



NOTE: MULCH TO BE 6 INCHES AWAY FROM THE SHRUB STEM.

ALTERNATE SOLUTION: ONLY EXCAVATE TO NATIVE SOIL TO MINIMIZE COMPACTION AND HELP PREVENT THE ROOTBALL FROM SINKING, IT IS RECOMMENDED THAT THE ROOTBALL EITHER BE PLACED ON GRADE WITHIN THE PLANTING PIT OR THAT THE PLANTING PIT BE DUG 2" SHALLOWER THAN THE ROOTBALL. FINISH GRADE TO BE MOUNDED/CROWNED UP OVER ROOTBALL.

SHRUB PLANTING A



TREE STAKING B

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No.	Revision / Issue	Date

LICENSED LANDSCAPE ARCHITECT
Michael Savage, LIC No. 4397
Signature
11-08-24
Date
Exp. Date: 5/31/25
STATE OF CALIFORNIA

PLANTING DETAILS

Date: 11-08-24
Scale:
Sheet: 10 of 10
Sheet: LP-2

Exhibit E – Transit Oriented Communities – Referral Form

REFERRAL FORM

TRANSIT ORIENTED COMMUNITIES

This form is to serve as a referral to the Los Angeles City Planning Development Services Center (DSC) for Affordable Housing case filing purposes, and to the City of Los Angeles Housing Department (LAHD), Department of Building and Safety (LADBS), or other City agency for project status and entitlement need purposes.

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

Notes: This Referral Form does not constitute a City Planning application. See the Forms webpage for City Planning Application (CP-7771.1) and City Planning Application Filing Instructions (CP-7810). If the project is located within a Specific Plan or Overlay Zone, check with the assigned planner prior to preparing these plans, as some have additional or different requirements. An Assignment List can be found on the City Planning website at http://planning.lacity.org under the "About" tab, under "Staff Directory."

THIS SECTION TO BE COMPLETED BY AHSS STAFF ONLY

Planning Staff Name & Title: Rina Lara, City Planning Associate

Planning Staff Signature: _____

Referral Date: 6/5/2023 **Expiration Date:** 12/2/2023

Case Number: PAR- 2023-3064-TOC

TRANSPORTATION QUALIFIERS

Qualifier #1 (rail name & stop, ferry terminal or bus #): SM_BBB Rapid Line: 7

Service Interval #1: EB: 14 **Service Interval #2:** WB: 12.7

Qualifier #2 (rail name & stop, ferry terminal or bus #): Metro Rapid Bus Line: 217

Service Interval #1: NB: 10 **Service Interval #2:** SB: 9.1

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

TOC Tier[1]: ☐ **Tier 1** ☐ **Tier 2** ☒ **Tier 3** ☐ **Tier 4**

[1] If project is 100% affordable, it is eligible for the designated Tier to be increased by one.

Notes:

THIS SECTION TO BE COMPLETED BY THE APPLICANT

Applicant Requesting:

☐ **LAHD** ☐ **DBS** ☐ **Funding** ☐ **SB35** ☐ **ED 1**

☐ **Other:** _____

APPLICANT INFORMATION

Applicant Name: Nick Leathers, Crest Real Estate

Phone Number: 916-838-5505

Email: nick@crestrealestate.com

I. PROPOSED PROJECT

1. PROJECT LOCATION/ZONING

Project Address(es)[2] (Attach additional pages if necessary.): 1459 S Hi Point St

Assessor Parcel Number(s): 5068-012-035

Community Plan: Wilshire

Existing Zone: [Q]R3-1-O

Land Use Designation: Medium Residential

Number of Parcels: 1

Project Site Area (sf): 8,838.50 sq feet

☐ **ED 1 Eligible[3]** ☐ **Specific Plan** ☐ **HPOZ** ☐ **DRB**

☐ **CPIO** ☐ **Enterprise Zone** ☐ **Redevelopment Project Area**

If applicable, specify Specific Play/Overlay: _____

[2] Project Address must include all addresses on the subject/application site (as identified in ZIMAS http://zimas.lacity.org).

[3] Refer to Executive Directive 1 Implementation Guidelines for qualifying criteria. If the project is determined to be ineligible for ED 1, a new Referral Form will need to be obtained.

☒ **Q Condition/D Limitation/T Classification (specify and provide a copy):** Ord 168193

☒ **Other Pertinent Zoning Information (specify):** ZI-2452 Transit Priority Area

☒ **Location of Major Transit Stop (specify the intersection or Metro stop)[4]:** Fairfax/Pico Blvd

II. PROJECT INFORMATION (if requesting additional incentives)

2. DESCRIPTION OF PROPOSED PROJECT

Construction of a 5-story, 20-unit building over one level of subterranean parking with 24 vehicular spaces. Applicant is requesting 3 Additional TOC Incentives for height increase to 57 feet, two side yard setbacks of 5'-8" in lieu of required 8 feet, and open space reduction of 25%. Project qualifies for TOC Tier 3 incentives by setting aside 2 units (10% of total) for Extremely Low Income households on a vacant lot.

3. EXISTING USE

A. Describe Existing Development (Attach additional pages if necessary.): Vacant Lot

Existing Uses Dwelling Unit (DU) Square Footage (SF)	Existing No. of DUs or Non-Residential SF	Existing No. of DUs or Non-Residential SF to be Demolished	Proposed No. of DUs[5] or Non-Residential SF
Guestrooms	0	0	0
Studio	0	0	0
One Bedroom	0	0	1
Two Bedrooms	0	0	11
3 **Bedrooms**	0	0	8
Bedrooms	0	0	0
Non-Residential SF	0	0	0
Other	n/a	n/a	n/a

[4] Per AB 744, a Major Transit Stop means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. It also includes major transit stops that are included in the applicable regional transportation plan.

[5] Per SB 8, replacement units shall be equivalent to the number of units and number of bedrooms of the existing development.

B. Previous Cases Filed:

	1	2	3
Case No(s).:			
Date Filed:			
Date Approved:			
End of Appeal Period:			
Environmental Case No.:			

4. APPLICATION TYPE

☐ Transit Oriented Communities (TOC) (per TOC Guidelines) with **Base Incentives**, filed in conjunction with another discretionary approval. Note: If the project is by-right, this form is **not required**.

☒ TOC (per TOC Guidelines) with **Additional Incentives** (specify below, maximum of three):

1) Height Increase of 22 feet to maximum 57 feet

2) Open space reduction of 25%

3) Reduction of two side yards to 5'-8" in lieu of required 8 ft

☐ If applicable, projects adhering to the Labor Standards in LAMC Section 11.5.11 may be granted two more **Additional Incentives** as listed in the TOC Guidelines (specify below):

4) _____

5) _____

☐ Site Plan Review per LAMC Section 16.05

☐ Specific Plan Project Permit Compliance per LAMC Section 11.5.7 C

☐ Community Design Overlay per LAMC Section 13.08

☐ Coastal Development Permit per LAMC Sections 12.20.2 or 12.20.2.1

☐ Tract or Parcel Map per LAMC Sections 17.00 or 17.50

☐ Other entitlements requested (specify) (Attach additional pages if necessary.): _____

_____

5. ENVIRONMENTAL REVIEW

☐ Project is Exempt[6]

☒ Not Yet Filed

☐ Filed (Case No.): _____

6. HOUSING DEVELOPMENT PROJECT TYPE

Check all that apply:

☒ For Rent ☐ For Sale ☐ Mixed-Use Project

☒ Market Rate ☒ Extremely Low Income ☐ Very Low Income

☐ Low Income ☐ Moderate Income ☐ Senior

☐ Chronically Homeless ☐ Other (describe): _____

7. DENSITY CALCULATION

A. Base Density: Maximum density allowable per zoning

Lot size (including any ½ of alleys)[7] 8,838.5 SF (a)

Minimum area per dwelling unit[8] 800 SF of lot area per DU (b)

Units allowed by right (per LAMC) 11 DUs (c) [c = a/b, round down to whole number]

Base Density 12 DUs (d) [d = a/b, round up to whole number]

B. Maximum Allowable Density Bonus 21 DUs (e) [e = d x 1.5 (Tier 1), 1.6 (Tier 2), 1.7 (Tier 3), or 1.8 (Tier 4); in RD Zones d x 1.35 (Tiers 1 and 2), 1.4 (Tier 3) or 1.45 (Tier 4); round up to whole number]

[6] Ministerial Projects (aka, "By-Right") and projects that are eligible for ED 1 Ministerial Approval Process does not require CEQA review.

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

[8] ED 1 qualifying projects can utilize the highest density allowed by the underlying zone or land use.

C. Proposed Project: Indicate the total number of DUs requested. For information on HCD and HUD levels of affordability, contact the LAHD https://housing.lacity.org.[9]

Note: Rent schedules will be determined by LAHD.

Market Rate	18	
Managers Unit(s) - Market Rate[10]	0	
Extremely Low Income	2	
Very Low Income	0	
Low Income	0	
Moderate Income	0	
TOTAL No. of DUs Proposed	20	(f)
TOTAL No. of Affordable Housing DUs	2	(g)
No. of Density Increase DUs	9	(h) [If f>c, then h=f-c; if f<c, then h= 0]
Percent Density Increase Requested	66.6%	(i) {i = 100 x [(f/d) – 1]}
Percent of Affordable Set Aside	10%	(j) [g/d, round down to a whole number]

Other Notes on Units:

8. SITE PLAN REVIEW CALCULATION

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

11 units allowed by right (permitted by LAMC) – 0 existing units = 11 units

☐ **YES, SPR is required.**
Proposed by-right units minus existing units is equal to or greater than 50[11]

☒ **NO, SPR is not required.**
Base Density units minus existing units is less than 50

☐ **Exempt.**
Specify reason: _____

[9] HCD (State) = Published affordability levels per California Department of Housing and Community Development. HUD (TCAC) = Published affordability levels per the United States Department of Housing and Urban Development.

[10] Properties proposing 16 units or more need to provide a manager's unit per 25 CCR § 42.

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

9. INCENTIVES

A. Base Density (Check all that apply)

☒ Floor Area Ratio (FAR)[12]:

	Permitted FAR (whichever is greater)
Tier 1	40% or 2.75:1 in Commercial Zone
Tier 2	45% or 3.25:1 in Commercial Zone
Tier 3	50% or 3.75:1 in Commercial Zone
Tier 4	55% or 4.25:1 in Commercial Zone
RD Zones or Specific Plans/ Overlay Districts that Regulate FAR	45%, unless Tier 1
If Base FAR < 1.25:1	2.75:1
Greater Downtown Housing Incentive Area[13]	40%

	Maximum Permitted (per LAMC)	**Proposed (per TOC)**
Final FAR[14]	3	4.5

☒ **Parking Reductions Allowed:**

Minimum Parking Requirements		
	Residential	**Ground Floor Commercial**
Tier 1	0.5 spaces per bedroom	10% Reduction
Tier 2	1 space per unit	20% Reduction
Tier 3	0.5 space per unit	30% Reduction
Tier 4	No Parking Requirements	40% Reduction
100% Affordable Housing	No Parking Requirements	N/A
AB 2097[15]	No Parking Requirements	No Parking Requirements

Total No. of bedrooms	47 bedrooms
Total No. of residential DUs	20 units
Non-Residential parking per LAMC	0 parking spaces

[12] Refer to TOC Guidelines Section VI.1.b. for exceptions.

[13] Calculated per LAMC 12.22 A.29(c)(1).

[14] Refer to TOC Guidelines Section VI.1.b. for exceptions.

[15] Parking reductions do not apply to a hotel, motel, bed and breakfast inn or other transient lodging except where a portion of a housing development project is designated for use as a residential hotel, as defined in Section 50519 of the Health and Safety Code. Moreover, reductions do not apply to an event center or commercial parking in a contractual agreement executed before January 1, 2023.

	Required (per LAMC)	Proposed (per TOC)
Final Residential Parking	10 spaces (per TOC)	24 spaces in lieu of 10
Final Non-Residential Parking	0	0

Other Parking Notes (Attach additional pages if necessary.): _____

_____

B. Qualification for Incentives

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

Incentives	% Extremely Low Income	% Very Low Income	% Low Income
One	☐ 4%	☐ 5%	☐ 10%
Two	☐ 7%	☐ 10%	☐ 20%
Three	☒ 11%	☐ 15%	☐ 30%

12 Base Density x – 11 % required for No. of incentives requested = 1.32 Affordable DUs

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

	Permitted w/o Incentives	Proposed per Incentives
☒ **Yard/Setback (each yard counts as one incentive in Tiers 1 and 2; two yards count as one incentive in Tiers 3 and 4)**		
☐ RAS 3 Yards (only for Commercial Zones; specify numbers below, but only check this box)		
☐ Front		
☐ Rear		
☒ Side (1)	8’-0”	5’-8”
☒ Side (2)	8’-0”	5’-8”

Yard/Setback Reductions Allowed:

Project Location	Side and Rear Yards
Tier 1	25%
Tier 2	30%
Tier 3	30% or depth of two yards
Tier 4	35% or depth of two yards
When Abutting R1 or More Restrictive Zones	No Reductions Allowed

	Permitted w/o Incentives	Proposed per Incentives
☐ **Lot Coverage**		
☐ **Lot Width**		
☒ **Height/No. of Stories**	35'-0" (Q Cond.)	57'-0"

Height Increases Allowed:

Tier 1	11 feet for one story
Tier 2	11 feet for one story
Tier 3	22 feet for two stories
Tier 4	33 feet for three stories
Lots with Height Limits < 45 feet	Second and third additional stories must be stepped back at least 15 feet from any frontage

TRANSITIONAL HEIGHT (check one): ☐ Per LAMC ☐ Per TOC Guidelines[16] ☒ N/A

	Permitted w/o Incentives	Proposed per Incentives
☐ Open Space		
☐ Density Calculation		

☐ Averaging (all count as one incentive – check all that are needed)

☐ FAR ☐ Density ☐ Parking ☐ Open Space ☐ Vehicular Access

☐ Public Facilities (PF) Zone _____ _____

TOTAL # of Additional Incentives Requested: 3

Other Incentive Notes (Attach additional pages if necessary.): _____

[16] Provide elevations that show the 45-degree angle as allowed by the TOC Guidelines to determine the allowed height.

10. COVENANT

All TOC projects are required to prepare and record an Affordability Covenant to the satisfaction of the LAHD's Occupancy Monitoring Unit **before** a building permit can be issued. Contact LAHD at lahd.landuse@lacity.org.

11. REPLACEMENT UNITS

Applicants must obtain a Replacement Unit Determination from LAHD pursuant to the Housing Crisis Act of 2019, as amended by SB 8.

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

Plans have not been checked for full compliance with LAMC and Los Angeles Building Code. Submittal of a signed Referral Form does not constitute approval of Plans or Entitlements and it does not constitute a case filing or deem a project complete. For projects located within Specific Plans/Overlays, consult with the assigned project planner for additional limitations.

Exhibit F – Categorical Exemption, ENV-2023-4997-CE

CITY OF LOS ANGELES
CALIFORNIA

May 7, 2024

Applicant/Owner
Ilan Douek
1459 Hi Point, LLC
5168 West Pico Boulevard
Los Angeles, CA 90019

Representative
Nick Leathers
Crest Real Estate
11150 West Olympic
Boulevard, Ste. 700
Los Angeles, CA 90064

RE: Case No. DIR-2023-4996-TOC-HCA
Address: 1459 South Hi Point Street
Community Plan: Wilshire
Zone : [Q]R3-1-O
C. D. : 10-Hutt
CEQA : ENV-2023-4997-CE

RE: ENV-2023-6442-CE (Categorical Exemption - Class 32)

The project site is comprised of one lot resulting in approximately 8,383 square feet of lot area with a depth of 170 feet and having a frontage of 52 feet along Hi Point Street. The subject property is currently developed with a single-family dwelling. The site is located 1.47 kilometers from the Newport-Inglewood Fault Zone. The property is not located within the boundaries of any other specific plan, community design overlay, or interim control ordinance.

Surrounding properties are developed with residential uses. Properties to the north and east are zoned [Q]R3-1-O and are improved with mostly multi-family dwellings with some single-family dwellings. Properties to the east south and west are zoned [Q]R3-1-O and R1R30RG-1-0 and are improved with single- and multi-family dwellings. Properties to the south are zoned R3-1 and are developed with single- and multi-family dwellings. The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 8) Replacement Unit Determination, dated June 6, 2023, that one (1) unit is subject to replacement pursuant to the requirements of SB 8. The applicant is setting aside one unit for ELI households, and as such, they meet all of LAHD's requirements.

The proposed project consists of the demolition of two existing triplex buildings for the construction, use and maintenance of a five-story, 57 feet, approximately 21,872 square-foot residential building. A total of 19 residential units are proposed with 17 market rate units and two (2) units reserved for Extremely Low Income Households. The project proposes to provide 2,170 square feet of open space, and will include the export of 2,920 cubic yards of dirt.

The project is requesting the following discretionary actions:

1. Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the project is eligible for Base Incentives and up to three (3) additional incentives. The project is seeking three Additional Incentives including an increase in height of up to 22 feet, a 25 percent reduction in required open space and up to a 30 percent reduction in required side yards; and

2. Any additional actions as deemed necessary or desirable, including but not limited to haul route, demolition, grading, excavation, tree removal, and building permits.

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 and the City's CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed project reach or exceed those thresholds. From analysis of the proposed project, it has been determined that it is Categorically Exempt from environmental review pursuant to Chapter 3, Article 19, Section 15332 of the CEQA Guidelines (Class 32). The Class 32 Exemption is intended to promote infill development within urbanized areas.

CLASS 32 CATEGORICAL EXEMPTION

The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "In-fill Projects". The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting the five conditions listed below.

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

The project site is located within the Wilshire Community Plan, which is one of 35 Community Plans that make up the Land Use Element of the General Plan. The Community Plan designates the subject property for Medium Residential land uses corresponding to R3 Zone. The project is zoned in the [Q]R3-1-O, which is consistent with the range of zones under the land use designation for the site. The property is not located within a Hillside Area nor a Bureau of Engineering Special Grading Area. The property is not located within the boundaries of any other specific plan or interim control ordinance.

Consistent with the Wilshire Community Plan, the proposed 19-unit development would add new and desirable multi-family housing and contribute to the City's affordable housing stock. The proposed project meets the intent of the following Goals, Objectives, and Policies of the Wilshire Community Plan:

Goal 1 - Provide a safe, secure, and high-quality residential environment for all economic, age, and ethnic segments of the Wilshire community.

Objective 1-1.3 - Provide for adequate Multiple Family residential development.

Objective 1-2 - Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.

Objective 1-4 - Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped and senior citizens.

The proposed project consists of the demolition of a single-family dwelling for the construction, use and maintenance of a five-story, 57 feet, approximately 21,872 square-foot residential building. A total of 19 residential units are proposed with 17 market rate units and two (2) units reserved for Extremely Low-Income Households. The project proposes to provide 2,492 square feet of open space.

The project utilizes and meets the requirements of these Base Incentives. Additionally, the applicant is requesting three Additional Incentives, the project is requesting an increase in height, opens space reduction and reduction in side yard setbacks. Based on the designated TOC Tier and percentage of affordable units, the project qualifies for up to three Additional Incentives. Therefore, through the approval of the request herein, the project would be in conformance with the TOC Guidelines, as well as all applicable zoning designations and development standards of the Los Angeles Municipal Code (LAMC). Additionally, no zone changes are proposed, and the project complies with all other regulations and requirements of the underlying zone. Therefore, 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:

The project site is located in the Wilshire Community Plan area within Los Angeles city limits. The project site encompasses approximately 8,838 square feet of lot area, or 0.202 acres. This case encompasses five contiguous parcels that are incorporated in the overall project. The project site is currently developed with a single-family dwelling. The project site is located in a long-developed and urbanized area in the Wilshire area of Los Angeles. The vicinity consists primarily of residential uses, with single-family and multi-family developments on all sides of the project site. Therefore, the project will occur 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:

The project site is in an established and long-urbanized area within the Wilshire Community Plan area. The subject properties are currently developed with two triplex buildings. There are no native trees that are protected by the Los Angeles Municipal Code Protected Tree Ordinance. There are four trees on the project site. The project site also is not within or near any listed significant ecological areas. Therefore, 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:

Traffic. According to the Los Angeles Department of Transportation (LADOT), a traffic assessment may be necessary if the project will generate over 250 daily trips; a residential development may come close to this threshold if it involves 40 or more units. Given that

the project will result in 19 units, it is determined that the project would not generate enough trips to trigger a transportation analysis and as such, a traffic referral from was not necessary.

Noise. The project must comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 and any subsequent ordinances which prohibit the emission or creation of noise beyond certain levels. The Ordinances cover both operational noise levels (i.e. post-construction), as well as any noise impact during construction. Section 41.40 of the LAMC regulates noise from demolition and construction activities and prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays and holidays; all such activities are also prohibited on Sundays. Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. As the project is required to comply with the above ordinances and regulations, it will not result in any significant noise impacts. All construction-related noise impacts would be less than significant and temporary in nature.

Given that the project would be required to comply with all existing and applicable noise regulations, the study concluded that the project would not result in any significant impacts and that no mitigation measures are necessary. Although noise arising from construction is unavoidable, the noise would be temporary and limited to the duration of the construction in any one location. The standard, industry-wide best practices for construction in urban or otherwise noise-sensitive areas would ensure that construction noise does not exceed the noise limit imposed by LAMC Section 112.05. These could include erecting temporary noise barriers around the project's perimeter, using mufflers to dampen noise from internal combustion engines, and warming-up or staging equipment away from sensitive receptors. Complete elimination of construction activity noise is technically infeasible; however, incorporation of the best available noise reduction methods will minimize impacts on the residential uses bordering the project site. Compliance with the various local regulatory measure will further minimize any adverse construction noise impact potential.

As the project is a residential development, the project is not expected to generate significant permanent operational noise impacts. Noise generated through human conversation and activities (particularly in outdoor recreational spaces, such as balconies and patios), landscape maintenance, or trash collection would not exceed the recommended noise compatibility guidelines. Any new stationary sources of noise, such as mechanical HVAC equipment installed on the proposed development will be required to comply with LAMC Sections 112.02 and 112.05, which prohibit noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level at neighboring occupied properties by more than five dBA. In addition, the project is not expected to generate a substantial number of vehicle trips which could in turn generate additional noise. The proposed project is expected to generate a negligible increase in ambient noise from operation.

Through compliance with all existing regulations governing both construction and operational noise, any noise impacts resulting from the project will be less than significant.

Air Quality. The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project for the construction of 19 residential units will not conflict with or obstruct the implementation of the AQMP and SCAQMD rules. Additionally, the project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities, thus reducing the vehicle miles traveled for employees, residents, and visitors. Therefore, project impacts related to air quality will be less than significant.

During construction, appropriate dust control measures would be implemented as part of the proposed project, as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. The Air Quality, Noise and Vibration Impact Assessment (Assessment) quantified and determined the significance of impacts associated with criteria pollutant emissions, toxic air contaminant emissions, greenhouse gas emissions, noise, and vibration from the construction and operation of the proposed Project at 1459 South Hi Point Street. Based on the Assessment prepared by Z Consulting Company on November 29, 2023, all Project impacts considered in the Assessment (including construction phase, operation phase, and cumulative impacts) are less than significant without mitigation.

Best Management Practices will be implemented that would include (but not be limited to) the following:

- Unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce emissions and meets SCAQMD Rule 403;
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions; and
- Trucks shall not idle but be turned off.

By implementing Best Management Practices, all construction-related impacts will be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur from construction.

Water Quality. With regard to water quality, a significant impact would occur if the project would: 1) exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB); 2) increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded; or 3) increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. All wastewater from the project would be treated

according to requirements of the National Pollutant Discharge Elimination System (NPDES) permit authorized by the LARWQCB. Therefore, the proposed project would result in a less than significant impact related to wastewater treatment requirements.

Additionally, prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would not result in a significant impact related to water or wastewater infrastructure.

Lastly, development of the proposed project would maintain existing drainage patterns; site generated surface water runoff would continue to flow to the City's storm drain system. The proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would not result in a significant impact related to existing storm drain capacities.

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

The site is currently developed with residential uses in an urbanized area served by existing public utilities and services. The surrounding area has long been developed and consists of residential single-family and multi-family uses which have been and will continue to be served by all required utilities and public services. The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California 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. The site is also serviced by the LAPD's West Bureau, Wilshire Division, and the South Bureau Fire Department. These utilities and public services have served the neighborhood for several decades and will continue to do so.

The project consists of the new construction of 19 apartment units. As the project is located in an established and urbanized area of the city, the site can be adequately served by all required utilities and public services. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, and LED lighting. As a result, the proposed project can be adequately served by all required utilities and public services.

EXCEPTIONS TO CATEGORICAL EXEMPTIONS

The City has further considered whether the proposed project is subject to any of the six exceptions set forth in State CEQA Guidelines Section 15300.2 that would prohibit the use of any categorical exemption. Planning staff has determined that none of the exceptions apply to the proposed project, as described below.

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

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

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

This exception does not apply to the proposed project. The project involves the construction of residential units in an urbanized area developed with a variety of established uses. 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 State Density Bonus Law and the applicable provisions of the LAMC. 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. Therefore, impacts under this category will be less than significant.

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

This exception does not apply to the proposed project. The project site is comprised of approximately 8,838 square feet of lot area located in an urbanized area within the City of Los Angeles. The project consists of residential uses and operations that are compatible with the surrounding urban development and consistent with the underlying zone. The project site is in a long-established neighborhood and is surrounded by a variety of other commercial and residential multi-family buildings. The site does not demonstrate any unusual circumstances, and the project will not generate significant impacts regarding traffic, air quality, water quality, or noise. There are no unusual circumstances that indicate this project would reasonably result in a significant effect on the environment.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

This exception does not apply to the proposed project. According to the California Scenic Highway Mapping System, the project site is not located on or near a portion of a highway that is either eligible or officially designated as a state scenic highway. Therefore, this exception does not apply.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

This exception does not apply to the proposed project. The project site is not listed as a hazardous waste site on EnviroStor, California's data management system for tracking hazardous waste sites. There are also no listed active or pending sites adjacent to or within the immediate vicinity of the project site. The subject property is currently developed with two triplex buildings; hazardous waste and materials would not be expected to pose a significant constraint on sites long developed with such uses.

Additionally, the project site is not located within a Hazardous Waste/Border Zone Properties area as designated by the City of Los Angeles. The surrounding neighborhood is primarily neighborhood commercial and residential, and oils, elevators, in-ground hydrologic systems, monitoring or water supply wells, or above- or below-ground storage tanks, or potentially fluid-filled electrical equipment would not be expected on or immediately adjacent to the project site. No industrial wastewater is generated on the project site and sanitary wastewater is discharged to the City Bureau of Sanitation. Therefore, this exception for a Class 32 Categorical Exemption does not apply to this project.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

Databases of historic resources in the City of Los Angeles include SurveyLA and Historic Places LA, in addition to State and Federal databases of historic resources. According to these databases, there are no structures of historic significance on the property. There are also no historic resources identified by any database on or immediately adjacent to the subject property. Accordingly, the project will have no impact on any historic resources.

Additionally, the project site is not located in a designated Historic Preservation Overlay Zone. The neighborhood surrounding the project site was primarily developed in the mid-20th century and consists of residential uses along West 4th Street, with various multi-family and single-family properties surrounding the project site on all sides. As a result, the subject property is unlikely to possess any significant value towards a potential historic district. For these reasons, construction of the proposed project would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA, and this exception does not apply to the proposed project.

CONCLUSION

The proposed project involves the construction of a new six-story, approximately 57-foot in height multi-family residential building with 19 residential units. The project is consistent with the surrounding developments (which consists of established residential and commercial uses), is permitted by the TOC Guidelines, and is entirely consistent with the existing General Plan designation, zoning, and requirements of the LAMC. The project will not generate a significant number of vehicle trips and will not result in any significant impacts to land use planning, environmental habitat, noise, air quality, or water quality. The project is in an urbanized and long-developed area, and thus will be adequately served by all required public utilities and services.

In addition, as the project is in an urbanized area, it is not in a particularly sensitive environment, and will not impact an environmental resource of hazardous or critical concern that is designated, precisely mapped, or officially adopted by any federal, state, or local agency. The project will not result in any significant impacts and, therefore, will not make a cumulatively considerable contribution to any significant impacts that are not already accounted for by the General Plan and future environmental clearances. The project is consistent with the surrounding developments, including established residential and commercial uses, does not present any unusual circumstances that would result in a significant impact on the environment, and would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA. Therefore, none of the possible exceptions to Categorical Exemptions, found in Section 15300.2 Exceptions, apply to this project, and as such, the project qualifies for a Class 32 Categorical Exemption.

Alison Lancaster Consulting Arborists LLC

Tree Inventory and Protection, Pruning and Hazard Evaluation, Disease and Pest Diagnosis

1744 Franklin Street Unit B
Santa Monica, CA 90404
(818) 631-4664

5/16/23

Ilan Douek
Drexel Construction Management LLC
5166 W Pico Blvd
Los Angeles, CA 90019

15-Digit Application Number:

***SUBJECT**:* Tree inspection at 1459 S Hi Point Street, Los Angeles, CA 90035

***REFERENCES**:*

1) City of Los Angeles Street Tree Ordinance #153500, dated 4/5/80
2) City of Los Angeles Protected Tree Ordinance #186873, dated 2/4/21
3) City of LA, UF Division-Land Development memo "Clearance Letters for Clearance Summary Worksheets" (undated, unsigned)
4) Email, dated 5/3/23 at 7:53PM, Nick Leathers – Crest Real Estate (online form)
5) Demolition Permit #21019-10000-00315, issued 2/17/21, City of Los Angeles Department of Building and Safety (LADBS)

In 2021, the subject site was demolished and cleared per LADBS Demolition Permit #21019-10000-00315. Now the project team is seeking permits for a construction project on the site and was asked to submit a tree letter or report for environmental clearance.

The project team hired me to inspect the subject site and provide an opinion about whether there are protected trees or shrubs on or near the site. Protected tree and shrub species under the LA City Protected Tree Ordinance #186873 are as follows: all southern California native oaks (*Quercus species)* except scrub oaks (*Quercus berberidifolia*), southern California black walnut (*Juglans californica*), Western sycamore (*Platanus racemosa*), California bay laurel (*Umbellularia californica*), Mexican elderberry (*Sambucus nigra ssp. cerulea*[1]), and toyon (*Heteromeles arbutifolia*). Protected trees and shrubs are those of any of the species listed above that measure at least four cumulative inches trunk diameter at a height of four-and-a-half feet above grade.

I visited the site on 5/16/23 and inspected the subject site and surrounding properties. There are three City-owned street trees in front of the subject site on Saturn Street, all of which are non-native cork oaks (*Quercus suber*). However, ***there are no protected trees or shrubs located on or near this site under the LA City Protected Tree Ordinance #186873*** that would be impacted by the proposed project***.*** I did not observe evidence that protected trees or shrubs had ever existed on this site.

[1] The ordinance refers to Mexican elderberry as *Sambucus mexicana*, but *Sambucus nigra ssp. cerulea* is the current accepted botanical name for the species.

Please let me know if I can be of further assistance or if you have additional questions.

Sincerely,

Alison Lancaster
ASCA Registered Consulting Arborist #770
ISA Board Certified Master Arborist #WE-12464B

Attached: Site Photos (4)
Site Location Map
ASCA Registered Consulting Arborist Certification

Site Photo
Parkway in front of property on S Hi Point Street

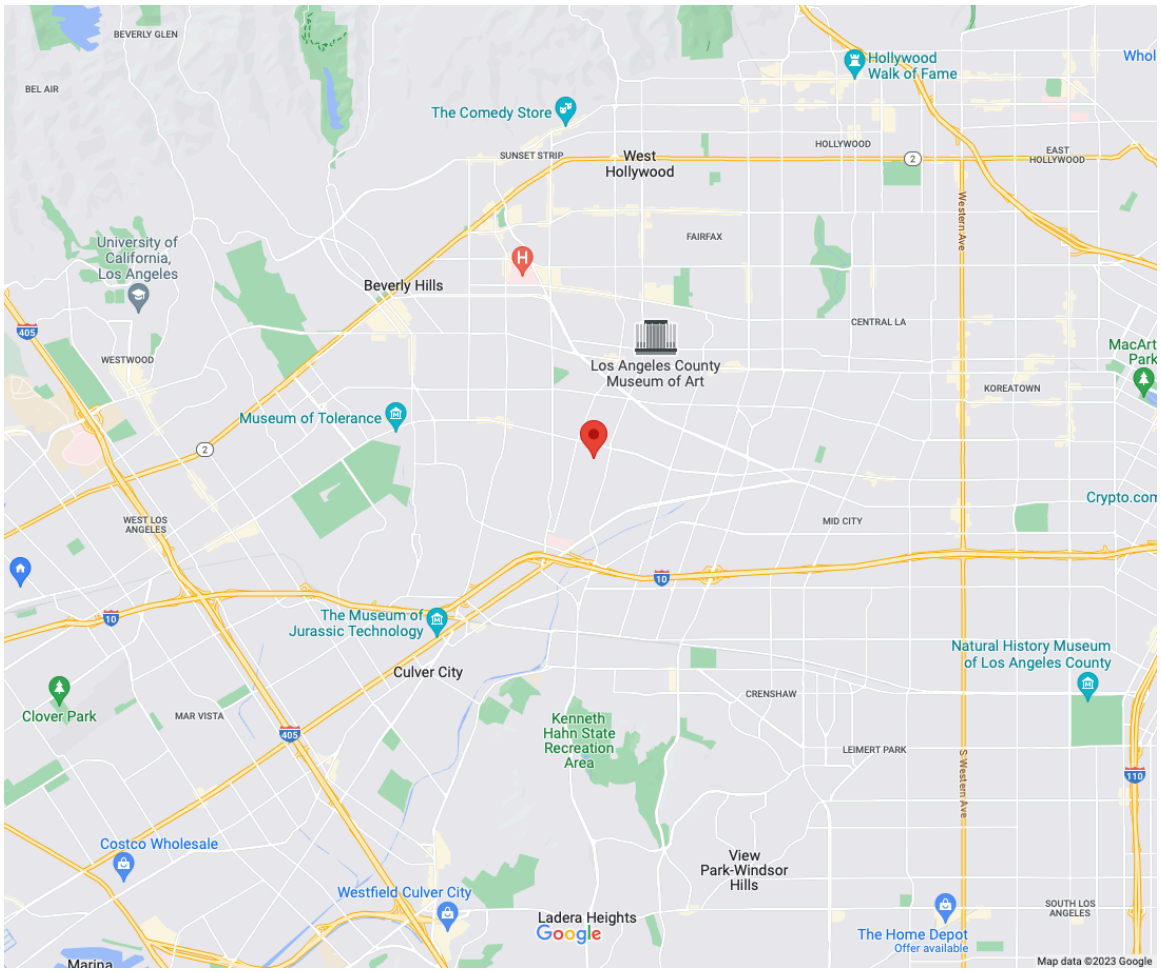
Site Photo

Three non-native cork oak street trees in parkway on Saturn Street (at red arrows)

Site Photo
Outside view of site, enclosed by construction fence

Site Photo
Inside view of site, demolished and cleared

Site Location Map



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Alison Lancaster, RCA #770

Registered Membership
June 15, 2022

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KRISTEN PHILIPS, CAE; EXECUTIVE DIRECTOR

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CONSULTING COMPANY
ENVIRONMENTAL & SAFETY

AIR QUALITY, NOISE, AND VIBRATION IMPACT ASSESSMENT (ASSESSMENT)

Multi-Family Residential Project
1459 Hi Point Street
Los Angeles, CA 90035

November 29, 2023

Prepared for: 1459 Hi Point, LLC

Prepared by:

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AIR QUALITY, NOISE, AND VIBRATION IMPACT ASSESSMENT (ASSESSMENT)

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Multi-Family Residential Project
1459 Hi Point Street
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November 29, 2023

EXECUTIVE SUMMARY

This Air Quality, Noise and Vibration Impact Assessment (Assessment) quantifies and determines the significance of impacts associated with criteria pollutant emissions, toxic air contaminant (TAC) emissions, greenhouse gas (GHG) emissions, noise, and vibration from the construction and operation of the 1459 Hi Point, LLC's (Applicant) proposed Multi-Family Residential Project (Project) at 1459 Hi Point Street in the Los Angeles.

The Project will be developed on a 0.20-acre (8,838-square foot) site that is currently vacant. A total of 19 dwellings will be constructed with enclosed parking.

All Project impacts considered in this Assessment (including construction phase, operation phase, and cumulative impacts) are less than significant without mitigation.

Please note that all impacts calculated in this Assessment assume the following:

- Each piece of construction equipment (i.e., tractor, crane, excavator, etc.) will utilize an engine that meets the most recent emissions standard available for that type of equipment (i.e., Tier 4 final);
- Noise barriers that are sufficient to break line of site between construction equipment and the neighboring residences will be utilized along the northern and western portions of the site for as long as logistically feasible during construction (see Figure 1 for the approximate location);
- Mufflers will be utilized for each piece of heavy construction equipment that is compatible with their usage; and
- Exposed areas will be watered twice daily to control dust emissions.

AIR QUALITY, NOISE, AND VIBRATION IMPACT ASSESSMENT (ASSESSMENT)

Multi-Family Residential Project
1459 Hi Point Street
Los Angeles, CA 90035

November 29, 2023

SECTION 1 INTRODUCTION

This Air Quality, Noise and Vibration Impact Assessment (Assessment) quantifies and determines the significance of impacts associated with criteria pollutant emissions, toxic air contaminant (TAC) emissions, greenhouse gas (GHG) emissions, noise, and vibration from the construction and operation of the 1459 Hi Point, LLC's (Applicant) proposed Multi-Family Residential Project (Project) at 1459 Hi Point Street in the Los Angeles.

The Project will be developed on a 0.20-acre (8,838-square foot) site that is currently vacant. A total of 19 dwellings will be constructed with enclosed parking.

The following South Coast Air Quality Management District (SCAQMD) methodologies and significance thresholds form the basis of the air analysis in this Assessment:

- South Coast Air Quality Management District (SCAQMD) *Air Quality Significance Thresholds* (March 2023);
- SCAQMD *CEQA Air Quality Handbook* (1993);
- SCAQMD *Localized Significance Threshold Methodology* (July 2008);
- SCAQMD *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans* (December 2008);
- CalEEMod model (version 2022.1.1.20) with supporting documentation;
- SCAQMD *Rule 1401 Risk Assessment Tool* (Risk Tool V1.103);
- California Air Resources Board's (CARB) *2022 Scoping Plan for Achieving Carbon Neutrality*;
- SCAQMD Regulations;
- California's *CEQA Guidelines Appendix G*; and
- SCAQMD's *2022 Air Quality Management Plan*.

The noise and vibration analyses in this Assessment are based on the following resources:

- Los Angeles Municipal Code *Noise Ordinance;*
- California's *CEQA Guidelines Appendix G;*
- Federal Highway Administration's (FHWA) Highway Noise Barrier Design Handbook (2000);
- Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual (September 2018)*; and
- Environmental Protection Agency's (EPA) *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*.

SECTION 2 PROJECT DESCRIPTION

The Project is located at 1459 Hi Point Street in Los Angeles, California.

The Applicant has provided the following construction details:

- The Project site is 0.20-acre (8,838-square foot) and is currently vacant;
- The Project includes construction of 19 dwelling units;
- The Project includes a total of 25,647 sf of residential space (including dwelling units, communal areas, utilities, etc.) and 7,957 sf of enclosed parking;
- The approximate construction schedule is from July 2024 to December 2025;
- Total material to be transported from the Project site is approximately 4,400 cy (with a 12% expansion);
- Each piece of construction equipment (i.e., loaders, cranes, excavators, etc.) will utilize an engine that meets the most recent emissions standard available for that type of equipment (i.e., Tier 4 final);
- Noise barriers that are sufficient to break line of site between construction equipment and the neighboring residences will be utilized along the northern and western portions of the site for as long as logistically feasible during construction (see Figure 1 for the approximate location);
- Exposed areas will be watered twice daily for dust control; and
- Mufflers will be utilized for each piece of heavy construction equipment that is compatible with their usage.

The approximate schedule and equipment list is presented in Table 1. An aerial of the proposed Project is included in Appendix A.

Table 1 Construction Information

Construction Phase	Approx. Schedule		Off-road Equipment
	Start	Stop	
Site Prep	7/1/24	7/11/24	Tractor/Loader/Backhoe
Grading / Excavation	7/12/24	11/5/24	Excavator Tractor/Loader/Backhoe Grader
Building Construction	11/6/24	10/21/25	Crane Forklift Tractor/Loader/Backhoe
Paving	10/22/25	11/25/25	Paver Roller Tractor/Loader/Backhoe
Architectural Coating	11/26/25	12/30/2025	Air Compressor

The analysis assumes that construction would start in 2024. In practice, construction could begin at a later date. However, using an earlier start date represents a worst-case scenario for the analysis of construction emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

The operation phase of the Project will begin when construction is completed in 2025. The Applicant has provided the following specifications for the operation phase (any operation phase parameters not specifically mentioned below utilize CalEEMod defaults):

- No process boilers (energy usage for space and water heating **is** included in the model), generators, off-road equipment, or other combustion equipment (except for things tenant owned).
- No fireplaces or wood stoves.

2.1 Ambient Noise Environment

To quantify the existing ambient noise environment in the Project's vicinity, a noise measurement was collected on the Project site on October 23, 2023 at approximately 10:20 AM. The noise measurement was recorded using a Quest DL SoundPro Type 2 noise meter programmed to "slow" mode and "A" weighting. The microphone was equipped with a windscreen during the measurements and the noise meter was calibrated using a Quest QC-10 field calibrator before and after the measurement was taken. The noise meter and field calibrator were professionally calibrated within the previous year.

Table 2 presents the measured ambient noise level at the Project. The noise measurement log is included in Appendix F and a figure showing the monitoring location is included in Appendix A.

Table 2 Ambient Noise Levels

Measurement Name	Location	Noise Level (L_{eq} dBA)
1459 Hi Point Street Ambient	Project Site	52.5

2.2 Receptors

Localized air quality impacts from criteria pollutants and toxic air contaminants are based on the nearest residential and commercial receptors. Noise impacts are based on the nearest noise sensitive receptors (defined by the *L.A. CEQA Thresholds Guide* as residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks). Vibration impacts are based on the nearest building (of any type) and the nearest residential receptor.

The Project is surrounded by residential receptors on all sides. This Assessment uses the following receptors (see Figure 1 in Appendix A):

- **Receptor A (residential):** This multi-family residential receptor shares a property boundary with the Project to the north. It is located about 30 feet from the center of the Project. As this is the nearest receptor to the Project, it is utilized to determine the significance of all impacts in this Assessment, including localized criteria pollutant impacts, residential toxic air contaminant impacts, noise impacts, and vibration impacts (damage to structures and human annoyance).
- **Receptor B (residential):** This multi-family residence shares a property boundary with the Project to the west. It is located about 100 feet from the center of the Project.
- **Receptor C (residential):** This residence is located across Saturn Street to the south of the Project. It is located about 90 feet from the center of the Project.
- **Receptor D (residential):** This multi-family residence is located across Hi Point Street to the east of the Project. It is located about 150 feet from the center of the Project.

SECTION 3 SIGNIFICANCE THRESHOLDS

This section presents the numerical significance thresholds utilized for this Assessment. Please see Section 8 for an assessment of the Project's compliance with the State CEQA Guidelines Appendix G thresholds as well as the applicable Regulatory Compliance Measures (RCM).

3.1 Air Quality Standards

SCAQMD has established thresholds of significance for use in air quality assessments. The SCAQMD *Air Quality Analysis Handbook* (2015), the *Localized Significance Threshold* Methodology (July 2008), and the *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans* (December 2008), contain the significance thresholds utilized for this Project. The following sections present and discuss these significance thresholds in more detail.

3.1.1 Localized Criteria Pollutant Thresholds (LST)

SCAQMD's LST Methodology presents a method by which a project's onsite emissions of CO, NOx, PM_{10}, and $PM_{2.5}$ can be compared to screening thresholds that the SCAQMD derived from air dispersion models. The following information was utilized to determine the LST thresholds for this Project:

- **Project size**: As presented in Section 2, this Project site is 0.20 acres. Therefore, as directed by the LST Methodology, the 1-acre significance thresholds are utilized.
- **Distance to the nearest receptor**. Receptor A is located less than 25 meters from the Project site. Therefore, per LST guidance, the smallest available source-receptor distance of 25 meters is used to determine the applicable thresholds.
- **The source receptor (SR) area**. This Project is in Los Angeles, which is in SR Area 2 – Northwest Coastal Los Angeles County.

Table 3 presents the construction significance thresholds applicable to the Project, as specified in the SCAQMD LST Tables.

Table 3 LST Construction Significance Threshold

Parameter	CO (lbs/day)	NOx (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
Construction Thresholds	562	103	4	3
Operation Thresholds	562	103	1	1

3.1.2 Regional Criteria Pollutants Thresholds (Mass Daily Thresholds)

To determine the regional significance of criteria pollutant emissions, they must also be compared to the Mass Daily Thresholds found in the SCAQMD's *Air Quality Significance Thresholds* (March 2023) and *CEQA Air Quality Handbook* (1993). The emissions compared to these regional thresholds should include emissions generated both onsite and offsite. Table 4 presents the mass daily thresholds that are used to determine the significance of emission impacts in this assessment.

Table 4 Regional Criteria Pollutant Significance Thresholds (Mass Daily Thresholds)

Parameter	CO (lbs/day)	NOx (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)	ROG (lbs/day)	SOx (lbs/day)
Construction Thresholds	550.0	100.0	150.0	55.0	75.0	150.0
Operation Thresholds	550.0	55.0	150.0	55.0	55.0	150.0

3.1.3 Toxic Air Contaminants (TAC) and Health Risk Assessment (HRA) Thresholds

Toxic Air Contaminants (TAC) are pollutants that may cause or contribute to an increase in mortality or serious illness, or which may pose a present or potential hazard to human health. Diesel combustion emissions contain multiple TACs. For the purposes of health risk assessment, these components are grouped together and called diesel particulate matter (DPM). By definition, DPM emissions are equivalent to the PM_{10} emissions from diesel combustion sources.

SCAQMD's *Air Quality Significance Thresholds* (March 2023) and *CEQA Air Quality Handbook* (1993) include significance thresholds for health risk impacts in the units of hazard index (HI) for acute and chronic risks, and in units of maximum incremental cancer risk (MICR) for cancer risk. Table 5 summarizes these thresholds.

Table 5 Health Risk Significance Thresholds

Parameter	Significance Threshold
Maximum Incremental Cancer Risk (MICR)	10 in one million
Acute Hazard Index (HI)	1.0 HI acute risk
Chronic Hazard Index (HI)	1.0 HI chronic risk

This Assessment quantifies the cancer, chronic, and acute risk impacts of Project construction and compares the results to these thresholds. For the Project operation phase, health risk impacts are qualitatively analyzed.

3.1.4 Greenhouse Gas (GHG) Emissions Thresholds

SCAQMD's *Air Quality Significance Thresholds* (March 2023) include a threshold for GHG impacts from industrial projects of 10,000 metric tons of CO_2 equivalents (CO_2e) per year. There is no GHG threshold for residential or commercial projects. However, the SCAQMD has released *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans* (December 2008), which indicates that a GHG emissions threshold of 3,000 MT CO_2e/year should be used for residential projects. SCAQMD recommends that GHG emissions from construction be amortized over 30 years and added to operational GHG emissions to determine the overall Project impact.

Please note that "CO_2 equivalents" (CO_2e) is the quantity of CO_2 that would cause the same level of climate change as a given type and quantity of a GHG emissions. This variation of effect between gases is also known as global warming potential (GWP). For example, one unit of methane emissions has the same GWP as 21 units of carbon dioxide. Therefore, one (1) metric ton of methane is equivalent to 21 metric tons of CO_2. Emissions of multiple GHGs are represented collectively in units of CO_2e.

3.2 Noise Standards

This section discusses the noise standards applicable to the Project. The following technical terms are utilized in these standards and in this Assessment:

- **Decibel (dB):** A unit division, on a logarithmic scale, whose base is the tenth root of ten, used to represent ratios of quantities proportional to power. In simple terms, if the power is multiplied by a factor of ten, then ten is added to the representation of the power on the decibel scale. If 0 dB represents 1 unit of power, 30 dB represents one thousand units, 60 dB represents one million units, etc.

- **A-Weighted Sound Level – dBA:** Sound pressure level measured using the A-weighting network, a filter which discriminates against low and high frequencies in a way that mimics the human hearing mechanism at moderate sound levels. The A-weighted sound level is generally used when discussing environmental noise impacts.

- **Equivalent Continuous Noise Level (L_{eq}):** The noise level, in decibels, of the mean sound pressure averaged over a specific duration, generally one hour. This is often referred to as the "equivalent sound level" (hence the "eq" subscript). The "equivalence" is a sound of constant level that has the same total acoustic energy content as the measurement.

3.2.1 Los Angeles Noise Ordinance

The *Noise Ordinance*, which is found within the Los Angeles Municipal Code (Municipal Code), presents noise standards applicable to construction and demolition operations occurring within Los Angeles. Specifically, Section 41.40 of the Municipal Code prohibits construction activities that entail the use of any machine, tool, device or equipment between the hours of 9:00 PM – 7:00 AM that could disturb sleeping persons in any dwelling, apartment or other place of residence.

Additionally, Section 112.05 of the Municipal Code prohibits the operation of any power equipment/tool that produces a maximum noise level that exceeds the applicable noise limit from the following list at a distance of 50 feet between the hours of 7:00 AM – 10:00 PM:

- 75 dB(A) for construction machinery (e.g. tractors, dozers, drills, loaders, shovels/cranes, etc.);
- 75 dB(A) for powered equipment 20 HP or less intended for infrequent use; and
- 65 dB(A) for powered equipment intended for repetitive use in residential areas (e.g. mowers, blowers, riding tractors, etc.).

Per the Municipal Code, these noise limitations shall not apply where compliance is technically infeasible. Technically infeasible means that these noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices/techniques during the operation of the equipment.

While the noise ordinance threshold is meant to be applied to each piece of construction equipment separately, this Assessment conservatively utilizes the overall noise level during each phase of construction (i.e., from multiple pieces of equipment operating simultaneously) to determine significance. Furthermore, noise impacts are calculated using the distance from the center of the Project site to the closest portion of the nearby receptors to determine noise impacts, as recommended by the FTA's *Transit Noise and Vibration Impact Assessment Manual (September 2018)*. Table 6 presents the applicable construction noise significance threshold for this Project.

Table 6 Construction Noise Significance Threshold

Location	Noise Threshold (L_{eq} dBA)
Nearest Sensitive Receptor (Receptor A)	75

3.3 Vibration Standards

Los Angeles has not adopted standards with which to assess vibration impacts. However, the FTA's *Transit Noise and Vibration Impact Assessment Manual* provides criteria that can be used to judge vibration impacts related to the potential for architectural damage and human annoyance.

The following measurements are utilized for vibration impacts:

- **Vibration Peak Particle Velocity (PPV):** Vibration consists of rapidly fluctuating motions with an average motion of zero. The peak particle velocity, measured in inches/second, represents the maximum instantaneous peak of the vibration signal. PPV is the most suitable measure of vibration with which to judge vibrations impact on buildings.

- **Vibration Velocity Level (VdB):** Vibration velocity level is measured in decibels and is the measure of vibration commonly used to judge the potential for human annoyance.

To determine the potential for vibration to damage nearby buildings, this Assessment uses the vibration criteria for "non-engineered timber and masonry buildings" threshold from the FTA is utilized. In addition, the human annoyance threshold for sensitive receptors (e.g., "residences and buildings where people normally sleep") is applied to the Project, even though the vibration impacts will only occur during the daytime. Substantial vibration events are expected to occur fewer than 30 times per day, so the "infrequent events" threshold is utilized. The applicable vibration thresholds are summarized in Table 7.

Table 7 Vibration Significance Thresholds

Location	Vibration Threshold
Nearest Structure (Receptor A)	0.20 in/sec PPV
Nearest Sensitive Receptor (Receptor A)	80 VdB

SECTION 4 CONSTRUCTION PHASE IMPACTS

This section presents the Project construction phase impacts and compares them to each of the significance thresholds presented in Section 3. In addition, this section briefly describes the methodologies used to quantify the impacts. For additional detail regarding the calculations, see the Appendices.

4.1 Air Quality Impacts

Criteria pollutant emissions have been calculated for each phase of construction using SCAMQD's CalEEMod model. Project specific information has been used where possible and CalEEMod defaults are utilized where specific information is not available.

Emissions from off-road equipment operations, on-road haul trucks, fugitive dust (demolition of existing structures, grading/clearing, material handling, and stockpile wind erosion), and architectural coatings are included. See Appendix B for the CalEEMod output files.

4.1.1 Localized Criteria Pollutant Impacts

Localized criteria pollutant significance thresholds exist for emissions of CO, NOx, PM_{10}, and $PM_{2.5}$ (not for ROG or SO_x). As a localized impact, only emissions generated onsite are included in the significance determination. Emissions from on-road vehicles are not included in the assessment of the localized impacts.

Table 8 presents the emissions calculated for each construction phase using SCAMQD's CalEEMod model. All phases are compared to the significance thresholds in Section 3.1.1 to determine the significance of the Project's localized construction emissions. Please note that all localized criteria pollutant emissions impacts from construction are less than significant.

Table 8 Construction Localized Criteria Pollutant Impacts (lbs/day)

Phase	CO	NOx	PM_{10}	$PM_{2.5}$	SO_x	ROG	Significant?
Site Preparation	2.03	0.14	0.01	0.01	0.00	0.03	**No**
Grading / Excavation	7.61	0.53	0.18	0.04	0.01	0.10	**No**
Building Construction	5.27	0.44	0.02	0.02	0.01	0.09	**No**
Paving	4.58	0.84	0.01	0.01	0.01	0.09	**No**
Architectural Coatings	0.96	0.65	0.00	0.00	0.00	5.45	**No**
Significance Threshold	**562**	**103**	**4**	**3**	**---**	**---**	**---**

4.1.2 Regional Criteria Pollutant Impacts

Regional criteria pollutant impacts include all onsite and offsite criteria pollutant emissions generated by Project construction. Regional emissions are the same as the localized emissions except for the addition of offsite emissions (vehicle travel).

Table 9 presents the total regional emissions for each construction phase using SCAMQD's CalEEMod model. All phases are compared to the significance thresholds from Section 3.1.2 to determine the significance of the Project's regional construction emissions. Please note that all regional criteria pollutant emissions impacts from construction are less than significant.

Table 9 Construction Regional Criteria Pollutant Impacts (lbs/day)

Phase	CO	NOx	PM_{10}	$PM_{2.5}$	SO_x	ROG	Significant?
Site Preparation	2.6	0.3	0.1	0.0	0.0	0.1	**No**
Grading / Excavation	8.9	1.2	0.5	0.1	0.0	0.2	**No**
Building Construction	6.6	0.7	0.3	0.1	0.0	0.2	**No**
Paving	5.5	1.1	0.2	0.1	0.0	0.2	**No**
Architectural Coatings	1.6	0.7	0.1	0.0	0.0	5.5	**No**
Significance Threshold	**550.0**	**100.0**	**150.0**	**55.0**	**75.0**	**150.0**	**---**

4.1.3 Toxic Air Contaminants

Onsite DPM emissions in units of pounds per hour are calculated by CalEEMod. The average hourly construction emissions is determined based on the duration and emissions generated for each phase of construction. The average hourly emissions are then utilized to determine cancer and chronic risks. For the acute (1-hour) health risk assessment, both PM_{10} and ROG emissions from the grading phase of construction (this phase produces the most diesel exhaust per day) are divided by the number of hours in a day and then scaled up by a factor of 4 to represent the peak to average hour activity ratio. The TAC emissions calculations are included in Appendix C.

The SCAQMD's Rule 1401 health risk assessment screening spreadsheet was utilized to calculate the health risk impacts associated with the construction phase DPM emissions. This spreadsheet provides an estimate of the Project's health risk impacts at the nearest residential and commercial/industrial receptors. This spreadsheet utilizes worst-case meteorology assumptions, and therefore results in a conservatively high estimate of health risks when compared to a full air dispersion model. Two (2) separate assessments were completed with this screening spreadsheet, an acute risk assessment (Appendix D) and a chronic/cancer risk assessment (Appendix E).

Table 10 below presents the results of the health risk screening assessment. Please note that all impacts are below the applicable significance thresholds presented in Section 3.1.3.

Table 10 Construction Health Risk Impacts

Parameter	Acute Risk (HI)	Chronic Risk (HI)	Maximum Incremental Cancer Risk (MICR, # in a million)
Maximum Project Impact	0.10	0.005	8.25
Significance Thresholds	1.0	1.0	10.0
Significant?	**No**	**No**	**No**

4.1.4 Greenhouse Gas Emissions

Construction phase GHG emissions are also calculated by CalEEMod. Table 11 presents the construction phase CO_2e emissions and compares them to the significance threshold from Section 3.1.4.

Table 11 Construction GHG Emissions

Source	CO_2e Emissions (MT)
Project Construction Phase	164.5
Significance Threshold (Industrial / Residential)	10,000 / 3,000
Significant?	**No**

4.2 Noise Impacts

This section presents the noise assessment methodologies and results. Significance of noise impacts are determined by comparing Project noise levels to the significance threshold presented in Section 3.2.1.

Noise impacts associated with the heavy equipment utilized for Project construction are determined using equipment data and equations from the Federal Highway Administration's (FHWA) *Roadway Construction Noise Model* (see excerpt in Appendix G). Noise propagation from source to receptor is calculated based on the industry standard noise attenuation rate of 6 decibels per doubling of distance for the unimpeded propagation of sound. During each phase of construction, all equipment (see Table 1) is assumed to be operating simultaneously for a worst-case assessment. See Appendix G for the noise calculations.

The Project will utilize a noise barrier along the southeast and northeast portions of the site that is sufficient break line of site between the construction equipment and the adjacent residences (see Figure 1). The FHWA Highway Noise Barrier Design Handbook (see excerpt in Appendix G) estimates that this will result in an 10 dBA reduction in noise levels. In addition, the Project will utilize mufflers on heavy construction equipment whenever possible. The Environmental Protection Agency's (EPA) *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances* (see excerpt in Appendix G) indicates that a 10 dBA reduction in noise is possible from use of mufflers. However, this Assessment assumes a 5 dBA reduction from the use of mufflers.

Table 12 presents the noise impacts at the nearest residence (Receptor A). As Receptor A is the nearest residential receptor, other residential receptors in the area will experience lower noise impacts

than those presented in this table. Please note that none of the impacts exceed the significance threshold.

Table 12 Construction Noise Impacts (Receptor A)

Construction Phase	Noise Level (dBA L_{eq})	Sig. Threshold (dBA L_{eq})	Exceeds Threshold?
Site Preparation	64.5	75	**No**
Grading / Excavation	70.0		**No**
Building Construction	67.1		**No**
Paving	68.3		**No**
Architectural Coatings	63.5		**No**

4.3 Vibration Impacts

Vibration impacts associated with heavy equipment utilized for Project construction are determined using source data and equations from the Federal Transit Administration's (FTA*) Transit Noise and Vibration Impact Assessment Manual* (see excerpt in Appendix H). The excavator is expected to be the piece of equipment with the highest vibration impact during Project construction. Therefore, the vibration level of an excavator from New Hampshire Department of Transportation's *Ground Vibrations Emanating from Construction Equipment* (see excerpt in Appendix H) is utilized to calculate Project vibration impacts. This is conservative because the excavator utilized for the Project is expected to be smaller than the excavator used in this reference. See Appendix H for the vibration calculations.

Table 13 presents the maximum vibration impact from Project construction at each of the applicable receptors and compares them to the applicable significance thresholds (see Section 3.3). The potential for structural damage is judged at the nearest building, Receptor A. All buildings located farther from the Project will experience less vibration than presented in this table. The potential for human annoyance is judged at the nearest sensitive receptor, Receptor A. All sensitive receptors located farther from the Project will experience less vibration. Please note that none of the impacts exceed the significance threshold.

Table 13 Construction Vibration Impacts

Receptor	Structural Impact (PPV in/sec)	Structural Threshold (PPV in/sec)	Annoyance Impact (VdB)	Annoyance Threshold (VdB)	Exceeds Threshold?
Receptor A (Nearest Building)	0.16	0.20	---	---	**No**
Receptor A (Nearest Residence)	---	---	77.6	80	**No**

SECTION 5 OPERATION PHASE IMPACTS

This section presents the Project operation phase impacts and compares them to each of the significance thresholds presented in Section 3. In addition, this section briefly describes the methodologies used to quantify the impacts.

5.1 Air Quality Impacts

The primary sources of operation phase emissions for this Project are on-road vehicles traveling to and from the Site. Emissions from these sources, as well as a variety of smaller sources (architectural coatings, energy usage, water usage, etc.) are quantified and compared to the significance thresholds in this section. Health risk impacts from TACs during Project operation are qualitatively addressed.

5.1.1 Localized Criteria Pollutant Impacts

Criteria pollutant emissions from Project operation have been calculated using SCAMQD's CalEEMod model. Project specific information is utilized to the extent that it is available (see Section 2) and CalEEMod defaults are utilized for the remaining parameters. See the CalEEMod output file in Appendix B for additional detail.

Table 14 presents the daily onsite emissions from Project operation and compares them to the appropriate LST thresholds to determine significance. Emissions from the CalEEMod mobile and energy usage categories are not included because they are produced offsite. Please note that all localized criteria pollutant impacts are less than significant.

Table 14 Operation Localized Criteria Pollutant Impacts (lbs/day)

Phase	CO	NOx	PM_{10}	$PM_{2.5}$	SO_x	ROG	Significant?
Operation Phase	1.4	0.0	0.0	0.0	0.0	0.7	**No**
Significance Threshold	**562**	**103**	**1**	**1**	**---**	**---**	**---**

5.1.2 Regional Criteria Pollutant Impacts

Table 15 presents the daily emissions from Project operation, including both onsite and offsite sources, and compares them to the mass daily thresholds to determine the significance of operation phase emissions impacts. Please note that all regional criteria pollutant impacts are less than significant.

Table 15 Operation Regional Criteria Pollutant Impacts (lbs/day)

Source Type	CO	NOx	PM_{10}	$PM_{2.5}$	SO_x	ROG	Significant?
Mobile	*2.6*	*0.2*	*0.6*	*0.1*	*0.0*	*0.3*	**---**
Area	*1.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.7*	**---**
Energy	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	**---**
Total Operation Phase	4.0	0.3	0.6	0.1	0.0	1.1	**No**
Significance Threshold	**550.0**	**55.0**	**150.0**	**55.0**	**55.0**	**150.0**	**---**

5.1.3 Toxic Air Contaminants

The amount of TAC emissions that will be generated by onsite sources during Project operation (e.g., tenant owned combustion equipment, consumer products, etc.) is expected to be insignificant. The amount of TAC emissions generated by tenant vehicle travel are also expected to be minor and will occur primarily off-site (which does not contribute substantially to localized health risk impacts). Therefore, health risk impacts from Project operation are considered less than significant.

5.1.4 Greenhouse Gas Emissions

Operation phase GHG emissions are calculated by CalEEMod. Project operation phase GHG emissions are added to the amortized construction phase GHG emissions and compared to the appropriate significance threshold in Table 16. Please note that Project GHG emissions impacts are less than significant.

Table 16 Operation GHG Emissions

Source	CO_2e Emissions (MT)
Project Operation Phase	141.3
Amortized Construction Phase	5.5
Total Project	**146.8**
Significance Threshold	3,000
Significant?	**No**

5.2 Noise Impacts

Operational noise impacts are not a concern for the Project because residential/commercial activities do not generate substantial noise. Furthermore, the amount of vehicle traffic caused by the Project is insignificant when compared to existing traffic in the area. For these reasons, operational noise impacts from the Project are considered less than significant.

5.3 Vibration Impacts

Vibration impacts are not a concern for the Project because residential/commercial activities do not generate substantial vibration. Furthermore, the amount of vehicle traffic caused by the Project is insignificant when compared to existing traffic in the area. For these reasons, operational vibration impacts from the Project are considered less than significant.

SECTION 6 CUMULATIVE IMPACTS

This section addresses the potential for cumulative impacts to occur from the simultaneous construction of multiple projects in this area. Cumulative impacts from Project operation are also briefly addressed.

Based on observations in the area and information from Los Angeles City, there is one other construction project active or planned in the immediate vicinity (within 500 feet) of the Project. See Figure 1 for the location of this project.

6.1 Air Quality Impacts

Cumulative air quality impacts are addressed in this section.

6.1.1 Localized Criteria Pollutant Impacts

By grouping nearby projects together and treating them as one larger construction project, the same method for analyzing localized criteria pollutant impacts presented in Section 4.1.1 can be used to determine the significance of cumulative localized criteria pollutant impacts. The following two pieces of information are required to do this:

- **The total emissions from the group of projects.** This assessment assumes that most of the other construction projects in the area will produce the same emissions as the Project because they are similar in size. However, nearby construction projects 5 and 6 (see Figure 1) are assumed to produce twice the Project's emissions because they are larger.

- **The appropriate significance threshold.** According to SCAQMD guidelines, the significance thresholds for localized emissions impacts are based on the size of the project (e.g., the $PM_{2.5}$ threshold is 4.0 lbs/day for a 2-acre project and 6.0 lbs/day for a 5-acre project). Therefore, cumulative localized emissions impacts from multiple projects should be compared to the appropriate significance threshold for the collective size of the considered Projects.

As such, the following scenario was analyzed for cumulative localized impacts:

- **Cumulative Scenario 1** – Three (3) projects under construction at the same time, the Project and two nearby neighbors. The 1-acre area containing these projects is shown on Figure 1.

- **Cumulative Scenario 2** – Six (6) projects under construction at the same time, the Project and five neighbors. The 4-acre area containing these projects is shown on Figure 1.

Table 17 presents the cumulative localized criteria pollutant emissions impacts associated with these two scenarios. The phase with the highest emissions is utilized for each pollutant (paving phase for NO_x, and grading phase for CO, PM_{10}, and $PM_{2.5}$).

Table 17 Construction Cumulative Localized Emissions Impacts (lbs/day)

Scenario	Parameter	CO	NO_x	PM_{10}	$PM_{2.5}$
Cumulative Scenario 1 – Three projects in 1 acre	Cumulative Emissions	22.8	2.5	0.5	0.1
	Significance Threshold	562	103	4	3
	Significant?	No	No	No	No
Cumulative Scenario 2 – Six projects in 4 acres	Cumulative Emissions	60.9	6.7	1.4	0.3
	Significance Threshold	1,296	196	10.7	5.3
	Significant?	No	No	No	No

The results in Table 17 demonstrate that the Project does not cause or contribute to a cumulative exceedance of the localized criteria pollutant significance thresholds.

Localized criteria pollutants from operation of the Project are minor (see Section 5.1.1) and are not expected to cause a cumulative exceedance of the localized significance thresholds.

6.1.2 Regional Criteria Pollutant Impacts

Regional impacts are cumulative impacts by their nature. The regional significance thresholds were developed to ensure that a project does not disproportionately impact the cumulate air quality of the air basin. If a project has less than significant impacts for regional criteria pollutants, its cumulative impacts on a regional basis are also less than significant.

6.1.3 Greenhouse Gas Impacts

GHG impacts are global in their effects. For the same reason as the regional criteria pollutant impacts, if a project has a less than significant GHG emissions impact based on the SCAQMD's thresholds, it also has less-than-significant cumulative GHG impacts.

6.2 Noise Impacts

Any substantial building that breaks line-of-site between a noise source and the receptor is expected to reduce the noise level experienced by that receptor by about 15 dBA (see Appendix G). Additionally, as the distance between a source and receptor increases, the noise level experienced by that receptor decreases. Significant noise shielding exists in the area around the Project due the density of buildings. This means that for a cumulative noise impact to potentially exist, a single noise sensitive receptor would need to be located close to and have direct line of site to at least two active construction projects operating simultaneously.

While there are multiple construction projects near to the Project (see Figure 1), it is unlikely that they will be conducting the noisiest parts of construction at the same time. For example, project 5 is nearly complete and project 6 is already in the framing phase, far ahead of the Project. For this reason, Receptor C is not expected to experience significant cumulative noise impacts. Receptor A is located near to multiple construction projects, but is an expected construction project itself. Receptor B is also located near multiple construction projects. However, the Project noise barrier will reduce the potential for it to contribute to cumulative impacts at Receptors A or B. For these reasons, cumulative noise impacts during construction are considered less than significant.

Operational noise generated by the Project is insignificant (see Section 5.2) and is not expected to cause or contribute to a significant cumulative noise impact.

6.3 Vibration Impacts

In order for Project construction to cause or contribute to cumulative vibration impacts, another source of considerable vibration would need to occur near the Project and at exactly the same time. As this situation is not expected for this Project, cumulative vibration impacts are considered less than significant.

Operational vibration generated by the Project is insignificant (see Section 5.3) and is not expected to cause or contribute to a cumulative vibration impact.

SECTION 7 MITIGATIONS

All impacts are less than significant without mitigation. Therefore, no mitigation is necessary.

Please note that all impacts calculated in this Assessment assume the following:

- Each piece of construction equipment (i.e., loaders, cranes, excavators, etc.) will utilize an engine that meets the most recent emissions standard available for that type of equipment (i.e., Tier 4 final);
- Noise barriers that are sufficient to break line of site between construction equipment and the neighboring residences will be utilized along the northern and western portions of the site for as long as logistically feasible during construction (see Figure 1 for the approximate location);
- Exposed areas will be watered twice daily for dust control; and
- Mufflers will be utilized for each piece of heavy construction equipment that is compatible with their usage.

SECTION 8 REGULATORY REVIEW

This section addresses Project compliance with state and local regulations/guidelines. Specifically, this includes California's CEQA Guidelines Appendix G, SCAQMD's 2022 Air Quality Management Plan (AQMP), SCAQMD's Regulatory Control Measures (RCM), CARB's 2022 Scoping Plan for Achieving Carbon Neutrality (Scoping Plan), and the Noise Ordinance.

8.1 CEQA Guidelines Appendix G

This section addresses the significance of Project impacts with respect to the CEQA Guidelines Appendix G thresholds.

8.1.1 Air Quality

Each of the applicable air quality thresholds from Appendix G of the CEQA Guidelines are addressed below:

- ***Threshold III.a - Would the project conflict with or obstruct implementation of the applicable air quality plan?***

  The currently applicable air quality plan is the SCAQMD's 2022 Air Quality Management Plan (AQMP), which was adopted on December 2nd, 2022.

  SCAQMD's CEQA *Air Quality Handbook* defines the following two criteria for determining consistency with the AQMP:

  - ***Criterion 1.*** *Whether the proposed project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the air quality plan.*

    As presented in Sections 4, 5, and 6 of this report, short term (construction), long term (operation), and cumulative impacts are all less than the applicable SCAQMD significance thresholds. As the SCAQMD significance thresholds are designed to ensure compliance with the AQMD, the Project is consistent with Criterion 1.

  - ***Criterion 2.*** *Whether the proposed project would exceed the forecasted growth incorporated into the AQMP.*

    The AQMP utilizes the Southern California Association of Governments (SCAG) latest growth forecasts (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy). SCAG growth forecasts are made in consultation with local governments and with reference to their local general plans. Growth forecasts prepared by SCAG indicate that the population in the Los Angeles City will increase from 3,933,800 in 2016 to 4,771,300 in 2045 (an increase of 837,500 people. As the Project will only add about 56 residents (0.007% of the total increase), the Project induced growth would be within local projections. Therefore, the Project would be consistent with the AQMP.

- ***Threshold III.b - Would the project 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?***

  Construction:

  The South Coast Air Basin is designated as nonattainment of the CAAQS and NAAQS for O_3, PM_{10}, and $PM_{2.5}$. As presented in Table 8, emissions associated with construction of the Project would not exceed any applicable SCAQMD air quality thresholds of significance. Despite the region being in nonattainment of the ambient air quality standards for O_3, PM_{10}, and $PM_{2.5}$, the SCAQMD does not consider individual Projects that produce less emissions than the applicable mass daily thresholds to be cumulatively considerable. Therefore, the Project will not result in a cumulatively considerable net increase of nonattainment pollutants during the construction phase.

  Operation:

  Table 14 demonstrates that the Project's operation phase emissions are less than the SCAQMD's mass daily thresholds. As such, the Project will not result in cumulatively considerable net increase of nonattainment pollutants during the construction phase.

- ***Threshold III.c - Would the project expose sensitive receptors to substantial pollutant concentrations?***

  Construction:

  To determine the significance of impacts to sensitive receptors, this AQCCIA utilizes SCAQMD's LSTs for criteria pollutant emissions and the SCAQMD's *Air Quality Analysis Handbook* (2015) health risk thresholds for TAC emissions. As presented in Table 8, construction criteria pollutant emissions are less than the applicable LST thresholds. In addition, Table 10 demonstrates that construction health risk impacts are less than the applicable thresholds. As such, construction of the Project will not expose sensitive receptors to substantial pollutant concentrations.

  Operation:

  As presented in Table 14, operation criteria pollutant emissions are less than the applicable LST thresholds. In addition, Section 5.1.3 presents that operation of the Project will not produce substantial localized toxic air contaminant emissions and, therefore, operation phase health risk impacts are less significant. As such, operation of the Project will not expose sensitive receptors to substantial pollutant concentrations.

- ***Threshold III.d - Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

  Construction:

  The only type of potentially impactful emissions other than criteria pollutants and TACs would be emissions leading to odors. Potential construction-related sources of objectionable odors include equipment exhaust, asphalt, and architectural coatings/finishes. Any objectionable odors from these sources will be highly localized and temporary in nature. The Project will

utilize typical construction techniques and the odors will be typical of other construction sites. As such, construction-related odor impacts are considered less than significant.

Operation:

According to the SCAQMD CEQA *Air Quality Analysis Handbook* (2015), land uses that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. As a typical mixed-used development, operation of the Project is not expected to produce odors. Therefore, the Project's operation-related odor impacts are considered less than significant.

8.1.2 Greenhouse Gas

Each of the applicable greenhouse gas thresholds from Appendix G of the CEQA Guidelines are addressed below:

- ***Threshold VIII.a - Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

  Table 11 shows that construction emissions are below the residential GHG significance threshold in the SCAQMD's *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans* (December 2008). Furthermore, when construction GHG emissions are amortized over the life of the Project and added to operation GHG emissions (per SCAQMD guidance), Project impacts remain below the significance thresholds, as presented in Table 16.

- ***Threshold VIII.b - Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

  The Project is consistent with the growth projections in the SCAG 2020-2040 RTP/SCS (see Section 8.1.1 Threshold 111.a Criterion 2 above).

  Project consistency with the CARB's Scoping Plan and the City of Los Angeles's measures adopted in support thereof is addressed in Appendix I. The Project is expected to be consistent with the applicable plans, policies, or regulations.

8.1.3 Noise and Vibration

Each of the applicable noise and vibration thresholds from Appendix G of the CEQA Guidelines are addressed below:

- ***Threshold XIII.a - Would the project generate 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?***

  Table 12 shows that the Project's construction phase noise impacts are below the Los Angeles Noise Ordinance threshold. Operational noise impacts are also expected to be below the thresholds, as described in Section 5.2. The Project will also comply with the Noise Ordinance requirements, as described in Section 8.2.2.

- ***Threshold VIII.b - Would the project generate excessive groundborne vibration or groundborne noise levels?***

  Table 13 shows that the Project's construction phase vibration impacts are below the applicable significance threshold. Operation phase vibration impacts are also expected to be less than significance, as discussed in Section 5.3.

- ***Threshold VIII.c - For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

  The Project is not located within an airport land use plan. It is located 5 miles from Santa Monica Airport. As such, the Project will not expose residents or workers to excessive noise levels from the airport activity.

8.2 Regulatory Compliance Measures

This section presents the local regulatory measures with which the Project will comply.

8.2.1 SCAQMD

The Project will comply with the following SCAQMD RCMs:

- ***RCM-AQ-1 Demolition, Grading, and Construction Activities (SCAQMD Rule 403).***

  The Project will comply with all applicable SCAQMD Rules, including the following provisions of Rule 403:

  · All unpaved construction areas shall be wetted at least twice daily during construction to reduce dust emissions and meet SCAQMD District Rule 403.

  · When loading earthen material into trucks, the material shall be pre-wetted, a freeboard of at least 6 inches must be maintained, and material shall be covered while in transport.

  · Track out of dirt onto roads shall not extend 25 feet or more from the point of origination and shall be removed at the conclusion of each workday.

- ***RCM-AQ-2 Construction Equipment Fleet Regulations***

  In accordance with California's In-Use Off-Road Diesel-Fueled Fleet Regulations, equipment operators shall be registered using the Diesel Off-Road Online Reporting System (DOORS) and diesel-powered construction equipment with 25 horsepower or greater engines shall meet exhaust emissions standards.

- ***RCM-AQ-3 Idling of Diesel-Fueled Commercial Vehicles***

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

- ***RCM-AQ-4 Operation of Diesel-Fueled Stationary Engines***

  In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

- ***RCM-AQ-5 Architectural Coatings***

  The Project shall comply with the SCAQMD Rule 1113 limits on volatile organic compound content of architectural coatings.

- ***RCM-AQ-6 Adhesive and Sealant Applications***

  The Project shall comply with the SCAQMD Rule 1168 limits on the volatile organic compound content of adhesives, adhesive primers, sealants, and sealant primers.

8.2.2 Noise Ordinance

The Project will comply with the following noise ordinance RCMs:

- ***RCM-NO-1 Noise Limits***

  The Project shall comply with the City of Los Angeles Noise Ordinance Nos. 144,331 (see Section 41.40 of the Municipal Code) and 161,574 (see Section 112.05 of the Municipal Code), and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels.

- ***RCM-NO-2 Project Construction Hours***

  Construction shall be restricted to the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday. Construction activity is not permitted on any Sunday or federal holiday.

- ***RCM-NO-3 Noise Control Measures***

  Per LAMC Section 112.05, noise-generating equipment operated at the development site shall be equipped with the most effective and technologically feasible noise control devices, such as sound barriers, mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures.

- ***RCM-AQ-4 Construction Site Notice***

  The proposed project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048 (LAMC Section 91.106.4.8), which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

- ***RCM-NO-5 HVAC Noise***

  The Project shall comply with LAMC Section 112.02, which prohibits the operation of Heating, ventilation, and air conditioning (HVAC) or similar mechanical equipment from exceeding the ambient noise level at adjacent occupied properties by more than five (5) decibels.

- ***RCM-AQ-6 Parking Structure Ramps***

  Parking structure ramps shall be constructed with concrete and not metal. Interior ramps shall be textured to prevent tire squeal at turning areas.

SECTION 9 CONCLUSION

This AQCCIA quantifies and determines the significance of construction, operation, and cumulative impacts associated with criteria pollutant, TAC, and GHG emissions from the Project.

This AQCCIA finds that the Project has **less than significant** impacts with respect to the following CEQA Guidelines Appendix G thresholds:

- Threshold III.a - Would the project conflict with or obstruct implementation of the applicable air quality plan? **No.**
- Threshold III.b - Would the project 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? **No.**
- Threshold III.c - Would the project expose sensitive receptors to substantial pollutant concentrations? **No.**
- Threshold III.d - Would the result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? **No.**
- Threshold VIII.a - Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? **No.**
- Threshold VIII.b - Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? **No.**
- Threshold XIII.a - Would the project generate 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? **No.**
- Threshold VIII.b - Would the project generate excessive groundborne vibration or groundborne noise levels? **No.**
- Threshold VIII.c - For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? **No.**

APPENDIX A FIGURES

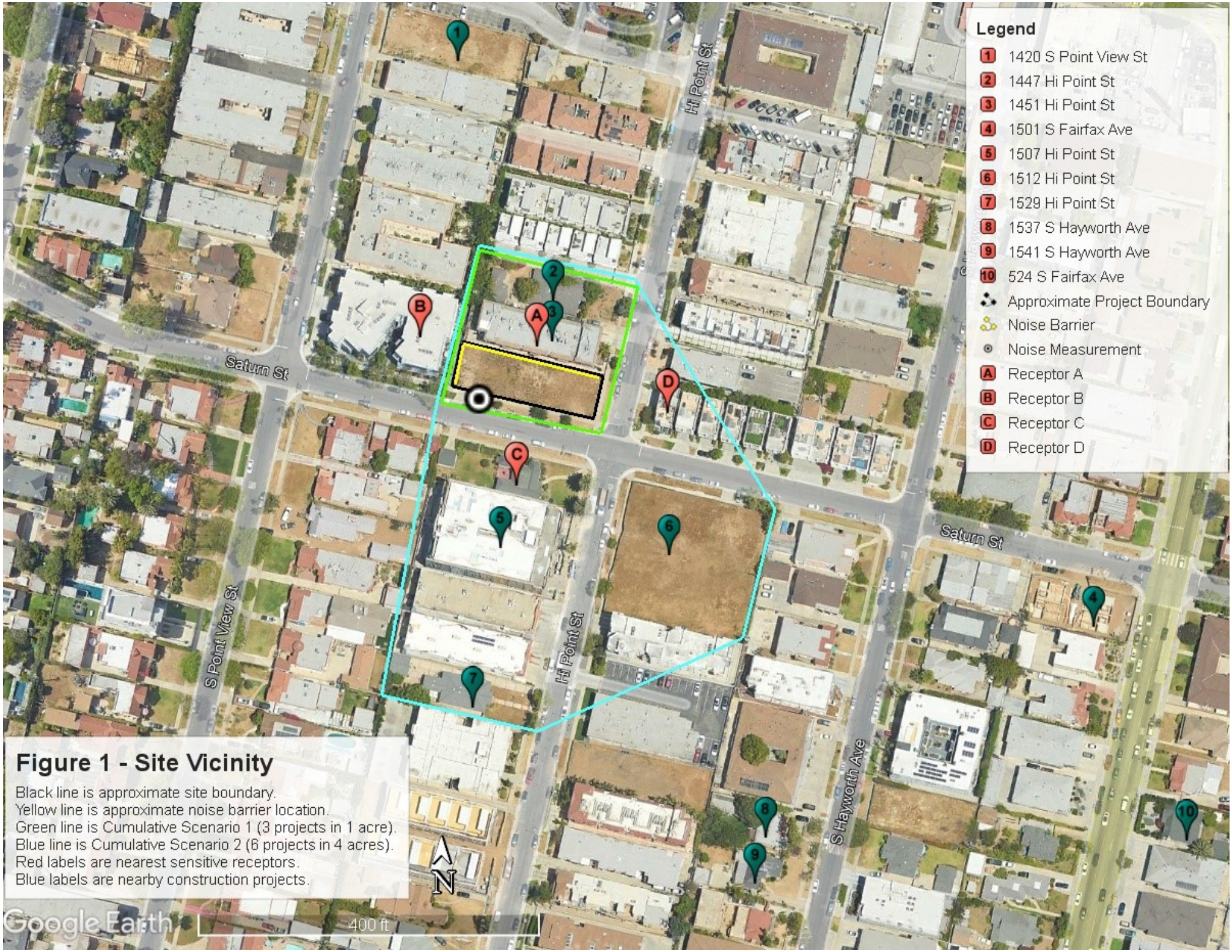


Figure 1 - Site Vicinity

Black line is approximate site boundary.
Yellow line is approximate noise barrier location.
Green line is Cumulative Scenario 1 (3 projects in 1 acre).
Blue line is Cumulative Scenario 2 (6 projects in 4 acres).
Red labels are nearest sensitive receptors.
Blue labels are nearby construction projects.

APPENDIX B CALEEMOD OUTPUT

1459 Hi Point Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	1459 Hi Point
Construction Start Date	7/1/2024
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	19.6
Location	34.050335948300344, -118.3694884607852
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4323
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Apartments Mid Rise	19.0	Dwelling Unit	0.20	25,647	1,000	—	56.0	—
Enclosed Parking with Elevator	7.96	1000sqft	0.00	7,957	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.21	0.18	1.24	8.93	0.01	0.03	0.48	0.50	0.03	0.10	0.12	—	1,803	1,803	0.08	0.10	2.02	1,835
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.21	5.49	1.28	8.76	0.01	0.03	0.48	0.50	0.03	0.10	0.12	—	1,793	1,793	0.08	0.10	0.05	1,823
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.15	0.58	0.62	5.12	0.01	0.01	0.23	0.24	0.01	0.05	0.07	—	985	985	0.04	0.03	0.45	994
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.03	0.11	0.11	0.93	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	163	163	0.01	0.01	0.07	165

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.21	0.18	1.24	8.93	0.01	0.03	0.48	0.50	0.03	0.10	0.12	—	1,803	1,803	0.08	0.10	2.02	1,835
2025	0.19	0.17	0.65	6.72	0.01	0.02	0.29	0.31	0.02	0.07	0.09	—	1,282	1,282	0.05	0.03	1.30	1,294
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.21	0.18	1.28	8.76	0.01	0.03	0.48	0.50	0.03	0.10	0.12	—	1,793	1,793	0.08	0.10	0.05	1,823
2025	0.19	5.49	1.13	6.51	0.01	0.02	0.29	0.31	0.02	0.07	0.09	—	1,268	1,268	0.05	0.04	0.03	1,279
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.08	0.07	0.45	3.36	< 0.005	0.01	0.17	0.18	0.01	0.04	0.05	—	674	674	0.03	0.03	0.33	684
2025	0.15	0.58	0.62	5.12	0.01	0.01	0.23	0.24	0.01	0.05	0.07	—	985	985	0.04	0.03	0.45	994
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.02	0.01	0.08	0.61	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	112	112	< 0.005	0.01	0.05	113
2025	0.03	0.11	0.11	0.93	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	163	163	0.01	< 0.005	0.07	165

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.53	1.08	0.29	4.04	0.01	0.01	0.55	0.56	0.01	0.14	0.15	8.90	860	869	0.94	0.03	2.24	904
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.36	0.92	0.30	2.44	0.01	0.01	0.55	0.56	0.01	0.14	0.15	8.90	830	839	0.94	0.03	0.24	872

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.45	1.01	0.30	3.35	0.01	0.01	0.52	0.52	0.01	0.13	0.14	8.90	811	820	0.94	0.03	1.03	853
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.08	0.18	0.05	0.61	< 0.005	< 0.005	0.09	0.10	< 0.005	0.02	0.03	1.47	134	136	0.16	< 0.005	0.17	141

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.36	0.33	0.23	2.60	0.01	< 0.005	0.55	0.55	< 0.005	0.14	0.14	—	613	613	0.03	0.02	2.06	623
Area	0.16	0.75	0.01	1.42	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	4.31	4.31	< 0.005	< 0.005	—	4.32
Energy	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	234	234	0.02	< 0.005	—	235
Water	—	—	—	—	—	—	—	—	—	—	—	1.36	9.29	10.6	0.14	< 0.005	—	15.2
Waste	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18
Total	0.53	1.08	0.29	4.04	0.01	0.01	0.55	0.56	0.01	0.14	0.15	8.90	860	869	0.94	0.03	2.24	904
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.36	0.32	0.25	2.42	0.01	< 0.005	0.55	0.55	< 0.005	0.14	0.14	—	587	587	0.03	0.03	0.05	596
Area	0.00	0.59	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	234	234	0.02	< 0.005	—	235
Water	—	—	—	—	—	—	—	—	—	—	—	1.36	9.29	10.6	0.14	< 0.005	—	15.2
Waste	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18

Total	0.36	0.92	0.30	2.44	0.01	0.01	0.55	0.56	0.01	0.14	0.15	8.90	830	839	0.94	0.03	0.24	872
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.34	0.31	0.24	2.35	0.01	< 0.005	0.52	0.52	< 0.005	0.13	0.13	—	565	565	0.03	0.02	0.84	574
Area	0.11	0.70	0.01	0.97	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	2.95	2.95	< 0.005	< 0.005	—	2.96
Energy	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	234	234	0.02	< 0.005	—	235
Water	—	—	—	—	—	—	—	—	—	—	—	1.36	9.29	10.6	0.14	< 0.005	—	15.2
Waste	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18
Total	0.45	1.01	0.30	3.35	0.01	0.01	0.52	0.52	0.01	0.13	0.14	8.90	811	820	0.94	0.03	1.03	853
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.06	0.06	0.04	0.43	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	—	93.5	93.5	0.01	< 0.005	0.14	95.0
Area	0.02	0.13	< 0.005	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.49	0.49	< 0.005	< 0.005	—	0.49
Energy	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	38.7	38.7	< 0.005	< 0.005	—	38.9
Water	—	—	—	—	—	—	—	—	—	—	—	0.22	1.54	1.76	0.02	< 0.005	—	2.51
Waste	—	—	—	—	—	—	—	—	—	—	—	1.25	0.00	1.25	0.12	0.00	—	4.37
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	0.08	0.18	0.05	0.61	< 0.005	< 0.005	0.09	0.10	< 0.005	0.02	0.03	1.47	134	136	0.16	< 0.005	0.17	141

3. Construction Emissions Details

3.1. Site Preparation (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.03	0.03	0.14	2.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	290	290	0.01	< 0.005	—	291
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.96	7.96	< 0.005	< 0.005	—	7.99
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.32	1.32	< 0.005	< 0.005	—	1.32
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.45	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	84.7	84.7	< 0.005	< 0.005	0.33	86.0

Vendor	0.01	< 0.005	0.15	0.07	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	129	129	0.01	0.02	0.35	135
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.23	2.23	< 0.005	< 0.005	< 0.005	2.26
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.54	3.54	< 0.005	< 0.005	< 0.005	3.69
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.37	0.37	< 0.005	< 0.005	< 0.005	0.37
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.59	0.59	< 0.005	< 0.005	< 0.005	0.61
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.10	0.53	7.61	0.01	0.02	—	0.02	0.02	—	0.02	—	1,088	1,088	0.04	0.01	—	1,092
Dust From Material Movement	—	—	—	—	—	—	0.16	0.16	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.10	0.53	7.61	0.01	0.02	—	0.02	0.02	—	0.02	—	1,088	1,088	0.04	0.01	—	1,092
Dust From Material Movement	—	—	—	—	—	—	0.16	0.16	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.15	2.08	< 0.005	0.01	—	0.01	0.01	—	0.01	—	298	298	0.01	< 0.005	—	299
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.03	0.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	49.4	49.4	< 0.005	< 0.005	—	49.5
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	1.06	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	198	198	0.01	0.01	0.78	201

Vendor	0.01	< 0.005	0.15	0.07	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	129	129	0.01	0.02	0.35	135
Hauling	0.03	0.01	0.49	0.19	< 0.005	< 0.005	0.10	0.11	< 0.005	0.03	0.03	—	388	388	0.02	0.06	0.89	408
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.08	0.89	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	187	187	0.01	0.01	0.02	190
Vendor	0.01	< 0.005	0.16	0.08	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	129	129	0.01	0.02	0.01	135
Hauling	0.03	0.01	0.50	0.19	< 0.005	< 0.005	0.10	0.11	< 0.005	0.03	0.03	—	388	388	0.02	0.06	0.02	407
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.26	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	52.1	52.1	< 0.005	< 0.005	0.09	52.8
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	35.4	35.4	< 0.005	< 0.005	0.04	36.9
Hauling	0.01	< 0.005	0.14	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	106	106	0.01	0.02	0.11	112
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.62	8.62	< 0.005	< 0.005	0.02	8.74
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.85	5.85	< 0.005	< 0.005	0.01	6.11
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	17.6	17.6	< 0.005	< 0.005	0.02	18.5

3.5. Building Construction (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.09	0.44	5.27	0.01	0.02	—	0.02	0.02	—	0.02	—	900	900	0.04	0.01	—	903

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.69	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	118	118	< 0.005	< 0.005	—	119
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	19.6	19.6	< 0.005	< 0.005	—	19.7
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.11	1.28	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	268	268	0.01	0.01	0.03	271
Vendor	0.01	< 0.005	0.13	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	108	108	< 0.005	0.01	0.01	112
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.18	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	35.7	35.7	< 0.005	< 0.005	0.06	36.2
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	14.2	14.2	< 0.005	< 0.005	0.02	14.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.91	5.91	< 0.005	< 0.005	0.01	6.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.34	2.34	< 0.005	< 0.005	< 0.005	2.44
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.09	0.44	5.27	0.01	0.02	—	0.02	0.02	—	0.02	—	900	900	0.04	0.01	—	903
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.09	0.44	5.27	0.01	0.02	—	0.02	0.02	—	0.02	—	900	900	0.04	0.01	—	903
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.06	0.31	3.64	0.01	0.01	—	0.01	0.01	—	0.01	—	621	621	0.03	0.01	—	623
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.66	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	103	103	< 0.005	< 0.005	—	103
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.09	1.39	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	277	277	0.01	0.01	1.01	281
Vendor	0.01	< 0.005	0.12	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	106	106	< 0.005	0.01	0.29	111
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.10	1.18	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	262	262	0.01	0.01	0.03	265
Vendor	0.01	< 0.005	0.13	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	106	106	< 0.005	0.01	0.01	110
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.86	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	184	184	0.01	0.01	0.30	186
Vendor	0.01	< 0.005	0.09	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	73.1	73.1	< 0.005	0.01	0.09	76.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.16	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	30.4	30.4	< 0.005	< 0.005	0.05	30.8
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.1	12.1	< 0.005	< 0.005	0.01	12.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.07	0.84	4.58	0.01	0.01	—	0.01	0.01	—	0.01	—	654	654	0.03	0.01	—	657
Paving	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	53.8	53.8	< 0.005	< 0.005	—	54.0
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.91	8.91	< 0.005	< 0.005	—	8.94
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.83	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	183	183	0.01	0.01	0.02	186
Vendor	0.01	0.01	0.23	0.11	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	190	190	0.01	0.03	0.01	199
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.01	< 0.005	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	15.3	15.3	< 0.005	< 0.005	0.03	15.5
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.6	15.6	< 0.005	< 0.005	0.02	16.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.53	2.53	< 0.005	< 0.005	< 0.005	2.57
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.59	2.59	< 0.005	< 0.005	< 0.005	2.70
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	5.42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.05	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.0	11.0	< 0.005	< 0.005	—	11.0
Architectural Coatings	—	0.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.82	1.82	< 0.005	< 0.005	—	1.82
Architectural Coatings	—	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	131	131	0.01	< 0.005	0.01	133
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.9	10.9	< 0.005	< 0.005	0.02	11.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.81	1.81	< 0.005	< 0.005	< 0.005	1.83
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.36	0.33	0.23	2.60	0.01	< 0.005	0.55	0.55	< 0.005	0.14	0.14	—	613	613	0.03	0.02	2.06	623
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.36	0.33	0.23	2.60	0.01	< 0.005	0.55	0.55	< 0.005	0.14	0.14	—	613	613	0.03	0.02	2.06	623
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.36	0.32	0.25	2.42	0.01	< 0.005	0.55	0.55	< 0.005	0.14	0.14	—	587	587	0.03	0.03	0.05	596
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.36	0.32	0.25	2.42	0.01	< 0.005	0.55	0.55	< 0.005	0.14	0.14	—	587	587	0.03	0.03	0.05	596
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.06	0.06	0.04	0.43	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	—	93.5	93.5	0.01	< 0.005	0.14	95.0

Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.06	0.06	0.04	0.43	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	—	93.5	93.5	0.01	< 0.005	0.14	95.0

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	118	118	0.01	< 0.005	—	119
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Total	—	—	—	—	—	—	—	—	—	—	—	—	174	174	0.01	< 0.005	—	174
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	118	118	0.01	< 0.005	—	119
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Total	—	—	—	—	—	—	—	—	—	—	—	—	174	174	0.01	< 0.005	—	174

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	19.5	19.5	< 0.005	< 0.005	—	19.6
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	9.20	9.20	< 0.005	< 0.005	—	9.24
Total	—	—	—	—	—	—	—	—	—	—	—	—	28.7	28.7	< 0.005	< 0.005	—	28.9

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	60.4	60.4	0.01	< 0.005	—	60.6
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	60.4	60.4	0.01	< 0.005	—	60.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	60.4	60.4	0.01	< 0.005	—	60.6
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Total	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	60.4	60.4	0.01	< 0.005	—	60.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.0	10.0	< 0.005	< 0.005	—	10.0
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.0	10.0	< 0.005	< 0.005	—	10.0

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	0.55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.16	0.15	0.01	1.42	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.31	4.31	< 0.005	< 0.005	—	4.32
Total	0.16	0.75	0.01	1.42	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	4.31	4.31	< 0.005	< 0.005	—	4.32

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	0.55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.00	0.59	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.02	0.02	< 0.005	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.49	0.49	< 0.005	< 0.005	—	0.49
Total	0.02	0.13	< 0.005	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.49	0.49	< 0.005	< 0.005	—	0.49

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.36	9.29	10.6	0.14	< 0.005	—	15.2
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.36	9.29	10.6	0.14	< 0.005	—	15.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.36	9.29	10.6	0.14	< 0.005	—	15.2
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.36	9.29	10.6	0.14	< 0.005	—	15.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	0.22	1.54	1.76	0.02	< 0.005	—	2.51
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.22	1.54	1.76	0.02	< 0.005	—	2.51

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.25	0.00	1.25	0.12	0.00	—	4.37
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	1.25	0.00	1.25	0.12	0.00	—	4.37

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipme Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	7/01/2024	7/11/2024	6.00	10.0	—
Grading	Grading	7/12/2024	11/5/2024	6.00	100	—
Building Construction	Building Construction	11/6/2024	10/21/2025	6.00	300	—
Paving	Paving	10/22/2025	11/25/2025	6.00	30.0	—
Architectural Coating	Architectural Coating	11/26/2025	12/30/2025	6.00	30.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Tier 4 Final	1.00	6.00	148	0.41
Grading	Excavators	Diesel	Tier 4 Final	1.00	6.00	154	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	1.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37
Paving	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Tier 4 Final	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Tier 4 Final	1.00	7.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	6.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	4.00	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	14.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	4.00	10.2	HHDT,MHDT
Grading	Hauling	5.50	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	20.0	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	3.34	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	14.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	6.00	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	10.0	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	0.00	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	51,935	17,312	0.00	0.00	478

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	0.40	0.00	—
Grading	0.00	4,400	37.5	0.00	—
Paving	0.00	0.00	0.00	0.00	0.18

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Enclosed Parking with Elevator	0.18	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

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

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	103	93.3	77.7	35,864	775	699	582	268,808
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	19
Conventional Wood Stoves	0

Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
51935.174999999996	17,312	0.00	0.00	448

5.10.3. Landscape Equipment

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	62,386	690	0.0489	0.0069	188,582
Enclosed Parking with Elevator	29,373	690	0.0489	0.0069	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	708,202	17,141

Enclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	14.0	—
Enclosed Parking with Elevator	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

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

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	5.47	annual days of extreme heat
Extreme Precipitation	5.55	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	50.5
AQ-PM	66.4
AQ-DPM	65.0

Drinking Water	92.5
Lead Risk Housing	73.6
Pesticides	0.00
Toxic Releases	77.3
Traffic	65.3
Effect Indicators	—
CleanUp Sites	0.00
Groundwater	54.5
Haz Waste Facilities/Generators	73.5
Impaired Water Bodies	66.7
Solid Waste	43.2
Sensitive Population	—
Asthma	31.8
Cardio-vascular	27.1
Low Birth Weights	22.4
Socioeconomic Factor Indicators	—
Education	34.4
Housing	86.3
Linguistic	27.3
Poverty	48.9
Unemployment	41.8

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	45.91299885

Employed	51.27678686
Median HI	57.01270371
Education	—
Bachelor's or higher	74.91338381
High school enrollment	100
Preschool enrollment	68.89516233
Transportation	—
Auto Access	50.17323239
Active commuting	75.77312973
Social	—
2-parent households	15.95021173
Voting	60.68266393
Neighborhood	—
Alcohol availability	18.36263313
Park access	24.31669447
Retail density	75.90145002
Supermarket access	87.89939689
Tree canopy	40.81868343
Housing	—
Homeownership	28.02515078
Housing habitability	45.43821378
Low-inc homeowner severe housing cost burden	55.79366098
Low-inc renter severe housing cost burden	51.37944309
Uncrowded housing	50.16040036
Health Outcomes	—
Insured adults	46.5161042
Arthritis	31.2

Asthma ER Admissions	69.9
High Blood Pressure	12.0
Cancer (excluding skin)	25.9
Asthma	46.1
Coronary Heart Disease	40.3
Chronic Obstructive Pulmonary Disease	59.8
Diagnosed Diabetes	36.9
Life Expectancy at Birth	47.7
Cognitively Disabled	60.3
Physically Disabled	65.4
Heart Attack ER Admissions	63.0
Mental Health Not Good	63.6
Chronic Kidney Disease	27.1
Obesity	41.1
Pedestrian Injuries	19.6
Physical Health Not Good	56.1
Stroke	19.7
Health Risk Behaviors	—
Binge Drinking	66.7
Current Smoker	68.2
No Leisure Time for Physical Activity	66.1
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	51.6
Elderly	34.9
English Speaking	65.3

Foreign-born	41.7
Outdoor Workers	80.4
Climate Change Adaptive Capacity	—
Impervious Surface Cover	14.4
Traffic Density	86.0
Traffic Access	87.4
Other Indices	—
Hardship	45.0
Other Decision Support	—
2016 Voting	38.4

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	53.0
Healthy Places Index Score for Project Location (b)	55.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Per project Applicant.
Construction: Construction Phases	Project start and end dates per Applicant. Duration of each phase estimated based on scope of Project.
Construction: Off-Road Equipment	CalEEMod defaults adjusted based on size/scope of Project. Tier 4 final engines.
Construction: Dust From Material Movement	Assume entire site is "graded" twice for site prep phase. Total acres graded during grading phase automatically calculated. Material exported during grading phase per Applicant.
Construction: Trips and VMT	Worker and vendor trips estimated based on Project scope. CalEEMod automatically calculates haul trips (and vendor trips during building phase).
Construction: Paving	Conservatively assume the entire parking lot is paved in asphalt (concrete does not produce voc emissions)
Operations: Hearths	No fireplaces or wood stoves.

APPENDIX C TAC EMISSIONS CALCULATIONS

Toxic Air Contaminant (TAC) Emissions

Chronic and Cancer Risk DPM Emissions Determination

Construction Phase	Onsite DPM (lb/day)	Days	DPM (lb)
Site Prep	0.0055	10	0.06
Grading	0.0206	100	2.06
Building	0.0170	300	5.10
Paving	0.0122	30	0.37
Coating	0.0023	30	0.07
	Total:	**470**	**7.65**

Average Day (lb/day)	0.0162766
Hours/day	8
Average Hourly DPM (lb/hr) =	**0.00203**

Acute Risk Emissions (Based on Grading Phase)

Parameter	DPM	ROG
Daily Onsite Emissions (lb/day)	0.0206	0.10
Hours/Day	8	8
Peak/Average Activity Ratio	4	4
Peak Hour Emissions (lb/hr)	**0.0103**	**0.051**

Acute Risk DPM Speciation (Based on ARB Profiles for diesel fueled equip.)

Chemical	Fraction of DPM	Emissions (lb/hr)
Arsenic	5.00E-06	5.15E-08
Chlorine	3.44E-04	3.54E-06
Copper	2.50E-05	2.58E-07
Mercury	3.00E-05	3.09E-07
Nickel	1.90E-05	1.96E-07
Vanadium	2.90E-05	2.99E-07

Acute Risk ROG Speciation (Based on ARB Profiles for diesel fueled equip.)

Chemical	Fraction of DPM	Emissions (lb/hr)
Benzene	2.00E-02	1.03E-03
Toluene	1.47E-02	7.56E-04
Xylenes	1.04E-02	5.35E-04
Formaldehyde	1.47E-01	7.56E-03
Methanol	3.00E-04	1.54E-05
Methyl Ethyl Ketone	1.48E-02	7.61E-04
Styrene	5.80E-04	2.98E-05

APPENDIX D HRA SCREENING SPREADSHEETS (ACUTE RISK)

TIER 1/TIER 2 SCREENING RISK ASSESSMENT DATA INPUT

(Procedure Version 8.1 & Package N, September 1, 2017) - Risk Tool V1.103

Application Deemed Complete Date	11/02/23
A/N	
Facility Name	1459 Hi Point

Note: This assessment is only utilized for acute risk impacts. Cancer and chronic risk impacts are redacted to avoid confusion. See Appendix E for cancer/ chronic risk calculations.

1. Stack Data	**Input**	**Units**
Hours/Day	8	hrs/day
Days/Week	6	days/wk
Weeks/Year	52	wks/yr
Control Efficiency	0.000	
Does source have T-BACT?	YES	
Source type (Point or Volume)	V	P or V
Stack Height or Building Height	15	feet
Building Area	7957	ft^2
Distance-Residential	9.1	meters
Distance-Commercial	9.1	meters
Meteorological Station	Santa Monica Airport	
Project Duration (Short term options: 2, 5, or 9 years; Else 30 years)	2	years

Conversion Units (select units

From

1	feet

To

0.3048	meter

Source Type	Other
Screening Mode (**NO** = Tier 1 or Tier 2; **YES** = Tier 3)	NO

FOR SOURCE TYPE OTHER THAN BOILER, CREMATORY, ICE, PRESSURE WASHER, OR SPRAY BOOTH, FILL IN THE USER DEFINED TABLE BELOW

Fac Name: 1459 Hi Point A/N: 0

TAC Code	Compound	Emission Rate (lbs/hr)	Molecular Weight	R1 - Uncontrolled (lbs/hr)	Efficiency Factor (Fraction range 0-1)	R2-Controlled (lbs/hr)
A11	Arsenic and Compounds (Inorganic)	5.15E-08	74.92	5.15E-08	0.00000	5.15E-08
C7	Chlorine	3.54E-06	70.906	3.54E-06	0.00000	3.5432E-06
C23	Copper and Compounds	2.58E-07	63.55	2.58E-07	0.00000	2.575E-07
M3	Mercury and Compounds (Inorganic)	3.09E-07	200.59	3.09E-07	0.00000	0.000000309
N12	Nickel and Compounds	1.96E-07	58.71	1.96E-07	0.00000	1.957E-07
V2	Vanadium Pentoxide	2.99E-07	181.88	2.99E-07	0.00000	2.987E-07
B1	Benzene	1.03E-03	78.11	1.03E-03	0.00000	0.001028
T3	Toluene	7.56E-04	92.13	7.56E-04	0.00000	0.00075558
X1	Xylenes (Mixed Isomers)	5.35E-04	106.2	5.35E-04	0.00000	0.00053456
F2	Formaldehyde	7.56E-03	30.03	7.56E-03	0.00000	0.0075558
M5	Methanol	1.54E-05	32.04	1.54E-05	0.00000	0.00001542
M9	Methyl Ethyl Ketone (2-Butanone)	7.61E-04	72.12	7.61E-04	0.00000	0.00076072
S6	Styrene	2.98E-05	104.16	2.98E-05	0.00000	0.000029812

EMISSIONS ARE ENTERED ON THE EMISSIONS WORKSHEET OR ON ONE OF EQUIPMENT WORKSHEETS

INPUT PARAMETERS ENTERED ON THE EMISSIONS SHEET ARE USED FOR TIERS 1 AND TIER 2 ANALYSES

TIER 2 SCREENING RISK ASSESSMENT REPORT

(Procedure Version 8.1 & Package N, September 1, 2017) - Risk Tool V1.103

A/N: _____ **Fac:** 1459 Hi Point **Application deemed complete date:** 11/2/2023

1. Stack Data

Equipment Type	Other	
Combustion Eff	0.0	
	With T-BACT	
Operation Schedule	8	hrs/day
	6	days/week
	52	weeks/year
Stack Height	15	ft
Building Area	7957	ft²
Distance to Residential	9.1	m
Distance to Commercial	9.1	m
Meteorological Station	Santa Monica Airport	

2. Tier 2 Data

Dispersion Factors tables	Volume Source
For Chronic X/Q	Table 7
For Acute X/Q max	Table 7.7

Dilution Factors

Receptor	X/Q (µg/m³)/(tons/yr)	X/Qmax (µg/m³)/(lbs/hr)
Residential	9.49	707.38
Commercial - Worker	9.49	707.38

Intake and Adjustment Factors

	Residential	Worker
Year of Exposure	2	
Combined Exposure Factor (CEF) - Table 4	311.35	4.47
Worker Adjustment Factor (WAF) - Table 5	1	3.50

A/N: _____ Application deemed complete date: 11/02/23

3. Rule 1401 Compound Data

Compound	R1 - Uncontrolled (lbs/hr)	R2 - Controlled (lbs/hr)	CP $(mg/kg\text{-}day)^{-1}$	MP MICR Resident	MP MICR Worker	MP Chronic Resident	MP Chronic Worker	REL Chronic ($\mu g/m^3$)	REL 8-hr Chronic ($\mu g/m^3$)	REL Acute ($\mu g/m^3$)	MWAF
Arsenic and Compounds (Inorganic)	5.15E-08	5.15E-08	1.20E+01	12.33	4.33	88.03	28.37	1.50E-02	1.50E-02	2.00E-01	1
Chlorine	3.54E-06	3.54E-06		1.00	1.00	1.00	1.00	2.00E-01		2.10E+02	1
Copper and Compounds	2.58E-07	2.58E-07		1.00	1.00	1.00	1.00			1.00E+02	1
Mercury and Compounds (Inorganic)	3.09E-07	3.09E-07		1.00	1.00	3.86	2.11	3.00E-02	6.00E-02	6.00E-01	1
Nickel and Compounds	1.96E-07	1.96E-07	9.10E-01	1.00	1.00	1.00	1.00	1.40E-02	6.00E-02	2.00E-01	1
Vanadium Pentoxide	2.99E-07	2.99E-07		1.00	1.00	1.00	1.00			3.00E+01	1
Benzene	1.03E-03	1.03E-03	1.00E-01	1.00	1.00	1.00	1.00	3.00E+00	3.00E+00	2.70E+01	1
Toluene	7.56E-04	7.56E-04		1.00	1.00	1.00	1.00	3.00E+02		3.70E+04	1
Xylenes (Mixed Isomers)	5.35E-04	5.35E-04		1.00	1.00	1.00	1.00	7.00E+02		2.20E+04	1
Formaldehyde	7.56E-03	7.56E-03	2.10E-02	1.00	1.00	1.00	1.00	9.00E+00	9.00E+00	5.50E+01	1
Methanol	1.54E-05	1.54E-05		1.00	1.00	1.00	1.00	4.00E+03		2.80E+04	1
Methyl Ethyl Ketone (2-Butanone)	7.61E-04	7.61E-04		1.00	1.00	1.00	1.00			1.30E+04	1
Styrene	2.98E-05	2.98E-05		1.00	1.00	1.00	1.00	9.00E+02		2.10E+04	1

4. Emission Calculations

Compound	R1 (lbs/hr)	R2 (lbs/hr)	R1 (lbs/day)	R2 (lbs/day)	R2 (lbs/yr)	R2 (tons/yr)
Arsenic and Compounds (Inorganic)	5.15E-08	5.15E-08	4.12E-07	4.12E-07	1.29E-04	6.43E-08
Chlorine	3.54E-06	3.54E-06	2.83E-05	2.83E-05	8.84E-03	4.42E-06
Copper and Compounds	2.58E-07	2.58E-07	2.06E-06	2.06E-06	6.43E-04	3.21E-07
Mercury and Compounds (Inorganic)	3.09E-07	3.09E-07	2.47E-06	2.47E-06	7.71E-04	3.86E-07
Nickel and Compounds	1.96E-07	1.96E-07	1.57E-06	1.57E-06	4.88E-04	2.44E-07
Vanadium Pentoxide	2.99E-07	2.99E-07	2.39E-06	2.39E-06	7.46E-04	3.73E-07
Benzene	1.03E-03	1.03E-03	8.22E-03	8.22E-03	2.57E+00	1.28E-03
Toluene	7.56E-04	7.56E-04	6.04E-03	6.04E-03	1.89E+00	9.43E-04
Xylenes (Mixed Isomers)	5.35E-04	5.35E-04	4.28E-03	4.28E-03	1.33E+00	6.67E-04
Formaldehyde	7.56E-03	7.56E-03	6.04E-02	6.04E-02	1.89E+01	9.43E-03
Methanol	1.54E-05	1.54E-05	1.23E-04	1.23E-04	3.85E-02	1.92E-05
Methyl Ethyl Ketone (2-Butanone)	7.61E-04	7.61E-04	6.09E-03	6.09E-03	1.90E+00	9.49E-04
Styrene	2.98E-05	2.98E-05	2.38E-04	2.38E-04	7.44E-02	3.72E-05
Total	**1.07E-02**	**1.07E-02**	**8.55E-02**	**8.55E-02**	**2.67E+01**	**1.33E-02**

TIER 2 RESULTS **A/N:** **Application deemed complete date:** 11/02/23

6. Hazard Index Summary **A/N:** _____ **Application deemed complete date:** 11/02/23

HIA = [Q(lb/hr) * (X/Q)max * MWAF]/ Acute REL

HIC = [Q(ton/yr) * (X/Q) * MP * MWAF] / Chronic REL

HIC 8-hr= [Q(ton/yr) * (X/Q) * WAF * MWAF] / 8-hr Chronic REL

Target Organs	Acute	Chronic	8-hr Chronic	Acute Pass/Fail	Chronic Pass/Fail	8-hr Chronic Pass/Fail
Alimentary system (liver) - AL				Pass	Pass	Pass
Bones and teeth - BN				Pass	Pass	Pass
Cardiovascular system - CV	1.82E-04	3.58E-03	1.42E-04	Pass	Pass	Pass
Developmental - DEV	2.75E-02	4.25E-03	3.56E-04	Pass	Pass	Pass
Endocrine system - END				Pass	Pass	Pass
Eye	9.73E-02	9.04E-06		Pass	Pass	Pass
Hematopoietic system - HEM	2.69E-02	4.22E-03	1.42E-02	Pass	Pass	Pass
Immune system - IMM	2.76E-02		1.35E-04	Pass	Pass	Pass
Kidney - KID		4.71E-04	2.13E-04	Pass	Pass	Pass
Nervous system - NS	5.78E-04	4.09E-03	3.56E-04	Pass	Pass	Pass
Reproductive system - REP	2.75E-02	4.25E-03	3.56E-04	Pass	Pass	Pass
Respiratory system - RESP	9.48E-05	1.39E-02	3.51E-02	Pass	Pass	Pass
Skin		3.58E-03	1.42E-04	Pass	Pass	Pass

A/N: _____ Application deemed complete date: 11/02/23

6a. Hazard Index Acute - Resident

HIA = [Q(lb/hr) * (X/Q)max resident * MWAF] / Acute REL

	HIA - Residential									
Compound	AL	CV	DEV	EYE	HEM	IMM	NS	REP	RESP	SKIN
Arsenic and Compounds (Inorganic)		1.82E-04	1.82E-04				1.82E-04	1.82E-04		
Chlorine				1.19E-05					1.19E-05	
Copper and Compounds									1.82E-06	
Mercury and Compounds (Inorganic)			3.64E-04				3.64E-04	3.64E-04		
Nickel and Compounds						6.92E-04				
Vanadium Pentoxide				7.04E-06					7.04E-06	
Benzene			2.69E-02		2.69E-02	2.69E-02		2.69E-02		
Toluene			1.44E-05	1.44E-05			1.44E-05	1.44E-05	1.44E-05	
Xylenes (Mixed Isomers)				1.72E-05			1.72E-05		1.72E-05	
Formaldehyde				9.72E-02						
Methanol							3.90E-07			
Methyl Ethyl Ketone (2-Butanone)				4.14E-05					4.14E-05	
Styrene			1.00E-06	1.00E-06				1.00E-06	1.00E-06	
Total		1.82E-04	2.75E-02	9.73E-02	2.69E-02	2.76E-02	5.78E-04	2.75E-02	9.48E-05	

6a. Hazard Index Acute - Worker **A/N:** _____ **Application deemed complete date:** 11/02/23

HIA = [Q(lb/hr) * (X/Q)max Worker * MWAF] / Acute REL

	HIA - Commercial									
Compound	AL	CV	DEV	EYE	HEM	IMM	NS	REP	RESP	SKIN
Arsenic and Compounds (Inorganic)		1.82E-04	1.82E-04				1.82E-04	1.82E-04		
Chlorine				1.19E-05					1.19E-05	
Copper and Compounds									1.82E-06	
Mercury and Compounds (Inorganic)			3.64E-04				3.64E-04	3.64E-04		
Nickel and Compounds						6.92E-04				
Vanadium Pentoxide				7.04E-06					7.04E-06	
Benzene			2.69E-02		2.69E-02	2.69E-02		2.69E-02		
Toluene			1.44E-05	1.44E-05			1.44E-05	1.44E-05	1.44E-05	
Xylenes (Mixed Isomers)				1.72E-05			1.72E-05		1.72E-05	
Formaldehyde				9.72E-02						
Methanol							3.90E-07			
Methyl Ethyl Ketone (2-Butanone)				4.14E-05					4.14E-05	
Styrene			1.00E-06	1.00E-06				1.00E-06	1.00E-06	
Total		1.82E-04	2.75E-02	9.73E-02	2.69E-02	2.76E-02	5.78E-04	2.75E-02	9.48E-05	

APPENDIX E HRA SCREENING SPREADSHEETS (CANCER AND CHRONIC RISK)

TIER 1/TIER 2 SCREENING RISK ASSESSMENT DATA INPUT

(Procedure Version 8.1 & Package N, September 1, 2017) - Risk Tool V1.103

Application Deemed Complete Date	11/02/23
A/N	
Facility Name	1459 Hi Point

Note: This assessment is only utilized for cancer and chronic risk impacts. Acute risk impacts are redacted to avoid confusion. See Appendix D for acute risk calculations.

1. Stack Data	**Input**	**Units**
Hours/Day	8	hrs/day
Days/Week	6	days/wk
Weeks/Year	52	wks/yr
Control Efficiency	0.000	
Does source have T-BACT?	YES	
Source type (Point or Volume)	V	P or V
Stack Height or Building Height	15	feet
Building Area	7957	ft^2
Distance-Residential	9.1	meters
Distance-Commercial	9.1	meters
Meteorological Station	Santa Monica Airport	
Project Duration (Short term options: 2, 5, or 9 years; Else 30 years)	2	years

Conversion Units (select unit

From	1	feet
To	0.3048	meter

Source Type	Other
Screening Mode (**NO** = Tier 1 or Tier 2; **YES** = Tier 3)	NO

FOR SOURCE TYPE OTHER THAN BOILER, CREMATORY, ICE, PRESSURE WASHER, OR SPRAY BOOTH, FILL IN THE USER DEFINED TABLE BELOW

Fac Name: 1459 Hi Point A/N: 0

TAC Code	Compound	Emission Rate (lbs/hr)	Molecular Weight	R1 - Uncontrolled (lbs/hr)	Efficiency Factor (Fraction range 0-1)	R2-Controlled (lbs/hr)
P1	Particulate Emissions from Diesel-Fueled Engines	2.03E-03	350	2.03E-03	0.00000	0.002034574

EMISSIONS ARE ENTERED ON THE EMISSIONS WORKSHEET OR ON ONE OF EQUIPMENT WORKSHEETS

INPUT PARAMETERS ENTERED ON THE EMISSIONS SHEET ARE USED FOR TIERS 1 AND TIER 2 ANALYSES

TIER 2 SCREENING RISK ASSESSMENT REPORT

(Procedure Version 8.1 & Package N, September 1, 2017) - Risk Tool V1.103

A/N: _____ **Fac:** 1459 Hi Point **Application deemed complete date:** 11/2/2023

1. Stack Data

Equipment Type	Other	
Combustion Eff	0.0	
	With T-BACT	
Operation Schedule	8	hrs/day
	6	days/week
	52	weeks/year
Stack Height	15	ft
Building Area	7957	ft²
Distance to Residential	9.1	m
Distance to Commercial	9.1	m
Meteorological Station	Santa Monica Airport	

2. Tier 2 Data

Dispersion Factors tables	Volume Source
For Chronic X/Q	Table 7
For Acute X/Q max	Table 7.7

Dilution Factors

Receptor	X/Q (µg/m³)/(tons/yr)	X/Qmax (µg/m³)/(lbs/hr)
Residential	9.49	707.38
Commercial - Worker	9.49	707.38

Intake and Adjustment Factors

	Residential	Worker
Year of Exposure	2	
Combined Exposure Factor (CEF) - Table 4	311.35	4.47
Worker Adjustment Factor (WAF) - Table 5	1	3.50

A/N: _____ Application deemed complete date: 11/02/23

3. Rule 1401 Compound Data

Compound	R1 - Uncontrolled (lbs/hr)	R2 - Controlled (lbs/hr)	CP $(mg/kg\text{-}day)^{-1}$	MP MICR Resident	MP MICR Worker	MP Chronic Resident	MP Chronic Worker	REL Chronic ($\mu g/m^3$)	REL 8-hr Chronic ($\mu g/m^3$)	REL Acute ($\mu g/m^3$)	MWAF
Particulate Emissions from Diesel-Fueled En	2.03E-03	2.03E-03	1.10E+00	1.00	1.00	1.00	1.00	5.00E+00			1

4. Emission Calculations

Compound	R1 (lbs/hr)	R2 (lbs/hr)	R1 (lbs/day)	R2 (lbs/day)	R2 (lbs/yr)	R2 (tons/yr)
Particulate Emissions from Diesel-Fueled En	2.03E-03	2.03E-03	1.63E-02	1.63E-02	5.08E+00	2.54E-03
Total	**2.03E-03**	**2.03E-03**	**1.63E-02**	**1.63E-02**	**5.08E+00**	**2.54E-03**

TIER 2 RESULTS **A/N:** **Application deemed complete date:** 11/02/23

5a. MICR

MICR Resident = CP (mg/(kg-day))^-1 * Q (ton/yr) * (X/Q) Resident * CEF Resident * MP Resident * 1e-6 * MWAF

MICR Worker = CP (mg/(kg-day))^-1 * Q (ton/yr) * (X/Q) Worker * CEF Worker* MP Worker* WAF Worker* 1e-6 * MWAF

Compound	Residential	Commercial
Particulate Emissions from Diesel-Fueled En	8.25E-06	4.15E-07
Total	**8.25E-06**	**4.15E-07**
	PASS	**PASS**

5b. Is Cancer Burden Calculation Needed (MICR >1E-6)? **YES**

New X/Q at which $MICR_{70yr}$ is one-in-a-million [(µg/m³)/(tons/yr)]:	4.67E-01
New Distance, interpolated from X/Q table using New X/Q (meter):	219.66
Zone Impact Area (km²):	1.52E-01
Zone of Impact Population (7000 person/km²):	1.06E+03
Cancer Burden:	**2.16E-02**
Cancer Burden is less than or equal to 0.5	**PASS**

6. Hazard Index Summary **A/N:** _____ **Application deemed complete date:** 11/02/23

HIA = [Q(lb/hr) * (X/Q)max * MWAF]/ Acute REL

HIC = [Q(ton/yr) * (X/Q) * MP * MWAF] / Chronic REL

HIC 8-hr= [Q(ton/yr) * (X/Q) * WAF * MWAF] / 8-hr Chronic REL

Target Organs	Acute	Chronic	8-hr Chronic	Acute Pass/Fail	Chronic Pass/Fail	8-hr Chronic Pass/Fail
Alimentary system (liver) - AL				Pass	Pass	Pass
Bones and teeth - BN				Pass	Pass	Pass
Cardiovascular system - CV				Pass	Pass	Pass
Developmental - DEV				Pass	Pass	Pass
Endocrine system - END				Pass	Pass	Pass
Eye				Pass	Pass	Pass
Hematopoietic system - HEM				Pass	Pass	Pass
Immune system - IMM				Pass	Pass	Pass
Kidney - KID				Pass	Pass	Pass
Nervous system - NS				Pass	Pass	Pass
Reproductive system - REP				Pass	Pass	Pass
Respiratory system - RESP		4.82E-03		Pass	Pass	Pass
Skin				Pass	Pass	Pass

6b. Hazard Index Chronic - Resident

HIC = [Q(ton/yr) * (X/Q) Resident * MP Chronic Resident * MWAF] / Chronic REL

	HIC - Residential												
Compound	AL	BN	CV	DEV	END	EYE	HEM	IMM	KID	NS	REP	RESP	SKIN
Particulate Emissions from Diesel-Fueled En												4.82E-03	
Total												4.82E-03	

A/N: _____ **Application deemed complete date:** 11/02/23

6b. Hazard Index Chronic - Worker

HIC = [Q(ton/yr) * (X/Q) * MP Chronic Worker * MWAF] / Chronic REL

	HIC - Commercial												
Compound	AL	BN	CV	DEV	END	EYE	HEM	IMM	KID	NS	REP	RESP	SKIN
Particulate Emissions from Diesel-Fueled En												4.82E-03	
Total												4.82E-03	

APPENDIX F AMBIENT NOISE MONITORING DATA

Session Report

10/23/2023

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Lmax	1	81.1 dB	Lavg	1	52.5 dB
Weighting	1	A	Response	1	SLOW

Information Panel

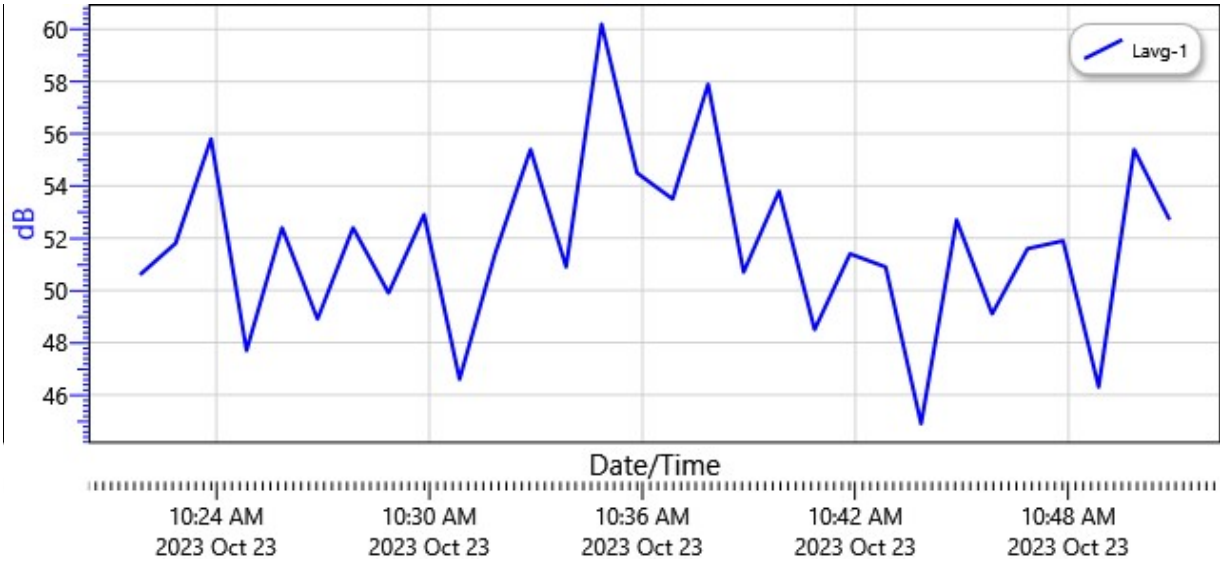
Name	S001
Start Time	10/23/2023 10:20:51 AM
Stop Time	10/23/2023 10:50:51 AM
Device Name	BIN100010
Model Type	SoundPro DL
Device Firmware Rev	R.13J
Run Time	00:30:00
Serial Number	BIN100010
Comments	

Calibration History

Date	Calibration Action	Level	Cal. Model Type	Serial Number	Cert. Due Date
10/23/2023 10:17:10 AM	Calibration	114.0			
10/23/2023 10:51:50 AM	Verification	114.0			

Logged Data Chart

S001: Logged Data Chart



Logged Data Table

Date/Time	Lavg-1
10/23/2023 10:21:51 AM	50.6
10:22:51 AM	51.8
10:23:51 AM	55.8
10:24:51 AM	47.7
10:25:51 AM	52.4
10:26:51 AM	48.9
10:27:51 AM	52.4
10:28:51 AM	49.9
10:29:51 AM	52.9
10:30:51 AM	46.6
10:31:51 AM	51.4
10:32:51 AM	55.4
10:33:51 AM	50.9
10:34:51 AM	60.2
10:35:51 AM	54.5
10:36:51 AM	53.5
10:37:51 AM	57.9
10:38:51 AM	50.7
10:39:51 AM	53.8

Date/Time	Lavg-1
10:40:51 AM	48.5
10:41:51 AM	51.4
10:42:51 AM	50.9
10:43:51 AM	44.9
10:44:51 AM	52.7
10:45:51 AM	49.1
10:46:51 AM	51.6
10:47:51 AM	51.9
10:48:51 AM	46.3
10:49:51 AM	55.4
10:50:51 AM	52.7

APPENDIX G NOISE CALCULATIONS AND RESOURCES

Construction Noise Calculations

Construction Phase 1: Site Preparation

Equipment	#	Lmax @ 50' (dBA)*	Usage Factor (%)*	Usage Adjust. (dB)**	Leq @ 50' (dBA)
Tractor/Loader/Backhoe	1	79	40	-4.0	75.0
				Total***:	75.0

Receptor	Source-Receptor Distance (ft)	Distance Adjust. (dBA)******	Muffler Adjustment (dBA)*******	Barrier Adjustment (dBA)*	Leq @ Receptor (dBA)
Receptor A	30	4.4	-5	-10	**64.5**

Construction Phase 2: Grading/Excavation

Equipment	#	Lmax @ 50' (dBA)*	Usage Factor (%)*	Usage Adjust. (dB)**	Leq @ 50' (dBA)
Excavator	1	81	40	-4.0	77.0
Tractor/Loader/Backhoe	1	79	40	-4.0	75.0
Grader	1	79	40	-4.0	75.0
				Total***:	80.6

Receptor	Source-Receptor Distance (ft)	Distance Adjust. (dBA)******	Muffler Adjustment (dBA)*******	Barrier Adjustment (dBA)*******	Leq @ Receptor (dBA)
Receptor A	30	4.4	-5	-10	**70.0**

Construction Phase 3: Building Construction

Equipment	#	Lmax @ 50' (dBA)*	Usage Factor (%)*	Usage Adjust. (dB)**	Leq @ 50' (dBA)
Crane	1	81	16	-8.0	73.0
Forklift	1	75	20	-7.0	68.0
Tractor/Loader/Backhoe 1	1	79	40	-4.0	75.0
				Total***:	77.7

Receptor	Source-Receptor Distance (ft)	Distance Adjust. (dBA)******	Muffler Adjustment (dBA)*******	Barrier Adjustment (dBA)*	Leq @ Receptor (dBA)
Receptor A	30	4.4	-5	-10	**67.1**

Construction Phase 4: Paving

Equipment	#	Lmax @ 50' (dBA)*	Usage Factor (%)*	Usage Adjust. (dB)**	Leq @ 50' (dBA)
Paver	1	77	50	-3.0	74.0
Roller	1	80	20	-7.0	73.0
Tractor/Loader/Backhoe	1	79	40	-4.0	75.0
				Total***:	78.9

Receptor	Source-Receptor Distance (ft)	Distance Adjust. (dBA)******	Muffler Adjustment (dBA)*******	Barrier Adjustment (dBA)*	Leq @ Receptor (dBA)
Receptor A	30	4.4	-5	-10	**68.3**

Construction Phase 5: Architectural Coating

Equipment	#	Lmax @ 50' (dBA)*	Usage Factor (%)*	Usage Adjust. (dB)**	Leq @ 50' (dBA)
Air Compressor	1	78	40	-4.0	74.0
				Total***:	74.0

Receptor	Source-Receptor Distance (ft)	Distance Adjust. (dBA)******	Muffler Adjustment (dBA)*******	Barrier Adjustment (dBA)*	Leq @ Receptor (dBA)
Receptor A	30	4.4	-5	-10	**63.5**

* Lmax and usage factor from *FHWA Roadway Construction Noise Model Users Guide* . Barrier adjustment from FHWA Highway Noise Barrier Design Handbook (see attached).

** Usage Adjustment = 10 x log(UF/100)

*** Total noise level = 10 x log $\Sigma 10^{(Leq/50)}$

**** Distance adjustment = 20 x log(distance/10)

***** Muffler adjustment factor conservatively uses half of EPA factor (see attached).

Table 1. CA/T equipment noise emissions and acoustical usage factors database.

CA/T Noise Emission Reference Levels and Usage Factors					
filename: EQUIPLST.xls					
revised: 7/26/05		Acoustical	Spec 721.560	Actual Measured	No. of Actual
	Impact	Use Factor	Lmax @ 50ft	Lmax @ 50ft	Data Samples
Equipment Description	Device ?	(%)	(dBA, slow)	(dBA, slow)	(Count)
				(samples averaged)	
All Other Equipment > 5 HP	No	50	85	-- N/A --	0
Auger Drill Rig	No	20	85	84	36
Backhoe	No	40	80	78	372
Bar Bender	No	20	80	-- N/A --	0
Blasting	Yes	-- N/A --	94	-- N/A --	0
Boring Jack Power Unit	No	50	80	83	1
Chain Saw	No	20	85	84	46
Clam Shovel (dropping)	Yes	20	93	87	4
Compactor (ground)	No	20	80	83	57
Compressor (air)	No	40	80	78	18
Concrete Batch Plant	No	15	83	-- N/A --	0
Concrete Mixer Truck	No	40	85	79	40
Concrete Pump Truck	No	20	82	81	30
Concrete Saw	No	20	90	90	55
Crane	No	16	85	81	405
Dozer	No	40	85	82	55
Drill Rig Truck	No	20	84	79	22
Drum Mixer	No	50	80	80	1
Dump Truck	No	40	84	76	31
Excavator	No	40	85	81	170
Flat Bed Truck	No	40	84	74	4
Front End Loader	No	40	80	79	96
Generator	No	50	82	81	19
Generator (<25KVA, VMS signs)	No	50	70	73	74
Gradall	No	40	85	83	70
Grader	No	40	85	-- N/A --	0
Grapple (on backhoe)	No	40	85	87	1
Horizontal Boring Hydr. Jack	No	25	80	82	6
Hydra Break Ram	Yes	10	90	-- N/A --	0
Impact Pile Driver	Yes	20	95	101	11
Jackhammer	Yes	20	85	89	133
Man Lift	No	20	85	75	23
Mounted Impact Hammer (hoe ram)	Yes	20	90	90	212
Pavement Scarafier	No	20	85	90	2
Paver	No	50	85	77	9
Pickup Truck	No	40	55	75	1
Pneumatic Tools	No	50	85	85	90
Pumps	No	50	77	81	17
Refrigerator Unit	No	100	82	73	3
Rivit Buster/chipping gun	Yes	20	85	79	19
Rock Drill	No	20	85	81	3
Roller	No	20	85	80	16
Sand Blasting (Single Nozzle)	No	20	85	96	9
Scraper	No	40	85	84	12
Shears (on backhoe)	No	40	85	96	5
Slurry Plant	No	100	78	78	1
Slurry Trenching Machine	No	50	82	80	75
Soil Mix Drill Rig	No	50	80	-- N/A --	0
Tractor	No	40	84	-- N/A --	0
Vacuum Excavator (Vac-truck)	No	40	85	85	149
Vacuum Street Sweeper	No	10	80	82	19
Ventilation Fan	No	100	85	79	13
Vibrating Hopper	No	50	85	87	1
Vibratory Concrete Mixer	No	20	80	80	1
Vibratory Pile Driver	No	20	95	101	44
Warning Horn	No	5	85	83	12
Welder / Torch	No	40	73	74	5

TABLE V. NOISE CONTROL FOR CONSTRUCTION EQUIPMENT

Source	Control Techniques	Probable Noise Reduction in dB(A)*
Engine		
exhaust	improved muffler	10
casing	improved design of block	2
	enclosure	10
fan (cooling)	redesign	5
	silencers, ducts and mufflers	5
intake	silencers	5
Transmission	redesign, new materials	7
	enclosure	7
Hydraulics	redesign, new materials	7
	enclosure	10
Exhaust		
(pneumatic)	muffler	5-10
Tool-Work		
interaction	enclosure	7-20
	change in principle	10-30

*Note that noise reductions are not additive. Incremental reductions can be realized only by simultaneous quieting of all sources of equal strength.

Typically, a 5-dB(A) IL can be expected for receivers whose line-of-sight to the roadway is just blocked by the barrier. A general rule-of-thumb is that each additional 1 m of barrier height above line-of-sight blockage will provide about 1.5 dB(A) of additional attenuation (see Figure 13).

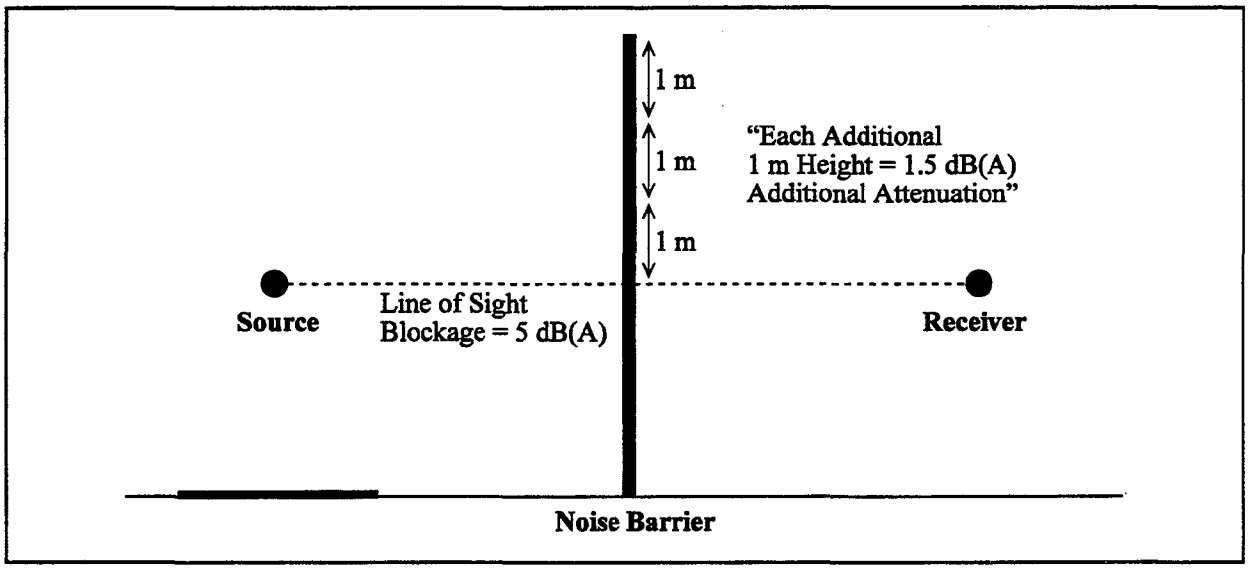


Figure 13. Line-of-sight.

Properly-designed noise barriers should attain an IL approaching 10 dB(A), which is equivalent to a perceived halving in loudness for the first row of homes directly behind the barrier. For those residents not directly behind the barrier, a noise reduction of 3 to 5 dB(A) can typically be provided, which is just slightly perceptible to the human ear. Table 4 shows the relationship between barrier IL and design feasibility.[1]

Table 4. Relationship between barrier insertion loss and design feasibility.

Barrier Insertion Loss	Design Feasibility	Reduction in Sound Energy	Relative Reduction in Loudness
5 dB(A)	Simple	68%	Readily perceptible
10 dB(A)	Attainable	90%	Half as loud
15 dB(A)	Very difficult	97%	One-third as loud
20 dB(A)	Nearly impossible	99%	One-fourth as loud

3.5.2 Barrier Length. Noise barriers should be tall enough and long enough so that only a small portion of sound diffracts around the edges. If a barrier is not long enough, **degradations** in barrier performance of up to 5 dB(A) less than the barrier's design noise reduction may be seen for those receivers near the barrier ends. A rule-of-thumb is that a barrier should be long enough such that the distance between a receiver and a barrier end is at least four times the perpendicular distance from the receiver to the barrier along a line drawn between the receiver and the roadway (see Figure 14). Another way of looking at

5 Calculations in the RCNM

The RCNM uses the primary equation described in the CA/T Construction Noise Control Specification 721.560 [1] for the construction noise calculations.

5.1 Metric Calculation

LmaxCalc = selected_Lmax – 20log(D/50) - shielding (1)

where

selected_Lmax is the "Spec" or "Actual" maximum A-weighted sound level at 50 ft., listed in Table 1 for all pieces of equipment, in dBA,
D is the distance between the equipment and the receptor, in feet,
shielding is the insertion loss of any barriers or mitigation, in dBA (see Appendix A).

Leq = LmaxCalc + 10log(U.F.%/100) (2)

where

U.F.% is the time-averaging equipment usage factor, in percent (see footnote 1 on p 7).

L10 = Leq + 3 dBA adjustment factor (3)

The RCNM calculates L10 by adding 3 dBA to the Leq, where the 3 dBA default L10 adjustment factor was empirically derived by comparing extensive CA/T construction noise data. This adjustment factor may be changed in the RCNM at the user's discretion.

5.2 Exceedance Calculation

Daytime Lmax Exceedance = LmaxCalc – Daytime Lmax Limit (4)

Daytime Leq or L10 Exceedance = Leq or L10 – Daytime Leq or L10 Limit (5)

Evening Lmax Exceedance = LmaxCalc – Evening Lmax Limit (6)

Evening Leq or L10 Exceedance = Leq or L10 – Evening Leq or L10 Limit (7)

Nighttime Lmax Exceedance = LmaxCalc – Nighttime Lmax Limit (8)

Nighttime Leq or L10 Exceedance = Leq or L10 – Nighttime Leq or L10 Limit (9)

APPENDIX H VIBRATION CALCULATIONS AND RESOURCES

VIBRATION IMPACT CACLULATIONS

Structural Damage Assessment

Most Vibratory Piece of Equipment	Nearest Building Distance (ft)*	Reference PPV @ 25ft (in/sec)	PPV @ Receptor*** (in/sec)
Excavator*	10	0.040	0.158

Human Annoyance Assessment

Most Vibratory Piece of Equipment	Nearest Sensitive Receptor Distance (ft)*	Reference VdB @ 25ft	VdB @ Receptor****
Excavator*	30	80	77.6

*Excavator is the piece of construction equipment expected to produce the most vibration. Reference PPV from *New Hampshire Department of Transportation's Ground Vibrations Emanating from Construction Equipment* (attached).
Reference VdB calculated using a conservative crest factor of 4.
** Distance to nearest building measured from expected nearest location of prolonged heavy equipment operation for structural damage and from center of Project for human annoyance threshold.
*** PPV calcualted using following equation from FTA guidance: PPV = Reference PPV x (25/distance)^1.5
**** VdB calcualted using following equation from FTA guidance: VdB = Reference VdB - 30log(distance/25)

ground-borne noise levels. For interior rooms or other special cases, ground-borne noise may need to be assessed.

Step 2: Identify Event Frequency

Determine the appropriate frequency of events for the project or project segment.

Community response to vibration correlates with the frequency of events and, intuitively, more frequent events of low vibration levels may evoke the same response as fewer high vibration level events. This effect is accounted for in the ground-borne vibration and noise impact criteria by characterizing projects by frequency of events. Event frequency definitions are presented in Table 6-2.

Table 6-2 Event Frequency Definitions

Category	Definition	Typical Project Types
Frequent Events	More than 70 events per day	Most rapid transit
Occasional Events	30–70 events per day	Most commuter trunk lines
Infrequent Events	Fewer than 30 events per day	Most commuter rail branch lines

Step 3: Apply Impact Criteria by Land Use and Event Frequency

Select the appropriate impact criteria for ground-borne vibration and noise based on the previously identified land use categories and frequency of events. It is also important to consider the time of vibration sensitivity. If the building is not typically occupied when the vibration source (e.g., train) is operating, it is not necessary to consider impact.

The criteria in this section are appropriate for assessing human annoyance or interference with vibration-sensitive equipment for common projects. While not typical, existing conditions, freight train operations, and building damage may require consideration.

- **Existing Conditions** – The criteria in this section do not consider existing conditions. In most cases, the existing environment does not include a substantial number of perceptible ground-borne vibration or noise events. However, existing conditions must be evaluated in some cases, such as for projects located in an existing rail corridor. For criteria considering existing conditions, see Step 3b.

- **Freight Train Operations** – The criteria are primarily based on experience with passenger train operations. Passenger train operations (rapid transit, commuter rail, and intercity passenger railroad) create vibration events that last approximately 10 seconds or less while a typical line-haul freight train event lasts approximately two minutes. This manual is oriented to transit projects. However, situations will occur when freight train operations must be evaluated, such as when freight train tracks are relocated for a transit project within a railroad ROW. Guidelines on applying these criteria to freight train operations are presented in Step 3c.

- **Building Damage** – It is extremely rare for vibration from train operations to cause substantial or even minor cosmetic building damage. However, damage to fragile historic buildings located near the ROW may be of concern. Even in these cases, damage is unlikely except when the track is located very close to the structure. Damage thresholds that apply to these structures are discussed in Section 7.2, Step 4 on Construction Vibration Impacts.

3a. Choose the impact criteria by land use category and event frequency. The criteria for ground-borne vibration and noise land use categories 1-3 are presented in Table 6-3. The criteria are presented in terms of acceptable indoor ground-borne vibration and noise levels. Impact will occur if these levels are exceeded. Criteria for ground-borne vibration are expressed in terms of rms velocity levels in VdB, and criteria for ground-borne noise are expressed in terms of A-weighted sound pressure levels in dBA.

Table 6-3 Indoor Ground-Borne Vibration (GBV) and Ground-Borne Noise (GBN) Impact Criteria for General Vibration Assessment

Land Use Category	GBV Impact Levels (VdB re 1 micro-inch /sec)			GBN Impact Levels (dBA re 20 micro Pascals)		
	Frequent Events	Occasional Events	Infrequent Events	Frequent Events	Occasional Events	Infrequent Events
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB*	65 VdB*	65 VdB*	N/A**	N/A**	N/A**
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

* This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. For equipment that is more sensitive, a Detailed Vibration Analysis must be performed.
** Vibration-sensitive equipment is generally not sensitive to ground-borne noise; however, the manufacturer's specifications should be reviewed for acoustic and vibration sensitivity.

The criteria for ground-borne vibration and noise for special land uses are presented in Table 6-4. The criteria are presented in terms of acceptable indoor ground-borne vibration and noise levels. Impact will occur if these levels are exceeded. As for the other land uses, the criteria for ground-borne vibration are expressed in terms of rms velocity levels in VdB, and criteria for ground-borne noise are expressed in terms of sound pressure levels in dBA.

Table 6-4 Indoor Ground-Borne Vibration and Noise Impact Criteria for Special Buildings

Type of Building or Room	Ground-Borne Vibration Impact Levels (VdB re 1 micro-inch/sec)		Ground-Borne Noise Impact Levels (dBA re 20 micro-Pascals)	
	Frequent Events	Occasional or Infrequent Events	Frequent Events	Occasional or Infrequent Events
Concert halls	65 VdB	65 VdB	25 dBA	25 dBA
TV studios	65 VdB	65 VdB	25 dBA	25 dBA
Recording studios	65 VdB	65 VdB	25 dBA	25 dBA
Auditoriums	72 VdB	80 VdB	30 dBA	38 dBA
Theaters	72 VdB	80 VdB	35 dBA	43 dBA

- Determine the vibration source level (PPV_{ref}) for each piece of equipment at a reference distance of 25 ft as described above and in Table 7-4.
- Use Eq. 7-2 to apply the propagation adjustment to the source reference level to account for the distance from the equipment to the receiver. Note that the equation is based on point sources with normal propagation conditions.

$$PPV_{equip} = PPV_{ref} \times (\frac{25}{D})^{1.5} \quad \textbf{Eq. 7-2}$$

where:

PPV_{equip} = the peak particle velocity of the equipment adjusted for distance, in/sec
PPV_{ref} = the source reference vibration level at 25 ft, in/sec
D = distance from the equipment to the receiver, ft

3b. Annoyance Assessment

Assess for annoyance for each piece of equipment individually. Ground-borne vibration related to human annoyance is related to rms velocity levels, expressed in VdB as described in Section 5.1.

Estimate the vibration level (L_v) using Eq. 7-3.

$$L_{v.distance} = L_{vref} - 30log(\frac{D}{25}) \quad \textbf{Eq. 7-3}$$

where:

$L_{v.distance}$ = the rms velocity level adjusted for distance, VdB
L_{vref} = the source reference vibration level at 25 ft, VdB
D = distance from the equipment to the receiver, ft

Step 4: Assess Construction Vibration Impact

Compare the predicted vibration levels from the Quantitative Construction Vibration Assessment with impact criteria to assess impact from construction vibration.

Assess potential damage effects from construction vibration for each piece of equipment individually. Note that equipment operating at the same time could increase vibration levels substantially, but predicting any increase could be difficult. The criteria presented in this section should be used during the environmental impact assessment phase to identify problem locations that must be addressed during the engineering phase.

Compare the PPV and approximate L_v for each piece of equipment determined in Section 7.2, Step 3 to the vibration damage criteria in Table 7-5, which is presented by building/structural category, to assess impact.[70][71] The approximate rms vibration velocity levels were calculated from the PPV limits using a crest factor of 4.

Table 7-5 Construction Vibration Damage Criteria

Building/ Structural Category	PPV, in/sec	Approximate L_v*
I. Reinforced-concrete, steel or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

*RMS velocity in decibels, VdB re 1 micro-in/sec

Compare the L_v determined in Section 7.2, Step 3 to the criteria for the General Vibration Assessment in Section 6.2 to assess annoyance or interference with vibration-sensitive activities due to construction vibration.

Step 5: Determine Construction Vibration Mitigation Measures

Evaluate the need for mitigation and select appropriate mitigation measures where potential human impacts or building damage from construction vibration have been identified according to Section 7.2, Step 4.

5a. Determine the appropriate approach for construction vibration mitigation considering equipment location and processes.

- **Design considerations and project layout**
  - Route heavily-loaded trucks away from residential streets. Select streets with the fewest homes if no alternatives are available.
  - Operate earth-moving equipment on the construction lot as far away from vibration-sensitive sites as possible.

- **Sequence of operations**
  - Phase demolition, earth-moving, and ground-impacting operations so as not to occur in the same time period. Unlike noise, the total vibration level produced could be substantially less when each vibration source operates separately.
  - Avoid nighttime activities. Sensitivity to vibration increases during the nighttime hours in residential neighborhoods.

- **Alternative construction methods**
  - Carefully consider the use of impact pile-driving versus drilled piles or the use of a sonic/vibratory pile driver or push pile driver where those processes might create lower vibration levels if geological conditions permit their use.
    - Pile-driving is one of the greatest sources of vibration associated with equipment used during construction of a project. The source levels in Table 7-4 indicate that sonic pile drivers may provide substantial reduction of vibration levels compared to impact pile drivers. But, there are some additional vibration effects of sonic pile drivers that may limit their use in sensitive locations.
    - A sonic pile driver operates by continuously shaking the pile at a fixed frequency, literally vibrating it into the ground. Continuous operation at a fixed frequency may, however, be more

NHDOT Vibration Levels for Construction Activities

Measured Range of PPV (in/sec.) on NHDOT Projects at a Distance of 50 feet or less

Equipment	PPV (in/sec.) at 50 feet or less
Sheet Pile Driver (impact)	0.10 to 0.36
Pavement Breaker	0.28 to 0.49
Vibratory Roller	0.11 to 0.78
Hoe Ram	0.07 to 0.49
Excavator	0.02 to 0.06
Loaded Dump Body Trucks on gravel haul road	0.010 to 0.03
Tracked Equipment on pavement	0.095 to 0.328
Small Dozer	0.03 to 0.11

Source: Vibrations measured on NHDOT projects

Note: These limits will change as additional information is collected on a variety of construction activities at numerous sites with a broad range of conditions. A significant variation in ground vibration levels can be measured from construction activities.

Predicted Peak Particle Velocity on NHDOT Projects

Predicted Peak Particle Velocity (PPV) on NHDOT Projects at a distance of 50 ft., 75 ft., 100 ft. *(use average PPV of measured range from table above as the reference peak particle velocity at 25 feet; calculate peak particle velocity utilizing FTA formula at a power of 1.1)*

Equipment	Reference PPV at 25 ft.	Estimated PPV at 50 ft.	Estimated PPV at 75 ft.	Estimated PPV at 100 ft.
Sheet Pile Driver (impact)	.23	.107	.068	.050
Pavement Breaker	.39	.182	.115	.085
Vibratory Roller	.45	.210	.133	.098
Hoe Ram	.28	.131	.083	.061
Excavator	.04	.019	.012	.009
Loaded Dump Body Trucks on gravel haul road	.02	.009	.006	.004
Tracked Equipment on pavement	.21	.016	.062	.046
Small Dozer	.07	.033	.021	.015

New Hampshire Department of Transportation, Ground Vibrations Emanating from Construction Equipment, September 8, 2012.

APPENDIX I 2022 SCOPING PLAN CONSISTANCY

2022 Scoping Plan for Achieving Carbon Neutrality (Scoping Plan) Assessment Consistency Assessment

This appendix addresses the Project's consistency with CARB's 2022 Scoping Plan for Achieving Carbon Neutrality (Scoping Plan) and the measures adopted by the City of Los Angeles in support thereof.

Section F-1 Regulatory Framework – State

The Scoping Plan is a greenhouse gas emission (GHG) reduction roadmap developed and updated by the California Air Resources Board (CARB) at least once every five years, as required by Assembly Bill (AB) 32. It lays out the transformations needed across various sectors to reduce GHG emissions and reach the State's climate targets. CARB published the Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan Update) in November 2022, as the third update to the initial plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 target of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business as usual activities.[1] The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG targets. The 2013 Scoping Plan Update (adopted in 2014) assessed progress toward achieving the 2020 target and made the case for addressing short-lived climate pollutants (SLCPs).[2] The 2017 Scoping Plan Update,[3] shifted focus to the newer Senate Bill (SB) 32 goal of a 40 percent reduction below 1990 levels by 2030 by laying out a detailed cost-effective and technologically feasible path to this target, and also assessed progress towards achieving the AB 32 goal of returning to 1990 GHG levels by 2020. The 2020 goal was ultimately reached in 2016, four years ahead of the schedule called for under AB 32.

The 2022 Scoping Plan Update is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible, cost-effective, and equity-focused path to achieve new targets for carbon neutrality by 2045 and to reduce anthropogenic GHG emissions to at least 85 percent below 1990 levels, while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan.[4] The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The relatively longer path assessed in the 2022 Scoping Plan Update incorporates, coordinates, and leverages many existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. Given the focus on carbon neutrality, the 2022 Scoping Plan Update also includes discussion for the first time of the natural and working lands sectors as sources for both sequestration and carbon storage, and as sources of emissions as a result of wildfires.

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1 *CARB. 2008. Climate Change Scoping Plan. ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/document/adopted_scoping_plan.pdf.*

2 *CARB. 2014. First Update to the Climate Change Scoping Plan. ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf.*

3 *CARB. 2017. California's 2017 Climate Change Scoping Plan. ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf.*

4 *CARB, California's 2017 Climate Change Scoping Plan, 2017, ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf.*

Table F-1 Estimated Statewide Greenhouse Gas Emissions Reductions in the 2022 Scoping Plan

Emissions Scenario	GHG Emissions ($MMTCO_2e$)
2019	
2019 State GHG Emissions	404
2030	
2030 BAU Forecast	312
2030 GHG Emissions without Carbon Removal and Capture	233
2030 GHG Emissions with Carbon Removal and Capture	226
2030 Emissions Target Set by AB 32 (i.e., 1990 level by 2030)	260
Reduction below Business-As-Usual necessary to achieve 1990 levels by 2030	52 (16.7%)[a]
2045	
2045 BAU Forecast	266
2045 GHG Emissions without Carbon Removal and Capture	72
2045 GHG Emissions with Carbon Removal and Capture	(3)

$MMTCO_2e$ = million metric tons of carbon dioxide equivalents; parenthetical numbers represent negative values.
[a] 312 – 260 = 52. 52 / 312 = 16.7%
Source: CARB, Final 2022 Climate Change Scoping Plan, November 2022.

The 2022 Scoping Plan Update reflects existing and recent direction in the Governor's Executive Orders and State Statutes, which identify policies, strategies, and regulations in support of and implementation of the Scoping Plan. Among these include Executive Order B-55-18 and AB 1279 (The California Climate Crisis Act), which identify the 2045 carbon neutrality and GHG reduction targets required for the Scoping Plan.

Aligning local jurisdiction action with state-level priorities to tackle climate change and the outcomes called for in the 2022 Scoping Plan Update is identified as critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan Update discusses the role of local governments in meeting the State's GHG reductions goals. Local governments have the primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth, economic growth, and the changing needs of their jurisdictions. They also make critical decisions on how and when to deploy transportation infrastructure, and can choose to support transit, walking, bicycling, and neighborhoods that do not force people into cars. Local governments also have the option to adopt building ordinances that exceed statewide building code requirements, and play a critical role in facilitating the rollout of ZEV infrastructure. As a result, local government decisions play a critical role in supporting state-level measures to contain the growth of GHG emissions associated with the transportation system and the built environment—the two largest GHG emissions sectors over which local governments have authority. The City has taken the initiative in combating climate change by developing programs and regulations such as the Green New Deal and Green Building Code. Each of these is discussed further below.

SECTION F-2 REGULATORY FRAMEWORK – LOCAL

The City of Los Angeles has implemented the following measures in support of the Scoping Plan.

F-2.1 Green New Deal

The City of Los Angeles addressed the issue of global climate change in Green LA, An Action Plan to Lead the Nation in Fighting Global Warming (LA Green Plan/ClimateLA) in 2007. This document outlines the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities. Subsequently, on April 8, 2015, Mayor Eric Garcetti released the Sustainable City pLAn, which includes both short-term and long-term aspirations through the year 2035 in various topic areas, including water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and development, mobility and transit, and air quality, among others.[5] Specific targets included the construction of new housing units within 1,500 feet of transit by 2017, reducing VMT per capita by five percent by 2025, and increasing trips made by walking, biking or transit by at least 35 percent by 2025. The Sustainable City pLAn was intended to be updated every four years.

In April 2019, the Sustainable City pLAn was updated and renamed the Green New Deal, which consists of a program of actions designed to create sustainability-based performance targets through 2050 to advance economic, environmental, and equity objectives.[6] The Green New Deal augments, expands, and elaborates on for a sustainable future and tackles the climate emergency with accelerated targets and new aggressive goals.

While not a plan adopted solely to reduce GHG emissions, within the Green New Deal, Climate Mitigation, or reduction of GHG is one of eight explicit benefits that help define its strategies and goals. These include reducing GHG emissions through near-term outcomes:

- Reduce potable water use per capita by 22.5 percent by 2025; 25 percent by 2035; and maintain or reduce 2035 per capita water use through 2050.
- Reduce building energy use per square feet for all building types 22 percent by 2025; 34 percent by 2035; and 44 percent by 2050 (from a baseline of 68 thousand British thermal units (mBTU) per square foot in 2015).
- All new buildings will be net zero carbon by 2030 and 100 percent of buildings will be net zero carbon by 2050.
- Increase cumulative new housing unit construction to 150,000 by 2025; and 275,000 units by 2035.
- Ensure 57 percent of new housing units are built within 1,500 feet of transit by 2025; and 75 percent by 2035.

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[5] *City of Los Angeles, Sustainable City pLAn, April 2015.*

[6] *City of Los Angeles, LA's Green New Deal, 2019.*

- Increase the percentage of all trips made by walking, biking, micro-mobility/matched rides or transit to at least 35 percent by 2025, 50 percent by 2035, and maintain at least 50 percent by 2050.

- Reduce VMT per capita by at least 13 percent by 2025; 39 percent by 2035; and 45 percent by 2050.

- Increase the percentage of electric and zero emission vehicles in the city to 25 percent by 2025; 80 percent by 2035; and 100 percent by 2050.

- Increase landfill diversion rate to 90 percent by 2025; 95 percent by 2035 and 100 percent by 2050.

F-2.2 City of Los Angeles Green Building Code

On December 11, 2019, the Los Angeles City Council approved Ordinance No. 186,488, which amended Chapter IX of the Los Angeles Municipal Code (LAMC), referred to as the Los Angeles Green Building Code, by adding a new Article 9 to incorporate various provisions of the 2019 CALGreen Code. Projects filed on or after January 1, 2020, must comply with the provisions of the Los Angeles Green Building Code. Specific mandatory requirements and elective measures are provided for three categories: (1) low-rise residential buildings; (2) nonresidential and high-rise residential buildings; and (3) additions and alterations to nonresidential and high-rise residential buildings. Article 9, Division 5 includes mandatory measures for newly constructed nonresidential and high-rise residential buildings.

F-2.3 City of Los Angeles All-Electric Buildings

Chapter IX of the LAMC also requires that all new buildings be all-electric buildings, with some exceptions. Equipment typically powered by natural gas such as space heating, water heating, cooking appliances and clothes drying would need to be powered by electricity for new construction. Exceptions are made for commercial restaurants, laboratory, and research and development uses. The LAMC is consistent with 2022 Title 24 goals of encouraging all-electric development which requires new residential uses to be electric-ready (wiring installed for all-electric appliances). Buildings in Los Angeles account for 43 percent of greenhouse gas emissions—more than any other sector in the City. These LAMC requirements ensure that new buildings being constructed are built to leverage the increasingly clean electric grid, which is anticipated to be carbon-free by 2035, rather than relying on fossil fuels.

F-2.4 City of Los Angeles Solid Waste Programs and Ordinances

The recycling of solid waste materials also contributes to reduced energy consumption. Specifically, when products are manufactured using recycled materials, the amount of energy that would have otherwise been consumed to extract and process virgin source materials is reduced as well as disposal energy averted. In 1989, California enacted AB 939, the California Integrated Waste Management Act, which establishes a hierarchy for waste management practices such as source reduction, recycling, and environmentally safe land disposal.

The City has developed and is in the process of implementing the Solid Waste Integrated Resources Plan, also referred to as the Zero Waste Plan, whose goal is to lead the City towards y 2030. These waste reduction plans, policies, and regulations, along with Mayoral and City Council directives, have increased the level of waste diversion for the City to 76 percent as of 2013.[7] In addition, the City adopted the Recovering Energy, Natural Resources, and Economic Benefit from Waste for Los Angeles (RENEW LA) Plan in 2006, which aims to achieve a zero waste goal through reducing, reusing, recycling, or converting the resources not going to disposal and achieving a diversion rate of 90 percent or more by 2025.[8] The City also approved the Waste Hauler Permit Program (Ordinance No. 181,519, LAMC Chapter VI, Article 6, Section 66.32-66.32.5), which requires private waste haulers to obtain AB 939 Compliance Permits to transport construction and demolition waste to City-certified construction and demolition waste processors. The City's Exclusive Franchise System Ordinance (Ordinance No. 182,986), among other requirements, sets a maximum annual disposal level and diversion requirements for franchised waste haulers to promote waste diversion from landfills and support the City's zero waste goals. These programs reduce the number of trips to haul solid waste and therefore reduce the amount of petroleum-based fuels and energy used to process solid waste.

F-2.5 General Plan

The City does not have a General Plan Element specific to climate change but several goals, objectives, or policies in the *Air Quality Element, Housing Element, Plan for Healthy LA, and Mobility Plan 2035* encourage the reduction of emissions:

- Less reliance on single-occupancy vehicles with fewer commute and non-work trips;
- Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques;
- Minimal impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation and air quality;
- Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels, and the implementation of conservation measures including passive measures, such as site orientation and tree planting; and
- Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

F-2.6 Housing Element (Housing Needs Assessment)

The Housing Element of the General Plan is prepared pursuant to state law and provides planning guidance in meeting housing needs identified in the SCAG Regional Housing Needs Assessment (RHNA). The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create and preserve sustainable, mixed-income neighborhoods across the City.

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[7] City of Los Angeles, Department of Public Works, LA Sanitation, Recycling. www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrl-state=kq9mn3h5a_188, accessed February 28, 2022.

[8] *City of Los Angeles, RENEW LA, Five-Year Milestone Report, 2011.*

The Housing Needs Assessment chapter of the Housing Element discusses the City's population and housing stock to identify housing needs for a variety of household types across the City. The current RHNA goal for affordable housing within the City is approximately forty percent of new construction. However, the City's projections show affordable housing comprising twenty percent of new construction, which falls short of the forty percent RHNA goal. In order to address this shortfall in affordable housing, the Housing Element provides measures to streamline and incentivize development of affordable housing. Such measures include revising density bonuses for affordable housing; identifying locations which are ideal for funding programs to meet low-income housing goals; and rezoning areas to encourage low-income housing. With implementation of such measures to increase affordable housing, the Housing Element predicts a significant increase in housing production at all income ranges compared to previous cycles.

The Housing Element also promotes sustainability and resilience, and environmental justice through housing, as well as the need to reduce displacement. It encourages the utilization of alternatives to current parking standards that lower the cost of housing, support GHG and VMT goals and recognize the emergence of shared and alternative mobility. The Element also identifies housing strategies for energy conservation, water conservation, alternative energy sources and sustainable development which support conservation and reduce demand.

F-2.7 Mobility Plan 2035

In August 2015, the City Council adopted Mobility Plan 2035 (Mobility Plan), which serves as the City's General Plan circulation element. The City Council has adopted several amendments to the Mobility Plan since its initial adoption, including the most recent amendment on September 7, 2016.[9] The Mobility Plan incorporates "complete streets" principles and lays the policy foundation for how the City's residents interact with their streets. While the Mobility Plan 2035 mainly relates to transportation, certain components would serve to reduce VMT and mobile source GHG emissions. One component of the Mobility Plan is a GHG emission tracking program to establish compliance with SB 375, AB 32 and the region's Sustainable Community Strategy.

F-2.8 Traffic Study Policies and Procedures

The City of Los Angeles Department of Transportation (LADOT) has developed the City Transportation Assessment Guidelines (TAG) (July 2019 updated July 2020) to provide the public, private consultants, and City staff with standards, guidelines, objectives, and criteria to be used in the preparation of a transportation impact assessment. The TAG establishes the reduction of vehicle trips and VMT as the threshold for determining transportation impacts and thus is an implementing mechanism of the City's strategy to reduce land use transportation-related GHG emissions consistent with AB 32, SB 32, and SB 743.

[9] *Los Angeles Department of City Planning, Mobility Plan 2035: An Element of the General Plan, approved by City Planning Commission on June 23, 2016, and adopted by City Council on September 7, 2016.*

SECTION F-3 PROJECT CONSISTENCY WITH 2022 SCOPING PLAN

To assist local jurisdictions, the 2022 Scoping Plan presents a non-exhaustive list of impactful GHG reduction strategies that can be implemented by local governments within the three priority areas (Priority GHG Reduction Strategies for Local Government Climate Action Priority Areas).[10] A detailed assessment of goals, plans, policies implemented by the City which would support the GHG reduction strategies in the three priority areas is provided below. In addition, further details are provided regarding the correlation between these reduction strategies and applicable actions included in Table 2-1 (page 72) of the Scoping Plan (Actions for the Scoping Plan Scenario).

Based on the analysis presented below, the Project would be consistent with the GHG reduction-related actions and strategies in the Climate Change Scoping Plan and subsequent updates.

F-3.1 Transportation Electrification

The priority GHG reduction strategies for local government climate action related to transportation electrification are discussed below and would support the Scoping Plan action to have 100 percent of all new passenger vehicles to be zero-emission by 2035 (see Table 2-1 of the Scoping Plan).

- **Convert local government fleets to zero-emission vehicles (ZEV).**

  The CARB approved the Advanced Clean Cars II rule which codifies Executive Order N-79-20 and requires 100 percent of new cars and light trucks sold in California be zero-emission vehicles by 2035. The State has also adopted AB 2127, which requires the CEC to analyze and examine charging needs to support California's EVs in 2030. This report would help decision-makers allocate resources to install new EV chargers where they are needed most.

  The City of LA Green New Deal (Sustainable City pLAn 2019) identifies a number of measures to reduce VMT and associated GHG emissions. Such measures that would support the local reduction strategy include converting all city fleet vehicles to zero emission where technically feasible by 2028. Starting in 2021, all vehicle procurement followed a "zero emission first" policy for City fleets. The Green New Deal also establishes a target to increase the percentage of zero emission vehicles to 25 percent by 2025, 80 percent by 2035 and 100 percent by 2050. In order to achieve this goal, the City would build 20 Fast Charging Plazas throughout the City. The City would also install 28,000 publicly available chargers by 2028 to encourage adoption of ZEVs.

  The City's goals of converting the municipal fleet to zero emissions and installation of EV chargers throughout the City would be consistent with the Scoping Plan goals of transitioning to EVs. Although this measure mainly applies to City fleets, the Project would not conflict with these goals by installing EV chargers in at least 10 percent of total proposed parking spaces. Installation of additional EV chargers would encourage adoption of EVs.

[10] *Table 1 of Appendix D, 2022 Scoping Plan Update, November 2022.*

- **Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans)**

  The State has adopted AB 1236 and AB 970, which require cities to adopt streamline permitting procedures for EV charging stations. As a result, the City updated Section IX of the LAMC, which requires most new construction to designate 30 percent of new parking spaces as capable of supporting future electric vehicle supply equipment (EVSE). This would exceed the CALGreen 2022 requirements of 20 percent of new parking spaces as EV capable. The ordinance also requires new construction to install EVSE at 10 percent of total parking spaces. This requirement also exceeds the CALGreen 2022 requirements of installing EVSE for 25 percent of EV capable parking spaces which is approximately five percent of total parking spaces. The City has also implemented programs to increase the amount of EV charging on city streets, EV carshare, and incentive programs for apartments to be retrofitted with EV chargers.

  The City's goals of installing EV chargers throughout the City would be consistent with the Scoping Plan goals of transitioning to EVs. In addition, the Project would comply with the LAMC by installing EV chargers in at least 10 percent of total proposed parking spaces, which would exceed the CALGreen 2022 requirement.

F-3.2 VMT Reduction

The priority GHG reduction strategies for local government climate action related to VMT reduction are discussed below and would support the Scoping Plan action to reduce VMT per capita 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045.

- **Reduce or eliminate minimum parking standards in new developments**
- **Implement parking pricing or transportation demand management pricing strategies**

  The City of Los Angeles Mobility Plan 2035 which is the Transportation Element of the City's General Plan contains measures and programs related to VMT reduction throughout the City. With regard to parking standards, the implementation of Mobility Plan Programs and AB 2097 reduce or eliminate parking requirements for certain types of developments near transit (within half a mile). These reduction strategies and TDM programs would serve to reduce minimum parking standards and reduce vehicle trips.

  The Project would implement include bike parking per LAMC and be location near public transport. Therefore, the Project would be consistent and not conflict with this reduction strategy to reduce parking standards.

- **Implement Complete Streets policies and investments, consistent with general plan circulation element requirements**

  The City of Los Angeles Mobility Plan 2035 established a "Complete Streets" planning framework which resulted in the City of Los Angeles Complete Streets Design Guide in 2015, consistent with California's Complete Streets Act of 2008. A supplemental update to the Complete Streets Design Guide was adopted in 2020.

  The Complete Streets Design Guide provides a number of measures to increase public access to electric shuttles, car sharing and walking. The Design Guide establishes guidelines for establishing on-street parking for car sharing. The City has also established BlueLA which is a car sharing network consisting of more than 100 electric vehicles located throughout the City. In addition, under the Green New Deal, the City would install 28,000 publicly available chargers by 2028 and introduce 135 new electric DASH buses.

  This reduction strategy mainly applies to City traffic circulation. The Project would implement include bike parking per LAMC and be location near public transport. Therefore, the Project would not conflict with implementation of Complete Streets policies.

- **Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.**

- **Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking**

- **Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood)**

- **Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield" land to urban uses (e.g., green belts, strategic conservation easements).**

  These reduction strategies are supported through implementation of SB 375 which requires integration of planning processes for transportation, land-use and housing and generally encourages jobs/housing proximity, promote transit-oriented development (TOD), and encourages high-density residential/commercial development along transit corridors. To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the 2020–2045 RTP/SCS, also referred to as Connect SoCal. The 2020–2045 RTP/SCS' "Core Vision" prioritizes the maintenance and management of the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. Please refer below for additional discussion of consistency with the 2020-2045 RTP/SCS.

  On a local level, the City has developed the Complete Streets Design Guide which provides a number of reduction strategies to increase public access to electric shuttles, car sharing and walking, continues to build out networks in the Mobility Plan for pedestrians, bicyclists, and transit users, has implemented an EV car sharing network, and is working towards increasing publicly available chargers, and introducing new electric DASH buses.

The Project represents an infill development within an existing urbanized area that would concentrate new development consistent with the overall growth pattern encouraged in the RTP/SCS. The Project's convenient access to public transit and opportunities for walking and biking would result in a reduction of vehicle trips, vehicle miles traveled (VMT), and GHG emissions. Specifically, the Project Site is located in a transit-rich neighborhood serviced by the Los Angeles County Metropolitan Transit Authority (Metro) and LADOT bus lines. In addition, the Project's proximity to a variety of commercial uses and services would encourage employees of the Project Site to walk to nearby destinations to meet their shopping needs, thereby reducing VMT and GHG emissions. Therefore, the Project would be consistent with these reduction strategies.

California continues to experience a severe housing shortage. The State must plan for more than 2.5 million residential units over the next eight years, and no less than one million of those residential units must be affordable to lower-income households.[11] This represents more than double the housing planned for during the last eight years.[12] The housing crisis and the climate crisis must be confronted simultaneously, and it is possible to address the housing crisis in a manner that supports the State's climate and regional air quality goals.[13] CAPCOA's Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA's Handbook) provides a VMT reduction measurement for incorporation of low-income housing. Measure T-4 (Integrate Affordable and Below Market Rate Housing) shows a 28.6 percent reduction in VMT for low-income units in comparison to market rate units.

As discussed above, the City's Housing Element of the General Plan provides planning guidance in meeting housing needs identified in the SCAG Regional Housing Needs Assessment (RHNA). The current RHNA goal for affordable housing within the City is approximately forty percent of new construction. However, the City's projections show affordable housing comprising twenty percent of new construction, which falls short of the forty percent RHNA goal. In order to address this shortfall, the Housing Element identifies measures to encourage development of affordable housing such as revising density bonuses for affordable housing; identify locations which are ideal for funding programs to meet low-income housing goals; and rezone areas to encourage low-income housing. The Housing Element estimates that implementation of these measures would increase housing production at all income ranges compared to previous cycles.

The City's 20-percent goal of low-income housing for new construction is applicable on a citywide basis and not applicable to an individual project. The Planning Department Housing Division found based, on market studies and experiences of other agencies, that mandating 20-percent affordable housing on individual projects is likely to reduce overall housing production, including low income housing, in the City and would be contrary to City and State policies. Pushing more housing outside of the City would be contrary to the Scoping Plan, as

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[11] *California Department of Housing and Community Development. 2022. Statewide Housing Plan. Available at www.hcd.ca.gov/docs/statewide-housing-plan.pdf.*

[12] *Ibid.*

[13] *Elkind, E. N., Galante, C., Decker, N., Chapple, K., Martin, A., & Hanson, M. 2017. Right Type, Right Place: Assessing the Environmental and Economic Impacts of Infill Residential Development through 2030. Available at https://ternercenter.berkeley.edu/research-and-policy/right-type-right-place/.*

infill housing production in the City, which is a highly urbanized city with billions in transit infrastructure, lower average VMT than the SCAG region, is called for in the 2022 Scoping Plan.

To reduce GHG emissions, the Project is implementing EV charging infrastructure and bicycle parking. Additionally, as an urban infill development project located in the vicinity of mass transit, the Project is expected to further reduce VMT and associated GHG emissions.

F-3.3 Building Decarbonization

The priority GHG reduction strategies for local government climate action related to electrification are discussed below and would support the Scoping Plan actions regarding meeting increased demand for electrification without new fossil gas-fire resources and all electric appliances beginning in 2026 (residential) and 2029 (commercial) (see Table 2-1 of the Scoping Plan).

- **Adopt all-electric new construction reach codes for residential and commercial uses**

  California's transition away from fossil fuel–based energy sources will bring the project's GHG emissions associated with building energy use down to zero as our electric supply becomes 100 percent carbon free. California has committed to achieving this goal by 2045 through SB 100, the 100 Percent Clean Energy Act of 2018. SB 100 strengthened the State's Renewables Portfolio Standard (RPS) by requiring that 60 percent of all electricity provided to retail users in California come from renewable sources by 2030 and that 100 percent come from carbon-free sources by 2045. The land use sector will benefit from RPS because the electricity used in buildings will be increasingly carbon-free, but implementation does not depend (directly, at least) on how buildings are designed and built.

  The City has updated the LAMC with requirements for all new buildings, with some exceptions to be all-electric, which will reduce GHG emissions related to natural gas combustion. Space heating, water heating and cooking for non-restaurant uses would be required to be powered by electricity. In future years, the LADWP will be required to increase the amount of renewable energy in the power mix to comply with SB 100 requirements. The combination of the all-electric LAMC regulations and increasing availability of renewable energy will serve to reduce GHG emissions from sources traditionally powered by natural gas.

  The Project would be required to comply with the City's LAMC and would not include natural gas uses in residential, retail and office uses. Therefore, the Project would be consistent and not conflict with the LAMC.

- **Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers)**

  This reduction strategy would support the Scoping Plan action regarding electrification of appliances in existing residential buildings (see Table 2-1 of the Scoping Plan). The City and Los Angeles Department of Water and Power has established rebate programs to promote use of energy-efficient products and home upgrades. Under the LADWP's Consumer Rebate Program (CRP), residential customers would receive rebates for energy-efficient upgrades such as Cool Roofs, Energy Star Windows, HVAC upgrades, pool pumps and insulation upgrades. Such upgrades would serve to reduce wasteful energy and water usage and associated GHG emissions.

  The Project would not involve retrofit of existing buildings and would be completely new construction. However, the Project would design HVAC equipment to have low GHG emission rates and incorporate energy saving technologies and appliances. Therefore, the Project would be consistent and not conflict with policies to implement energy efficiency retrofits.

SECTION F-4 PROJECT CONSISTENCY WITH LOCAL POLICIES

Consistency with the applicable GHG-reducing actions from Green New Deal is presented below:

- **Reduce potable water use per capita by 22.5% by 2025; and 25% by 2035; and maintain or reduce 2035 per capita water use through 2050.**

  Consistent. While this action primarily applies to the City and LADWP, the Project would incorporate water conservation features to reduce water use. Water usage rates were calculated consistent with the requirements under City Ordinance No. 184,248, the 2016 California Plumbing Code, 2019 California Green Building Code (CALGreen), 2017 Los Angeles Plumbing Code, and 2020 Los Angeles Green Building Code and reflects approximately a 20 percent reduction in water usage as compared to the base demand. The Project Applicant would be required to comply with the water efficiency standards outlined in City Ordinance No. 180822 (Los Angeles, Ordinance No. 180822: http://clkrep.lacity.org/onlinedocs/2009/09-0510_ord_180822.pdf) and in the LAGBC to minimize water usage."

- **Reduce building energy use per sf for all building types 22% by 2025; 34% by 2035; and 44% by 2050.**

  Consistent. While this action primarily applies to the City, the Project would be designed and operated to meet or exceed the applicable requirements of the state Green Building Standards Code and the City of Los Angeles Green Building Code.

  The Project also includes features such as LED lighting, energy saving lighting controls, energy efficient and centralized HVAC systems.

- **All new buildings will be net zero carbon by 2030; and 100% of buildings will be net zero carbon by 2050.**

  Consistent. While this action primarily applies to the City, the Project would be designed and operated to meet or exceed the applicable requirements of the state Green Building Standards Code and the City of Los Angeles Green Building Code. Furthermore, the Project would comply with the 2019 Title 24 Standards which represent challenging but achievable design and construction practices that represent a major step towards meeting the Zero Net Energy (ZNE) goal (CEC, 2019 Building Energy Efficiency Standards, Fact Sheet).

  The Project also includes features such as LED lighting, energy saving lighting controls, energy efficient and centralized HVAC systems.

- **Increase cumulative new housing unit construction to 150,000 by 2025; and 275,000 units by 2035.**

  Consistent. The Project would generally support the attainment of these targets as it is an infill development.

- **Ensure 57 percent of new housing units are built within 1,500 feet of transit by 2025; and 75 percent by 2035.**

Consistent. While this action primarily applies to the City, the Project would be located near mass transit stations to reduce vehicle trips.

- **Increase the percentage of all trips made by walking, biking, micro-mobility/matched rides or transit to at least 35 percent by 2025, 50 percent by 2035, and maintain at least 50 percent by 2050.**

  Consistent. While this action primarily applies to the City, the Project would be located near mass transit stations to reduce vehicle trips. The Project would also promote a pedestrian-friendly community by placing office uses within walking distance to other retail and entertainment uses. The Project Site is located in a HQTA as designated by the 2020 2045 RTP/SCS. The Project would also provide bicycle parking spaces in accordance with LAMC requirements for Project employees and visitors.

- **Reduce VMT per capita by at least 13 percent by 2025; 39 percent by 2035; and 45 percent by 2050.**

  Consistent. While this action primarily applies to the City, the Project would be located near mass transit stations to reduce vehicle trips. The Project would also promote a pedestrian-friendly community by placing office uses within walking distance to other retail and entertainment uses. The Project Site is located in a HQTA as designated by the 2020 2045 RTP/SCS. The Project would also provide bicycle parking spaces in accordance with LAMC requirements for Project employees and visitors.

- **Increase the percentage of electric and zero emission vehicles in the city to 25 percent by 2025; 80 percent by 2035; and 100 percent by 2050.**

  Consistent. The Project would support this policy since the Project would provide electric vehicle charging stations and electric vehicle supply wiring consistent with City codes.

- **Increase landfill diversion rate to 90 percent by 2025; 95 percent by 2035 and 100 percent by 2050.**

  Consistent. The Project would comply with the City of Los Angeles Solid Waste Management Policy Plan, the RENEW LA Plan, and the Exclusive Franchise System Ordinance (Ordinance No. 182,986) in furtherance of the targets included in the Green New Deal with regard to energy-efficient buildings and waste and landfills.

Exhibit G – Metro NextGen Memorandum

DEPARTMENT OF CITY PLANNING
Executive Office

City Hall, 200 N. Spring Street, Room 525, Los Angeles, CA 90012

DATE: March 25, 2021

TO: Interested Parties
Department of City Planning Staff

FROM: Vincent P. Bertoni, AICP
Director of Planning
Department of City Planning

SUBJECT: **METRO NEXTGEN; RAPID BUS DEFINITIONS**

This memo explains how Metro's recent initial implementation of its "NextGen" Bus Plan will impact determinations regarding what constitutes a Metro Rapid Bus pursuant to City Planning policies and programs, including the Density Bonus and Transit Oriented Communities (TOC) Affordable Housing Incentive programs. Background information from Metro on NextGen including the latest service changes is available on their website (https://www.metro.net/projects/nextgen).

Background

NextGen is described by Metro as "a reimagined bus system that focuses on providing fast, frequent, reliable and accessible service to meet the needs of today's riders." The initial Phase 1 roll-out began in December 2020 and will continue through two additional phases in June and December of 2021. Service on nearly all lines will be affected.

Under the NextGen Bus Plan, most Metro Rapid Bus lines will be replaced with a new type of bus line that will have more frequent service and new stop intervals. These new replacement lines combine elements of a Rapid Bus and Local Bus. This change introduces a need for clarity on how the term Rapid Bus will be understood as it currently exists in the LAMC and other City Planning documents. Certain important incentives to provide affordable housing near transit exist in the Density Bonus Ordinance (see LAMC 12.22 A.25(f)(4)(ii)(b) and 12.22 A.25(c)(10)) as well as the TOC Guidelines (see Chart 1 of the TOC Guidelines and LAMC 12.22 A.25(c)(10) and 12.22 A.25(f)(4)(ii)(b)).

The NextGen system includes a new bus classification system with different Tier levels. Tier 1 is the highest quality bus NextGen line and will replace current Rapid Bus lines as they are discontinued. Tier 1 routes are planned to achieve service interval levels of at least ten minutes throughout the weekday daytime. However, because of the ridership and funding impacts of the current COVID-19 emergency, service levels may lag behind these levels in the short-term.

Definition of Rapid Bus

Rapid Bus is not a defined term in the Los Angeles Municipal Code (LAMC), nor is there any one agreed-upon set of criteria that must exist to be called a Rapid Bus line. The TOC Guidelines define Rapid Bus in a broad, flexible way to encompass a number of different types of higher quality bus services provided by different operators, as follows:

> *Rapid Bus is a higher quality bus service that may include several key attributes, including dedicated bus lanes, branded vehicles and stations, high frequency, limited stops at major intersections, intelligent transportation systems, and possible off-board fare collection and/or all door boarding. It includes, but is not limited to, Metro Bus Rapid Transit lines, Metro Rapid 700 lines, Metro Orange and Silver Lines, Big Blue Rapid lines and the Rapid 6 Culver City bus.*

The Tier 1 NextGen is the highest level of bus service that Metro now offers (not to be confused with TOC Tier 1). While Metro is discontinuing most but not all Rapid Bus lines, Tier 1 lines will replace Rapid Lines and include most of the attributes in the above definition. Most importantly, Tier 1 lines are defined by their high level of service frequency. The number of stops for NextGen Tier 1 lines will be less than for existing local bus lines, but not as few as the current Rapid lines. Metro also advises that Tier 1 corridors would be the priorities for all-door boarding roll out and maintaining or adding transit signal priority plus dedicated bus lanes and other speed improvements for some Tier 1 corridors is being developed in partnership with the City.

A total of 28 corridors in Los Angeles County are being replaced with Tier 1 lines, not all of which align with current Rapid lines. In an effort to promote consistency, only those Tier 1 NextGen lines that replace a Metro Rapid line will be deemed a Rapid line by the Department of City Planning. Figure 1 below lists the discontinued Rapid lines and their Tier 1 replacement lines that will function as Rapid lines, along with the anticipated phase-in dates.

Implementation

This memo will guide updates to City Planning's determinations of which Metro bus routes and stops are considered to be a Rapid Bus, when those terms are referenced in the LAMC and TOC Guidelines. Discontinued Metro Rapid Bus lines will be replaced with their NextGen Tier 1 replacement lines when each phase is rolled out. This includes the NextGen Phase 1 changes already in effect, as described above, as well as subsequent Phase 2 and 3 of the NextGen roll-out (anticipated in June and December 2021). There may be some minor shifts in TOC Tier eligibility as a result of the NextGen changes to Rapid Bus lines. This memo amends the prior August 19, 2020 TOC memorandum issued by City Planning, solely for the Rapid Lines and their

replacement lines, described above. For lines not affected by these NextGen Rapid bus changes, the TOC program will continue to use a pre-COVID-19 bus schedule to determine program eligibility as described in the August 2020 memorandum. This policy will remain in place until superseded by future memo or updates to the TOC Guidelines. If project applicants have questions about how these changes might impact a pending project application or CEQA analysis, please contact your assigned case planner.

Figure 1. Discontinued and Replacement NextGen Tier 1 Rapid Lines

	Discontinued Rapid Lines	**Replacement Next Gen Tier 1 Rapid Line**
Phase One December 2020 (already in effect)	705 Vernon Ave./ La Cienega Bl. 710 Crenshaw Bl. 728 Olympic Bl. 740 Hawthorne Bl./ Crenshaw Bl. 745 Broadway St. 751 Soto St. 760 Long Beach Bl. 762 Atlantic Bl./ Fair Oaks Ave.	105 210 28 40 / 210 45 251 60 260
Phase Two June 2021 (anticipated)	720 Whittier Bl. 734 Sepulveda-Westside 744: Reseda/Ventura/Van Nuys 750 Ventura Bl. 770 Garvey, Atlantic, Cesar Chavez 780 Pasadena, Hollywood/Fairfax 788 Van Nuys – Westside 794 San Fernando Rd.	18 234 / 761 240 and 233/761 150 / 240 70 180 / 217 261 94 / 294
Phase Three June 2021 (anticipated)	704 Santa Monica Bl. 733 Venice Bl. 757 Western Av.	4 33 207

Exhibit H – Metro NextGen Supporting Document, Cutsheet for Line 217

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 217
Fairfax – Hollywood

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 180	Weekday	7.5 min	7.5 min	10 min	30-60 min
	Saturday	15 min	15 min	15 min	60 min
	Sunday	15 min	15 min	15 min	60 min
Existing Line 217	Weekday	13 min	15 min	26 min	60 min
	Saturday	20 min	14 min	23 min	60 min
	Sunday	23 min	19 min	26 min	60 min

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Frequent Line 180: Merge Lines 180, 181, 217, 780. New Line 180 would operate between Pasadena, Glendale, Hollywood via Colorado Bl, Broadway, Los Feliz Bl, Hollywood Bl, Fairfax Av, following existing Lines 217, 180, 181 between La Cienega/Jefferson E Line (Expo) Station and Pasadena City College:

- Underutilized bus stops on new Line 180 would be consolidated to balance speed, reliability, and accessibility
- Discontinue Line 217 south of La Cienega/Jefferson Station to Howard Hughes Center due to underutilized service

N

NextGen Line

Existing Line

Metro

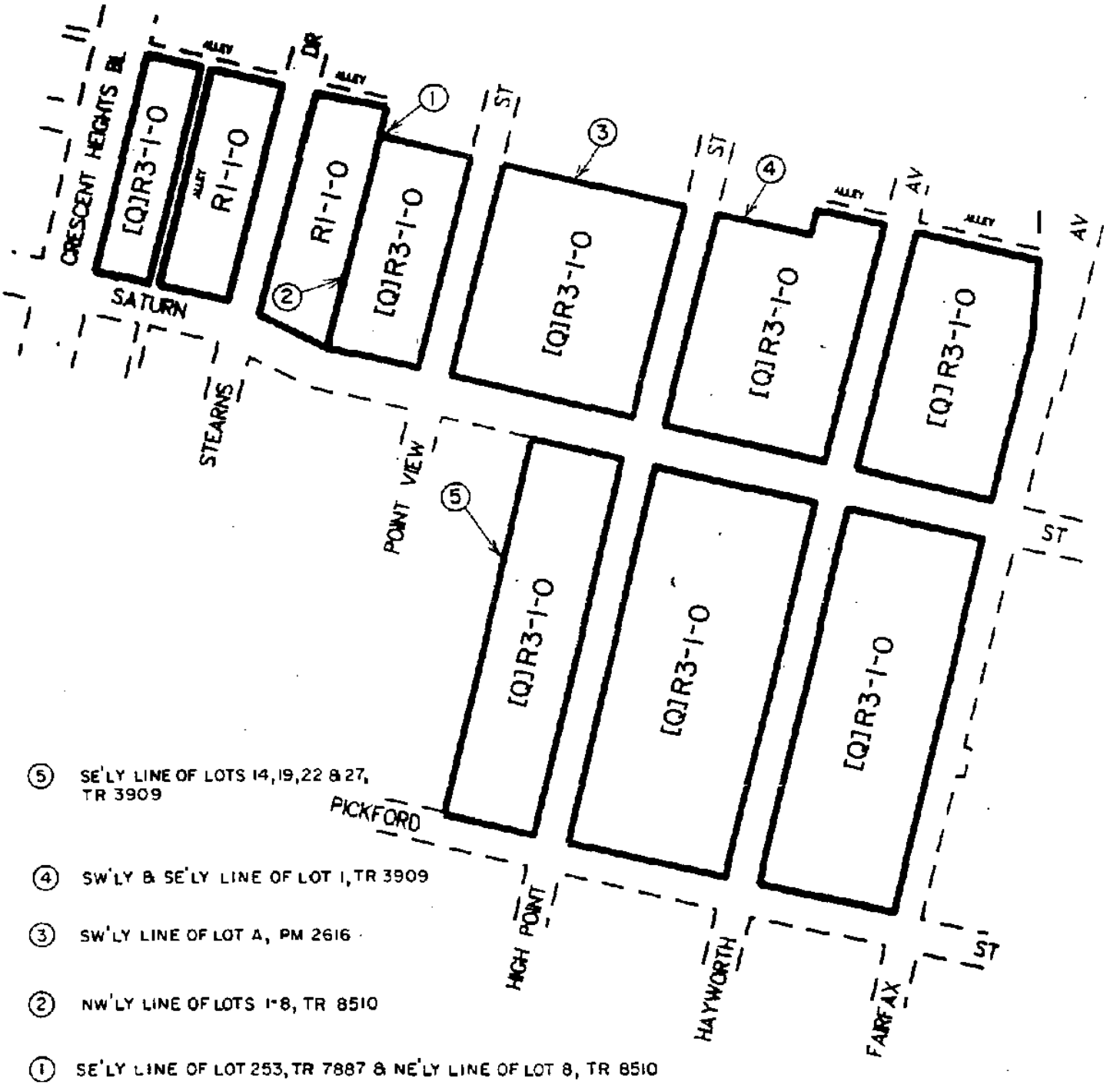
Exhibit I – Ordinance 168,193

ORDINANCE NO. 168193

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1, of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:



(5) SE'LY LINE OF LOTS 14, 19, 22 & 27, TR 3909

(4) SW'LY & SE'LY LINE OF LOT 1, TR 3909

(3) SW'LY LINE OF LOT A, PM 2616

(2) NW'LY LINE OF LOTS 1-8, TR 8510

(1) SE'LY LINE OF LOT 253, TR 7887 & NE'LY LINE OF LOT 8, TR 8510

0 200 400

SCALE IN FEET

ZM 518	DM 5714	CPC 89-0658 ZC
D:G /	CM (129B173)	

(Pico Fairfax)

PERMANENT [Q] QUALIFIED CONDITIONS

Section 2. Pursuant to Section 12.32-K of the Los Angeles Municipal Code and the amendments thereto, the following limitations are hereby imposed upon the use of that property shown in Section 1 hereof which are subject to the Permanent "Q" Qualified classification.

1. 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 owners, heirs or assigns. Further, the agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date must be given to the City Planning Department for attachment to the subject file.

2. Building Heights: No building or structure located on the subject property shall exceed 35 feet in height, as defined by Municipal Code Section 12.03.

3. Building Mass: For any building facade greater than forty (40) feet in length, articulation shall be required for every thirty (30) feet. Minimum depth of modulation of the facade shall be five (5) feet.

4. Balconies (Adjacent to single family): Above the first floor there shall be no balconies which have a line of sight to any adjacent existing single family use, unless the latter is the last such use among abutting properties and such properties are designated for multi-family or less restrictive uses by the General Plan.

5. Energy Conservation: Prior to the construction of any project, the Department of Water and Power and the Southern California Gas Company shall be consulted regarding feasible energy conservation features which can be incorporated into the design of the project.

6. Graffiti Removal and Deterrence: The owners and all successors shall acknowledge applicability of the graffiti removal and deterrence requirements of the Municipal Code to this project as contained in Sections 91.8101(f), 91.8904.1 and 91.1707(e), particularly with regard to the following:

   a. The first nine feet of exterior walls and doors, measured from grade, shall be built and maintained with a graffiti resistant finish consisting of either a hard, smooth, permeable surface such as ceramic tile, baked enamel or a renewable coating of an approved, anti-graffiti material or a combination of both [Sec. 91.1707(e)].

b. The period for compliance with a graffiti removal order issued by the Building and Safety Department is 15 days following which period with failure to perform, the city or its contractor is empowered to enter upon the premises to remove such graffiti with costs accruing to the owner (91.8904.1); and

c. The period for compliance with a subsequent order for a subsequent occurrence is three days (91.8904.1B).

d. In addition to a, b and c above, exterior walls of new residential buildings of other than glass may be covered with clinging vines, screened by oleander trees or similar vegetation capable of covering or screening entire walls up to the height of at least 9 feet, excluding windows and signs.

7. Landscaped Buffer: Properties adjacent to a single-family zone shall provide a landscaped buffer along the side property line and along the rear property line. Walkways and driveways shall be permitted to cross any buffer. However, no buildings or structures may be permitted within the buffer with the exception of retaining walls and fences. This condition is not intended to limit the buildable area used to calculate the floor area ratio.

8. Landscaping - Plan: All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained, including an automatic irrigation plan, in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or landscape contractor to the satisfaction of the Planning Department.

9. Landscaping - Xeriscape: Maintenance of the landscaping which will be required shall be in compliance with the Xeriscape Ordinance (No. 163,532), which imposes numerous water conservation measures in landscape installation and maintenance.

10. Open Space: A minimum of 100 square feet of usable open space shall be provided for each dwelling unit. Parking areas, driveways, front yard setback areas and rooftops shall not be included as open space. To be considered as usable open space the project shall meet the following criteria:

a. Private Open Space: Patios and yards (located at ground level or the first habitable room level) which are part of a single dwelling unit and are enclosed by solid screen material at least four feet in height may be included as usable open space provided said areas have a horizontal dimension of at least 15 feet in width.

b. Common Usable Open Space: Each common usable open space area shall have a total area of at least 400 square feet and shall have an average width of 20 feet with no width less than 15 feet at any point.
Recreation rooms at least 600 square feet in area may qualify as common open space, but shall not exceed more than 25 percent of total open space required.

Common open space areas shall incorporate recreational amenities such as swimming pools, spas, picnic tables, benches, tot lots, ball courts, barbecue areas, sitting areas, etc. to the satisfaction of the Department of City Planning. (Note: amenities that meet the Department of Recreation and Parks specifications pursuant to Section 17.12F LAMC may be credited against fees required under Section 12.33 of the LAMC).

A minimum of 50 percent of the common usable open space areas shall be planted in ground cover, shrubs or trees and shall include at least one 24-inch box tree for every three dwelling units (Trees shall be planted within open space areas). An automatic irrigation system shall be provided for all required landscaped areas. Landscaped areas located on top of a parking garage or deck shall be contained within permanent planters at least 30 inches in depth (12 inches for lawn/ground cover) and properly drained.

c. Noise Impact Mitigation: Active recreational uses such as swimming pools and barbecue areas, shall not be located immediately adjacent to residential uses, to the satisfaction of the Department of City Planning.

11. Parking: The location of parking areas shall be arranged and located in areas which will not be detrimental to residents of adjacent properties. Tandem parking may be used only for the spaces which are assigned and designated for a single residential unit.

12. Parking Garage and Screening: A parking garage shall be permitted to rise a maximum of five feet in height above the natural existing grade. Above-grade parking shall be visually screened from frontage streets by landscaping and/or architectural features to the satisfaction of the Planning Department.

13. Parking - Guest: Guest parking signs shall be clearly posted at building entrances. The signs shall be in large, easy to read lettering and shall indicate the general location of guest parking. Sign wording shall be to the satisfaction of the Planning Department and shall indicate the number of reserved guest parking spaces. If any guest parking is located behind security gates, the following shall apply:

(a) A remote electronic gate opening system shall be installed so that the security gate can be opened from each residential unit served by the secured guest parking;
(b) An electronic intercommunication system shall be installed. The system shall be readily accessible to the drivers of guest vehicles and to the units served by the secured guest parking;
(c) The security gate shall be set back at least 18 feet from the vehicles and to prohibit blockage or interference with the public right of way by waiting guest vehicles;
(d) Alternatives to the provisions of this condition may be approved by the Planning Department provided that the intent of readily accessible guest parking facilities and no interference with the public right of way is assured.

14. Parking - Residential: Any multiple residential use of the subject property shall provide for resident parking on the subject property as required by Municipal Code Section 12.21-A.4(a), or any amendment thereto, and guest parking at a ratio of at least one quarter space per rental dwelling unit and one half space per condominium dwelling unit in excess of that required by the Municipal Code. Any designated guest parking shall be clearly identified and readily accessible to guest of the project.

a. Tandem parking may be used only for the spaces which are assigned and designated for a single residential unit. Guest parking shall not be tandem.

b. Guest parking signs shall be clearly posted at building entrances. The signs shall be in large, easy to read lettering and shall indicate the general location of guest parking. Sign wording shall be to the satisfaction of the Planning Department and shall indicate the number of reserved guest parking spaces.

c. If any guest parking is located behind security gates, the following shall apply:

1) A remote electronic gate opening system shall be installed so that the security gate can be opened from each residential unit served by the secured guest parking.

2) An electronic intercommunication system shall be installed. The system shall be readily accessible to the drivers of guest vehicles and to prohibit blockage or interference with the public right of way by waiting guest vehicles.

3) The security gate shall be set back at least 18 feet from the public right of way so as to provide a waiting area for guest vehicles and to prohibit blockage or interference with the public right of way by waiting guest vehicles.

4) Alternatives to the provisions of this condition may be approved by the Planning Department provided that the intent of readily accessible guest parking facilities and no interference with the public right of way is assured.

15. Plans: Prior to the issuance of building permits, detailed development plans, including a complete landscape plan and irrigation plan, shall be submitted to the satisfaction of the Planning Department.

16. Street Trees: Street trees shall be planted at a ratio of at least one for every 500 square feet of lot area not utilized for buildings.

17. Trash and Other Storage: Open areas devoted to trash storage or other storage shall not be located adjacent to a residential use or shall be buffered so as not to result in noise, odor or debris impacts on any adjacent residential use.

18. Walls: Except where prohibited by law, a solid decorative masonry block wall, a minimum of 6 feet in height, shall be constructed along any common property line between the subject property and any adjoining property containing a single family residential use, if no such wall already exists along said property line. There shall be no openings, except for a lockable gate provided for landscape maintenance work or as may be required by the Municipal Code. A wall is not required along any common property line with an adjoining multi-family residential use.

19. Water Conservation: The Department of Water and Power shall be consulted regarding feasible water conservation features which can be incorporated in the design of any project.

Sec. 3. The City Clerk shall certify to the passage of this ordinance and cause the same to be published in some daily newspaper printed and published in the City of Los Angeles.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of AUG 18 1992

ELIAS MARTINEZ, City Clerk,

By _____, Deputy.

Approved AUG 26 1992

_____ Mayor.

Approved as to Form and Legality

LAJ 415443 9/1

_____

JAMES K. HAHN, City Attorney,

By _____ Deputy.

File No. 89-0792-S1

City Clerk Form 23

Pursuant to Sec. 97.6 of the City Charter, disapproval of this ordinance recommended by the City Planning Commission _____

JUL 22 1992

See attached report

_____ Director of Planning

INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3a. Please note that "compliance" means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. The Commission's ROPs can be accessed at **http://planning.lacity.org**, by selecting "Commissions & 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.

If you are using Chrome, the bookmarks are on the upper right-side of the screen. If you do not want to use the bookmarks, simply scroll through the file.

If you have any questions, please contact the Commission Office at (213) 978-1300.

ELKINS KALT

Ernest J. Guadiana
D: 310.746.4425
EGuadiana@elkinskalt.com

November 12, 2024

Los Angeles City Planning Commission
Los Angeles City Hall
Council Chamber, Room 340
200 North Spring Street
Los Angeles, CA 90012
E-Mail: cpc@lacity.org

Re: 1459 Hi Point, LLC's Responses to Appeal of
Case Nos. DIR-2023-4996-TOC-HCA; ENV-2023-4997-CE
1459 S. Hi Point Street

Dear Commission President Lawshe, Vice-President Zamora and Commission Members:

Our office represents 1459 Hi Point, LLC (the "Applicant"), which owns the real property commonly known as 1459 S. Hi Point Street within the City of Los Angeles (the "Property"). Applicant is the applicant for City of Los Angeles Department of City Planning (the "Department") Case Nos. DIR-2023-4996-TOC-HCA and ENV-2023-4997-CE (collectively, the "Entitlements") to permit a well-designed, 5-story, 19-unit housing project, including affordable units, in the Faircrest Heights neighborhood (the "Project"). The Entitlements were approved by the Department's Director Determination letter, dated May 8, 2024 (the "Determination Letter").

On or around May 23, 2024, the Department's approval of the Entitlements were appealed by Elaine Johnson ("Appellant"). Through this letter, Applicant responds to the points raised by Appellant.

I. The Project Is Eligible for Tier 3 Incentives

Appellant contends that the intersection of Pico Boulevard and Fairfax Avenue is not a "Major Transit Stop" eligible for Tier 3 incentives under the TOC Guidelines. Appellant bases its argument on the Santa Monica Big Blue Bus Rapid Line 7 ("Rapid 7") and Metro Rapid Line 217 ("Line 217") not qualifying as "Rapid Buses" with at least 15 minute average peak headways. Appellant is incorrect.

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The Determination Letter correctly qualified the Project for Tier 3 incentives on the basis that the Rapid 7 and Line 217 are Rapid Buses with at least 15 minute average peak headways.

Rapid Buses are defined in the TOC Guidelines in the footnote of Chart 1, providing that a "Rapid Bus is a higher quality bus service that may include several key attributes, including dedicated bus lanes, branded vehicles and stations, high frequency, limited stops at major intersections, intelligent transportation systems, and possible off-board fare collection and/or all door boarding." This definition then specifically provides that the Big Blue Rapid lines are Rapid Buses for purposes of the TOC Tier qualifications.[1]

Line 217 also constitutes a Rapid Bus. In this regard, Line 217 became activated as a Rapid Bus for the purposes of the TOC program and other Department policies upon Line 217 becoming a NextGEN bus line as provided in the Department Memorandum dated March 25, 2021 titled Metro NextGen; Rapid Bus Definitions (see **Attachment 1**). As the memo explains, Metro's NextGen Bus Plan resulted in the replacement of most Metro Rapid Bus lines with new types of NextGen lines with enhanced service levels. The NextGen replacement lines are the highest level of Metro bus service and retain the attributes of a Rapid Bus line. In this regard, Figure 1 of the memo specifically lists Line 217 as a Replacement NextGen Tier 1 Rapid Line for the Metro 780 Rapid Line. Additionally, as noted in Metro's "NEXTGEN RIDERSHIP UPDATE – Q1 CY2024", a copy of which is enclosed as **Attachment 2** to this letter, "Full restoration of NextGen Bus Plan service levels was completed in phases by December 2022". Moreover, Attachment A to this Metro update specifically notes that Line 217 is a NextGen bus line that has "increased from every 12-15 minutes to every 10 minute peak and midday periods." Accordingly, Line 217 is a Rapid Bus for purposes of the TOC Guidelines that qualifies the Project for Tier 3 incentives so long the route has at least 15 minute average peak headways.

Attachment 3 to this letter contains the Line 217 schedule, and highlights the peak hour trips. Specifically, Line 217 has 35 northbound peak trip and 37 southbound peak trips. This results in a service interval of less than 15 minutes during peak hours. Accordingly, Line 217 constitutes a Rapid Bus for purposes of the TOC Guidelines.

[1] Appellant apparently concedes that the Rapid 7 qualifies the intersection for Tier 3 incentives since Appellant's arguments discuss only Line 217's qualification. Accordingly, Applicant's response analyzes only the Determination Letter's correct qualification of Line 217 for the Project's Tier 3 incentives.

Consequently, since both the Rapid 7 and Line 217 constitute Rapid Buses with at least 15 minute average peak headways, and since these buses intersect at the intersection of Pico Boulevard and Fairfax Avenue, the Project qualifies for Tier 3 incentives under Chart 1 of the TOC Guidelines because the Project site is located within 1,500 feet of this intersection.

II. The Project Complies with the Q Conditions

Appellant further contends that, even had the Project qualified for Tier 3 incentives, the Project fails to comply with Section 10 of the [Q] Conditions established by Ordinance No. 168,193 (the "[Q] Conditions"), which require certain usable open space. Appellant's arguments fail.

Section 10 of the [Q] Conditions requires a minimum of 100 square feet of "usable open space" per unit. Usable open space can be comprised either of "private open space" or "common usable open space". The Project contains 19 units, so the [Q] Conditions typically would require 1,900 square feet of usable open space (i.e., 19 x 100). However, since the Project qualifies for TOC Tier 3 incentives, the Project obtained an additional incentive to allow for a 25% reduction in the open space required. Accordingly, the usable open space required by Section 10 of the [Q] Conditions is 1,425 square feet (i.e., 1,900 x 0.75).

Here, the Project exceeds the required usable open space since the Project contains 1,542 square feet of usable open space, consisting of a 950 square-foot rear yard and a 592 square-foot 5th floor garden.

Appellant contends that neither the rear yard nor the 5th floor garden comply with the requirements for common usable open space under Section 10 of the [Q] Conditions. Again, Appellant's arguments fail.

First, Appellant incorrectly asserts that the rear yard does not meet the dimensional requirements required for common usable open space. The [Q] Conditions require an average width of 20 feet for all open space areas with no width less than 15 feet at any point. Appellant argues that the rear yard does not meet this average width, speciously arguing that the portion of the rear yard that includes landscaping should be excluded from the average width measurement on the basis that it is not "usable". However, the [Q] Conditions specifically require that a portion of the common usable open space be landscaped, and thus the landscaped portion of the rear yard is to be included in the dimensional requirement calculation. When the landscaped areas are properly included, the rear yard results in an approximately 20-foot by 52-foot rectangular open space area that clearly complies with the dimensional requirements.

Appellant next contends that the 592 square foot roof garden does not qualify as usable open space under the [Q] Condition on the basis that the [Q] Conditions prohibit counting rooftop open space as usable open space. But the 5th floor garden constitutes a deck, not a roof. Unlike the actual roof, which lies on top of the 5th floor, the 5th floor garden will be (1) located below the roof level; (2) on the same floor as three units; (3) unenclosed; and (4) accessible by the common-area hallway. Further, the [Q] Conditions specifically contemplate deck-based open space.

Appellant further contends that the Project does not comply with the usable open space requirements since the [Q] Conditions require at least one tree for every three dwelling units and the Project's plans do not illustrate the required trees. However, the Project plans referenced by Appellant do not include a landscape plan, and therefore do not illustrate the fauna that will be planted. In fact, the Project will include the required six trees, and Applicant agrees to add a condition of approval to the Entitlements requiring that six 24-inch box trees be planted in the Project's common usable open space areas.

Appellant last argues that the Project fails to comply with the requirement that 50% of the common usable open space be landscaped. However, the majority of the open space area will be landscaped, and Applicant agrees to a condition of approval to the Entitlements requiring that that at least 50% of the common usable open space be landscaped in compliance with the [Q] Conditions.

Consequently, since the rear yard and 5th floor garden constitute common usable open space under the [Q] Conditions, the Project complies with the usable open space requirements of Section 10 of the [Q] Conditions.

III. The Project is Eligible for the Class 32 Categorical Exemption

Appellant contends that the Project is not eligible for the Class 32 Categorical Exemption. The sole basis for such argument is that the Project does not comply with applicable zoning because Appellant contends that the Project does not comply with the usable open space requirements of the [Q] Conditions. However, as discussed in Section II above, the Project complies with the [Q] Conditions (as well as all other zoning). Consequently, the Project is eligible for the Class 32 Categorical Exemption.

Very truly yours,

ERNEST J. GUADIANA
Elkins Kalt Weintraub Reuben Gartside LLP

EJG:ejg

Attachments

Attachment 1

DEPARTMENT OF CITY PLANNING
Executive Office

City Hall, 200 N. Spring Street, Room 525, Los Angeles, CA 90012

DATE: March 25, 2021

TO: Interested Parties
Department of City Planning Staff

FROM: Vincent P. Bertoni, AICP
Director of Planning
Department of City Planning

SUBJECT: **METRO NEXTGEN; RAPID BUS DEFINITIONS**

This memo explains how Metro's recent initial implementation of its "NextGen" Bus Plan will impact determinations regarding what constitutes a Metro Rapid Bus pursuant to City Planning policies and programs, including the Density Bonus and Transit Oriented Communities (TOC) Affordable Housing Incentive programs. Background information from Metro on NextGen including the latest service changes is available on their website (https://www.metro.net/projects/nextgen).

Background

NextGen is described by Metro as "a reimagined bus system that focuses on providing fast, frequent, reliable and accessible service to meet the needs of today's riders." The initial Phase 1 roll-out began in December 2020 and will continue through two additional phases in June and December of 2021. Service on nearly all lines will be affected.

Under the NextGen Bus Plan, most Metro Rapid Bus lines will be replaced with a new type of bus line that will have more frequent service and new stop intervals. These new replacement lines combine elements of a Rapid Bus and Local Bus. This change introduces a need for clarity on how the term Rapid Bus will be understood as it currently exists in the LAMC and other City Planning documents. Certain important incentives to provide affordable housing near transit exist in the Density Bonus Ordinance (see LAMC 12.22 A.25(f)(4)(ii)(b) and 12.22 A.25(c)(10)) as well as the TOC Guidelines (see Chart 1 of the TOC Guidelines and LAMC 12.22 A.25(c)(10) and 12.22 A.25(f)(4)(ii)(b)).

The NextGen system includes a new bus classification system with different Tier levels. Tier 1 is the highest quality bus NextGen line and will replace current Rapid Bus lines as they are discontinued. Tier 1 routes are planned to achieve service interval levels of at least ten minutes throughout the weekday daytime. However, because of the ridership and funding impacts of the current COVID-19 emergency, service levels may lag behind these levels in the short-term.

Definition of Rapid Bus

Rapid Bus is not a defined term in the Los Angeles Municipal Code (LAMC), nor is there any one agreed-upon set of criteria that must exist to be called a Rapid Bus line. The TOC Guidelines define Rapid Bus in a broad, flexible way to encompass a number of different types of higher quality bus services provided by different operators, as follows:

> *Rapid Bus is a higher quality bus service that may include several key attributes, including dedicated bus lanes, branded vehicles and stations, high frequency, limited stops at major intersections, intelligent transportation systems, and possible off-board fare collection and/or all door boarding. It includes, but is not limited to, Metro Bus Rapid Transit lines, Metro Rapid 700 lines, Metro Orange and Silver Lines, Big Blue Rapid lines and the Rapid 6 Culver City bus.*

The Tier 1 NextGen is the highest level of bus service that Metro now offers (not to be confused with TOC Tier 1). While Metro is discontinuing most but not all Rapid Bus lines, Tier 1 lines will replace Rapid Lines and include most of the attributes in the above definition. Most importantly, Tier 1 lines are defined by their high level of service frequency. The number of stops for NextGen Tier 1 lines will be less than for existing local bus lines, but not as few as the current Rapid lines. Metro also advises that Tier 1 corridors would be the priorities for all-door boarding roll out and maintaining or adding transit signal priority plus dedicated bus lanes and other speed improvements for some Tier 1 corridors is being developed in partnership with the City.

A total of 28 corridors in Los Angeles County are being replaced with Tier 1 lines, not all of which align with current Rapid lines. In an effort to promote consistency, only those Tier 1 NextGen lines that replace a Metro Rapid line will be deemed a Rapid line by the Department of City Planning. Figure 1 below lists the discontinued Rapid lines and their Tier 1 replacement lines that will function as Rapid lines, along with the anticipated phase-in dates.

Implementation

This memo will guide updates to City Planning's determinations of which Metro bus routes and stops are considered to be a Rapid Bus, when those terms are referenced in the LAMC and TOC Guidelines. Discontinued Metro Rapid Bus lines will be replaced with their NextGen Tier 1 replacement lines when each phase is rolled out. This includes the NextGen Phase 1 changes already in effect, as described above, as well as subsequent Phase 2 and 3 of the NextGen roll-out (anticipated in June and December 2021). There may be some minor shifts in TOC Tier eligibility as a result of the NextGen changes to Rapid Bus lines. This memo amends the prior August 19, 2020 TOC memorandum issued by City Planning, solely for the Rapid Lines and their

replacement lines, described above. For lines not affected by these NextGen Rapid bus changes, the TOC program will continue to use a pre-COVID-19 bus schedule to determine program eligibility as described in the August 2020 memorandum. This policy will remain in place until superseded by future memo or updates to the TOC Guidelines. If project applicants have questions about how these changes might impact a pending project application or CEQA analysis, please contact your assigned case planner.

Figure 1. Discontinued and Replacement NextGen Tier 1 Rapid Lines

	Discontinued Rapid Lines	**Replacement Next Gen Tier 1 Rapid Line**
Phase One December 2020 (already in effect)	705 Vernon Ave./ La Cienega Bl. 710 Crenshaw Bl. 728 Olympic Bl. 740 Hawthorne Bl./ Crenshaw Bl. 745 Broadway St. 751 Soto St. 760 Long Beach Bl. 762 Atlantic Bl./ Fair Oaks Ave.	105 210 28 40 / 210 45 251 60 260
Phase Two June 2021 (anticipated)	720 Whittier Bl. 734 Sepulveda-Westside 744: Reseda/Ventura/Van Nuys 750 Ventura Bl. 770 Garvey, Atlantic, Cesar Chavez 780 Pasadena, Hollywood/Fairfax 788 Van Nuys – Westside 794 San Fernando Rd.	18 234 / 761 240 and 233/761 150 / 240 70 180 / 217 261 94 / 294
Phase Three June 2021 (anticipated)	704 Santa Monica Bl. 733 Venice Bl. 757 Western Av.	4 33 207

Attachment

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2024-0528, **File Type:** Informational Report **Agenda Number:** 29.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 19, 2024

SUBJECT: NEXTGEN RIDERSHIP UPDATE - Q1 CY2024

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the NextGen Bus Ridership Update.

ISSUE

This report provides an assessment of Metro bus system ridership for the first quarter of calendar year 2024 (Q1 CY2024, consisting of the months of January-March 2024) compared to the ridership from the same period of 2019 (pre-pandemic/pre-NextGen Bus Plan). Ridership changes are examined by the day type (weekday, Saturday, Sunday), area, across Equity Focus Communities (EFCs)/non-EFCs, by time period, line/line group, and average passenger trip length changes.

BACKGROUND

- The NextGen Bus Plan was adopted by the Metro Board in October 2020.
- The NextGen Bus Plan was designed to create a fast, frequent, and reliable Metro bus system and to be rolled out in two phases: “Reconnect” and “Transit First.”
- Reconnect was the initial phase set to restructure the existing network and was implemented over three implementation dates between December 2020 and December 2021.
- Transit First was an additional phase to maximize the plan’s effectiveness through strategic, quick-build capital investments to improve bus speeds and direct saved revenue service hours to bus frequency improvements.
- While the NextGen Bus Plan was fully implemented by the end of 2021, the national operator shortage required Metro to temporarily reduce service by 10% in February 2022 to stabilize service reliability.
- Full restoration of NextGen Bus Plan service levels was completed in phases by December 2022.
- Metro continued to operate the full NextGen bus service levels through 2023 into 2024 with improved reliability due to full bus operator staffing, which was achieved by August 2023.

- However, a 1-2% operator shortage has existed since the December 2023 service change, when the operator requirement increased due to more peak service from increased ridership, as well as some recruiting challenges. Recruitment efforts have been ramped up in response, and overall canceled service levels remain low.

The NextGen Bus Plan Reconnect phase implementation established a set of service frequency tiers for Metro's 120 bus lines, summarized in Table 1. Tier 1 and 2 lines are all-day, high-frequency services designed to support ridership growth across the NextGen network and to help ridership recover after the drop caused by the pandemic. Tier 3 and 4 lines ensure neighborhood connectivity and coverage throughout the service area.

Table 1: NextGen Frequency Tiers as of Dec 2022

Service Type	Peak Weekday	Midday Weekday	Evening	Weekend	Number of Lines
Core Network (Tier 1)	5-10	5-10	10-15	7.5-15	31
Convenience Network (Tier 2)	12-15	12-15	20-30	15-30	24
Connectivity Network (Tier 3)	20-30	20-30	30-60	30-60	26
Community Network (Tier 4)	40-60	40-60	60	60	39

When fully implemented, the Transit First scenario was expected to achieve a 15-20% increase in ridership. This expected increased ridership is attributable to increased speed of service/reduced travel times from the implementation of items from the speed and reliability tool kit including new bus lanes, expanded transit signal priority, all door boarding, as well as reinvestment of time savings for increased service frequencies. Progress on such implementations include 49.7 lane miles of new bus priority lanes implemented as of the end of 2023. Two additional corridors (Florence Av and Roscoe Bl - 31.2 lane miles) will be delivered before the end of 2024, and 14.9 additional lane miles are in planning (Vermont Av, Santa Monica Bl). Transit signal priority and all-door boarding are other speed and reliability initiatives that should begin implementation in late 2024, with ongoing optimization of bus stops and terminals.

Metro bus ridership continues to recover and is near pre-COVID levels. This quarterly report is intended to track progress towards the ridership growth expected from the NextGen Bus Plan, including growth supported by the implementation of the remaining Transit First bus speed and reliability improvements.

DISCUSSION

In examining ridership results to date, it is essential to note the impact of the COVID-19 pandemic beginning in March 2020, with the significant effects on both Metro bus service levels and ridership, but also on societal changes such as increased telecommuting.

As of Q1 CY2024, average daily bus system ridership continues to show growth:

- Weekday ridership was 83.7% (up slightly from 83.4% in Q14 CY2023)

- Saturday ridership was 94.0% (up from 90.3% in Q14 CY2023)
- Sunday ridership was 98.3% (down slightly from 99.97% in Q1 CY2023).

The San Fernando Valley continues to show the highest ridership recovery in Q1 CY2024 compared to the four other service areas, at 88.5% of pre-pandemic Q1 CY2019 levels on weekdays, 103.2% Saturday, and 109.1% Sunday, benefitting from NextGen Bus Plan investments.

The proportion of boardings in Equity Focus Communities remains around 1% above pre-pandemic levels on weekdays.

Midday weekday Q1 CY2024 ridership recovery was at 87% of pre-pandemic levels, exceeding both AM peak (70%) and PM peak (79%) recovery.

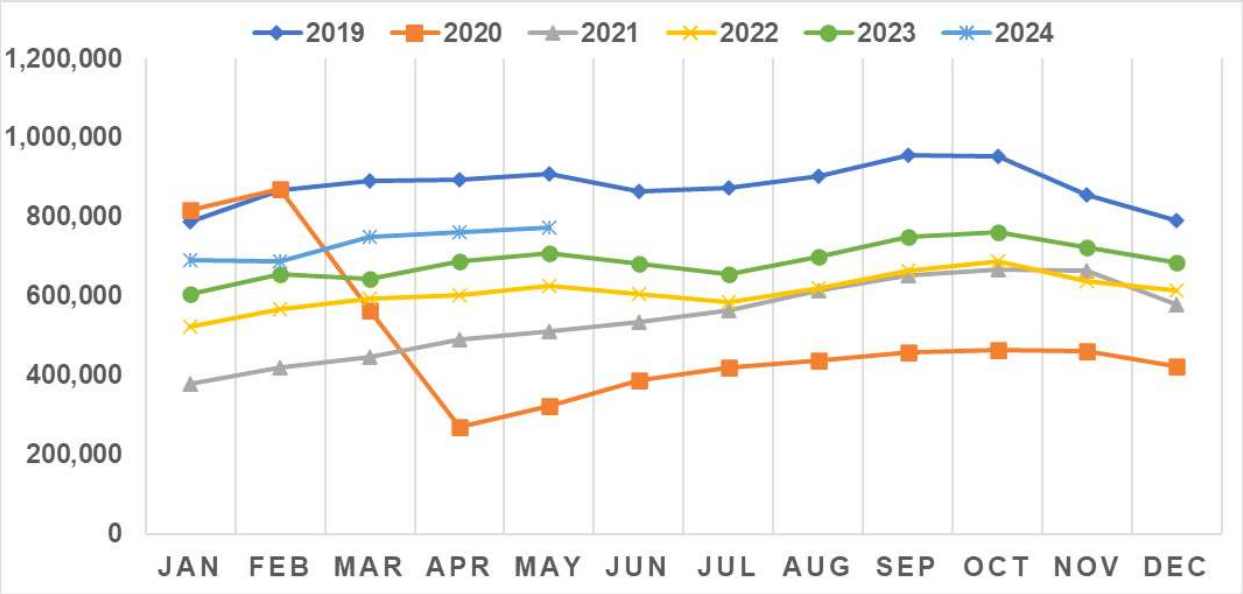
There were 12 lines/line groups weekday (up slightly from 11 in Q4 CY2023), 26 lines/line groups Saturday (up from 18), and 34 lines/line groups Sunday (down slightly from 37) exceeding their pre-COVID Q1 CY2019 ridership numbers in Q1 CY2024.

A more detailed analysis is provided in Attachment A, which this report summarizes. Attachments B, C, and D to this report provide detailed data on systemwide and line/line group level for average weekday, Saturday, and Sunday bus ridership observed between Q1 CY2019 (pre-pandemic and pre-NextGen) and the same period Q1 CY2024. The period of this analysis tracks the significant drop in ridership at the beginning of the COVID pandemic in early 2020 and the subsequent recovery in ridership and service restoration in 2021 based on the implementation of the NextGen Bus Plan.

Ridership Trends from 2019 to 2024

Complete restoration of bus service by December 2022, combined with more reliable service delivery and programs, such as GoPass for students and LIFE Program for low-income riders, have contributed to much stronger ridership recovery through 2023 and into 2024. This reinforces the importance of frequent and reliable service delivery in attracting and retaining ridership.

In March 2024, average weekday bus ridership again exceeded 750,000, and the post-pandemic average weekday ridership of 761,757 record set in October 2023 was exceeded in both April and May 2024 (762,811 and 772,969 respectively), the highest monthly averages so far of 2024. (Attachment A Chart 6 - Average Weekday Ridership 2019 - 2024)



Ridership by Service Area

Ridership recovery was examined for each of the five Metro Service Council areas. The San Fernando Valley shows the highest rate of weekday ridership recovery, at 88.5% in Q1 CY2024 (slight decline from the 89.4% in Q4 CY2023). This recovery rate, in part, shows a strong response to NextGen Bus Plan improvements that created a network of ten local lines and the Metro G Line BRT with 10-15 minute frequencies all day on weekdays across the San Fernando Valley. The NextGen changes improved these lines, especially during off-peak hours when many of these lines had frequencies ranging from 20 to 30 minutes. Several lines in the east Valley were also restructured to match regional travel patterns more focused on North Hollywood. Even with the slight decline in this quarter's San Fernando Valley ridership recovery rate compared to Q4 CY2023, average ridership was up 11.4% in the service area compared to the same Q1 in CY2023, so ridership growth remains strong.

The four other Service Council areas' weekday ridership recovery rates for Q1 2024 were as follows:

- San Gabriel Valley: 79.2% (up slightly from 78.7% in Q4 CY2023)
- Gateway Cities: 75.9% (down from 79.0% in Q4 CY2023)
- Westside Central: 82.5% (up slightly from 80.1% in Q4 CY2023)
- South Bay Cities: 80.8% (down slightly from 82.4% in Q4 CY2023)

While recovery rates for some service areas were down from the Q4 CY2023, overall average weekday ridership increased in all regions by between 6.8% and 13.9% when comparing Q1 CY2024 with the same quarter Q1 in CY2023. The Gateway Cities area recovery is impacted by a number of factors. Line 130 on Artesia Bl was transferred to municipal operators, and a number of lines were replaced by Microtransit. The 2019 data also contains ridership for New Blue bus bridges which were temporary bus services in place of Blue Line rail service.

Similar patterns were seen for growth in Q1 2024 average Saturday ridership, with San Fernando Valley at 103.2%, up from 101.5% in Q4 CY2023, and other areas at 79.8 - 90.9% (up from 78.6 - 87.3% in Q4 CY2023).

Average Sunday ridership also increased, but some areas had a reduced recovery rate. San Fernando Valley's recovery rate was 109.1%, down from 113.4% in Q4 CY2023, and other areas 83.7% to 96.0% (down from 85.6 - 99.0%). Though recovery rates showed some declines in Q1 CY2024 compared to Q4 CY2023, each service area had increased average Sunday ridership when comparing Q1 CY2024 with Q1 CY2023.

The table below shows the percentage change in average daily ridership by service area between Q1 CY2023 and Q1 CY2024.

Change in Average Daily Ridership Q1 CY2024 versus Q1 CY2023	Daily	Saturday	Sunday
Gateway Cities	10.4%	8.8%	6.00%
San Fernando Valley	11.4%	9.6%	6.60%
San Gabriel	13.3%	12.5%	8.50%
South Bay	13.9%	13.3%	9.30%
Westside Central	6.8%	7.0%	1.40%

(See also Attachment A, Charts 10-12, Average Weekday, Saturday, and Sunday Ridership Recovery by Service Area Q1 CY2019 - Q1 CY2024)

Ridership by Time Period

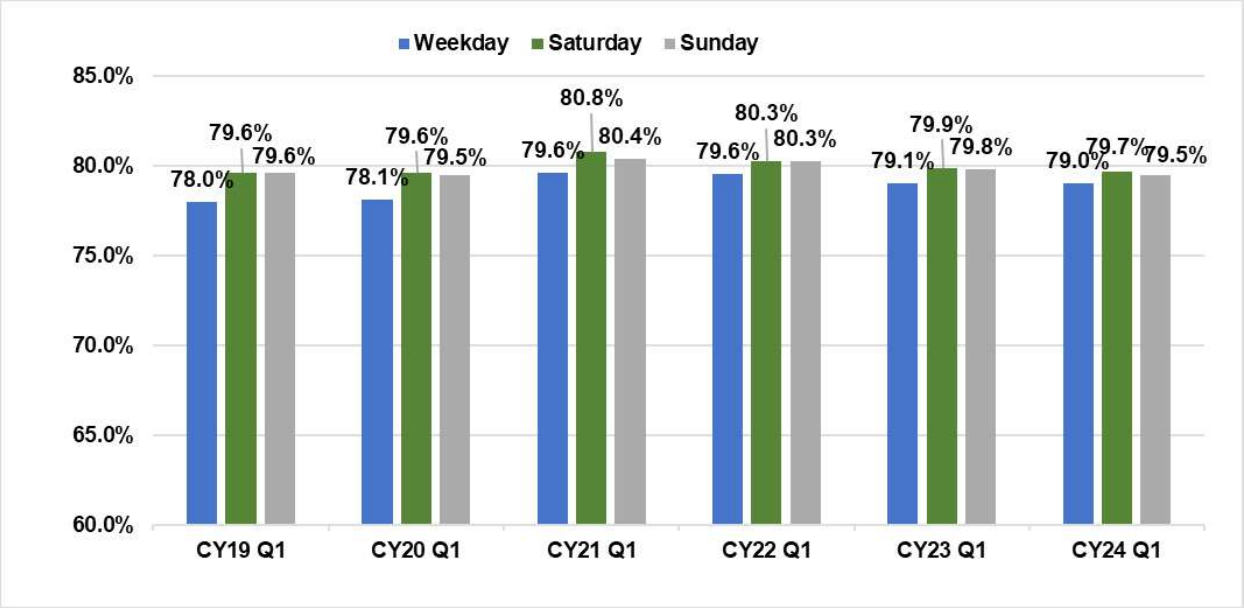
As of Q1 CY2024, early AM and AM peak period ridership remains the least recovered at 73% and 70% of 2019 levels, respectively, while the PM peak and evening recovery rates were 79% and 81%, respectively. By contrast, the base (midday), late evening, and Owl periods share of weekday ridership continued to have the highest recovery rates compared to their 2019 (pre-pandemic) levels at 87%, 90%, and 92%, respectively. This suggests that fewer traditional office workers are commuting on transit in the morning peak. The increase in base (midday) share of weekday ridership is consistent with the intent of the NextGen Bus Plan to grow ridership on off-peak weekdays.

Weekend ridership recovery by time of day for Q1 CY2024 was higher than weekdays. Saturday AM peak ridership had the lowest recovery rate at 84%, while Saturday early AM and base were slightly more recovered at 87%, and PM peak and evenings Saturday were 90% and 91% recovered respectively. As with weekdays, the Saturday late evening and Owl periods had the highest recovery rates of 96% and 97%, respectively. Sunday recovery rates by time period were closer together, at between 92% and 95%, except early AM, which was 106%, the only period to exceed 100% in Q1 CY2019. (Attachment A, Charts 14-16: Weekday, Saturday, and Sunday Ridership by Time Period Q1 CY2019 - Q1 CY2024)

Ridership by Equity Focus Communities (EFC)

Q1 CY2024 average daily boardings in EFCs increased by up to 1.6% on weekdays, 1.2% on Saturdays, and 0.8% on Sundays during Q1 CY2021 and Q1 CY2022 when COVID was most active, compared to pre-COVID. By Q1 CY2024, EFC boardings were still around 1% higher than pre-COVID on weekdays and had returned to pre-COVID levels on weekends. The trips made in the early part of COVID are more likely to have been made by people who relied on transit to access essential jobs and services. The NextGen Bus Plan prioritized investing in frequency improvements for key lines serving EFCs, which has likely contributed to the 1% increase in the share of boardings that will continue to be seen in EFCs in 2023 and 2024. This change may also be attributable to fewer choice riders using weekday services in non-EFCs, with factors such as telecommuting continuing post-pandemic.

(See also Attachment A, Chart 13: Percentage of Total Boardings in EFCs by Day Type: Q1 CY2019 through Q4 CY2024)



Equity Focus Communities where ridership recovery has been strongest (over 90% recovered weekdays and weekends) include:

- Western Av Line 207
- Vermont Av Local Line 204
- Central Av Line 53
- Compton Av Line 55
- Vernon Av Line 105
- Slauson Av Line 108
- Gage Av Line 110
- Century Bl Line 117 through South LA
- Line 603 serving Hoover St,
- Line 18 serving East LA

- Line 66 serving W 8th St and E Olympic Bl in East LA
- Line 251 on Soto St through East LA and Huntington Park
- Line 611 Huntington Park Shuttle
- Line 605 Shuttle in Boyle Heights and;
- J Line 910/950 BRT between El Monte and Harbor Gateway/San Pedro

Many of these lines operate 15-minute or better service all day on weekdays as a result of the NextGen Bus Plan implementation.

Metro has deployed the full annualized 7 million revenue service hours planned under the NextGen Bus Plan, with service frequencies specifically targeting EFCs. Ridership recovery has been weaker on lines serving Downtown LA, which have seen reductions in daily office worker attendance due to increased telecommuting and associated impacts to service industry jobs. This is in spite of NextGen frequency improvements (examples include Broadway Line 45, Avalon Bl Line 51 in South LA, W Olympic Bl Line 28, and Pico Bl Line 30). Metro will continue to monitor ridership recovery on each line to determine if adjustments to the NextGen Bus Plan are needed to address impacts coming out of COVID.

Average Trip Length

The Metro bus system's average passenger (unlinked) trip length dropped from 4.2-4.3 miles to just below 3.0 miles in the pandemic year 2021. This trend was likely due to a significant reduction in long-distance commute trips. As ridership recovered in 2022 through 2024, average passenger trip lengths have increased to and remained at around 3.5 miles, well below pre-COVID lengths. This change was expected as COVID has transitioned trip-making to shorter trips, a market identified through the NextGen Bus study as a significant opportunity to grow ridership with more frequent local bus lines serving shorter distance trips. This change in average passenger trip length is seen for weekdays and weekends. (Attachment A, Chart 17 Average Passenger Trip Length)

Ridership and Productivity by Service Tiers and Lines

The NextGen Bus Plan change involved restructuring a group of lines to provide a fair comparison of the changes in ridership. The comparison is based on average Q1 CY2024 versus Q1 CY2019 ridership for each day type (weekday, Saturday, Sunday). While there are 120 Metro bus lines, ridership recovery rates are based on 82 weekdays, 75 Saturday, and 74 Sunday lines/line groups. Detailed data is included in Attachments B, C, and D, respectively.

The overall system ridership recovery rate in Q1 CY2024 was 83.7% for weekdays, 94.0% for Saturdays, and 98.3% for Sundays compared to Q1 CY2019 as a pre-COVID baseline. There were 12 weekday, 26 Saturday, and 34 Sunday lines/line groups exceeding their pre-COVID Q1 CY2019 ridership numbers in Q1 CY2024. The review focused on lines showing above and below system average ridership recovery. The review also examined lines/line groups for the four NextGen Bus Plan Tiers.

The high number of Tier 1 (10-minute or better weekday service) and Tier 2 (15-minute or better weekday service) lines/line groups (which make up 46% of all bus lines) with above-average

recovery suggests that the improved frequencies implemented through the NextGen Bus Plan are a vital component of more robust ridership recovery:

Number of Lines with Above-Average Recovery in Q1 CY2024	Weekday	Saturday	Sunday
Tier 1	19	14	14
Tier 2	12	11	11
Tier 3	6	7	6
Tier 4	7	6	6

The Tier 1 and Tier 2 higher frequencies continue to show stronger recovery; some of these lines also include route changes to better connect riders to key destinations.

The common denominator of less ridership recovery along some Tier 1 and Tier 2 lines was that they serve Downtown LA. This neighborhood has seen reduced daily work-related trips due to increased telecommuting, which has negatively impacted many downtown service industry businesses, further reducing travel to downtown LA. Some of these lines were also restructured to move riders to other bus lines or, in some cases, rail lines. An opportunity exists to promote downtown LA travel on the new Metro Regional Connector and the Metro bus network for those returning to work and for the many leisure and entertainment events occurring there.

This same pattern was noted for the G and J Line BRT services, with notably lower ridership recovery, especially on weekdays. Before COVID, these lines had higher usage by discretionary riders who appear to not be traveling as much for work in downtown LA or other locations, such as Van Nuys or Warner Center in 2023. Also, notable ridership changes in the Vermont corridor, where frequent Local and Rapid bus lines have continued to operate, happened. The ridership recovery rate for the corridor overall was 87.2% on weekdays (up from 84.0% in Q4 CY2023), with the Local Line 204 having a recovery rate of 108.5% (up from 103.5% in Q4 CY2023). By comparison, the Vermont Rapid Line 754 serves a very high EFC corridor with the same frequency as the local line but on a limited stop format and had a ridership recovery rate of 65.7% (up from 64.6% in Q4 CY2023). Line 754 saw notably high cancellation rates in 2022, which may have diverted riders to use the Local bus. The same patterns were seen for Saturday (Local 123.8%; Rapid 65.8%) and Sunday (Local 109.5%; Rapid 76.3%).

As mentioned, the performance of the largely Tier 2 network of lines in the San Fernando Valley is notable for their strong ridership recovery as a group. Other Tier 2 lines across Metro's service area had similarly high ridership recovery rates. Examples include Line 55 on Compton Av, Line 110 on Gage Av, and Line 117 on Century Bl, all of which serve South LA, as well as Line 605 serving Boyle Heights.

Several Tier 3 lines had frequency improvements that generated high ridership recovery. By comparison, many Tier 4 lines (40-60 minute frequency) had low ridership recovery and, in most cases, no NextGen route changes and a lower percentage of route miles serving EFCs. It will be

essential to test the best performers among these lines by upgrading to 30-minute service to see what impact that might have on their ridership recovery.

Data also showed consistently that increased service hours implemented through the NextGen Bus Plan for many lines or line groups generated higher ridership recovery and better productivity compared to lines that saw stable or fewer service hours compared to pre-NextGen. This suggests the NextGen Bus Plan changes have successfully generated a good return from service hours reinvested in the NextGen frequent network.

More details for line-level ridership can be found in a report (Attachment A) and data tables (Attachments B, C, D). This analysis shows that the NextGen Bus Plan's focus on a fast, frequent, and reliable network supports higher ridership recovery. These ridership recovery results will continue to be tracked and reported on as further investments in NextGen bus speed and reliability improvements occur, including new bus lanes, expanded transit signal priority, and all door boarding (more details on these initiatives are in the next section). Staff will review ridership for Q2 CY2024 (April through June 2024) as the basis for the next ridership report to be presented in Fall 2024.

Speed and Reliability

Beyond the initial Reconnect phase of the NextGen Bus Plan with the route restructuring and establishment of frequency tiers, the Transit First scenario of NextGen is designed to increase ridership based on increased speed of service/reduced travel times from the implementation of items from the speed and reliability toolkit. These items include new bus lanes, expanded transit signal priority, all door boarding, as well as reinvestment of time savings for increased service frequencies.

Progress on such speed and reliability implementations include 49.7 lane miles of new bus priority lanes implemented as of the end of 2023 across Metro's service area. Updates on upcoming and recent projects are listed below:

Roscoe Boulevard Bus Priority Lanes (Metro Line 152)

In June 2024, LADOT began installation of this 21 lane-mile project. This project provides peak-period bus priority lanes on Roscoe Bl between Topanga Canyon Bl and Coldwater Canyon Av and is the first project to be delivered as part of the North San Fernando Valley Transit Corridor project. Construction is expected to take four months and will be completed in the fall of this year.

Florence Avenue Bus Priority Lanes (Metro Line 111)

In June 2024, the design was completed for the City of LA portion of the Florence Av Bus Priority Lanes project. Design for the Unincorporated LA County portion is expected to be complete in July 2024. This project will provide 10.2 lane miles of peak-period bus priority lanes in both directions on Florence Av between West Bl and the Florence A Line Station.

Concurrent with design, Metro is working to secure construction permits from both the City of LA and LA County. Construction is expected to begin by the end of 2024.

Sepulveda Boulevard and Ventura Boulevard Bus Priority Lanes (Metro Line 234)

In October 2023, LADOT completed the implementation of this 10.8 lane-mile project. This project provides full-time bus priority lanes along Sepulveda Bl between Ventura Bl and Rayen St, and morning peak-period bus priority lanes on a segment of westbound Ventura Bl between Vesper Av and Sepulveda Bl.

Metro conducted surveys of Line 234 riders in March 2024 to gather feedback on the effects of the bus lanes on riders. Of the 132 riders surveyed, 74% are regular Line 234 riders, 75% experienced faster bus speeds, and 75% experienced improved bus reliability.

La Brea Avenue Bus Priority Lanes (Metro Line 212)

In August 2023, Metro reached the final completion of the 5.7 lane-mile peak-period bus priority lanes on La Brea Av between Sunset Bl and Olympic Bl.

Metro conducted surveys of Line 212 riders in March 2024 to gather feedback on the effects of the bus lanes on riders. Of the 110 riders surveyed, 77% are regular Line 212 riders, 64% experienced faster bus speeds, and 54% experienced improved bus reliability.

Vermont Avenue Bus Priority Lanes (Metro Lines 204 & 754)

As part of the Vermont Transit Corridor project, Metro will deliver quick-build bus priority lanes to key segments of the corridor ahead of the larger BRT project. This will bring speed and reliability improvements to the over 36,000 daily weekday riders ahead of the larger project.

The Bus Speed Working Group identified a 5-lane mile northern segment of Vermont Av between Sunset Bl and Wilshire Bl and a 7.5 lane-mile southern segment of Vermont Av between Gage Av and Vermont/Athens C Line Station as quick-build bus lane projects that could be delivered ahead of the BRT improvements on Vermont Av. The proposed bus lanes would be in service full-time along the southern segment and weekday peak periods along the northern segment.

Metro Community Relations staff and Community Based Organization partners have been conducting briefings and presentations to interested stakeholders, community groups, and neighborhood councils, as well as outreach to businesses along Vermont Av for the overall BRT project and the quick-build bus lanes. The quick-build bus lanes will be delivered as soon as early 2025.

Bus Lane Enforcement

Metro continues to partner with LADOT to have dedicated parking enforcement details patrol and enforce bus lanes in the City of LA. Enforcing the no-parking regulations in the bus lanes helps riders get to their destinations faster and more reliably.

In addition, Metro continues to make progress on the automated Bus Lane Enforcement (BLE) program. Metro has awarded a contract to Hayden AI Technologies to implement the BLE pilot on

100 buses. Half of these buses have been equipped with the BLE hardware, with the second half expected to be complete with the procurement of new BYD buses due to be delivered in FY25 Q1.

The BLE outreach plan is being led by Metro in coordination and cooperation with LADOT and is in place and is awaiting the start of the program. The outreach effort will focus along the specific BLE corridors that are affected and include some general program informational materials for a wider audience. Metro's partner agency, LADOT, is working to amend the City's municipal code to allow citations under the BLE program. City Council approval of these changes is expected in August 2024. Upon Council approval, there will be a concurrent 60-day warning and outreach effort. A full community engagement plan is being developed. Outreach will be conducted in English, Spanish, and other significant languages where relevant to the communities of focus for the program.

EQUITY PLATFORM

The NextGen Bus Plan was developed with an equity methodology, placing more service in Equity Focus Communities, which have been historically more transit-dependent. A central goal of the NextGen Bus Plan was to provide improved transit service frequencies, travel times, and reliability improvements for Metro system riders. Eight in 10 Metro riders are Black, Indigenous, and/or other People of Color (BIPOC); nearly 9 in 10 live in households with total annual earnings below $50,000, and nearly 6 in 10 are below the poverty line.

Improvements such as greater off-peak frequencies have helped essential workers and other riders make essential trips, with an increased share of off-peak ridership noted during the height of the pandemic.

This analysis shows that a subsequently greater proportion of increased ridership has occurred among EFC residents since the NextGen changes were implemented with increased frequency of service and speed and reliability enhancements that continue to be implemented. Through the provision of a fast, frequent, reliable network as designed through the NextGen process, the network was designed with a significant focus on serving EFCs to provide these communities with reduced wait times, shorter travel times, and improved access to key destinations.

Staff will continue to monitor ridership in EFC and Non-EFC areas to ensure NextGen benefits for marginalized groups are achieved, ensuring enough service capacity is provided based on ridership, and that all planned NextGen speed and reliability initiatives are implemented with the intended benefits achieved. Staff will also continue to gather rider feedback through the various sources used to gather public input regarding bus service and related adjustments, such as comments received via Metro's social media channels, Customer Care, and through the Service Council meetings, where service changes are explained and discussed with the public; these channels provide valuable insight into key customer experience concerns of riders.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goals:

Goal #1: Provide high-quality mobility options that enable people to spend less time traveling.

Improving the speed and reliability of the bus network will reduce transit travel times and improve competitiveness with other transportation options.

Goal #2: Deliver outstanding trip experiences for all transportation system users. These initiatives help to move more people within the same street capacity, where currently transit users suffer service delays and reliability issues because of single-occupant drivers.

Goal #3: Enhance communities and lives through mobility and access to opportunity. With faster transit service and improved reliability, residents have increased access to education and employment, with greater confidence that they will reach their destination on time.

NEXT STEPS

The NextGen Bus Plan network ridership will continue to be monitored through the remainder of 2024 as Metro continues to deliver full service based on the NextGen Bus Plan. The agency will continue to hire new bus operators to remain fully staffed and to reliably deliver full service daily. Metro will continue implementing bus speed and reliability improvements such as new bus lanes. Another update is planned for the Board in November 2024, tracking the detailed progress on ridership recovery during Q2 CY2024.

ATTACHMENTS

Attachment A - NextGen Ridership Analysis Q1 CY2024
Attachment B - Weekday Ridership Recovery Comparison by Line and Line Group
Attachment C - Saturday Ridership Recovery Comparison by Line and Line Group
Attachment D - Sunday Ridership Recovery Comparison by Line and Line Group

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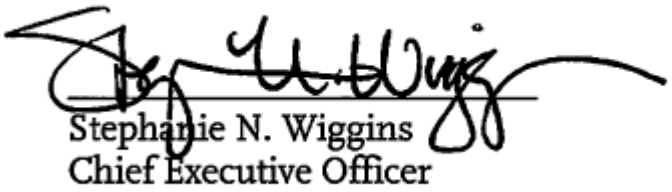


ATTACHMENT A

NextGen Ridership Analysis – Q1 CY2024

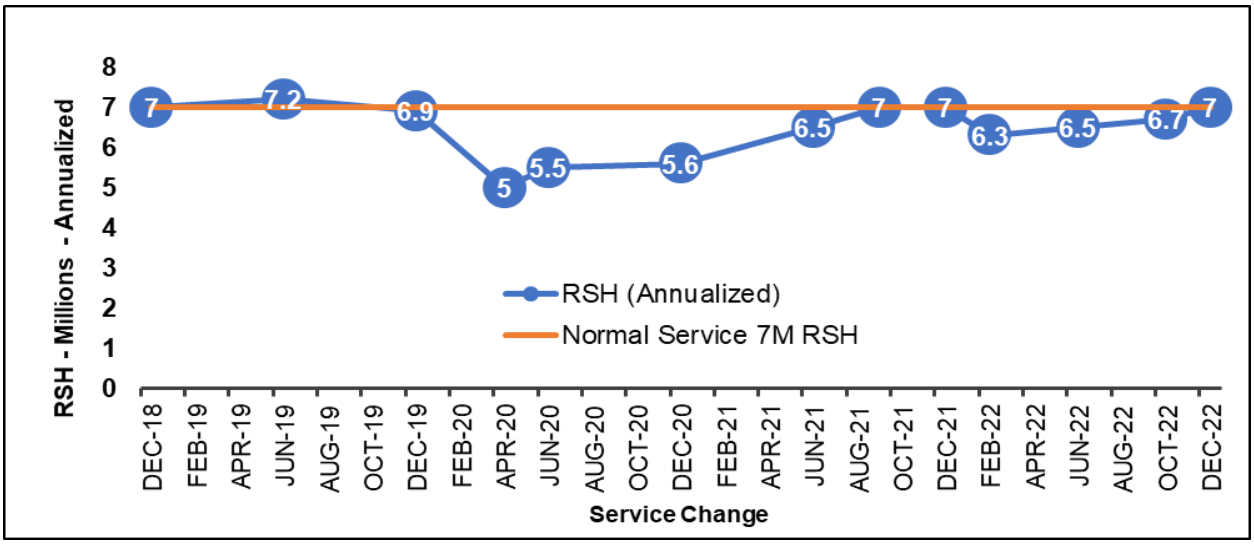
In reviewing Metro ridership, it is important to look at the overall changes occurring over the last five years (2019 through 2024). The period reviewed includes two significant events: 1) changes implementing the NextGen Bus Plan (implemented between December 2020 to December 2021) and 2) changes to the overall travel market and transit service resulting from the COVID-19 pandemic and its impacts on the community, beginning in March 2020, and the Omicron spike in COVID cases and the national bus operator shortage and resulting 10% reduction in service levels in 2022 (restored by December 2022 and full operator staffing by August 2023).

Analysis and discussion are provided regarding how these changes may relate to actual Metro bus ridership trends in terms of average weekday, Saturday, and Sunday ridership between 2019 to 2024 (when ridership last peaked), as well as ridership by area, EFC/non-EFC, time of day, and line/line group level. Data is also presented on changes to average passenger trip lengths.

Metro Bus Service Levels:

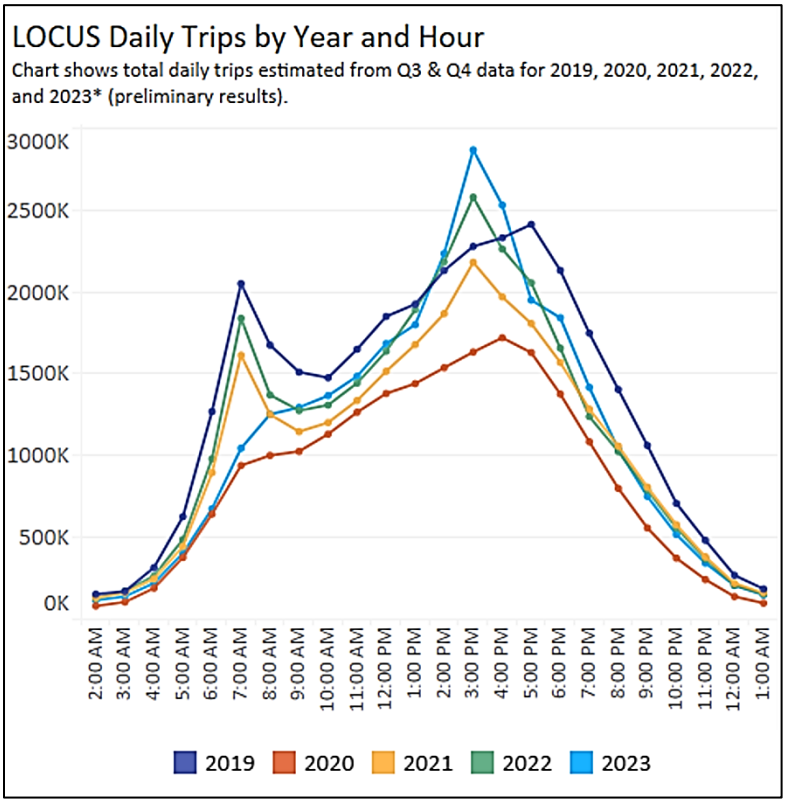
A significant emergency reduction in annual bus revenue service hours (RSH) from 7 million to 5 million was implemented with the onset of the pandemic in April 2020. NextGen Bus Plan implementation began in December 2020. A small ramp-up of service occurred in June 2020 to increase RSH to 5.5 million as an initial step towards the restoration of service levels as ridership began to increase. The most significant restoration of service levels occurred in June 2021, with a jump from 5.6 million to 6.5 million annual RSH towards implementing the second phase of NextGen Bus Plan changes and in response to further ridership recovery from the COVID ridership low point in 2020. Full recovery to the pre-COVID 7 million RSH was implemented in September 2021, and the third phase of NextGen Bus Plan changes was implemented in December 2021.

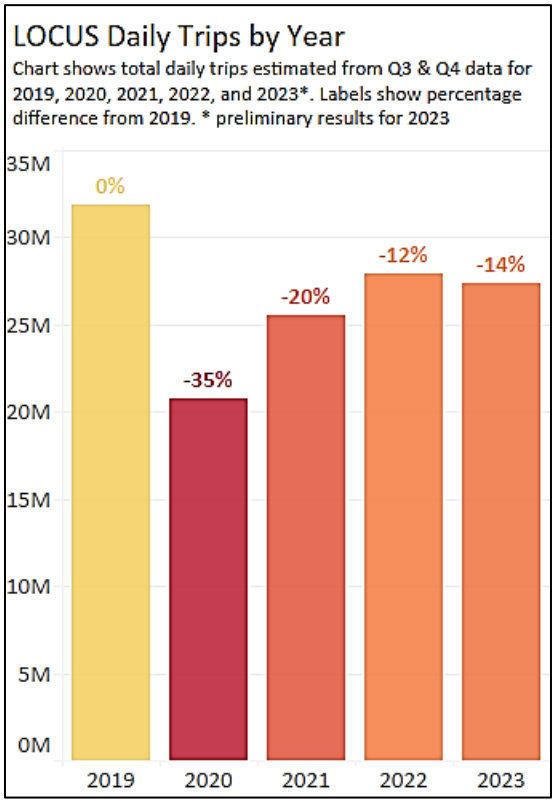
Chart 1: Metro Bus Service – Annual Revenue Service Hour Levels 2019 – 2022



However, the national shortage of bus operators led to high service cancellation levels, necessitating a reduction of service in February 2022 from 7 million to 6.3 million RSH. Successive cycles of service restoration occurred in June, October, and December 2022, at which time the 7 million RSH was again restored. Hiring of new bus operators continued during 2023. Full operator staffing was achieved by August 2023 to ensure full service is delivered as Metro remains committed to the reliable delivery of full service in 2023 and beyond. The history of changes in Metro bus system annual revenue service hours is shown in Chart 1.

Charts 2 and 3: Total Trips By Time of Day and By Year, LA County 2019-2023



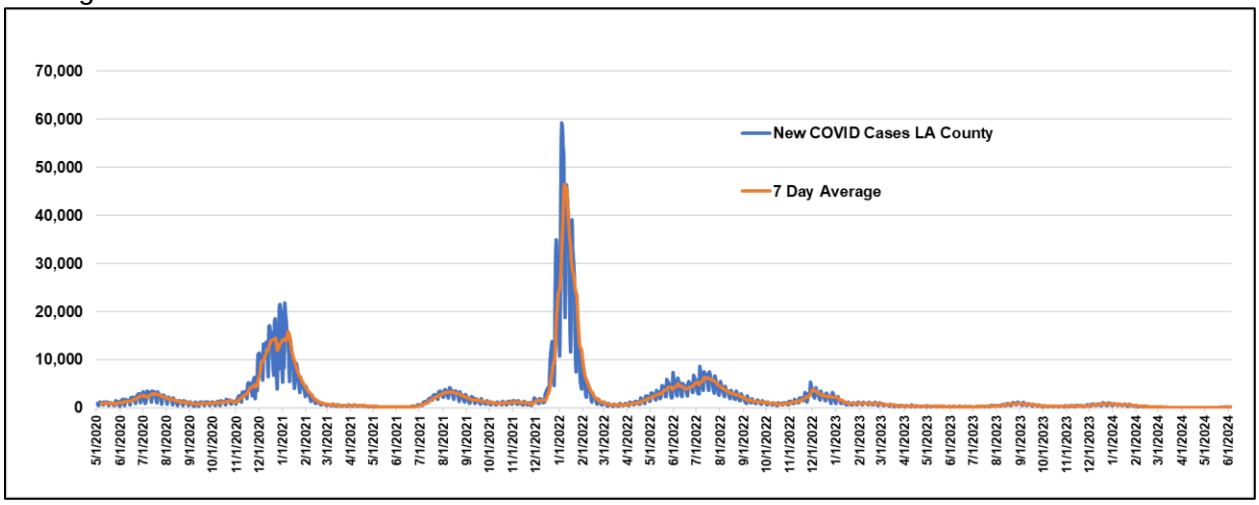


Overall travel demand calculated from Location Based Services (LBS) cell phone data as shown in Charts 2 and 3 suggests travel continued to recover through 2022 but leveled off in 2023 and overall remains below pre-COVID levels. After an initial 35% drop in 2020 with the onset of the pandemic, travel demand rebounded strongly between 2020 and 2021 (+15%), with a smaller recovery between 2021 and 2022 (+8%), and total travel demand remaining overall about 14% below pre-COVID levels in 2023. However, patterns by time of day are mixed. AM peak and midday travel volumes remained below pre-COVID levels in 2023 (especially AM peak), but with a new afternoon peak exceeding pre-COVID levels in the 3 PM hour in 2022. This trend became even more pronounced in 2023 and may be related to after school travel. Other time periods such as midday, 5 PM “commuter peak”, and evenings have recovered to less than pre-COVID, though not as big a difference compared to AM peak. Some of this lack of recovery may also relate to expanded online services and commerce opportunities (midday) as well as more telecommuting (5 PM peak). These trends will

continue to be monitored to help understand bus ridership patterns in 2024. Recent research by UCLA suggests changes in not just work commutes but also other travel segments.

Chart 4 provides a reference to the periods when COVID was most active in our community which may have resulted in impacts to ridership that occurred at these times. COVID cases spiked most notably at the end of 2020 (Delta) and at the end of 2021 (Omicron), with much smaller spikes in new cases during the middle and end of 2022. Case numbers have remained very low throughout 2023 and into 2024.

Chart 4: LA County (excluding Long Beach, Pasadena) New Daily COVID Cases 7-Day Average



Weekday Bus System Ridership

After the initial 70% drop in ridership in March/April 2020 with the onset of the COVID-19 pandemic, weekday ridership recovered steadily beginning in the second half of 2020 and continued throughout 2021 and the first half of 2022. This growth was similar to that illustrated in Charts 2 and 3 of overall travel in LA County in terms of the initial large increase in travel and bus ridership in 2021 with more gradual growth in 2022.

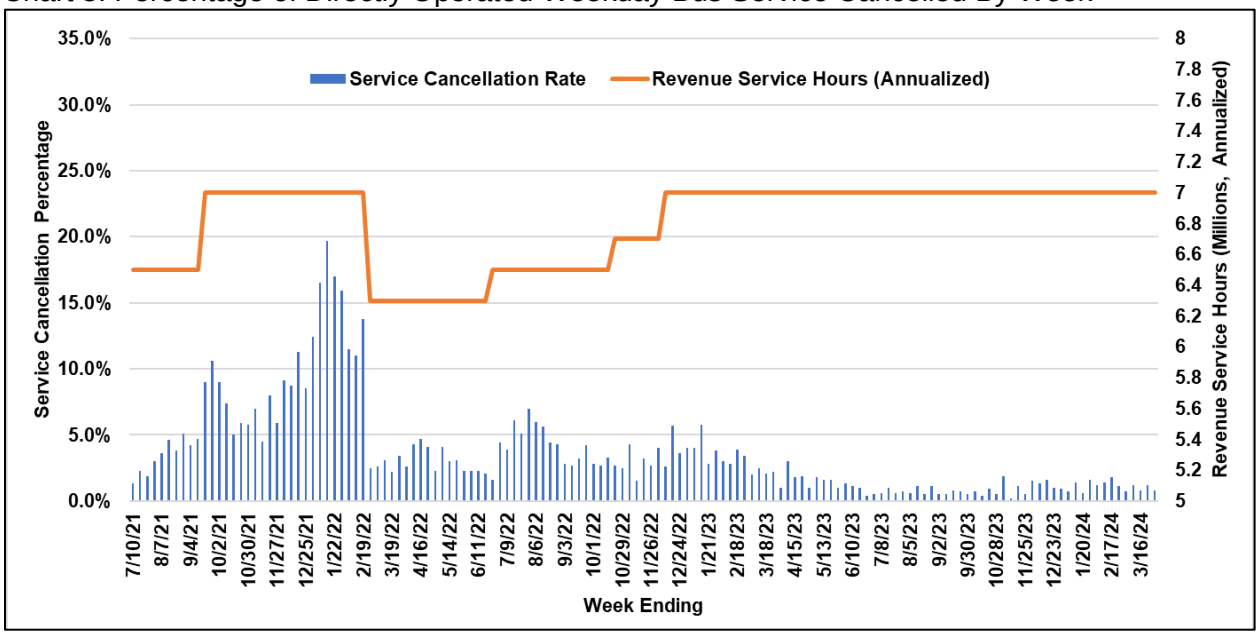
The usual seasonal summer dip in bus ridership was not seen in 2020 and 2021; ridership recovery was more continual coming out of the depths of the ridership decline of 2020. The smaller summer spikes in COVID during mid-2020 and mid-2021 do not appear to have impacted weekday ridership recovery. However, the typical holiday season bus ridership decrease in December/January was seen in 2020, 2021, 2022, and 2023, though some of it may relate to COVID spikes, especially at the end of 2021 (Omicron).

Ridership growth continued steadily even with minimal increases in bus service between June 2020 and June 2021 as available spare capacity was utilized to accommodate growth. The significant service restoration in the second half of 2021 (see Chart 1) added valuable extra capacity to accommodate and incentivize the return of ridership.

The reintroduction of fares in January 2022 and the bus service reduction in February 2022 did not seem to slow ridership growth in the first half of 2022. There was a big push to enroll low-income riders in the LIFE (Low Income Fare is Easy) program for discounted fares prior to the reinstatement of fare collection on buses which may have helped avoid the loss of some ridership from this change. There were also concerted efforts to enroll school districts into the GoPass programs for their students. Mid-2022 showed some seasonal summer dip in ridership, but this may also reflect the COVID case increases in the community at that time.

The second half of 2022 saw weekday bus ridership similar to 2021 levels, suggesting ridership may have leveled off similar to travel demand changes between 2021 and 2022 (see Charts 2 and 3). This period also saw a temporary reduction in Metro bus service (-10%) and high levels of canceled service due to the bus operator shortage.

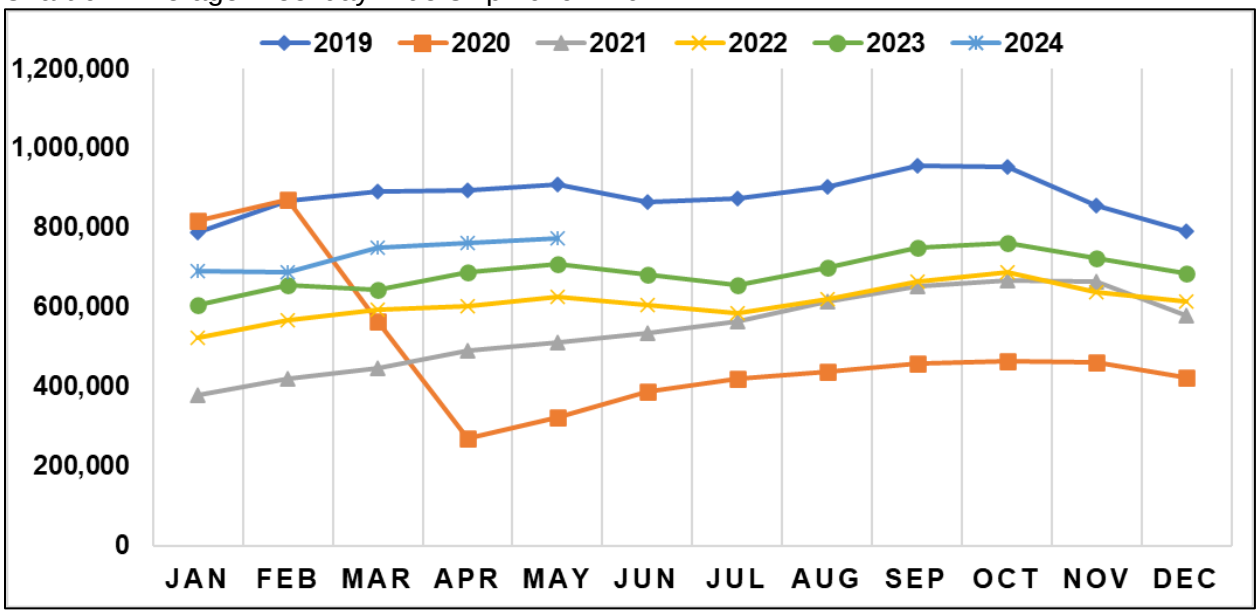
Chart 5: Percentage of Directly Operated Weekday Bus Service Cancelled By Week



Restoration of full scheduled NextGen bus service levels was completed in December 2022. Continued new bus operator hiring has resulted in improvements in reliability (lower service cancellation levels) through 2023. By August 2023, operator staffing levels were fully restored, though the increased operator needs to meet ridership recovery with the December 2023 service change and operator recruitment challenges (such as poor turnout rate to commence training) have seen a shortage of around 1-2% in operator numbers during Q1 CY2024. New operator class sizes have been increased again to turn around this trend. Service cancellation numbers remained low. Chart 5 shows the progress made since December 2022 in reducing canceled bus service levels. The reliable delivery of all daily bus service is critical so that the NextGen commitment to Metro bus riders of fast, frequent, and reliable service can be fully realized.

As Chart 6 shows, after a slight dip in ridership during the rainy December 2022 period, weekday ridership has shown strong growth through 2023, with Q4 CY2023 Weekday ridership at 83.4% of pre-COVID 2019 levels and increasing to 83.7% in Q1 CY2024. In May 2023, weekday ridership exceeded 700,000 for the first time since COVID impacts were felt. In September and October 2023 as well as March through May 2024, average weekday bus ridership exceeded 750,000 for the first time since the pandemic.

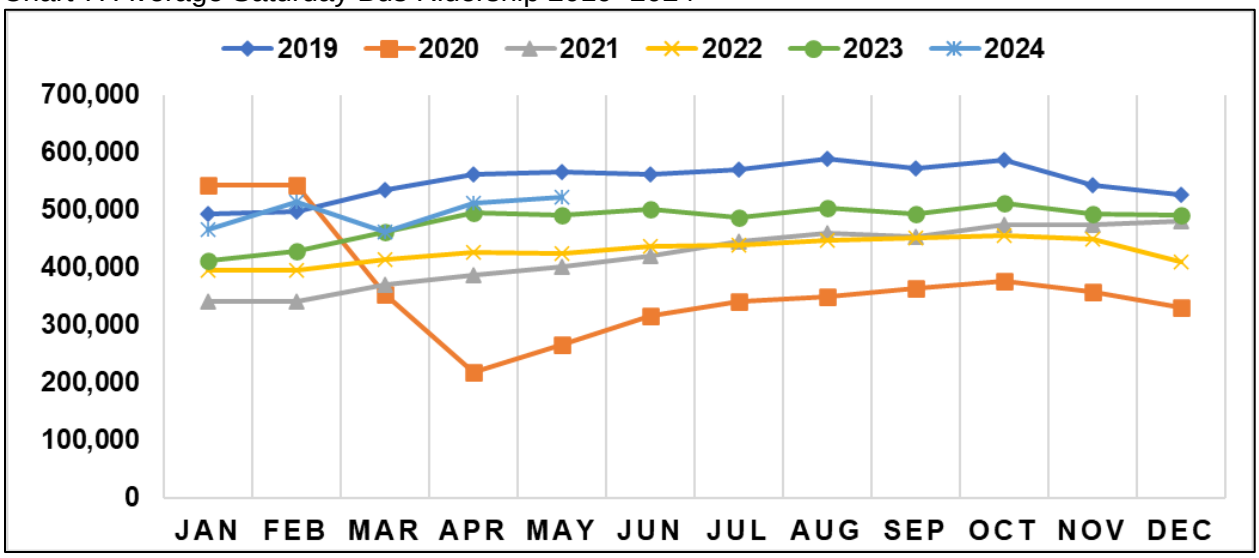
Chart 6 – Average Weekday Ridership 2019 – 2024



Saturday Bus System Ridership

Similar to weekdays, average Saturday ridership showed a steady recovery through mid-2022, with the recovery slowing in the second half of 2022, matching 2021 results, as shown in Chart 7.

Chart 7: Average Saturday Bus Ridership 2019–2024



As seen with weekday service, Saturday service reliability was an issue in 2022 due to the operator shortage and resulting service cancellations, with reduced service levels implemented in February 2022 to help stabilize service reliability. Full Saturday service was restored in December 2022 which, together with more operators hiring, has improved service in 2023 with gains in ridership seen.

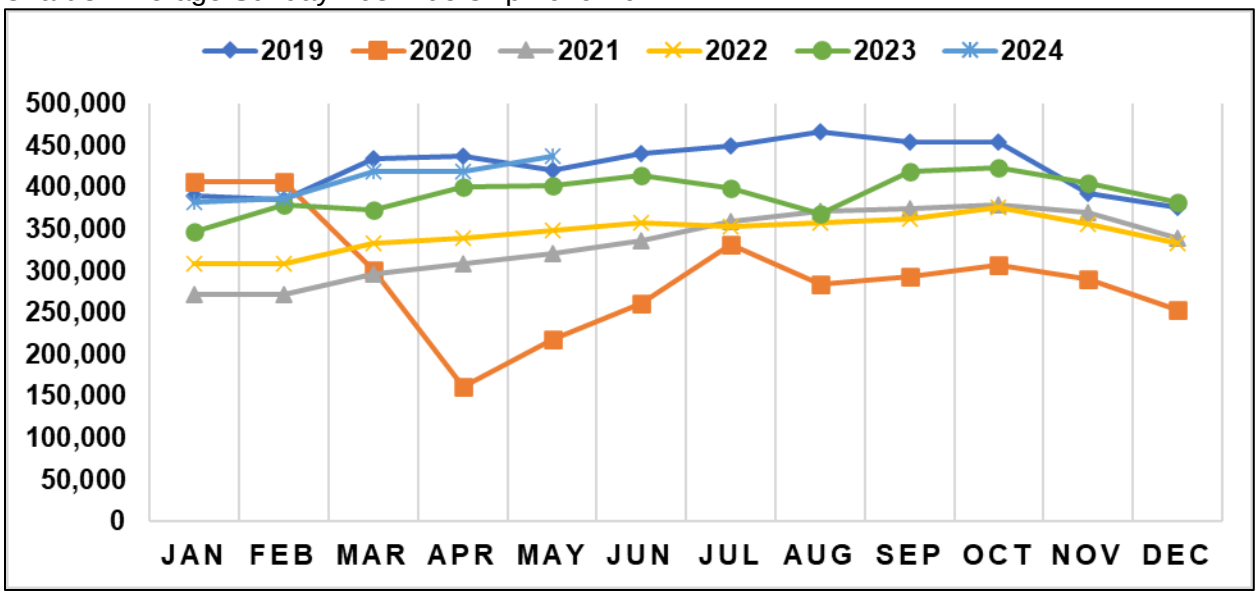
Interestingly, there was no seasonal dip in Saturday ridership at the end of 2021, though the dip was observed at the end of 2020. After a dip in the rainy 2022 holiday season, ridership recovery resumed in the first half of 2023. As of Q4 CY2023, Saturday bus ridership was 90.3% of pre-COVID levels and that recovery increased to 94.0% for Q1 CY2024.

Sunday Ridership

Similar to weekdays and Saturdays, average Sunday ridership recovered steadily through mid-2022, with an early peak in recovery in July 2020. A holiday season dip was seen at the end of each year.

By mid-2022, average Sunday bus ridership remained similar to the 2021 levels, with the highest levels of cancelations due to the bus operator shortage in 2022. For the first half of 2023, growth continued, with February 2023 almost matching pre-COVID February 2019, and June 2023 showing a 94% recovery rate. August 2023 numbers were impacted by the major rain event on Sunday August 20, 2023. As of Q4 CY2023, Sunday bus ridership recovery was 99.97%, though the recovery rate declined slightly to 98.3% in Q1 CY2024.

Chart 8: Average Sunday Bus Ridership 2019-2024

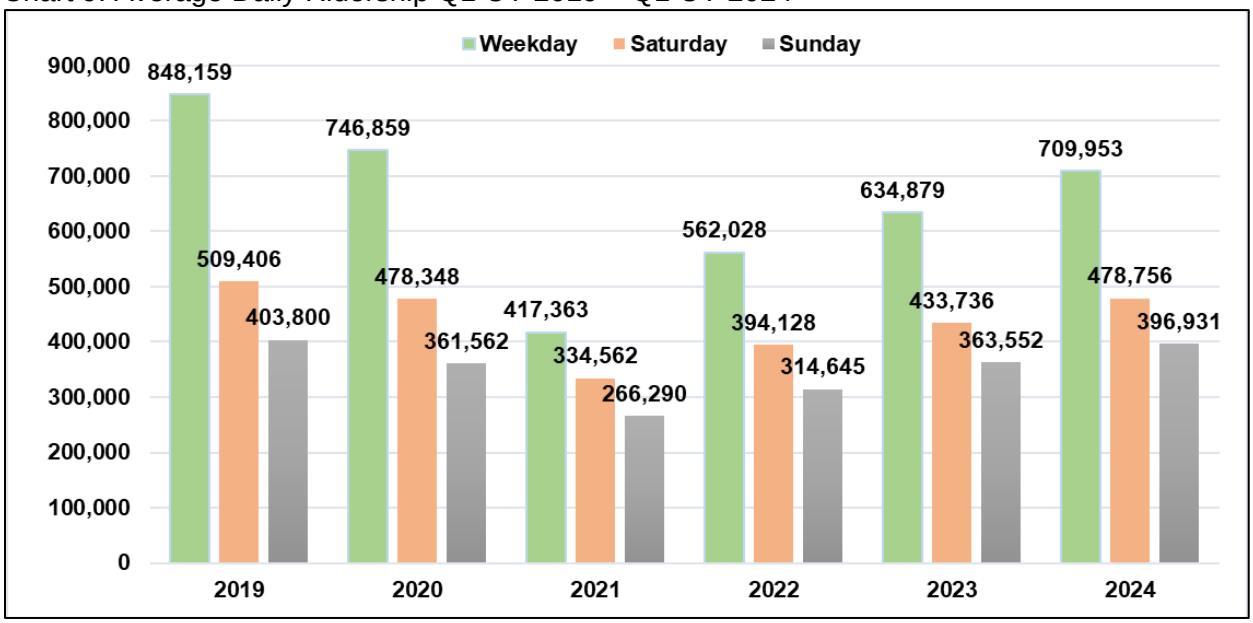


Current Ridership

After an initial large increase in Q4 CY2021 over Q4 CY2020 from the low point of pandemic ridership in 2020, weekday ridership recovery continued to increase more

incrementally between Q4 CY2021 and Q4 CY2022. This slower rate of growth weekdays, or a slight decline in the case of weekends in Q4 CY2022 may be expected after the large surge in ridership in 2021 and is similar to the slower growth in travel demand as shown in Charts 2 and 3 as well as to bus service reliability problems at that time. The growth from 2022 to 2023 and continuing in 2024 is much more positive, likely relating to both economic recovery and more reliable service delivery in 2023 and 2024. Q1 CY2024 average daily ridership between 2019 and 2024 is shown in Chart 9 below.

Chart 9: Average Daily Ridership Q1 CY 2019 – Q1 CY 2024

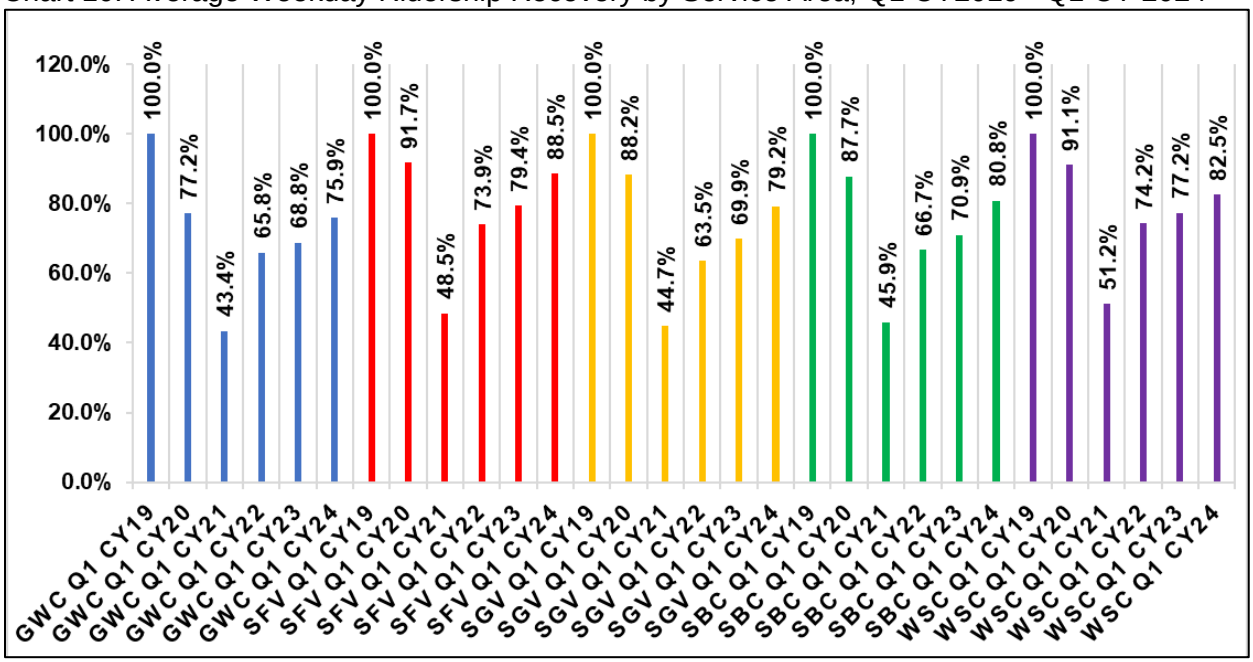


Metro reduced bus service by 10% in February 2022 in response to significant service cancellations caused by a bus operator shortage. Bus service levels were fully restored by December 2022 and service reliability improved significantly in 2023 as the bus operator shortage was resolved. Full service restoration and improved reliability together with the LIFE and GoPass fare programs have likely supported the stronger ridership recovery seen in 2023. There have been much more substantial ridership gains in 2023 continuing into 2024 compared to the more limited ridership growth seen in 2022.

Bus System Ridership by Service Area

This section examines ridership recovery by service area, based on the five Metro Regional Service Council boundaries. As shown in Chart 10, weekday ridership recovery has occurred in each of the five Metro Council areas after the large decline in 2020 that was slightly less in the South Bay Cities (SBC) and Westside Central (WSC) areas compared to the other three regions - San Fernando Valley (SFV), San Gabriel Valley (SGV) and Gateway Cities (GWC). All areas show ridership recovery, with the San Fernando Valley showing the most weekday ridership recovery, at 88.5% in Q1 CY2024. This recovery rate was significantly higher than the recovery rates in the four other areas, which varied between 82.5% for the Westside Central service area and 75.9% for the Gateway Cities service area.

Chart 10: Average Weekday Ridership Recovery by Service Area, Q1 CY2019 - Q1 CY 2024



Historically, the San Fernando Valley transit lines had less frequent off-peak service. With the NextGen service improvements, local lines in the San Fernando Valley improved frequency in the midday weekdays as follows:

- Tier 1: three local lines increased from every 14 to 33 minutes to every 10 minutes (Lines 233, 234, 240)
- Tier 2: seven local lines increased from every 19 to 30 minutes to every 15 minutes (Lines 94, 152, 162, 164, 165, 166, 224)
- Tier 3: four local lines increased from every 25 to 49 minutes to every 20 minutes (Lines 90, 92, 150, 230) and three lines increased from every 49 to 61 minutes to every 30 minutes (Lines 235/236, 244, 690)
- Tier 4: two lines increased from every 60 to every 40 minutes (Lines 242, 243)

A total of 19 San Fernando Valley lines have improved weekday midday frequencies. Key route restructurings focused on more direct connections to North Hollywood (Lines 90 and 94) are also likely contributing positively to the ridership recovery.

Highlights from NextGen frequency changes weekdays in the Westside Central service area include:

- Tier 1: Nine local lines had frequencies improved:
  - Line 2 increased from every 10 to every 7.5 minutes peak periods and from every 12-15 to every 10 minutes midday (Sunset - Alvarado)
  - Line 4 increased from every 15 to every 7.5 minutes peak and midday periods (Santa Monica Bl)

    - Line 18 increased from every 10 to 7.5 minutes weekday midday (6th - Whittier)
    - Line 20 increased from every 15 to every 12 minutes peak periods (Wilshire – 6th St)
    - Line 28 increased from every 18 to every 7.5-10 minutes peak periods and from every 27 to every 10 minutes midday (Olympic Bl)
    - Line 30 increased from every 12 to 10 minutes midday (Pico Bl)
    - Line 33 increased from every 17-18 to 7.5 minutes peak hours and midday (Venice Bl)
    - Line 66 increased from every 12-15 to every 10 minutes peak periods and from every 18 to every 10 minutes midday (Olympic Bl)
    - Line 217 increased from every 12-15 to every 10 minutes peak and midday periods
- Tier 2:
    - Line 10 increased from every 20 to 15 minutes midday
    - Line 603 increased from every 15 to every 12 minutes weekday peak periods and from every 20 to every 12 minutes weekday midday
    - Line 605 increased from every 23 to every 15 minutes midday
- Tier 4: Line 617 (formerly Line 17) increased from every 60 to every 45 minutes peak and midday

Highlights from NextGen frequency changes weekdays in the South Bay Cities service area include:

- Tier 1: Eight local lines had frequency improved:
    - Line 40 increased from every 15 to every 7.5-10 minutes peak and from every 20 to every 10 minutes midday
    - Line 45 increased from every 15 to every 10 minutes midday
    - Line 51 increased from every 12 to 7.5 minutes midday
    - Line 111 increased from every 12-15 minutes to every 10 minutes peak and midday
    - Line 204 increased from every 12-15 to every 7.5 minutes weekday peak and midday
    - Line 207 increased from every 15 to every 6-7.5 minutes peak and from every 18 to every 7.5 minutes midday
    - Line 210 increased from every 20 to every 10 minutes peak and midday
    - Line 212 increased from every 12-15 to every 10 minutes peak and midday
    - Express service J Line increased from every 15 minutes to every 10 minutes during midday

- Tier 2: three local lines had improved frequencies
    - Line 110 increased from every 24 to every 15 minutes midday
    - Line 117 increased from every 18-20 to every 15 minutes peak and midday
    - Line 206 increased from every 20 to 15 minutes midday
- Tier 3: three local lines had improved frequencies:
    - Line 125 increased from every 25-35 to every 20 minutes peak and midday
    - Line 232 increased from every 22 to every 15 minutes peak
    - Line 246 increased from every 60 to every 30 minutes midday
- Tier 4: had two changes
    - Line 202 added new 60-minute midday service
    - Line 130 west of Artesia A Line Station was transferred to Torrance Transit.

Highlights from NextGen frequency changes weekdays in the Gateway Cities service area include:

- Tier 1: five local lines had frequency improvements:
    - Line 53 increased from every 15 to every 10 minutes midday
    - Line 60 increased from every 18 to every 10 minutes midday
    - Line 105 increased from every 18-20 to every 10 minutes peak and midday
    - Line 108 increased from every 10 to every 7.5 minutes peak and from every 15 to every 10 minutes midday
    - Line 251 increased from every 22 to every 10 minutes midday
- Tier 2: Line 55 increased from every 15 to every 12 minutes peak and from every 20 to every 15 minutes midday
- Tier 4: changes consisted of:
    - Line 127 added new 60-minutes peak and midday
    - Line 130 east of Artesia A Line Station was transferred to Long Beach Transit.

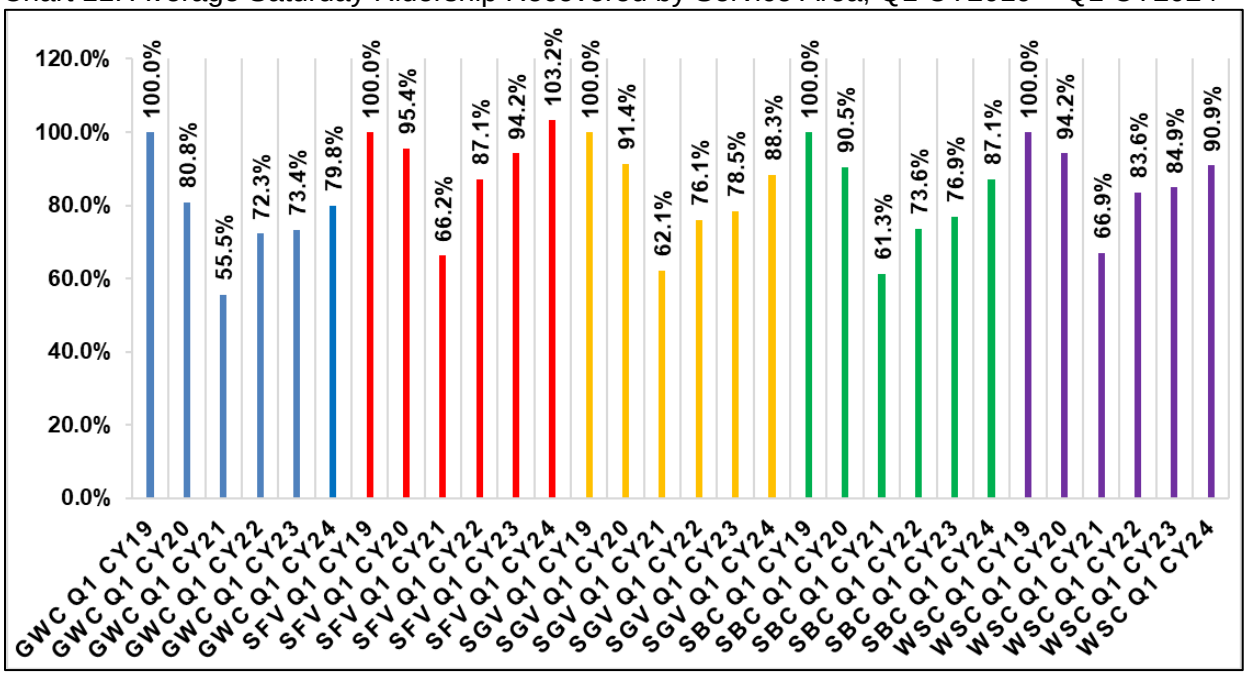
Highlights from NextGen frequency changes weekdays in the San Gabriel Valley service area include:

- Tier 1: three local lines had frequency improvements:
    - Line 70 increased from every 15 to every 7.5 minutes peak and midday
    - Line 78 increased from every 20 to every 10 minutes midday
    - Line 180 increased from every 12 to every 10 minutes midday
- Tier 2: Line 260 increased from every 12-15 to every 12 minutes peak periods

and from every 20 to every 15 minutes midday

- Tier 3: Line 266 increased from every 24 to every 20 minutes peak and from every 33 to every 20 minutes midday
- Tier 4: part of Line 256 (CSULA – Commerce) transferred to Commerce Municipal Bus Lines.

Chart 11: Average Saturday Ridership Recovered by Service Area, Q1 CY2019 – Q1 CY2024



Saturday ridership recovery has occurred across all regions between Q1 2019 and Q1 CY2024. As with weekdays, the highest ridership recovery on Saturdays was in the San Fernando Valley (103.2%), continuing to exceed its pre-COVID ridership. The other four areas show recovery rates between 79.8% on the lower end (Gateway Cities) and 87.1% (South Bay Cities) at the higher end. The percentage of Saturday ridership recovery by area is shown in Chart 11.

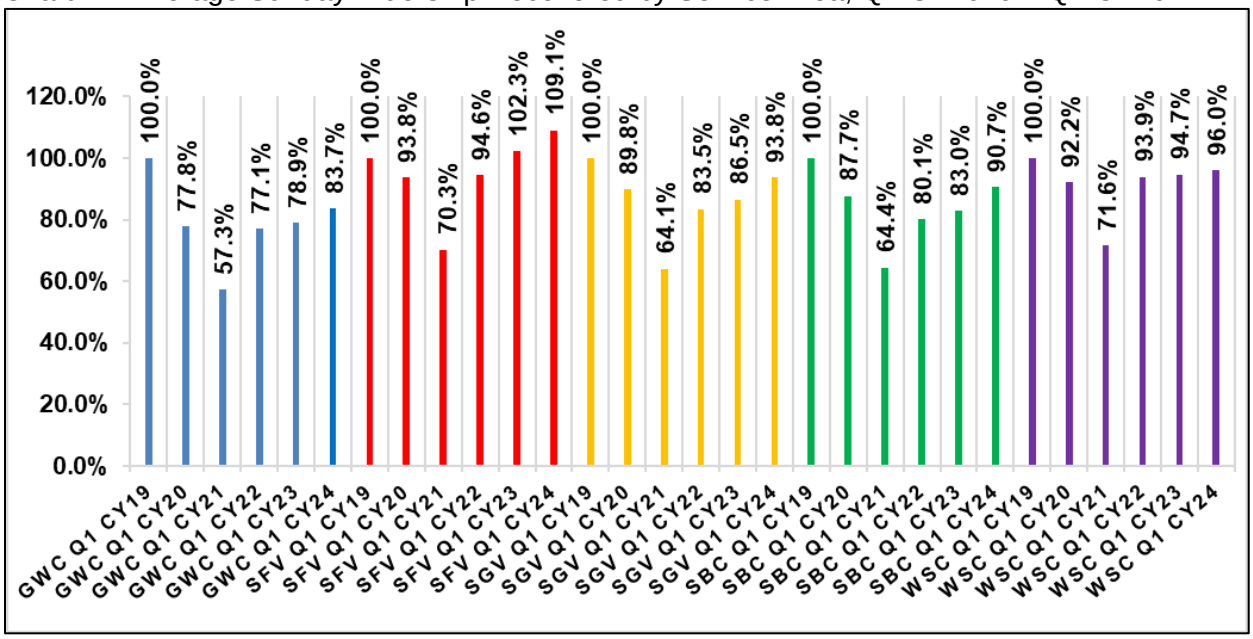
San Fernando Valley Saturday service frequency increases were not as widespread as the weekday ones but were still significant:

- Tier 1: two local lines increased from every 16 to 30 minutes to every 12 to 15 minutes (Lines 234, 240)
- Tier 2: three local lines increased from every 24 to 30 minutes to every 20 minutes (Lines 152, 162, 224)
- Tier 3: two local lines increased from every 50 to every 30 minutes (Lines 230 and 690)
- Tier 4: Lines 242 and 243 increased from every 60 to every 40 minutes

Three lines that previously had no weekend service gained Saturday service -

Oxnard/Burbank Line 154, Saticoy Line 169, and White Oak on Line 237 (formerly Line 239). The Lines 90 and 94 were refocused on North Hollywood Saturdays (same change as weekdays) in line with key regional travel patterns.

Chart 12: Average Sunday Ridership Recovered by Service Area, Q1 CY2019 – Q1 CY2024



Sunday ridership recovery by area displayed in Chart 12 shows consistent recovery across all areas between Q1 CY 2020 and Q1 CY2024. As with weekdays and Saturdays, the San Fernando Valley leads in ridership recovery and has continued to exceeded its pre-COVID 2019 ridership (109.1% recovered). The Westside Central, San Gabriel Valley, and South Bay Cities all show recovery rates between 90% and 96%. The Gateway Cities area again shows the least recovery (83.7% recovery).

The San Fernando Valley Sunday service frequency increases were not as widespread as the weekday or even Saturday ones but were still significant:

- Tier 1: two local lines increased from every 19 to 30 minutes to every 12 to 15 minutes (Lines 234 and 240)
- Tier 2: one local line increased from every 32 to every 20 minutes (Line 152)
- Tier 3: two local lines increased from every 50 to every 30 minutes (Lines 230 and 690)

Five lines in the San Fernando Valley that previously had no weekend service gained Sunday service (Oxnard/Burbank Line 154, Saticoy Line 169, Tampa and Winnetka Lines 242 and 243, and White Oak Line 237 (formerly Line 239)). The same refocus of two lines on North Hollywood weekdays and Saturdays was made on Sundays (Lines 90, 94). The changes made in frequency, days of operation, and routing likely have all combined to provide a more customer-friendly network for travel across the San Fernando Valley, helping achieve higher ridership recovery in this area.

Highlights from NextGen weekend frequency changes in the Westside Central service area include:

- Tier 1: nine local lines had improvements made:
    - Line 2 increased from every 12-15 to every 10 minutes Saturday and from every 15-20 to every 10 minutes Sunday
    - Line 4 increased from every 15 to every 10 minutes Saturday and Sunday
    - Line 18 increased from every 10 to 7.5 minutes Saturday and from every 15 to every 7.5 minutes Sunday
    - Line 20 increased from every 15 to every 12 minutes Saturday and from every 20 to every 12 minutes Sunday
    - Line 28 increased from every 15 to every 12 minutes Saturday and from every 18 to every 12 minutes Sunday
    - Line 30 increased from every 12 to 10 minutes Saturday and Sunday
    - Line 33 increased from every 20 to 10 minutes peak hours and midday
    - Line 66 increased from every 20 to every 15 minutes Sunday
    - Line 217increased from every 15 to every 12 minutes Saturday and from every 20 to every 12 minutes Sunday
- Tier 2:
    - Line 14-37 increased from every 20 to 15 minutes Saturday and Sunday
    - Line 603 increased from every 18 to every 12 minutes Saturday and from every 18 to every 15 minutes Sunday
    - Line 605 increased from every 35 to every 20 minutes midday
- Tier 4: Line 617 (formerly Line 17) had new 60-minute Saturday and Sunday service added

Highlights from NextGen weekend frequency changes in the South Bay Cities service area include:

- Tier 1: Seven local lines had frequency improvements
    - Line 40 increased from every 20 to every 12 minutes Sunday and from every 20 to every 15 minutes Sunday
    - Line 45 increased from every 15 to every 10 minutes Sunday
    - Line 51 increased from every 10 to every 7.5 minutes Saturday and from every 12 to every 10 minutes Sunday
    - Line 204 increased from every 20 to every 12 minutes Saturday and Sunday
    - Line 207 increased from every 15 to every 10 minutes Saturday and Sunday
    - Line 210 increased from every 20 to every 10 minutes Saturday and Sunday
    - Line 212 increased from every 18 to every 15 minutes Saturday and from

every 23 to 15 minutes Sunday

- Tier 3: two local lines had frequency improvements made:
  - Line 125 increased from every 40 to every 30 minutes Sunday
  - Line 246 increased from every 40 to every 30 minutes Saturday and from every 60 to every 30 minutes Sunday
- Tier 4: Line 130 west of Artesia A Line Station was transferred to Torrance Transit.

Highlights of NextGen weekend frequency changes in the Gateway Cities service area include:

- Tier 1:
  - Line 53 increased from every 20 to every 15 minutes Sunday
  - Line 60 increased from every 12-15 to every 10 minutes Saturday and Sunday
  - Lines 105 and 108 increased from every 20 to every 15 minutes Sunday
- Tier 4:
  - Line 127 added new 30-60 minute Saturday and Sunday service
  - Lines 128 and 258 added new 60-minute Sunday service
  - Line 130 east of Artesia A Line Station was transferred to Long Beach Transit

Highlights of NextGen weekend frequency changes in the San Gabriel Valley service area include:

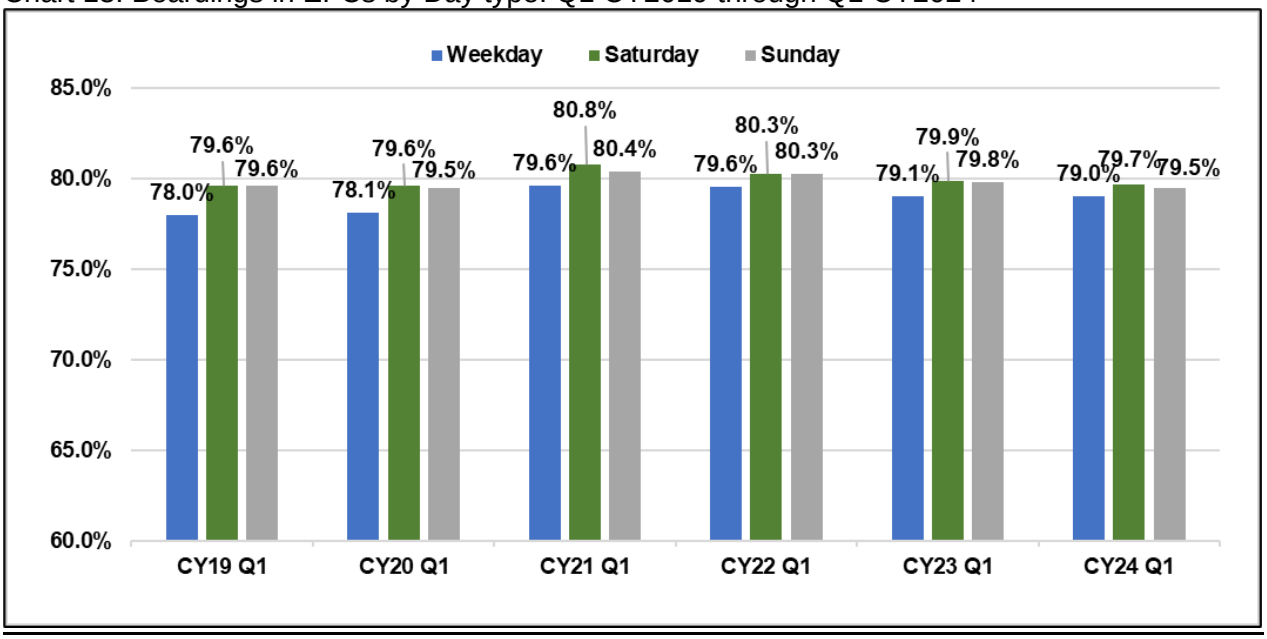
- Tier 1: Line 70 increased from every 15-20 to every 10 minutes Saturday and Sunday midday periods
- Tier 3: Line 266 increased from every 45 to every 30 minutes Saturday and Sunday
- Tier 4: part of Line 256 (CSULA – Commerce) transferred to Commerce Municipal Bus Lines.

<u>Bus System Ridership of Equity Focus Communities (EFC)</u>
Bus system boardings in EFCs were reviewed to see if the recovery was stronger in EFCs than the network overall. Chart 13 shows changes in the proportion of boardings occurring in EFCs by day of the week between Q1 CY2019 (pre-NextGen and pandemic) through Q1 CY2024.

The proportion of boardings occurring in EFCs increased by 1.6% weekdays, 1.2% Saturdays, and 0.8% Sundays as was expected in the early, most impactful years of the COVID-19 pandemic as those with limited other options still travelling on transit as needed for jobs and services. This increased share of boardings dropped in more recent years, with weekdays still 1% higher, but weekends returned to the same level as

the pre-pandemic share of boardings. This suggests two factors: 1) that the NextGen changes have benefitted EFCs particularly during weekdays where transit is critical to access to jobs, services, and opportunities, more than other areas; and 2) that weekdays may have seen a decline in transit trips in non-EFC areas due to changes reducing travel demand such as telecommuting by office workers to places such as downtown LA.

Chart 13: Boardings in EFCs by Day type: Q1 CY2019 through Q1 CY2024



This higher proportion of trips in EFCs likely in part reflects the efforts of the NextGen Bus Plan to ensure many service improvements were made to lines serving EFCs where the need for good transit is highest. The gains for EFC residents should continue as bus speed and reliability improvements increase the competitiveness of the NextGen Bus Plan.

Average Ridership by Time of Day

Weekday ridership by time period for Q1 CY2020 through CY2024 compared to Q1 CY2019 (pre-COVID) ridership showed AM peak ridership as having the largest percentage of decline to 38% in 2021 Q1 and least percentage of recovery to 70% by Q1 2024. Similar patterns were seen in the early AM (4 am to 6 am) with a decline to 45% and recovery to 73%. These are the time periods most likely to be impacted by less trip making and more telecommuting by 9 to 5 administrative workers (some of which persists in 2023) as well as students who studied from home during the early years of the pandemic.

By comparison, the weekday base 9 am to 3 pm period (decline to 54% in Q1 CY2021, recovery to 87% in Q1 CY2024), late evening 10 pm to 12 am (decline to 52%, recovery to 90%) and most of all, the overnight Owl period (decline to 58%, recovery to 92%) showed the most resilience through the pandemic period. The base result was

consistent with more travel for other than traditional 9-to-5 jobs and other trip purposes and is likely in response to significant investment in base period service frequencies under the NextGen Bus Plan. The late evening and Owl period riders are more likely to be riding due to greater reliance on transit for job access.

PM peak (declined to 44%, recovered to 80%) and evening (declined to 48%, recovered to 81%) ridership were more resilient than AM peak and early AM ridership, but less resilient than the base, late evening, and Owl periods, again suggesting transition to telecommuting in response to the pandemic but continuing to some extent in 2023.

Chart 14: Weekday Ridership by Time Period – Q1 CY2019 – Q1 CY2024

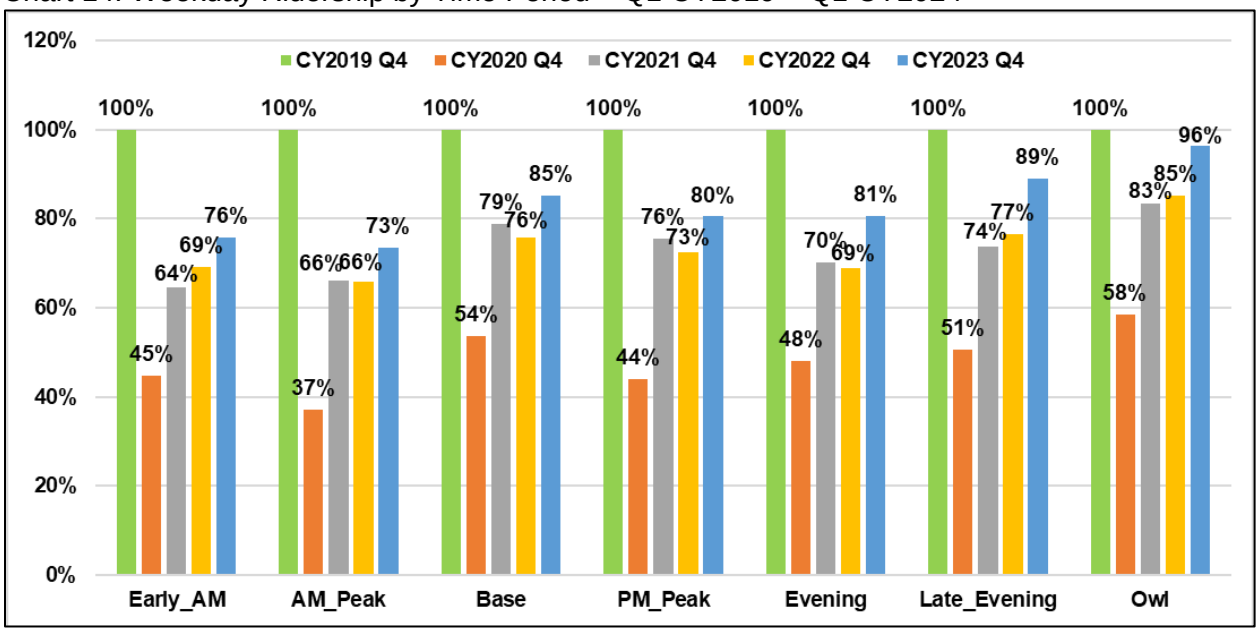
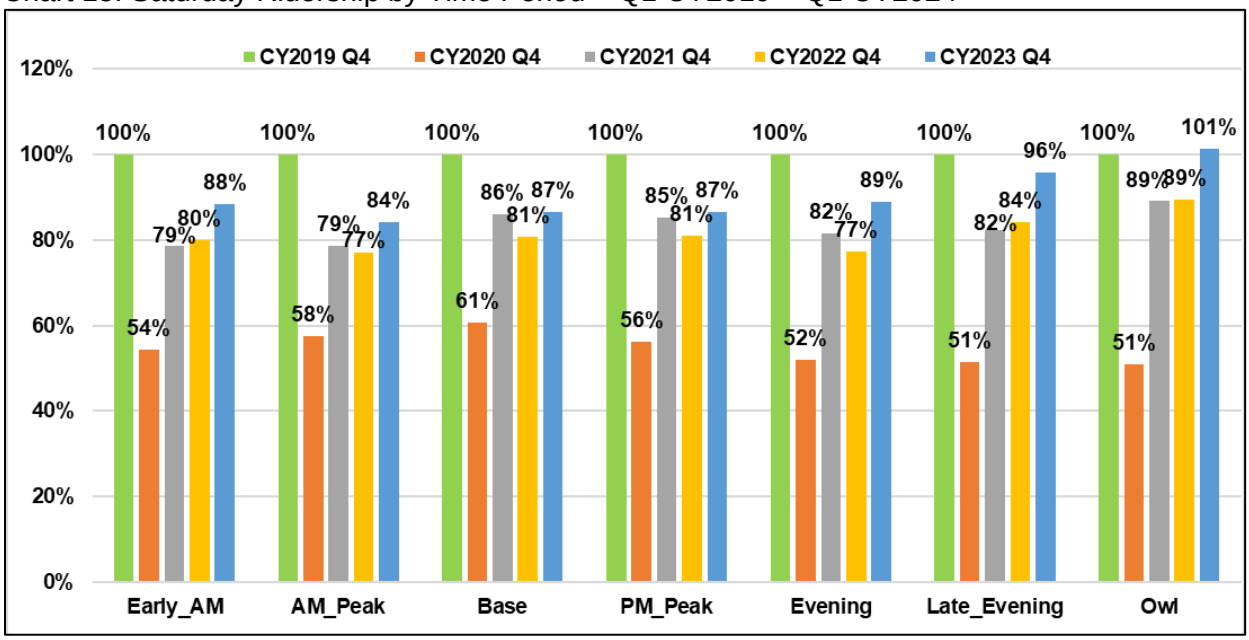
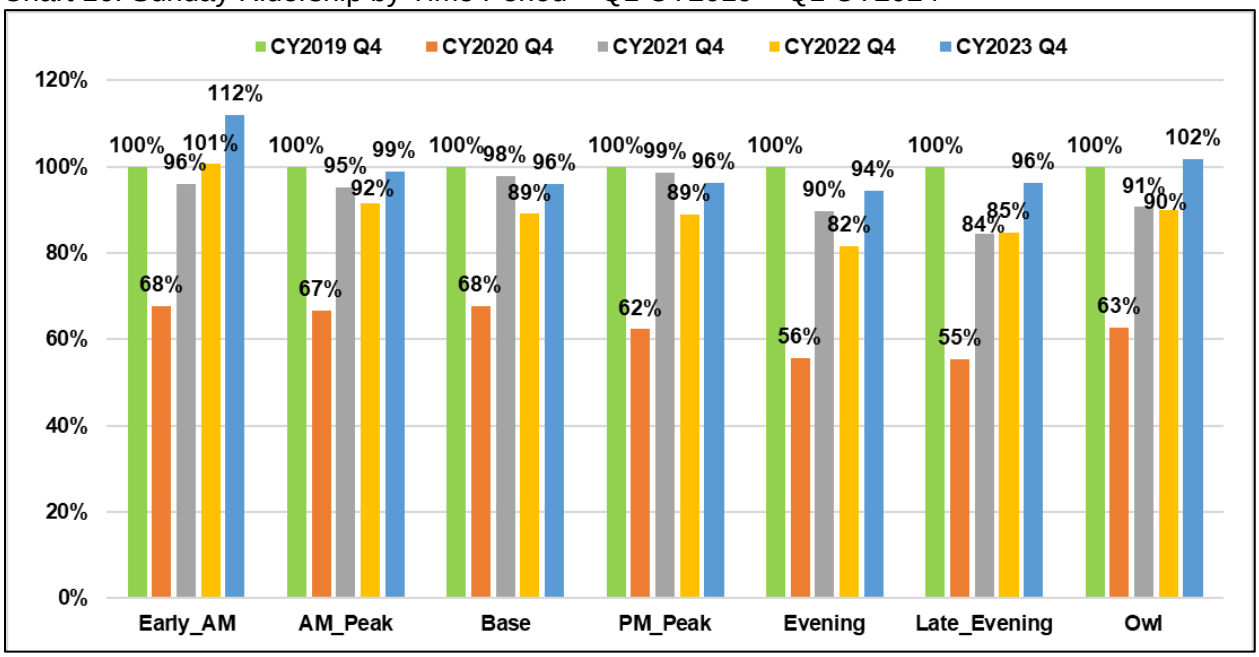


Chart 15: Saturday Ridership by Time Period – Q1 CY2019 – Q1 CY2024



Most notable about Saturday ridership was that base 9 am to 3 pm ridership declined the least to 66% in Q1 CY 2021 compared to Q1 CY2019 (pre-COVID) with early AM, AM peak, PM peak, evening, late evening, and Owl periods all declining more significantly (to 53%, 60%, 61%, 57%, 55% and 57% respectively). These time periods have seen similar recovery rates between 84% and 91%, except late evening and Owl periods which showed recovery rates of 96% and 97% respectively in Q1 CY2024, suggesting a loss of leisure trips in the early years of the pandemic but still a greater reliance on transit for job access.

Chart 16: Sunday Ridership by Time Period – Q1 CY2019 – Q1 CY2024



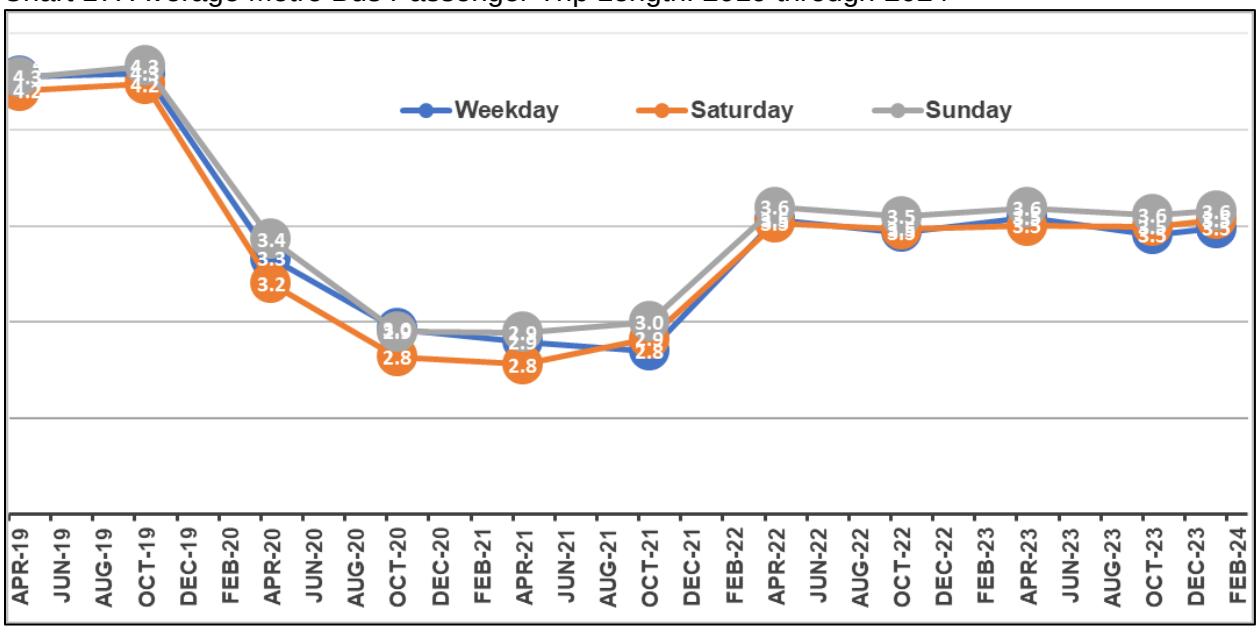
For Sunday ridership, the early AM, evening, and late evening periods saw the greatest declines (to 59-61% in Q1 CY2021), with the AM peak and Owl periods next most impacted (64% in Q1 CY2021), and base and PM peak periods the least impacted (67% in Q1 CY2021) compared to Q1 CY 2019 (pre-COVID). This suggests riders in these time periods were more reliant on transit for essential trips to jobs and services. The pattern of decline here is similar to Saturdays where the base and PM peak periods were the most resilient. By Q1 CY2024, the largest ridership recovery on Sunday was during the early AM at 106%, while other time periods all showed recovery of between 92% (AM Peak) and 95% (Owl) compared to Q1 CY2019 levels.

Average Passenger Trip Length

Trip length dropped from over 4 miles to 3 miles between 2019 and 2020 and remained lower in 2021. It then increased to around 3.5 miles in 2022 and remains around that level in 2024. The initial changes can likely be attributed to the COVID-19 pandemic which resulted in people staying closer to home. As people adapted to living with the pandemic, by 2022 and 2023, average trip lengths had increased, though not back to 2019 levels. The NextGen Bus Plan was also designed to capture a larger share of shorter-distance travel and this data suggests that goal is being achieved. Chart 17

shows the average passenger trip length for two points in each year from 2019 through 2024.

Chart 17: Average Metro Bus Passenger Trip Length: 2019 through 2024



Ridership by Line and Line Group

Ridership was assessed based on individual lines, and in some cases by groups of lines where a NextGen Bus Plan change involved a restructuring of a group of lines for a fair comparison of the changes in ridership. Ridership recovery rates for 82 weekday, 75 Saturday, and 74 on Sunday line/line groups are included in Attachments B, C, and D respectively. These attachments also include changes in revenue service hours and productivity (boardings per revenue service hour) for each line or line group. Table 1 shows the number of lines/line groups for weekday, Saturday, and Sunday at various levels of ridership recovery as of Q4 CY2023 compared to Q4 CY2019 (Pre-COVID/Pre-NextGen Bus Plan).

The overall system ridership recovery rate in Q1 CY2024 was 83.7% for weekdays, 94.0% for Saturday, and 98.3% for Sunday when compared to May 2019 as a pre-COVID baseline. There were 12 weekday, 26 Saturday, and 34 Sunday lines/line groups exceeding their pre-COVID Q1 CY2019 ridership numbers in Q1 CY2024.

The ridership recovery results reflect both the general return of ridership after the COVID impacts since 2020, and the impacts of the NextGen Bus Plan with its focus on fast, frequent, and reliable service. The following review focuses on analysis of NextGen Bus Plan impacts to ridership. There is a reasonably strong relationship evident in changes in revenue service hours and changes in ridership and productivity recovery. Higher increases in revenue service hours are generally associated with higher levels of ridership recovery. Productivity will continue to recover in line with ridership increases, as service levels remain relatively stable now that the NextGen Bus Plan has been implemented.

Table 1: Ridership Recovery Distribution, Q1 CY2024 versus Q1 CY2019

Average % Ridership Recovery Q1 CY2024 versus Q1 CY2019	Number of Weekday Lines/Line Groups	Number of Saturday Lines/Line Groups	Number of Sunday Lines/Line Groups
>= 140.0%	0	4	2
130.0 – 139.9%	0	0	3
120.0 – 129.9%	1	4	8
110.0 – 119.9%	2	6	6
100.0 – 109.9%	9	12	15
90.0 - 99.9%	23	21	19
80.0 - 89.9%	16	12	9
70.0 - 79.9%	14	10	11
60.0 - 69.9%	10	4	0
50.0 - 59.9%	4	1	0
40.0 - 49.0%	2	0	0
30.0 - 39.9%	1	1	1
Total Lines/Line Groups	**82**	**75**	**74**

Service Reliability

Q1 CY2024 saw full NextGen Bus Plan service levels provided with low cancellation rates, comparable to pre-COVID levels of cancellations in Q1 CY2019. This was achieved as a result of a significant number of new bus operators hired in 2022 and 2023 to address the bus operator shortage. As of Q1 CY2024, operator numbers were about 1-2% below full requirement with 20% extra board after reaching full operator staffing as of August 2023. This decline was due to an increase in operator requirements as of December 2023 service change together with some recruitment issues such as low turn up rate for candidates to start training. The training rate has since increased, as have class sizes for new operators, in order to restore full staffing. Service cancellations should not be a major factor hampering further ridership recovery.

Service Frequency:

The NextGen Bus Plan created high frequency bus services with weekday service every 15 minutes or better (Tiers 1 and 2). When looking at overall weekday line by line ridership recovery compared to the system average ridership recovery weekdays of 83.7% recovered: 19-Tier 1, 12-Tier 2, 6-Tier 3, and 7-Tier 4 lines/line groups had above average ridership recovery.

- The high number of Tier 1 and Tier 2 lines with above average recovery suggests that the improved frequencies implemented through the NextGen Bus Plan are a key component of stronger ridership recovery.
- The above-average pattern existed for Saturday lines that were over the system average 94.0% recovered with a mix of 14-Tier 1, 11-Tier 2, 7-Tier 3, and 6-Tier 4 lines/line groups.
- Sunday lines that were over the system average 98.3% recovered were a mix of

14-Tier 1, 11-Tier 2, 6-Tier 3, and 6-Tier 4 lines/line groups.

Tier 1 Highest Frequency Lines:
NextGen Tier 1 lines provide at least 10 minute or better service frequency weekday peak and midday periods on Metro's busiest ridership corridors, typically with 10 to 15-minute weekend service frequency.

The weekday ridership recovery for Tier 1 NextGen service included a high of 116.0% for Line 66 serving E Olympic/W 8th St (this line also had strong recovery on Saturdays at 105.2%, and Sundays at 124.6% ridership). Fourteen other Tier 1 lines/line groups exceeded 90.0% recovery weekdays:

- Vermont Local Line 204: 108.5% weekday, 123.8% Saturday, 109.5% Sunday.
- Central Av Line 53: 99.3% weekday, 102.0% Saturday, 119.7% Sunday
- Sepulveda/Van Nuys group based on Lines 233, 234, 761: 98.8% weekday, 116.6% Saturday, 123.3% Sunday.
- 3rd St Line 16 (includes Line 617 Beverly Hills Shuttle): 97.8% weekday, 94.6% Saturday, 101.1% Sunday 108.9%
- Wilshire Bl/Whitter Bl group based on Lines 18, 20, 720: 96.0% weekday, 97.3% Saturday, 105.6% Sunday
- Slauson Av Line 108: 95.9% weekday, 96.3% Saturday, 111.6% Sunday
- Florence Av Line 111: 94.2% weekday, 90.9% Saturday, 89.4% Sunday
- Santa Monica Bl Line 4: 93.7% weekday, 100.3% Saturday, 104.0% Sunday
- J Line BRT El Monte – Harbor Gateway/San Pedro Lines 910/950: 93.7% weekday, 117.9% Saturday, 121.2% Sunday
- Soto St Line 251: 92.8% weekday, 96.1% Saturday, 99.0% Sunday.
- Vernon/La Cienega Line 105: 92.0% weekday, 98.2% Saturday, 104.5% Sunday
- Western Av Line 207: 90.8% weekday, 100.2% Saturday, 102.6% Sunday
- Venice Bl Line 33: 90.3% weekday, 90.1% Saturday, 91.5% Sunday
- Huntington/Las Tunas group of Lines 78, 179: 90.3% weekday, 95.8% Saturday, 96.4% Sunday

These higher recovery Tier 1 lines serve some of the most transit-dependent EFCs through areas such as South LA, the inner Westside, East LA, Gateway Cities, and the San Fernando Valley, and connect to many job centers. Besides the high frequencies offered on both peak and midday weekdays that are assisting the recovery of some of these lines is improved access, such as:

- Line 66 trips serve Commerce Center and are one of the closest services available in place of Line 51 no longer operating on 7th St west of Westlake/MacArthur Park.

- Line 761 now provides all-day, all-week Rapid service on Van Nuys Bl in addition to frequent Local Line 233.
- Soto St Line 251 now extends many trips each day to Eagle Rock (replaced other bus lines there).
- Line 53 now serves the key transfer location of Willowbrook/Rosa Parks Station and local retail, medical, and educational facilities.
- Line 108 extends further into Commerce and Pico Rivera with new connection to Line 266.
- New bus lanes on Venice Bl Line 33.

An additional 4 NextGen Tier 1 lines or line groups met or exceeded system average weekday ridership recovery weekdays of 83.7%, serving key corridors of Hawthorne Bl/MLK Bl (Line 40), Ventura /Reseda group (Lines 150, 240, 244), La Brea Av (Line 212) and Garvey/Cesar Chavez (Line 70).

There were ten Tier 1 lines/line groups with below system average ridership recovery. Most notable among this group is the G Line (Orange) BRT service at just 60.1% recovered weekdays, down from 63.2% in Q4 CY2023. The G Line service frequency did not change which may explain the higher weekday ridership recovery of other lines in the San Fernando Valley that did see frequency improvements. Again, former markets of weekday discretionary riders may be significantly impacting the recovery of this BRT lines that had higher levels of discretionary riders pre-COVID, though this again opens the opportunity for promotion to build new markets.

- Vermont Rapid Line 754 had only 65.7% recovery weekdays (slightly higher than 64.6% reported for Q4 2023). It experienced very high cancellations in 2022 and to some extent, the line still sees higher cancellations than many other lines, so it may take some time to rebuild the market now that riders can depend on it. Line 754 operates the same route and has high service levels like Local 204 but with fewer stops. In contrast, Line 204 had a recovery of 108.5% (also improved from 103.5% in Q4 CY2023) so the corridor overall is recovering. The same low ridership recovery pattern for Line 754 held for Saturdays with 65.8% recovery and Sundays 76.3%, compared to Line 204 recovery rates of 123.8% Saturdays and 109.5% Sundays. The ridership pattern remains different from 2019 with the Vermont Rapid carrying less of the overall ridership than the Local (it is less frequent on weekends).
- Other Tier 1 lines that had significant NextGen route changes include Line 28 on W Olympic Bl – 69.0% (up from 67.9%) recovered weekday, 77.0% Saturday, 79.6% Sunday) and Line 30 serving Pico Bl – 74.5% (up from 73.6%) recovered weekday, 71.8% Saturday, 79.5% Sunday); both now end in downtown LA and do not travel to northeast LA or East LA respectively. Line 251 was extended to Eagle Rock to replace Line 28, and hence has much higher ridership recovery, while Line 30 in East LA was replaced by the new E Line light rail through the Regional Connector as well as other bus service. Similarly, the north and south ends of Line 45 on Broadway moved to other lines which helps explain its lower

recovery (71.3% weekday (down from 78.0%), 71.6% Saturday, 88.3% Sunday), though it may also partially relate to loss of Rapid service on this corridor.

- Line 210 on Crenshaw with 78.2% (down from 81.5%) recovery weekday (91.3% Saturday, 101.1% Sunday) likely has some former riders now using the K Line light rail, though that number is likely low based on K Line ridership. This recovery rate may also relate to the loss of Rapid service on this corridor weekdays and Saturdays.
- Line 66 likely gained ridership from the area west of Westlake/MacArthur Park, where Line 51 was removed from, with Line 51 recovery at a low 78.1% (up slightly from 77.1%) weekday (77.6% Saturday, 80.8% Sunday). Line 51 is heavily focused on Downtown LA.
- Line 2 on Sunset merged with Line 200 on Alvarado, with an overall 80.0% (up from 78.3%) recovery weekday (86.4% Saturday, 92.5% Sunday), with Line 4 (93.7% recovered weekday, 100.3% Saturday, 104.0% Sunday) gaining more ridership as a result of the Line 2 change between downtown LA and Echo Park since Line 2 no longer continues into downtown LA. The recovery of both lines is likely being impacted by post-pandemic downtown LA economic recovery.
- Line group of Lines 180 and 217 serving Pasadena, Glendale, Hollywood and Hollywood-Fairfax has recovered 81.9% weekdays, 90.7% Saturdays, and 95.2% Sundays.
- Line 60 on Long Beach Bl between downtown LA and Compton is 79.4% recovered weekdays, 79.6% Saturday, and 85.4% Sunday, with this line being heavily focused on downtown LA.

A key component of the Tier 1 lines was the creation of a single high-frequency line in place of separate, less frequent Rapid and Local services. On weekdays, this change occurred on 17 lines, with a range of performance across these lines from a high of 93.7% on Santa Monica Bl to a low of 69.0% on W Olympic. The Crenshaw, W Olympic, Long Beach Bl, and Broadway corridors where Rapid lines were replaced by high frequency local bus have below average ridership recovery rates on weekdays, but these results are likely mostly attributable to the restructuring of these lines discussed above and decreased travel to places such as downtown LA.

NextGen Tier 2 Lines

The NextGen Tier 2 lines operate 12-15 minute daytime weekday service on some of Metro's next busiest corridors after the Tier 1 corridors discussed above. On Saturdays and Sundays, Tier 2 lines generally range from 20-minute to 30-minute daytime frequencies.

Most notable is the strong performance of the Tier 2 east-west lines in the San Fernando Valley which continue to respond well to their improved frequencies of weekday all-day 15-minutes under NextGen. During midday weekdays, these lines previously provided service only every 20-30 minutes. Weekend service on these lines with more limited frequency improvements still also performed strongly, suggesting the

weekday improvements have also had the benefit of attracting more weekend ridership. These San Fernando Valley lines include:

- Sherman Way Line 162: 108.7% weekday, 127.1% Saturday, 127.9% Sunday
- Nordhoff St Line 166: 102.1% weekday, 124.8% Saturday, 131.6% Sunday
- Vanowen St Line 165: 102.0% weekday, 118.1% Saturday, 127.9% Sunday
- Victory Bl Line 164: 99.7% weekday, 90.7% Saturday, 98.6% Sunday
- Roscoe Bl Line 152: 92.4% weekday, 108.8% Saturday, 116.6% Sunday

Roscoe Bl weekday recovery was notably lower, primarily due to route segments moved to other lines including Sherman Way.

Other notably high ridership recovery NextGen Tier 2 lines are discussed here with frequency improvements a common theme among them:

- Line 605 (LAC USC Medical Center Shuttle – 102.1% recovery weekdays, 166.6% Saturday, 133.4% Sunday) linking Boyle Heights high EFC area to key medical centers benefitted from 15-minute all day service (previously 23-minute midday frequency) and weekend 20-minute service improved over previous 35-minute service).
- Line 55 (Compton Av – 99.1% recovery weekdays, 97.0% Saturday, 104.6% Sunday) between Willowbrook and downtown LA, through high EFC communities, with 12-minute weekday peak and 15-minute weekday midday service replacing previous 15-minute peak and 20-minute midday service. Weekends did not see a significant frequency increase but still saw a strong recovery. Extra peak weekday trips were added to this line in December 2023 service change in response to strong ridership.
- Line 603 on Hoover St links Glendale and the USC/Expo Park area every 12 minutes (pre-NextGen every 15-20 minutes). This line has a 97.8% recovery on weekdays, even after accounting for the ridership of the nearby Glendale/Silver Lake Line 201 that was discontinued as part of the NextGen Bus Plan. Saturday was 101.4% recovery with 12-minute frequency in place of the previous 18-minute, though Sunday was lower at 94.1% recovery with 15-minute in place of the previous 18-minute service. This line has recovered strongly overall.
- Lines 110 (Gage Av – 95.4% recovery weekdays, 94.7% Saturday, 108.2% Sunday) and 117 (Century Bl – 93.9% recovery weekdays, 96.0% Saturday, 98.9% Sunday) both serve EFC communities through South LA and the Gateway Cities. These lines now have consistent 15-minute all-day service in place of their previous 19-24 minute midday weekday frequencies. They have also recovered strongly on weekends even without significant frequency improvements.
- Two other Tier 2 lines, Line 94 (San Fernando Rd North Hollywood) and Line 206 (Normandie Av) had slightly below average weekday recovery rates at 81.6% and 79.3% respectively, while Line 260 (Atlantic Bl) had weekday recovery rate still slightly above average at 84.6%. Lines 94 and 260 were both significantly

restructured, which may in part have impacted their lower overall recovery:

  - Line 94 offers 15-minute service (about twice as often as it previously ran) between Downtown LA, Glendale, Burbank, and North Hollywood, with service now operating through the heart of downtown Glendale, and the extension to North Hollywood replacing a former lower frequency line. The Line 94 group had stronger weekend recovery, with 109.2% Saturday and 111.5% Sunday. Other lines such as Line 92 discussed in the NextGen Tier 3 and 4 Lines section are likely gaining from the Line 94 changes.
  - Line 260 offers 12-minute peak and 15-minute midday service, an increase over its previous 17-minute peak and 21-minute midday weekday service. Its weekend recovery was slightly below average at 92.8% Saturday and 97.8% Sunday in response to continued 20-minute service frequency. The northern portion of this line was set up as a separate Line 660 linking Pasadena and Altadena, and this is taken into account in the ridership recovery rate.
  - In contrast to Lines 94 and 260 above, Line 206 did not have any change of route. It now offers consistent 15-minute service all day weekdays, improving on the 20-minute weekday midday service previously offered. Line 206 weekend recovery was below average, with 88.4% Saturday and 90.6% Sunday, with a smaller frequency improvement (22-minute to 20-minute). Line 206 has seen relatively higher cancellation rates which may be negatively impacting ridership recovery.

- Line 224 (Lankershim Bl) in Q1 CY2024 exceeded system average weekday ridership recovery rate at 85.1% (up from 82.2% in Q4 CY2023). Line 224 was part of an overall line group that saw significant restructuring to focus on the North Hollywood and Sylmar areas. It had above average weekend recovery at 109.0% Saturday and 115.4% Sunday. Line 224 received weekday 15-minute midday service and 20-minute weekend service, improved over the 19-minute and 24-minute frequencies previously provided.
- Two other Tier 2 lines were below the system average: Lines 81 (Figueroa St) with 77.4% recovery and Line 115 (Manchester-Firestone) with 80.9% recovery weekdays.
  - Line 81 serves Downtown LA from both Northeast LA and South LA and was part of a complex line restructuring in Northeast LA, an area served by the A Line which now utilizes the new Regional Connector through downtown LA. This change included a new direct link from Highland Park to East Hollywood (Line 182). This area may benefit from the marketing of both A Line light rail and the NextGen Bus Plan's new Line 81 and 182 services. Line 81 weekends had a bit higher recovery, with Saturday recovery rate of 90.3% and Sunday at 92.0%.
  - Line 115 did not have significant route changes but did receive a 12-minute weekday peak frequency, a slight increase over the previous 14-minute service (off-peak frequencies did not change). Line 115 weekend recovery

was slightly below average with 87.2% Saturday and 96.5% Sunday.

Four other lines/line groups in NextGen frequency Tier 2 had well below system average ridership recovery weekdays:

- Line 76 on Valley Bl: 70.5% weekday, 70.6% Saturday, 76.6% Sunday
- Line 14/37 on Beverly Bl/W Adams: 68.7% weekday, 87.2% Saturday, 88.9% Sunday
- Line 35/38 Washington Bl/W Jefferson: 66.5% weekday, 68.1% Saturday, 73.4% Sunday
- Line 10/48 Melrose Av/Main-San Pedro: 63.3% weekdays, Saturday 64.7%, Sunday 70.9%

The common aspect of these lines is that they focus on downtown LA as their key destination; its recovery will help determine the success of these lines, even on weekends. While these lines recovery rates have generally improved since Q4 CY2024, there may be marketing opportunities.

NextGen Tier 3 and 4 Lines

These services operate every 20-30 minutes (Tier 3) or 40-60 minutes (Tier 4), providing coverage for communities and on corridors with generally lower ridership levels. There were a few high performers in terms of above average weekday ridership recovery. Strongest in this group was Line 235/236 serving Balboa Bl in the San Fernando Valley (121.1% recovery weekdays (highest of all bus line/line groups), 111.8% Saturday, 122.4% Sunday) which appears to have responded well to the 30-minute combined service now offered compared to the previous 40-60 minute service weekdays, though weekend recovery was also strong with just 60-minute service. Line 236 also now offers a more direct connection to Sylmar, and Line 235 service was retained weekdays in Granada Hills which is also contributing to the recovery. Other examples include:

- Rosemead Bl Line 266 service between Lakewood and Pasadena (112.3% recovery weekdays, 113.6% Saturday, 125.8% Sunday) recovery is likely due to improvement to 20-minute weekday frequency from the former 24-33-minute service, and 30-minute weekend service instead of the previous 43-48 minutes.
- Line 125 on Rosecrans Av between the South Bay and Norwalk (105.7% recovery weekdays, 110.4% Saturday, 125.8% Sunday), similar to Line 266 above, is likely benefiting from the all-day 20-minute service improved from the former 27-33-minute frequency. The pre-NextGen Sunday 40-minute service was also improved to every 30 minutes with a strong ridership recovery.
- Lines 242/243 (Tampa/Winnetka) in the northwest San Fernando Valley had 104.9% recovery weekdays and 140.2% Saturdays (service was newly added Sundays). These lines now operate every 40 minutes all day weekday and weekend (previously every 48-60 minutes weekday and 60-minute Saturday). This result is even more interesting when considering that the north end of these lines above Devonshire St to Porter Ranch was replaced by Metro Micro service.

- Line 92 between downtown LA and Sylmar via Glenoaks Bl (102.0% recovery weekday, 103.5% Saturday, 105.6% Sunday) is likely benefitting from now serving as the primary line between downtown LA and Sylmar, as Line 94 which offered a similar link was redirected to North Hollywood to better match regional travel patterns. Line 92 now offers consistent 20-minute service on daytime weekdays and 30-minute weekends, with most trips operating the full line beyond downtown Burbank to Sylmar. This is an improvement on the previous service that was closer to every 30 minutes weekdays and Saturdays, and every 42 minutes Sundays.
- Line 344 Rancho Palos Verdes service (101.9% recovery weekday, 95.2% Saturday, 94.7% Sunday) is a more general recovery as service levels and route were unchanged for this line from pre-NextGen.
- Line 128 serving Alondra Bl through the Gateway Cities showed 98.4% recovery weekdays, even with hourly service. This line gained new Saturday and Sunday (it previously only operated weekdays) which may be helping the weekday recovery.
- Line 202 serving Willowbrook Av in the high EFC Compton area saw 98.0% recovery (service only runs weekdays), a result of shortening the line away from low-usage industrial areas and transferring the savings to offer off-peak service (this line previously only ran weekday peak periods). However, even with the strong ridership recovery, this line has low overall ridership and productivity.
- Express Line 577 between El Monte Station and Long Beach VA (95.5% recovery, weekday-only service) may be benefiting from recent high gas prices as well as the improved 30-minute peak service (previously 48 minutes on average).
- The Line 232 route between LAX and Long Beach via Sepulveda Bl and Pacific Coast Highway (92.8% recovery weekdays, 97.1% Saturday, 94.2% Sunday) was not changed but was improved to 15-minute peak service in place of the previous 22-minute peak service weekday.
- Line 120 on Imperial Highway with 87.7% recovery weekday, 98.3% Saturday, and 102.6% Sunday, without any route or frequency changes
- Line 611 Huntington Park Shuttle (85.2% recovery weekdays, 106.7% Saturday, 103.1% Sunday) continues to run hourly, so appears to be a more general recovery not attributable to a NextGen change.
- Line 460 Disneyland – Norwalk – Downtown LA Express had ridership recovery of 84.2% weekdays, 86.0% Saturday, 96.0% Sunday with no major changes in service levels or routing. This line may require more promotion coming out of the pandemic, especially with recent increases in gas prices. This line has a focus on downtown LA and has improved recovery all day types this quarter.

Two Tier 3 and 4 lines had notable ridership declines likely linked to COVID-19 impacts:

- Line 601 Warner Center Shuttle (31.9% recovery weekdays, 36.8% Saturday, 34.1% Sunday) operates in a western San Fernando Valley office park with a

largely closed retail mall. This service will need further review due to its very low productivity. This office park has been significantly impacted by post-COVID telecommute work patterns. This line had the lowest recovery of all and was the only line below 40% recovery weekdays and weekends.

- Line 177 between Pasadena and the Jet Propulsion Lab (JPL) has also seen a low ridership recovery (48.6%, down from 57.3% in Q4 CY2023, only runs weekday peak periods) likely for the same work pattern changes associated with more telecommuting. JPL has also announced downsizing of staffing in 2024.

Key aspects of other Tier 3 and 4 lines with lower than average weekday ridership recovery include low frequency (mostly 40-60 minute), in most cases no route change, and a lower percentage of route miles serving EFCs. Examples include:

- Line 169 on Saticoy St in San Fernando Valley with 82.5% recovery weekdays. This line gained new Saturday and Sunday service (it previously only operated weekdays) which may be helping the weekday recovery.
- San Pedro group of Lines 205, 246, and 550, with 81.9% recovery weekday, 89.9% Saturday, and 97.2% Sunday, all slight reductions from Q4 CY2023. This line group was restructured from three to two lines (205, 246) between San Pedro and Harbor Gateway Transit Center, with improved weekday and weekend all day 30-minute frequencies, and Line 550 now operating weekday peak periods between Harbor Gateway Transit Center and USC/Expo Park.
- Line 501 Freeway Express between Pasadena, Glendale, Burbank, and North Hollywood had ridership recovery of 80.3% weekday, but 153.0% Saturday, and 156.1% Sunday. This line was modified to better serve the heart of downtown Glendale as part of NextGen Bus Plan but may be hampered in recovery by more telecommuting weekdays. Line 501 appears to have attracted significant new weekend ridership for retail and entertainment trips to places like downtown Glendale.
- Line 665 (City Terrace – CSULA Shuttle) in a higher EFC area had a low 79.8% recovery weekdays (up from 75.0% in Q4 CY2023), likely related to increasing worker and student travel to CSULA. It had 143.7% recovery Saturday, and 162.4% Sunday, with weekend ridership results due to the expanded span of service Sunday mornings.
- Line 230 (Laurel Canyon Bl) in the San Fernando Valley with 76.7% recovery weekdays, 82.8% Saturday, and 86.4% Sunday is low due to LADOT DASH taking over a segment of this line between Sylmar Metrolink Station and LA Mission College.
- Line 134 (Santa Monica – Malibu) with 75.9% recovery (up from 69.3% in Q4 CY2023) weekdays, 80.7% Saturday, and 103.1% Sunday, so much higher recovery on Sunday for this line along the coast, and improved weekday recovery likely due to more workers going to jobs in Malibu.
- Line 62 (Telegraph Rd) with 74.0% recovery weekday (down slightly from Q4 CY2023), 77.0% Saturday, and 79.4% Sunday was not changed significantly in

route or frequency other than the straightening of the line in downtown Norwalk. This line serves downtown LA and is likely reduced due to less activity there.

- Line 265 (Paramount Bl) with 73.0% recovery weekdays, 69.1% Saturday, 83.0% Sunday. This is a low-frequency hourly line planned for NextGen frequency improvement (40-45 minute weekdays) in June 2024.
- Line 161 (Canoga Station – Thousand Oaks) with 70.9% (up from 65.8% in Q4 CY2023) recovery weekdays, 88.3% Saturday, and again a high 117.9% Sunday recovery rate. Improved recovery on all day types.
- Line 158 (Plummer/Woodman) with 67.9% recovery weekdays, with higher recovery of 80.0% Saturday, 86.9% Sunday. Slight improvements for weekday and Saturday recovery with new short line to provide 30-minute instead of hourly service weekdays to be introduced in June 2024.
- Line 218 (Studio City – Beverly Hills) with 66.9% (up from 61.4% in Q4 CY2023) recovery weekday, 75.2% Saturday, 77.5% Sunday. Limited by hourly type frequency.
- Line 167 (Devonshire-Coldwater Canyon) with 65.4% (slightly up from 62.9% in Q4 CY2023) recovery weekdays, but higher recovery of 86.9% Saturday, 87.8% Sunday, so more significant recovery rate improvement weekend. Limited by hourly type frequency.
- Line 602 (Westwood/UCLA - Pacific Palisades) with 64.5% recovery weekdays (decline from 69.6% in Q4 CY2023), but much higher and increased weekend recovery at 121.6% Saturday, 135.7% Sunday. This may relate to more telecommuting of Westwood area office workers weekdays and increased weekend leisure trips.
- Line 102 (La Tijera-Exposition Bl) with 58.9% recovery weekdays (up from 55.3% in Q4 CY2023), 74.4% Saturday, 70.8% Sunday, is low likely due to the hourly service level now offered.
- Line 96 (Riverside Dr) with 53.3% recovery weekdays, 58.0% Saturday, 71.3% Sunday, is consistently low and weekends declined slightly. This line was cut back to the north end of downtown LA near Union Station.
- Lines 211/215 (Inglewood Av/Prairie Av) at 51.9% recovery (down from 57.8% in Q4 CY2023) only offers peak-hour weekday service. Other than some well-used trips of school student ridership, this line has some very low usage trips that will be discontinued.
- Line 209 (Van Ness Av) with 45.0% recovery (up slightly from 43.0% in Q4 CY2023) only runs weekdays, has hourly frequency, and was significantly shortened. It was originally proposed for elimination in the NextGen Bus Plan. Over 50% of its line miles are in EFCs. Limited by hourly frequency and lack of key destinations.

Pasadena/Altadena and Metro Micro

The Tier 3 and 4 lines in the Pasadena/Altadena area went through significant restructuring. The area also now has one of Metro's busiest Micro Transit zones which replaced some fixed route service such as lines through Sierra Madre. The recovery rate here is a low 58.1% overall weekdays (down slightly from 60.2% in Q4 CY2023), but above average and much higher 104.2% Saturday, and 105.2% for Sunday (weekend recovery rates increased). This area requires more review in conjunction with the review of Metro Micro. It includes a mix of lines such as 487/489 freeway express lines to downtown LA which are impacted, especially weekdays, by downtown LA economic recovery, though they were increased in frequency in December 2023, and the truncation of part of Line 487 through Sierra Madre in conjunction with the Metro Micro launch. Weekday ridership recovery may also be impacted by economic recovery and changes in office and other jobs in Pasadena, similar to downtown LA. Line 268 to Sierra Madre Bl will be restored in the June 2024 service change, and Lines 267 and 686 will be merged into new Line 267 with 30-minute weekday service between Pasadena and Altadena to help increase weekday ridership recovery.

Bus Speed and Reliability:

As part of the NextGen Bus Plan, almost 50 miles of bus priority lanes have been implemented across Metro's service area. In 2020-2021, the primary focus was on new bus lanes in downtown LA on key streets serving multiple Metro bus lines such as Flower, Figueroa, 5tgh, 6th, Grand, Olive, and Aliso Sts. This was followed by Alvarado St (Line 2) and most recently in 2023 by Venice Bl, La Brea Av, and Sepulveda Bl. Data shows speed improvements as well as the perception of such speed improvements by riders in post-implementation surveys. These lanes will help support ridership recovery through increasing service reliability and decreasing bus travel times. They will also be complemented by additional bus priority lanes such as on Roscoe Bl and Florence Av plus expanded transit signal priority and all door boarding programs during FY2025.

Attachment

Monday through Friday

Effective Jun 23 2024

217

Northbound *Al Norte* (Approximate Times / *Tiempos Aproximados*)

LOS ANGELES		WEST HOLLYWOOD	HOLLYWOOD				GLENDALE	EAGLE ROCK
1	2	4	5	6	8	9	10	11
La Cienega & Jefferson E Line Station	Fairfax & Olympic	Fairfax & Santa Monica	Hollywood & Vine B Line Station	Hollywood & Western B Line Station	Vermont & Sunset B Line Station	Vermont & Prospect	Brand & Broadway	Colorado & Eagle Dale
—	E3:13A	3:22A	3:35A	3:38A	D3:42A	—	—	—
4:01A	4:10	4:19	4:32	4:37	—	4:42A	4:58A	5:07A
4:45	4:55	5:04	5:17	5:22	—	5:27	5:43	5:52
5:15	5:25	5:34	5:47	5:52	—	5:57	6:15	6:25
5:35	5:45	5:54	6:07	6:12	—	6:17	6:36	6:47
5:47	5:57	6:06	6:19	6:24	—	6:29	6:48	6:59
5:59	6:09	6:18	6:31	6:36	—	6:41	7:00	7:11
6:10	6:21	6:30	6:43	6:48	—	6:53	7:12	7:23
6:20	6:31	6:42	6:55	7:00	—	7:05	7:24	7:35
6:31	6:43	6:54	7:07	7:12	—	7:17	7:36	7:47
6:43	6:55	7:06	7:19	7:24	—	7:29	7:49	8:00
6:53	7:06	7:18	7:31	7:36	—	7:41	8:01	8:13
7:03	7:17	7:29	7:43	7:48	—	7:53	8:15	8:27
7:14	7:28	7:41	7:55	8:00	—	8:06	8:28	8:40
7:23	7:39	7:53	8:07	8:12	—	8:18	8:41	8:53
7:34	7:50	8:04	8:19	8:24	—	8:30	8:53	9:05
7:46	8:02	8:16	8:31	8:36	—	8:42	9:05	9:17
7:58	8:14	8:28	8:43	8:48	—	8:54	9:18	9:30
8:10	8:26	8:40	8:55	9:01	—	9:07	9:31	9:44
8:21	8:38	8:52	9:07	9:13	—	9:19	9:43	9:56
8:32	8:49	9:03	9:19	9:25	—	9:31	9:56	10:10
8:44	9:01	9:15	9:31	9:37	—	9:43	10:08	10:22
8:55	9:12	9:26	9:43	9:49	—	9:55	10:21	10:35
9:06	9:23	9:37	9:55	10:01	—	10:07	10:33	10:47
9:18	9:35	9:49	10:07	10:13	—	10:19	10:46	11:00
9:30	9:47	10:01	10:19	10:25	—	10:31	10:59	11:13
9:42	9:59	10:13	10:31	10:37	—	10:45	11:15	11:29
9:53	10:10	10:24	10:43	10:49	—	10:57	11:29	11:43
10:04	10:21	10:35	10:55	11:01	—	11:09	11:41	11:55
10:16	10:33	10:47	11:07	11:13	—	11:21	11:54	12:08P
10:27	10:44	10:58	11:19	11:25	—	11:33	12:06P	12:20
10:38	10:55	11:10	11:31	11:37	—	11:45	12:19	12:33
10:50	11:07	11:22	11:43	11:49	—	11:57	12:31	12:45
11:02	11:19	11:34	11:55	12:01P	—	12:09P	12:43	12:57
11:14	11:31	11:46	12:07P	12:13	—	12:21	12:55	1:09
11:26	11:43	11:58	12:19	12:25	—	12:33	1:07	1:21
11:37	11:54	12:10P	12:31	12:37	—	12:45	1:19	1:33
11:49	12:06P	12:22	12:43	12:49	—	12:57	1:31	1:45
12:01P	12:18	12:34	12:55	1:01	—	1:09	1:43	1:57
12:11	12:28	12:46	1:07	1:13	—	1:21	1:55	2:09
12:23	12:40	12:58	1:19	1:25	—	1:33	2:07	2:21
12:35	12:52	1:10	1:31	1:37	—	1:45	2:19	2:33
12:46	1:03	1:21	1:43	1:49	—	1:57	2:31	2:45
12:58	1:15	1:33	1:55	2:01	—	2:09	2:43	2:57
1:10	1:27	1:45	2:07	2:13	—	2:21	2:55	3:09
1:21	1:38	1:56	2:19	2:25	—	2:33	3:07	3:21
1:32	1:49	2:08	2:31	2:37	—	2:45	3:19	3:33
1:44	2:01	2:20	2:43	2:49	—	2:57	3:31	3:45
1:56	2:13	2:32	2:55	3:01	—	3:09	3:44	3:58
2:08	2:25	2:44	3:07	3:13	—	3:21	3:56	4:10
2:19	2:37	2:56	3:19	3:25	—	3:33	4:08	4:22
2:31	2:49	3:08	3:31	3:37	—	3:45	4:20	4:34
2:43	3:01	3:20	3:43	3:49	—	3:57	4:32	4:46
2:54	3:13	3:32	3:55	4:01	—	4:09	4:44	4:58
3:06	3:25	3:44	4:07	4:13	—	4:21	4:55	5:09
3:18	3:37	3:56	4:19	4:25	—	4:33	5:07	5:21
3:30	3:49	4:08	4:31	4:37	—	4:45	5:19	5:33
3:42	4:01	4:20	4:43	4:49	—	4:57	5:31	5:45
3:55	4:13	4:32	4:55	5:01	—	5:09	5:43	5:57
4:06	4:25	4:44	5:07	5:13	—	5:21	5:55	6:09
4:18	4:37	4:56	5:19	5:25	—	5:33	6:07	6:21
4:30	4:49	5:08	5:31	5:37	—	5:45	6:19	6:32
4:42	5:01	5:20	5:43	5:49	—	5:57	6:29	6:42
4:54	5:13	5:32	5:55	6:01	—	6:08	6:38	6:51
5:06	5:25	5:44	6:07	6:13	—	6:20	6:49	7:02
5:18	5:37	5:56	6:19	6:25	—	6:32	7:01	7:14
5:31	5:50	6:09	6:31	6:37	—	6:44	7:13	7:26
5:44	6:03	6:21	6:43	6:49	—	6:56	7:24	7:36
5:56	6:15	6:33	6:55	7:01	—	7:08	7:36	7:48
6:09	6:28	6:45	7:07	7:13	—	7:20	7:48	8:00
6:22	6:41	6:58	7:19	7:25	—	7:32	7:59	8:11
6:36	6:54	7:10	7:31	7:37	—	7:44	8:09	8:21
6:50	7:07	7:23	7:43	7:49	—	7:56	8:20	8:32
7:03	7:20	7:35	7:55	8:01	—	8:08	8:32	8:43
7:16	7:33	7:47	8:07	8:13	—	8:20	8:43	8:54
7:30	7:46	8:00	8:20	8:26	—	8:33	8:56	9:07
7:52	8:06	8:19	8:39	8:45	—	8:52	9:15	9:26
8:13	8:26	8:39	8:58	9:04	—	9:11	9:34	9:45
8:39	8:52	9:05	9:24	9:30	—	9:36	9:58	10:09
9:06	9:19	9:31	9:49	9:54	D10:00P	—	—	—
9:37	9:50	10:01	10:19	10:24	D10:29	—	—	—
10:09	10:21	10:32	10:49	10:54	D10:59	—	—	—
10:46	10:57	11:07	11:23	11:28	D11:32	—	—	—
11:17	11:28	11:38	11:54	11:59	D12:03A	—	—	—
11:54	12:03A	12:13A	12:27A	12:30A	D12:34	—	—	—
12:28A	12:37	12:46	12:59	1:02	D1:06	—	—	—
12:58	1:07	1:16	1:29	1:32	D1:36	—	—	—
—	E2:13	2:22	2:35	2:38	D2:43	—	—	—

Southbound *Al Sur* (Approximate Times / *Tiempos Aproximados*)

EAGLE ROCK	GLENDALE	HOLLYWOOD				WEST HOLLYWOOD	LOS ANGELES	
11	10	8	7	6	5	4	3	1
Colorado & Eagle Dale	Brand & Broadway	Vermont & Sunset B Line Station	Hollywood & New Hampshire	Hollywood & Western B Line Station	Hollywood & Vine B Line Station	Fairfax & Santa Monica	Fairfax & San Vicente	La Cienega & Jefferson E Line Station
—	—	B4:30A	4:31A	4:35A	4:39A	4:50A	4:58A	5:09A
4:38A	4:48A	—	5:05	5:09	5:13	5:26	5:35	5:46
4:57	5:07	—	5:24	5:28	5:32	5:45	5:54	6:05
5:12	5:22	—	5:39	5:43	5:47	6:00	6:10	6:21
5:28	5:38	—	5:55	5:59	6:03	6:17	6:27	6:39
5:40	5:50	—	6:07	6:11	6:15	6:29	6:40	6:53
5:51	6:01	—	6:19	6:23	6:27	6:42	6:53	7:07
6:03	6:13	—	6:31	6:35	6:39	6:54	7:06	7:21
6:14	6:24	—	6:43	6:47	6:51	7:06	7:19	7:34
6:24	6:35	—	6:55	6:59	7:03	7:19	7:32	7:48
6:35	6:46	—	7:06	7:10	7:15	7:31	7:45	8:01
6:46	6:57	—	7:18	7:22	7:27	7:44	7:58	8:14
6:57	7:09	—	7:30	7:34	7:39	7:56	8:11	8:27
7:09	7:21	—	7:42	7:46	7:51	8:09	8:24	8:40
7:20	7:33	—	7:54	7:58	8:03	8:22	8:38	8:53
7:31	7:44	—	8:05	8:09	8:15	8:34	8:50	9:05
7:43	7:56	—	8:17	8:21	8:27	8:47	9:03	9:18
7:55	8:08	—	8:29	8:33	8:39	8:59	9:14	9:29
8:06	8:19	—	8:41	8:45	8:51	9:11	9:26	9:41
8:17	8:31	—	8:53	8:57	9:03	9:23	9:37	9:52
8:29	8:43	—	9:05	9:09	9:15	9:35	9:49	10:04
8:41	8:55	—	9:17	9:21	9:27	9:46	10:00	10:15
8:53	9:07	—	9:29	9:33	9:39	9:58	10:12	10:27
9:04	9:18	—	9:41	9:45	9:51	10:10	10:24	10:39
9:15	9:29	—	9:53	9:57	10:03	10:22	10:36	10:51
9:27	9:41	—	10:05	10:09	10:15	10:34	10:48	11:03
9:39	9:53	—	10:17	10:21	10:27	10:46	11:00	11:16
9:48	10:03	—	10:29	10:33	10:39	10:58	11:12	11:28
9:59	10:14	—	10:41	10:45	10:51	11:10	11:24	11:40
10:11	10:26	—	10:53	10:57	11:03	11:22	11:36	11:52
10:23	10:38	—	11:05	11:09	11:15	11:34	11:49	12:05P
10:34	10:49	—	11:17	11:21	11:27	11:46	12:01P	12:17
10:46	11:01	—	11:29	11:33	11:39	11:58	12:14	12:30
10:58	11:13	—	11:41	11:45	11:51	12:11P	12:27	12:43
11:10	11:25	—	11:53	11:57	12:03P	12:23	12:39	12:55
11:21	11:36	—	12:05P	12:09P	12:15	12:35	12:51	1:07
11:32	11:47	—	12:17	12:21	12:27	12:47	1:03	1:19
11:44	11:59	—	12:29	12:33	12:39	12:59	1:15	1:31
11:56	12:11P	—	12:41	12:45	12:51	1:11	1:27	1:44
—	—	—	—	—	—	—	H1:27	—
—	—	—	—	—	—	—	H1:30	—
12:08P	12:23	—	12:53	12:57	1:03	1:24	1:40	1:57
12:20	12:35	—	1:05	1:09	1:15	1:36	1:52	2:10
12:31	12:46	—	1:17	1:21	1:27	1:48	2:04	2:22
12:43	12:58	—	1:29	1:33	1:39	2:00	2:17	2:35
12:54	1:10	—	1:41	1:45	1:51	2:12	2:29	2:47
1:06	1:22	—	1:53	1:57	2:03	2:25	2:42	3:01
—	—	—	—	—	—	—	H2:46	—
—	—	—	—	—	—	—	H2:48	—
1:18	1:34	—	2:05	2:09	2:15	2:37	2:54	3:13
—	—	—	—	—	—	—	H3:03	—
—	—	—	—	—	—	—	H3:05	—
1:30	1:46	—	2:17	2:21	2:27	2:49	3:06	3:25
1:41	1:57	—	2:28	2:32	2:39	3:01	3:18	3:38
1:53	2:09	—	2:40	2:44	2:51	3:14	3:31	3:52
2:05	2:21	—	2:52	2:56	3:03	3:26	3:43	4:04
2:17	2:33	—	3:04	3:08	3:15	3:38	3:55	4:17
—	—	—	—	—	—	—	G4:03	—
2:29	2:45	—	3:16	3:20	3:27	3:50	4:07	4:29
—	—	—	—	—	—	—	G4:07	4:29
—	—	—	—	—	—	—	G4:11	—
2:41	2:57	—	3:28	3:32	3:39	4:02	4:20	4:42
2:53	3:09	—	3:40	3:44	3:51	4:14	4:32	4:54
3:05	3:21	—	3:52	3:56	4:03	4:26	4:44	5:06
3:17	3:33	—	4:04	4:08	4:15	4:38	4:56	5:18
3:30	3:45	—	4:16	4:20	4:27	4:50	5:08	5:30
3:42	3:57	—	4:28	4:32	4:39	5:02	5:20	5:42
3:54	4:09	—	4:40	4:44	4:51	5:14	5:32	5:54
4:06	4:21	—	4:52	4:56	5:03	5:26	5:42	6:04
4:18	4:33	—	5:04	5:08	5:15	5:37	5:53	6:14
4:30	4:45	—	5:16	5:20	5:27	5:49	6:05	6:25
4:42	4:57	—	5:28	5:32	5:39	6:01	6:16	6:35
4:55	5:10	—	5:40	5:44	5:51	6:13	6:28	6:46
5:07	5:22	—	5:52	5:56	6:03	6:25	6:40	6:58
5:19	5:34	—	6:04	6:08	6:15	6:37	6:52	7:08
5:32	5:47	—	6:16	6:20	6:27	6:49	7:04	7:19
5:45	6:00	—	6:28	6:32	6:39	7:01	7:15	7:30
5:58	6:13	—	6:40	6:44	6:51	7:13	7:27	7:41
6:12	6:27	—	6:54	6:58	7:05	7:26	7:39	7:53
6:29	6:44	—	7:10	7:14	7:21	7:41	7:54	8:08
6:47	7:02	—	7:28	7:32	7:39	7:58	8:10	8:23
7:09	7:23	—	7:48	7:52	7:59	8:18	8:30	8:43
7:34	7:47	—	8:11	8:15	8:21	8:40	8:52	9:05
8:02	8:14	—	8:37	8:41	8:47	9:06	9:17	9:30
8:31	8:43	—	9:06	9:10	9:16	9:34	9:44	9:57
9:11	9:23	—	9:46	9:50	9:56	10:13	10:23	10:36
—	—	B10:25P	10:26	10:31	10:35	10:48	10:57	11:08
—	—	B10:55	10:56	11:01	11:05	11:17	11:26	11:37
—	—	B11:25	11:26	11:31	11:35	11:47	11:56	12:07A
—	—	B11:56	11:57	12:02A	12:05A	12:16A	12:24A	12:35
—	—	B12:35A	12:36A	12:40	12:43	12:54	1:02	1:13
—	—	B1:35	1:36	1:39	1:43	1:54	F2:02	—
—	—	B2:34	2:35	2:38	2:42	2:53	F3:01	—
—	—	B3:30	3:31	3:35	3:38	3:49	F3:57	—

Saturday, Sunday & Holiday Schedules

Saturday, Sunday & Holiday schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios sábado, domingo y días feriados

Horarios de sábado, domingo y días feriados en efecto para año nuevo, día conmemorativo, cuatro de julio, día del trabajo, día de acción de gracias, y Navidad.

Special Notes

- **B** Trips originate at Santa Monica/Vermont 2 minutes prior to the time shown. Passengers needing to travel westbound on Sunset should transfer to line 2 at Sunset & Vermont
- **C** Trip starts at Fairfax & Melrose 13 minutes before time shown at Fairfax & San Vicente. Operates school days only, except early dismissal school days. Phone Metro information for exact days of operation
- **D** Late night trips end at Santa Monica & Vermont 6 minutes after time shown.
- **E** Trip starts at Washington/Fairfax Transit Hub 6-8 minutes before time shown.
- **F** Trip terminates at Washington/Fairfax Transit Hub 6-7 minutes after time shown.
- **G** Trip starts at Fairfax & Melrose 13 minutes before time shown at Fairfax & San Vicente, and it terminates at Washington/Fairfax Transit Hub 13 minutes after time shown. Operates School Days Only
- **H** Operation on early dismissal school days. Trip starts at Fairfax & Melrose 13 minutes before time shown at Fairfax & San Vicente, and terminates at Washington/Fairfax Transit Hub 11-13 minutes after times shown. Phone Metro information for exact days of operations.

Avisos especiales

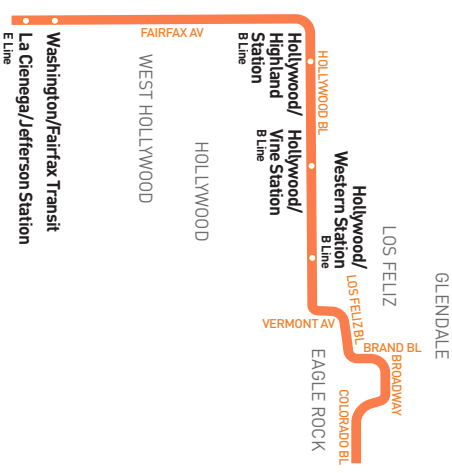
- **B** *Los viajes se originan en Santa Monica/Vermont 2 minutos antes de la hora mostrada. Los pasajeros que necesitan viajar con rumbo al oeste en Sunset deben transferirse a la línea 2 en Sunset y Vermont.*
- **C** *Viaje comienza en Fairfax y Melrose 13 minutos antes de la hora mostrada en Fairfax y San Vicente. Opera los dias de escuela solamente, menos los dias de despido temprano de escuela. Llame a Metro por información sobre los días exactos de operación*
- **D** *Viaje tarde de la noche termina en Santa Monica y Vermont 6 minutos después de la hora mostrada.*
- **E** *Viaje comienza en Washington/Fairfax Transit Hub 6-8 minutos antes de la hora mostrada.*
- **F** *Viaje termina en Washington/Fairfax Transit Hub 6-7 minutos despues de la hora mostrada.*
- **G** *Viaje comienza en Fairfax y Melrose 13 minutos antes de la hora mostrada en Fairfax y San Vicente y termina en Washington/Fairfax Transit Hub 13 minutos después de la hora mostrada. Opera los días de escuela solamente.*
- **H** *Operación en días de despidida escolar temprano. El viaje comienza en Fairfax y Melrose 13 minutos antes de la hora que se muestra en Fairfax Y San Vicente y termina en Washington/Fairfax Transit Hub 11-13 minutos después de la hora mostrada. Llame a metro por información sobre los días exactos de operación.*

Tap with pride.

Don't forget to tap the validator with valid fare on your card before boarding. To learn more about fares and ways to save, visit *metro.net/fares*.

Metro

Subject to change without notice
Sujeto a cambios sin previo aviso



metro.net 323.GO.METRO
Wheelchair Hotline 800.621.7828
Travel Info 511
California Relay Service 711

Effective Jun 23 2024

Metro Local

217

Northbound to Eagle Rock Plaza
Southbound to La Cienega/Jefferson Station
via Broadway, Los Feliz Bl, Hollywood Bl & Fairfax Av

Saturday, Sunday and Holidays

Effective Jun 23 2024

217

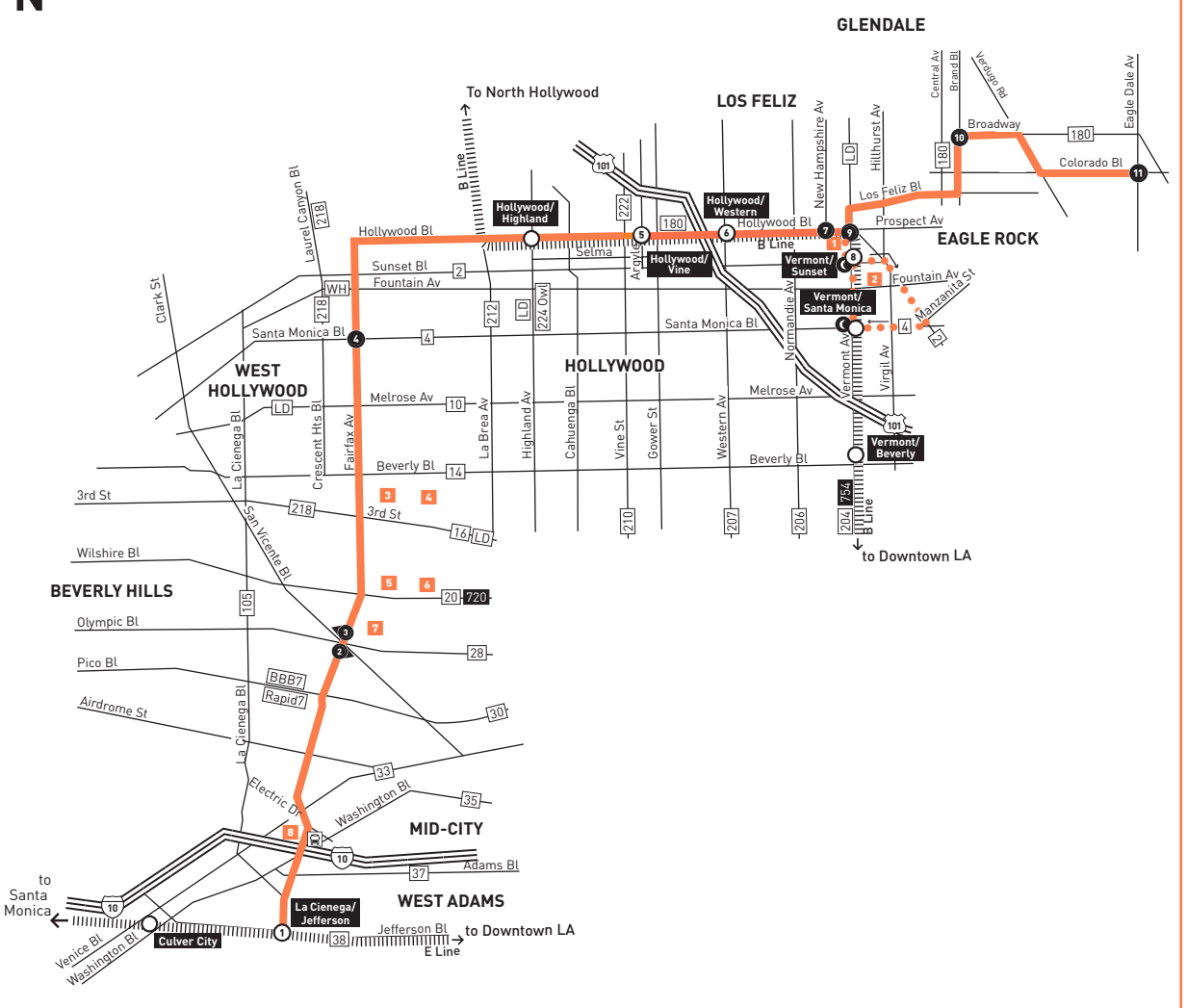
Northbound *Al Norte* (Approximate Times / *Tiempos Aproximados*)

LOS ANGELES		WEST HOLLYWOOD	HOLLYWOOD				GLENDALE	EAGLE ROCK
1	2	4	5	6	8	9	10	11
La Cienega & Jefferson E Line Station	Fairfax & Olympic	Fairfax & Santa Monica	Hollywood & Vine B Line Station	Hollywood & Western B Line Station	Vermont & Sunset B Line Station	Vermont & Prospect	Brand & Broadway	Colorado & Eagle Dale
—	E3:13A	3:22A	3:36A	3:39A	D3:44A	—	—	—
—	E4:10	4:19	4:33	4:38	—	4:43A	4:59A	5:08A
—	E5:00	5:09	5:23	5:28	—	5:33	5:49	5:58
5:27A	5:36	5:45	5:59	6:04	—	6:09	6:28	6:39
5:51	6:00	6:10	6:24	6:29	—	6:34	6:53	7:04
6:05	6:15	6:25	6:39	6:44	—	6:49	7:08	7:19
6:19	6:29	6:39	6:54	6:59	—	7:04	7:23	7:34
6:34	6:44	6:54	7:09	7:14	—	7:19	7:38	7:49
6:48	6:58	7:09	7:24	7:29	—	7:34	7:54	8:05
7:02	7:13	7:24	7:39	7:44	—	7:49	8:11	8:23
7:17	7:28	7:39	7:54	7:59	—	8:04	8:26	8:38
7:32	7:43	7:54	8:09	8:14	—	8:20	8:43	8:55
7:47	7:58	8:09	8:24	8:29	—	8:35	8:58	9:10
8:01	8:12	8:23	8:39	8:44	—	8:50	9:13	9:25
8:16	8:27	8:38	8:54	9:00	—	9:06	9:30	9:43
8:30	8:42	8:53	9:09	9:15	—	9:21	9:45	9:58
8:42	8:54	9:07	9:24	9:30	—	9:36	10:01	10:15
8:56	9:08	9:22	9:39	9:45	—	9:51	10:16	10:30
9:11	9:23	9:37	9:54	10:00	—	10:06	10:32	10:46
9:25	9:38	9:52	10:09	10:15	—	10:21	10:48	11:02
9:39	9:52	10:06	10:24	10:30	—	10:37	11:06	11:20
9:52	10:05	10:20	10:39	10:45	—	10:53	11:24	11:38
10:07	10:20	10:35	10:54	11:00	—	11:08	11:40	11:54
10:21	10:35	10:50	11:09	11:15	—	11:23	11:56	12:10P
10:34	10:49	11:04	11:24	11:30	—	11:38	12:12P	12:26
10:47	11:02	11:19	11:39	11:45	—	11:53	12:27	12:41
11:01	11:16	11:33	11:54	11:59	—	12:08P	12:42	12:56
11:16	11:31	11:48	12:09P	12:15P	—	12:23	12:57	1:11
11:30	11:46	12:03P	12:24	12:30	—	12:38	1:12	1:26
11:44	11:59	12:18	12:39	12:45	—	12:53	1:27	1:41
11:59	12:15P	12:33	12:54	1:00	—	1:08	1:42	1:56
12:14P	12:30	12:48	1:09	1:15	—	1:23	1:57	2:11
12:27	12:43	1:02	1:24	1:30	—	1:38	2:12	2:26
12:40	12:56	1:16	1:39	1:45	—	1:53	2:27	2:41
12:55	1:11	1:31	1:54	2:00	—	2:08	2:42	2:56
1:10	1:26	1:46	2:09	2:15	—	2:23	2:57	3:11
1:25	1:41	2:01	2:24	2:30	—	2:38	3:12	3:26
1:40	1:56	2:16	2:39	2:45	—	2:53	3:27	3:41
1:55	2:11	2:31	2:54	3:00	—	3:08	3:43	3:57
2:10	2:26	2:46	3:09	3:15	—	3:23	3:58	4:12
2:25	2:41	3:01	3:24	3:30	—	3:38	4:13	4:27
2:40	2:56	3:16	3:39	3:45	—	3:53	4:28	4:42
2:55	3:11	3:31	3:54	4:00	—	4:08	4:43	4:57
3:10	3:26	3:46	4:09	4:15	—	4:23	4:57	5:11
3:26	3:41	4:01	4:24	4:30	—	4:38	5:12	5:26
3:41	3:56	4:16	4:39	4:45	—	4:53	5:27	5:41
3:56	4:11	4:31	4:54	5:00	—	5:08	5:42	5:56
4:11	4:26	4:46	5:09	5:15	—	5:23	5:57	6:11
4:27	4:42	5:01	5:24	5:30	—	5:38	6:12	6:25
4:43	4:58	5:17	5:39	5:45	—	5:53	6:26	6:39
4:58	5:13	5:32	5:54	6:00	—	6:07	6:37	6:50
5:13	5:28	5:47	6:09	6:15	—	6:22	6:51	7:04
5:28	5:43	6:02	6:24	6:30	—	6:37	7:06	7:19
5:46	6:01	6:17	6:39	6:45	—	6:52	7:21	7:34
6:02	6:16	6:32	6:54	7:00	—	7:07	7:35	7:47
6:17	6:31	6:47	7:09	7:15	—	7:22	7:50	8:02
6:33	6:47	7:03	7:24	7:30	—	7:37	8:03	8:15
6:50	7:04	7:18	7:39	7:45	—	7:52	8:17	8:29
7:08	7:21	7:35	7:55	8:01	—	8:08	8:32	8:43
7:25	7:38	7:52	8:12	8:18	—	8:25	8:48	8:59
7:44	7:57	8:11	8:30	8:36	—	8:43	9:06	9:17
8:03	8:15	8:29	8:48	8:54	—	9:01	9:24	9:35
8:40	8:52	9:05	9:24	9:30	—	9:36	9:58	10:09
9:06	9:19	9:31	9:50	9:55	D10:01P	—	—	—
9:38	9:50	10:01	10:20	10:25	D10:30	—	—	—
10:09	10:21	10:32	10:49	10:54	D10:59	—	—	—
10:46	10:57	11:07	11:23	11:28	D11:32	—	—	—
11:17	11:28	11:38	11:54	11:59	D12:03A	—	—	—
11:54	12:03A	12:13A	12:27A	12:30A	D12:34	—	—	—
12:28A	12:37	12:46	12:59	1:02	D1:06	—	—	—
12:58	1:07	1:16	1:29	1:32	D1:36	—	—	—
—	E2:13	2:22	2:35	2:38	D2:43	—	—	—

Southbound *Al Sur* (Approximate Times / *Tiempos Aproximados*)

EAGLE ROCK	GLENDALE	HOLLYWOOD				WEST HOLLYWOOD	LOS ANGELES	
11	10	8	7	6	5	4	3	1
Colorado & Eagle Dale	Brand & Broadway	Vermont & Sunset B Line Station	Hollywood & New Hampshire	Hollywood & Western B Line Station	Hollywood & Vine B Line Station	Fairfax & Santa Monica	Fairfax & San Vicente	La Cienega & Jefferson E Line Station
—	—	B4:30A	4:31A	4:35A	4:39A	4:50A	4:58A	5:09A
4:55A	5:05A	—	5:22	5:26	5:30	5:43	5:51	6:02
5:22	5:32	—	5:49	5:53	5:57	6:10	6:19	6:30
5:51	6:01	—	6:19	6:23	6:27	6:41	6:51	7:02
6:20	6:30	—	6:50	6:54	6:58	7:13	7:23	7:35
6:33	6:44	—	7:04	7:08	7:13	7:28	7:38	7:50
6:47	6:58	—	7:19	7:23	7:28	7:43	7:53	8:05
7:01	7:13	—	7:34	7:38	7:43	7:58	8:09	8:21
7:16	7:28	—	7:49	7:53	7:58	8:13	8:24	8:36
7:29	7:42	—	8:03	8:07	8:13	8:28	8:39	8:51
7:43	7:56	—	8:17	8:21	8:27	8:43	8:54	9:06
7:58	8:11	—	8:32	8:36	8:42	8:58	9:10	9:23
8:12	8:25	—	8:47	8:51	8:57	9:14	9:26	9:39
8:26	8:40	—	9:02	9:06	9:12	9:29	9:42	9:55
8:41	8:55	—	9:17	9:21	9:27	9:45	9:58	10:11
8:57	9:11	—	9:33	9:37	9:43	10:01	10:16	10:29
9:11	9:25	—	9:48	9:52	9:58	10:17	10:32	10:46
9:25	9:39	—	10:03	10:07	10:13	10:32	10:47	11:01
9:39	9:53	—	10:18	10:22	10:28	10:48	11:03	11:17
9:51	10:06	—	10:32	10:37	10:43	11:03	11:18	11:32
10:05	10:20	—	10:47	10:52	10:58	11:18	11:33	11:48
10:20	10:35	—	11:02	11:07	11:13	11:33	11:48	12:03P
10:33	10:48	—	11:16	11:21	11:27	11:48	12:03P	12:18
10:48	11:03	—	11:31	11:36	11:42	12:03P	12:19	12:34
11:03	11:18	—	11:46	11:51	11:57	12:19	12:35	12:50
11:17	11:32	—	12:01P	12:06P	12:12P	12:34	12:50	1:05
11:31	11:46	—	12:16	12:21	12:27	12:49	1:05	1:20
11:46	12:01P	—	12:31	12:36	12:42	1:04	1:20	1:35
12:01P	12:16	—	12:46	12:51	12:57	1:20	1:36	1:51
12:16	12:31	—	1:01	1:06	1:12	1:35	1:51	2:06
12:30	12:45	—	1:16	1:21	1:27	1:50	2:06	2:22
12:45	1:00	—	1:31	1:36	1:42	2:05	2:22	2:38
12:59	1:15	—	1:46	1:51	1:57	2:20	2:37	2:53
1:14	1:30	—	2:01	2:06	2:12	2:35	2:52	3:08
1:29	1:45	—	2:16	2:21	2:27	2:50	3:07	3:23
1:43	1:59	—	2:30	2:35	2:42	3:05	3:22	3:38
1:59	2:15	—	2:46	2:51	2:58	3:21	3:38	3:54
2:14	2:30	—	3:01	3:06	3:13	3:36	3:53	4:09
2:29	2:45	—	3:16	3:21	3:28	3:51	4:08	4:23
2:44	3:00	—	3:31	3:36	3:43	4:06	4:23	4:38
2:59	3:15	—	3:46	3:51	3:58	4:21	4:38	4:53
3:14	3:30	—	4:01	4:06	4:13	4:36	4:52	5:07
3:30	3:45	—	4:16	4:21	4:28	4:51	5:07	5:22
3:45	4:00	—	4:31	4:36	4:43	5:05	5:21	5:36
4:00	4:15	—	4:46	4:51	4:58	5:20	5:36	5:51
4:15	4:30	—	5:01	5:06	5:13	5:35	5:51	6:06
4:29	4:44	—	5:15	5:20	5:27	5:49	6:05	6:20
4:44	4:59	—	5:30	5:35	5:42	6:04	6:19	6:34
5:00	5:15	—	5:45	5:50	5:57	6:19	6:34	6:49
5:15	5:30	—	6:00	6:05	6:12	6:34	6:49	7:04
5:32	5:47	—	6:16	6:21	6:28	6:49	7:04	7:18
5:49	6:04	—	6:32	6:36	6:43	7:04	7:18	7:32
6:04	6:19	—	6:46	6:50	6:57	7:18	7:32	7:46
6:20	6:35	—	7:02	7:06	7:13	7:34	7:47	8:01
6:36	6:51	—	7:17	7:21	7:28	7:49	8:02	8:16
6:51	7:06	—	7:32	7:36	7:43	8:04	8:16	8:30
7:10	7:24	—	7:49	7:53	8:00	8:21	8:33	8:47
7:30	7:43	—	8:07	8:11	8:17	8:37	8:48	9:02
8:08	8:20	—	8:43	8:47	8:53	9:12	9:23	9:36
8:31	8:43	—	9:06	9:10	9:16	9:34	9:44	9:57
9:09	9:21	—	9:44	9:48	9:54	10:11	10:21	10:34
—	—	B10:25P	10:26	10:31	10:35	10:48	10:57	11:08
—	—	B10:55	10:56	11:01	11:05	11:17	11:26	11:37
—	—	B11:25	11:26	11:31	11:35	11:47	11:56	12:07A
—	—	B11:56	11:57	12:02A	12:05A	12:16A	12:24A	12:35
—	—	B12:35A	12:36A	12:40	12:43	12:54	1:02	1:13
—	—	B1:35	1:36	1:39	1:43	1:54	F2:02	—
—	—	B2:34	2:35	2:38	2:42	2:53	F3:01	—
—	—	B3:30	3:31	3:35	3:38	3:49	F3:57	—

ROUTE MAP



MAP NOTES

1. **Kaiser Permanente Hospital**
2. **Children's Hospital & Hollywood Presbyterian Medical Center**
3. **Farmers Market**
4. **The Grove**
5. **LA County Museum of Art**
6. **La Brea Tar Pits**
7. **Petersen Automotive Museum**
8. **Washington/Fairfax Transit Hub**

   Metro 35, 37, 38, 105, 217; CC1, 4; CE437

LEGEND

- Route of Line 217
- Route of Line 217 Owl
- Local Stop Timepoint
- Local Stop Timepoint - Single Direction Only
- Owl Timepoint
- Metro Rail Station & Timepoint
- Metro Rail Station
- Transit Center
- Metro Rail
- AV — Antelope Valley Transit Authority
- BBB — Santa Monica's Big Blue Bus
- CC — Culver CityBus
- FA — LAX FlyAway
- CE — LADOT Commuter Express
- LD — LADOT DASH
- WH — West Hollywood Cityline