DEPARTMENT OF CITY PLANNING

APPEAL RECOMMENDATION REPORT

City Planning Commission

Date: December 12, 2024
Time: After 8:30 a.m.*
Place: Los Angeles City Hall
Council Chamber, Room 340
200 North Spring Street
Los Angeles, CA 90012

And via Teleconference. Information will be provided no later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.org/about/commissionsboards-hearings and/or by contacting cpc@lacity.org

Public Hearing: Required
Appeal Status: Not further appealable.
Expiration Date: December 16, 2024
Multiple Approval: No

Case No.: DIR-2024-3056-TOC-HCA -1A
CEQA No.: ENV-2024-3057-CE
Related Cases: N/A
Council No.: 1 - Eunisses Hernandez
Plan Area: Westlake
Specific Plan: N/A
Certified NC: MacArthur Park
Zone: R3-1

Applicant: Min Hong

Applicant Representative: James Woodson
JRW Consulting

Appellant: Frank Helmer

Appellant Representative: N/A

PROJECT LOCATION: **2415 West Ocean View Avenue; 2512 West 5th Street**

PROPOSED PROJECT: The proposed project involves the construction, use, and maintenance of a new, five-story, 28,364 square-foot residential building with 26 dwelling units, including three (3) dwelling units set aside for affordable housing (or 10% of the proposed density) the three (3) units will be reserved is for Extremely Low Income (ELI) Households. The building will be constructed with five (5) residential levels above one (1) ground floor level of utilities including the electrical room, and trash and recycling areas. The second level will be the main level of the building which includes the residential lobby, bicycle storage room and residential units. The project includes 26 one-bedroom units and a total of 2,600 square feet of open space for residents.

APPEAL: An appeal of the September 17, 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% increase in density consistent with the provisions of the Transit Oriented Communities Affordable Housing Incentive Program along with the following two (2) Additional Incentives for a Tier 3 project with a total of 26 dwelling units, including three (3) units reserved for Extremely Low Income (ELI) Household occupancy for a period of 55 years;

a. **Setbacks (Side Yards).** To permit up to a 30% decrease in the required width or depth of two (2) individual side yards or setbacks;

b. **Height**. To permit an increase in height of two (2) additional stories up to 22 additional feet; and

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 two (2) incentives for a qualifying Tier 3 project totaling 26 dwelling units, reserving three (3) units for Extremely Low Income (ELI) Household occupancy for a period of 55 years:

a. **Setbacks (Side Yards).** To permit up to a 30% decrease in the required width or depth of two (2) individual side yards or setbacks;

b. **Height**. To permit an increase in height of two (2) additional stories up to 22 additional feet; and.

4) **Adopt** the Planning Director's Conditions of Approval and Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Heather Bleemers
Senior City Planner

Michelle Carter
City Planner

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1299.

TABLE OF CONTENTS

Exhibits:

PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project involves the construction, use, and maintenance of a new, five-story, 28,364 square-foot residential building with 26 dwelling units, including three (3) dwelling units (or 10% of the proposed density) reserved for Extremely Low Income (ELI) Households. The building will be constructed with five (5) residential levels above one (1) ground floor level of utilities including the electrical room, and trash and recycling areas. The second level will be the main level of the building which includes the residential lobby, bicycle storage room and residential units. The project includes 26 one-bedroom units and a total of 2,600 square feet of open space for residents.

The project proposes a total of approximately 28,364 square feet of building floor area, resulting in a total floor area ratio (FAR) of approximately 3.4:1. The project will maintain front yard setbacks of 15 feet along West Ocean View Avenue and West 5th Street, easterly and westerly side yard setbacks of four feet and eleven inches, as permitted by TOC and the LAMC for residential properties in a residential zone.

PROJECT BACKGROUND

The subject property is comprised of two (2) lots measuring approximately 11,309 square feet with a frontage of 60 feet along Ocean View Avenue and a frontage of 50 feet along 5th Street. The subject property is currently developed with a single-family dwelling and associated surface parking that was previously used as an office building. The subject property is zoned R3-1 within the Westlake Community Plan Area with a Medium Residential land use designation. The project site is located with Transit Oriented Communities (TOC), Tier 3. The site is located within a Transit Priority Area in the City of Los Angeles, an Urban Agriculture Incentive Zone, the Westlake Recovery Redevelopment Project Area, and is 1.00 kilometers from the Puente Hills Blind Thrust Fault.

Surrounding Properties

Surrounding uses are within residential zones and are generally developed with residential structures. The properties to the north across 5th Street are zoned R3-1 and are improved with single-family and multi-family residential structures. The property to the south across Ocean View Avenue is zoned R4-1 and is improved with a multi-family residential structure. The abutting property to the east is zoned R3-1 and is improved with a multi-family residential structure. The abutting property to the west is zoned R3-1 and is improved with a multi-family residential structure.

Streets

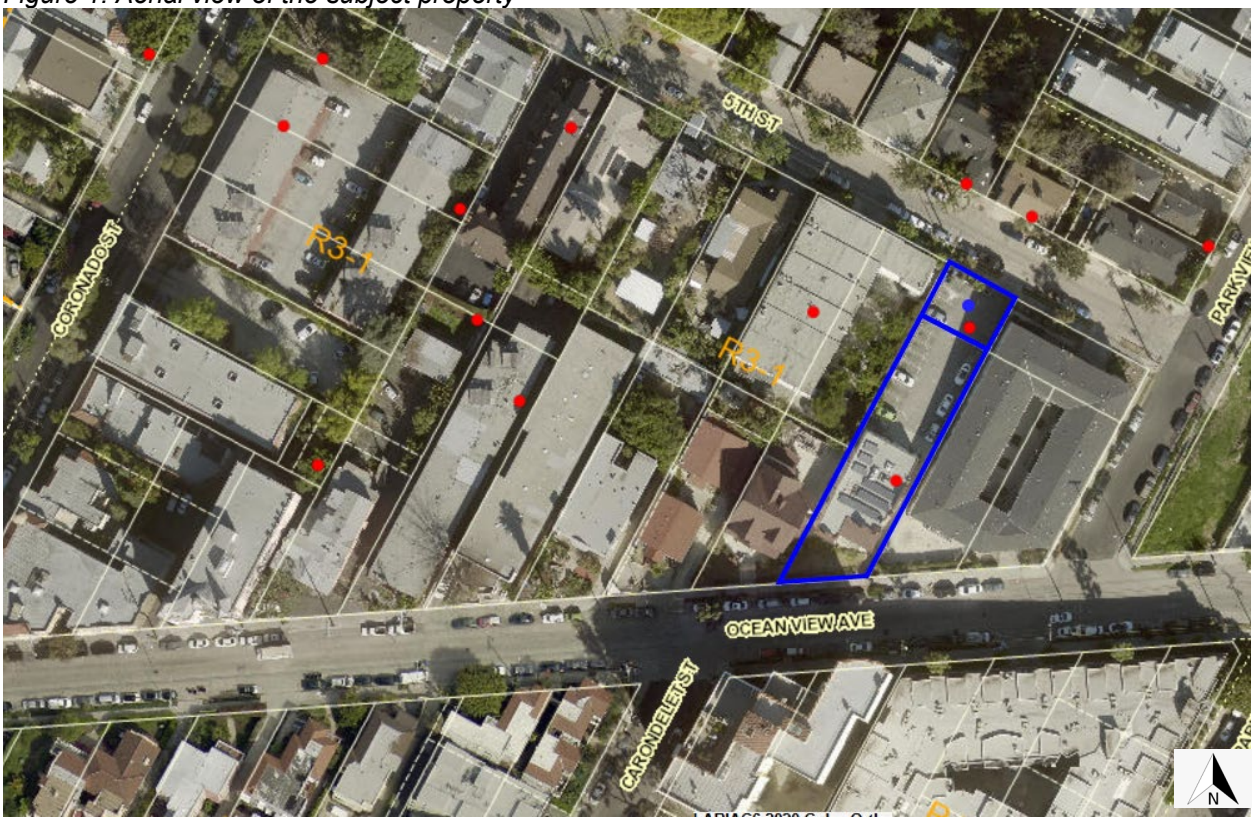
Ocean View Avenue, abutting the property to the south, is a Local Street – Standard dedicated to a Right-of-Way width of 60 feet, improved with asphalt roadway, curb, gutter, and concrete sidewalk.

5th Street, abutting the property to the north, is a Local Street – Standard dedicated to a Right-of-Way width of 60 feet, improved with asphalt roadway, curb, gutter, and concrete sidewalks.

Public Transit

The Project Site is within 2,000 feet of Metro B Line (Purple and Red) - Westlake/MacArthur Park Station at the intersection of Wilshire Boulevard and Alvarado Street.

Figure 1: Aerial view of the subject property



The project is located in Tier 3 of the Transit Oriented Communities Incentive Areas and therefore, pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), by setting aside 10 percent of the total number of dwelling units for Extremely Low Income Households, the project is eligible for the Base Incentives (Residential Density, Floor Area Ratio (FAR) and Automobile Parking); and by setting aside more than 10% of the base density for households at the Extremely Low Income level the project is entitled to two (2) Additional Incentives.

The Additional Incentives requested are found on the Menu of Incentives and include reduction in setbacks or yards and increase in stories and height. The project includes two (2) incentives; 1) a 30% reduction in the required width or depth of two (2) individual side yards or setbacks, and 2) an increase of two (2) additional stories up to 22 additional feet.

Transit Oriented Communities

Pursuant to the voter-approved Measure JJJ, Los Angeles Municipal Code (LAMC) 12.22-A,31 was added to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Program). The Measure requires the Department of City Planning to create TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines) for all Housing Developments located within a ½-mile (or 2,640-foot) radius of a Major Transit Stop. These Guidelines provide the eligibility standards, incentives, and other necessary components of the TOC Program consistent with LAMC 12.22-A,31.

A qualifying TOC Project shall be granted Base Incentives with regard to increased residential density, increased floor area ratio, and reduced automobile parking requirements. In addition to these Base Incentives, an eligible project may be granted Additional Incentives with regard to yards and setbacks, open space, lot coverage, lot width, averaging, density calculation, height, and developments in public facilities zones. Up to three (3) Additional Incentives may be granted in exchange for providing the requisite set aside of affordable housing as enumerated in the TOC Guidelines.

The proposed project is located less than 2,640 feet from a Major Transit Stop, the Metro B Line (Purple and Red) - Westlake/MacArthur Park Station at the intersection of Wilshire Boulevard and Alvarado Street. Furthermore, as the project will set aside 10% of the total number of units for Extremely Low Income and meets all other eligibility requirements of the TOC Affordable Housing Incentive Program, the project is entitled to the Base Incentives.

In addition, as the Metro B Line (Purple and Red) - Westlake/MacArthur Park Station at the intersection of Wilshire Boulevard and Alvarado Street is approximately 2,000 feet from the subject property, the project is located within Tier 3 of the TOC Guidelines. Therefore, as the project will set aside 10% of the base number of units for Extremely Low Income Households, the project is entitled to two (2) Additional Incentives. The applicant is requesting two (2) Additional Incentives.

Given the above, the proposed project includes the following Base and Additional Incentives for a qualifying Tier 3 Project:

Tier 3 Base Incentives:

a. **Density:** The subject property is zoned R3-1 which allows a residential density of one (1) dwelling unit per 800 square feet of lot area. At 11,309 square feet, the property has a base density of 15 units (11,309 square feet of lot area divided by 800 square feet equals 14.136 - rounded up to 15). Pursuant to the TOC Guidelines, projects within Tier 3 which are eligible for the Base Incentives are eligible for a 70% density increase from the base density. Therefore, the project is permitted a maximum of 26 total units. The project proposes a total of 26 residential units.

b. **Floor Area Ratio (FAR)**: As the subject property is zoned R3-1, located in Tier 3 and meets the eligibility criteria in the TOC Guidelines for the Base Incentives, the project is allowed a percentage increase of the FAR up to 50% or a 3.75:1 FAR, whichever is greater. The R3-1 zone allows for a 3:1 FAR. Therefore, the project is permitted a maximum FAR of 4.5:1. As proposed, the project has a maximum FAR of 3.4 to 1.

c. **Parking**: Pursuant to LAMC Section 12.21-A,4, the proposed 26-unit project would be required to provide a total of 26 automobile parking spaces. As an Eligible Housing Development, the project is entitled to provide 0.5 parking space per unit (or 13 parking spaces). Further, Assembly Bill 2097 prohibits a public agency from imposing minimum automobile parking requirements on most types of development within half a mile of a major transit stop. As such, the project has requested to utilize parking per AB2097. As proposed, the project is not providing automobile parking spaces. The project includes a total of 30 bicycle parking stalls (26 long term and 4 short term).

Tier 3 Additional Incentives:

Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the Tier 3 Project is eligible for and has been granted two (2) Additional Incentives in order to construct the proposed project:

a. **Side Yard Setbacks**. Eligible Housing Developments may utilize up to a 30% decrease in the required width or depth of an individual yards or setbacks. The Menu of Incentives allows for the reduction in two (2) side yards or setback as one (1) incentive for a project located in a Tier 3 TOC area. In this case, the project would be required to provide side yards conforming to the requirements of the R3 Zone, which includes eight-foot side yards. The project as proposed, will provide four-foot, eleven-inches side yards.

b. **Height**. Eligible Housing Developments may utilize two (2) additional story up to 22 additional feet. The Menu of Incentives allows for the increase in two (2) additional story or 22 additional feet to count as one (1) incentive for a project located in a Tier 3 TOC area. In this case, the project would be required to provide height conforming to the requirements of the R3-1 Zone, which includes unlimited stories and 45 feet maximum height. The project as proposed, will be five-stories with a maximum height of 56 feet.

APPROVED ACTIONS

On September 17, 2024, the Director of Planning took the following actions:

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 a 70% increase in density consistent with the provisions of the Transit Oriented Communities Affordable Housing Incentive Program along with the following two (2) Additional Incentives for a Tier 3 project with a total of 26 dwelling units, including three (3) units reserved for Extremely Low Income (ELI) Household occupancy for a period of 55 years;

    a. Setbacks (Side Yards). To permit up to a 30% decrease in the required width or depth of two (2) individual side yards or setbacks; and

    b. Height. To permit an increase in height of two (2) additional stories up to 22 additional feet.

APPEAL SCOPE

The appeal challenges the Director of Planning's determination on September 17, 2024, to conditionally approve a TOC Affordable Housing Incentive Program request, pursuant to LAMC Section 12.22 A.31, with a Class 32 Categorical Exemption to CEQA under Case No. ENV-2024-3057-CE as the environmental clearance for the project. The appellant is an abutting property owner who is partially appealing the determination. As the case involves a TOC request, the appellate body is the City Planning Commission; the decision of the City Planning Commission is not further appealable.

APPEAL ANALYSIS

On September 17, 2024, the designee of the Director of Planning issued a Determination that conditionally approved a Transit Oriented Communities Affordable Housing Incentive Program project for the proposed project. On September 24, 2024, within the required 15-day appeal period, one (1) appeal was filed by Frank Helmer, in part of the decision of the Director of Planning.

The appellant did not include specific conditions; however, the following statements have been compiled from the submitted appeal. The appeal in its entirety have been attached herein for reference (Exhibit A).

APPEAL POINTS

The appeal justification notes that there are concerns over; Density variance requested increasing units from 15 to 26; Height variance two stories higher than any other project of similar size in the neighborhood; Reduced requirement of parking spots from 26 to 13; Traffic flow in and out of the proposed building; Increased street parking congestion; Increased traffic congestion; The proposed building will remove approximately 15 parking spaces for the rooming house next door to the project adding to already congested street parking.

RESPONSES TO APPEAL POINTS

The Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Program) was created because of the voter-approved Measure JJJ which added LAMC Section 12.22-A,31 and created the TOC Guidelines for all Housing Developments located within a ½-mile radius of a Major Transit Stop. These Guidelines provide the eligibility standards, incentives, and other necessary components of the TOC Program consistent with LAMC 12.22-A,31. Projects that provides the requisite set aside of affordable housing as enumerated in the TOC Guidelines, are eligible for base and additional incentives including increase density, increase FAR, reduced parking, reduced yard setbacks, additional height, and reduced open space, based on the quality and proximity of a transit stop.

In this case, as an Eligible Housing Development under the City's TOC Program, the project is qualified as a Tier 3 TOC project and provides the requisite affordable units to request two (2) Additional Incentives. The project provides a minimum of 10 percent of the total number of units for Extremely Low Income households in exchange for Base Incentives and Additional Incentives, per the TOC Program.

Density

Pursuant to the TOC Guidelines, projects within Tier 3 which are eligible for the Base Incentives are eligible for a 70% density increase from the base density.

Here, as proposed, the project will provide 26 units because based on the project site's base density of 15 dwelling units in conjunction with the 70 percent increase in density as per the TOC guidelines, the project is allowed a maximum of 26 dwelling units. There are no additional requested deviations from the LAMC to increase the density of the proposed project. The increase in density is enumerated in the TOC Guidelines as a base incentive for providing the required affordable dwelling units.

Therefore, the project is permitted a maximum of 26 total units.

Height

Pursuant to the TOC Guidelines, projects within Tier 3 which are eligible for Additional Incentives may utilize two (2) additional story up to 22 additional feet as enumerated in the Menu of Incentives.

Here, the project request includes a height increase to allow a maximum building height of 56 feet and five (5) stories because the height limit in the R3-1 zone is 45 feet. In general, the R3-1 zone does not limit the number of stories allowed. However, as requested and as per the TOC Guidelines, because the project provides the requisite number of affordable units, the project may utilize an increase in height for up to 22 additional feet which allows for the increase in stories.

Therefore, the project is permitted up to 22 additional feet in height.

Parking

Pursuant to the TOC Guidelines, projects within Tier 3 are entitled to provide 0.5 parking space per unit (or 13 parking spaces). Further, Assembly Bill (AB) 2097 prohibits a public agency from imposing minimum automobile parking requirements on most types of development within half a mile of a major transit stop.

Here, under the TOC Guidelines the project would be required to provide a minimum of 13 parking spaces, however, because the project has requested to utilize parking per AB 2097, no automobile parking spaces will be provided on site. As per State law, public agencies are prohibited from imposing minimum automobile parking requirements on most types of development including residential developments within half a mile of a major transit stop.

Therefore, the project is permitted to not provide parking.

It should be noted that there are no variances requested with the entitlements herein. The project utilizes the incentives as enumerated in the TOC Guidelines in exchange for providing the requisite affordable units.

With regard to traffic, a City of Los Angeles, VMT project screening criteria was conducted for the project which determined that further traffic studies were not necessary as the project did not exceed the threshold of significance for daily vehicle trips or for Vehicle Miles Traveled (VMT). Additionally, as there are no proposed parking spaces within the building there are no anticipated negative traffic flow in and out of the building as stated by the appellant. Further, no evidence has been submitted to the record to support any of the claims made by the appellant.

While the comments from the Appellant have been taken into consideration, there is no substantial evidence provided into the record to demonstrate that the City erred in the project's approval of requested TOC entitlement, including the requested incentives, and the related CEQA determination.

CONCLUSION AND RECOMMENDATION

For the reasons stated herein, and in the findings of the Director's Determination, 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 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 affirm that the project is categorically exempt from CEQA, deny the appeal of the Director's Determination, and sustain the Director's Determination for the approval of a TOC Affordable Housing Incentive Program request for a project totaling 26 dwelling units, as described herein.

Exhibit A

Appeal Documents

APPLICATIONS

APPEAL APPLICATION
Instructions and Checklist

PURPOSE

This application is for the appeal of Los Angeles Department of City Planning determinations, as authorized by the LAMC. For California Environmental Quality Act Appeals use form CP13-7840. For Building and Safety Appeals and Housing Department Appeals use form CP13-7854.

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.

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)

CASE INFORMATION

Case Number: DIR-2024-3056-TOC-HCA

APN: _____

Project Address: 2415 WEST OCEAN VIEW AVE, LOS ANGELES, CA 90057

Final Date to Appeal: OCT 2, 2024

APPELLANT

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

APPELLANT INFORMATION

Appellant Name: Frank Helmer

Company/Organization:

Mailing Address: 2521 W 5th St

City: Los Angeles **State:** CA **Zip Code:** 90057

Telephone: (323) 377-0893 **E-mail:** frankdesign@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

Name:

Company/Organization:

Mailing Address:

City: **State:** **Zip Code:**

Telephone: **E-mail:**

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:** SEPT 24, 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 LAMC Section 19.01 B.1(b)

4. Noticing Requirements (Applicant 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.

☐ *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.

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 13B.2.5. (Director Determination) of Chapter 1A or LAMC Section 13B.3.3. (Class 3 Conditional Use) of Chapter 1A as applicable.

- 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.

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.

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.

FRANK HELMER
2521 W 5th St
Los Angeles, CA 90057
323-377-0893

RE:
DIRECTORS DETERMINATION TOC AFFORDABLE HOUSING INCENTIVE PROGRAM
CASE NUMBER:
DIR-2024-3056-TOC-HCA
PROJECT ADDRESS:
2415 WEST OCEAN VIEW AVE,
LOS ANGELES, CA 90057

Reason for appeal:
As the homeowner directly across the street from the project and long time resident of the neighborhood I have significant concerns about the size variance of the project, number of parking spots allowed, impact on the street parking in the area, removal of parking for an adjacent rooming house and traffic impact to the area.

Specific points at issue:
Density variance requested increasing units from 15 to 26
Height variance two stories higher than any other project of similar size in the neighborhood
Reduced requirement of parking spots from 26 to 13
Traffic flow in and out of the proposed building
Increased street parking congestion
Increased traffic congestion
The proposed building will remove approximately 15 parking spaces for the rooming house next door to the project adding to already congested street parking.

How aggrieved by the decision:
As a long time resident and owner in the neighborhood, this project will adversely affect the already extremely congested traffic and street parking situation by removing existing parking for a rooming house, allowing for 11 additional units without dedicated off street parking spots.

Unbundling of parking spots allowing leasing of spots to others than tenants of the proposed building also adds to the already over saturated street parking in the area.

Additionally the increased number of allowed units on the zoned lot size adds to the unacceptable density of residential units in what is already the most densely populated area in the city of LA.

Adding this number of units over the zoned maximum will increase the over all traffic density and patterns in the neighborhood where there are already dozens of vehicles

double parked and illegally parked daily making it even more dangerous and for drivers and pedestrians to navigate. All these issues negatively impact in a serious way the quality of life, congestion and property values on the blocks around the project.

Applicant Copy
Office: Van Nuys
Application Invoice No: 98334

6800198334

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: $211.56 was paid on 09/25/2024 with receipt number 200152860293

Applicant: Frank Helmer (FRANKDESIGN CREATIVE INC)
Representative:
Project Address: 2415 W OCEAN VIEW AVE, 90057

NOTES: Appeal of the Additional Incentives on a TOC case by an aggrieved party

DIR-2024-3056-TOC-HCA-1A			
Item	Fee	%	Charged Fee
Appeal by Person Other Than The Applicant	$172.00	100 %	$172.00
		Case Total	**$172.00**
		* Fees Subject to Surcharges	$172.00
		Fees Not Subject to Surcharges	$0.00
		Plan & Land Use Fees Total	$0.00
		Expediting Fee	$0.00
		Development Services Center Surcharge (3%)	$5.16
		City Planning Systems Development Surcharge (6%)	$10.32
		Operating Surcharge (7%)	$12.04
		General Plan Maintenance Surcharge (7%)	$12.04

* Fees Subject to Surcharges	$172.00
Fees Not Subject to Surcharges	$0.00
Plan & Land Use Fees Total	$0.00
Expediting Fee	$0.00
Development Services Center Surcharge (3%)	$5.16
City Planning Systems Dev. Surcharge (6%)	$10.32
Operating Surcharge (7%)	$12.04
General Plan Maintenance Surcharge (7%)	$12.04
Grand Total	$211.56
Total Overpayment Amount	$0.00
Total Paid (amount must equal sum of all checks)	$211.56

Council District:
Plan Area:
Processed by STEVEN WECHSLER on 9/23/2024

Signature: _____

Exhibit B

Director's Determination

DIR-2024-3056-TOC-HCA

DEPARTMENT OF
CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

MONIQUE LAWSHE
PRESIDENT

ELIZABETH ZAMORA
VICE-PRESIDENT

MARIA CABILDO
CAROLINE CHOE
MARTINA DIAZ
KAREN MACK
MICHAEL R. NEWHOUSE

CITY OF LOS ANGELES
CALIFORNIA

KAREN BASS
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

VINCENT P. BERTONI, AICP
DIRECTOR

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

HAYDEE URITA-LOPEZ
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

DIRECTOR'S DETERMINATION
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM

September 17, 2024

Applicant/Owner
Min Hong
277 West Green Street #204
Pasadena, CA 91105

Representative
James Woodson
JRW Consulting
P.O. Box 35481
Los Angeles, CA 90035

Case No. DIR-2024-3056-TOC-HCA
CEQA: ENV-2024-3057-CE
Location: 2415 West Ocean View Avenue (2512 West 5th Street)
Council District: 1 - Eunisses Hernandez
Neighborhood Council: MacArthur Park
Community Plan Area: Westlake
Land Use Designation: Medium Residential
Zone: R3-1
Legal Description: Lots 3 & 13; Block E; Knob Hill Tract

Last Day to File an Appeal: October 2, 2024

DETERMINATION – Transit Oriented Communities Affordable Housing Incentive Program

Pursuant to the Los Angeles Municipal Code (LAMC) Sections 12.22-A,31 and 13.B.2.5, 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 that the project is exempt from California Environmental Quality Act (CEQA) pursuant to Article 19, Section 15332, Class 32 of the CEQA Guidelines, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2. **Approve** a 70% increase in density consistent with the provisions of the Transit Oriented Communities Affordable Housing Incentive Program along with the following two (2) Additional Incentives for a Tier 3 project with a total of 26 dwelling units, including three (3) units reserved for Extremely Low Income (ELI) Household occupancy for a period of 55 years;

    a. **Setbacks (Side Yards).** To permit up to a 30% decrease in the required width or depth of two (2) individual side yards or setbacks;

b. Height. To permit an increase in height of two (2) additional stories up to 22 additional feet; and

3. Adopt the attached Findings.

CONDITIONS OF APPROVAL

Pursuant to LAMC Section 12.22-A,31, 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. No change to the plans will 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. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.

2. **Base Incentives.**

    a. **Residential Density**. The project shall be limited to a maximum density of 26 residential units, including On-site Restricted Affordable Units.

    b. **Floor Area Ratio (FAR)**. The project is permitted a maximum FAR of 4.5 to 1.

    c. **Parking.**

        i. **Automobile Parking.** The project shall provide a maximum 0.5 automobile parking spaces per unit consistent with LAMC Section 12.22-A.31 or consistent with AB 2097.

        ii. **Bicycle Parking.** Bicycle parking shall be provided in compliance with LAMC Section 12.21-A.16 and to the satisfaction of the Department of Building and Safety. No variance from the bicycle parking requirements has been requested or granted herein.

        iii. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth pursuant to LAMC Section 12.22-A,25.

        iv. **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 the Los Angeles Housing Department (LAHD).

3. **Additional Incentives.**

    a. **Setback (Side Yards).** The project shall be permitted a 30% reduction in the required width or depth of two (2) individual side yards or setbacks.

    b. **Height.** The project shall be permitted an increase of two (2) additional stories up to 22 additional feet. The height exceptions in LAMC Section 12.21.1(b)(3) shall be permitted.

4. **On-site Restricted Affordable Units.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of LAHD to make 10 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) 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, and in consideration of the project's SB 8 Determination. 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.

Housing replacement units required pursuant to SB 8 may be used to satisfy the On-site Restricted Affordable Units provided such units meet the income levels, to the satisfaction of LAHD.

5. **Changes in On-site Restricted Units**. Deviations that increase the number of On-site Restricted Units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A,31.

6. **Housing Replacement Requirements**. The Los Angeles Housing Department (LAHD) has determined that the proposed project is not required to provide replacement units.

7. **Landscaping.**

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

    b. All planters containing trees shall have a minimum depth of 48 inches (48"), including those located on the rooftop area or above a parking garage.

8. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer, if located in the front yard, shall be screened with landscaping to the satisfaction of LADWP.

9. **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.

10. **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.

11. **Solar.** The project shall comply with LAMC Sections 99.04.211 and 99.05.211, to the satisfaction of the Department of Building and Safety.

12. **Electric Vehicle Parking**. 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.

13. **Construction Site Review**. Prior to the issuance of a building permit, the project shall comply with the requirements of ZI-1195.

Administrative Conditions

14. **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.

15. **Covenant**. Prior to the effectuation of this grant, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached 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 for inclusion in case file.

16. **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.

17. **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.

18. **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.

19. **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.

20. **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.

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

22. **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.

23. **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.

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

    Applicant shall do all of the following:

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

    b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out, 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.

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

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

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

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

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

For purposes of this condition, the following definitions apply:

> "City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.
>
> "Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions 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 property is comprised of two (2) lots measuring approximately 11,309 square feet with a frontage of 60 feet along Ocean View Avenue and a frontage of 50 feet along 5th Street. The subject property is currently developed with a single-family dwelling and associated surface parking that was previously used as an office building. The subject property is zoned R3-1 within the Westlake Community Plan Area with a Medium Residential land use designation. The project site is located with Transit Oriented Communities (TOC), Tier 3. The site is located within a Transit Priority Area in the City of Los Angeles, an Urban Agriculture Incentive Zone, the Westlake Recovery Redevelopment Project Area, and is 1.00 kilometers from the Puente Hills Blind Thrust Fault.

The proposed project is the construction, use, and maintenance of a new, five-story, 28,364 square-foot residential building with 26 dwelling units, including three (3) dwelling units set aside for affordable housing (or 10% of the proposed density) the three (3) units will be reserved is for Extremely Low Income (ELI) Households. The building will be constructed with five (5) residential levels above one (1) ground floor level of utilities including the electrical room, and trash and recycling areas. The second level will be the main level of the building which includes the residential lobby, bicycle storage room and residential units. The project includes 26 one-bedroom units and a total of 2,600 square feet of open space for residents. Pedestrian access is located on Ocean View Avenue.

The project is located in Tier 3 of the Transit Oriented Communities Incentive Areas and therefore, pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), by setting aside 10 percent of the total number of dwelling units for Extremely Low Income Households, the project is eligible for the Base Incentives (Residential Density, Floor Area Ratio (FAR) and Automobile Parking); and by setting aside more than 10% of the base density for households at the Extremely Low Income level the project is entitled to two (2) Additional Incentives.

The Additional Incentives requested are found on the Menu of Incentives and include reduction in setbacks or yards and increase in stories and height. The project includes two (2) incentives; 1) a 30% reduction in the required width or depth of two (2) individual side yards or setbacks, and 2) an increase of two (2) additional stories up to 22 additional feet.

SURROUNDING PROPERTIES

Surrounding uses are within residential zones and are generally developed with residential structures. The properties to the north across 5th Street are zoned R3-1 and are improved with single-family and multi-family residential structures. The property to the south across Ocean View Avenue is zoned R4-1 and is improved with a multi-family residential structure. The abutting property to the east is zoned R3-1 and is improved with a multi-family residential structure. The abutting property to the west is zoned R3-1 and is improved with a multi-family residential structure.

STREETS

Ocean View Avenue, abutting the property to the south, is a Local Street – Standard dedicated to a Right-of-Way width of 60 feet, improved with asphalt roadway, curb, gutter, and concrete sidewalks.

5th Street, abutting the property to the north, is a Local Street – Standard dedicated to a Right-of-Way width of 60 feet, improved with asphalt roadway, curb, gutter, and concrete sidewalks.

PUBLIC TRANSIT

The Project Site is within 2,000 feet of Metro B Line (Purple and Red) - Westlake/MacArthur Park Station at the intersection of Wilshire Boulevard and Alvarado Street.

TRANSIT ORIENTED COMMUNITIES

Pursuant to the voter-approved Measure JJJ, Los Angeles Municipal Code (LAMC) 12.22-A,31 was added to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Program). The Measure requires the Department of City Planning to create TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines) for all Housing Developments located within a ½-mile (or 2,640-foot) radius of a Major Transit Stop. These Guidelines provide the eligibility standards, incentives, and other necessary components of the TOC Program consistent with LAMC 12.22-A,31.

A qualifying TOC Project shall be granted Base Incentives with regard to increased residential density, increased floor area ratio, and reduced automobile parking requirements. In addition to these Base Incentives, an eligible project may be granted Additional Incentives with regard to yards and setbacks, open space, lot coverage, lot width, averaging, density calculation, height, and developments in public facilities zones. Up to three (3) Additional Incentives may be granted in exchange for providing the requisite set aside of affordable housing as enumerated in the TOC Guidelines.

The proposed project is located less than 2,640 feet from a Major Transit Stop, the Metro B Line (Purple and Red) - Westlake/MacArthur Park Station at the intersection of Wilshire Boulevard and Alvarado Street. Furthermore, as the project will set aside 10% of the total number of units for Extremely Low Income and meets all other eligibility requirements of the TOC Affordable Housing Incentive Program, the project is entitled to the Base Incentives.

In addition, as the Metro B Line (Purple and Red) - Westlake/MacArthur Park Station at the intersection of Wilshire Boulevard and Alvarado Street is approximately 2,000 feet from the subject property, the project is located within Tier 3 of the TOC Guidelines. Therefore, as the project will set aside 10% of the base number of units for Extremely Low Income Households, the project is entitled to two (2) Additional Incentives. The applicant is requesting two (2) Additional Incentives.

Given the above, the proposed project includes the following Base and Additional Incentives for a qualifying Tier 3 Project:

Tier 3 Base Incentives:

a. **Density:** The subject property is zoned R3-1 which allows a residential density of one (1) dwelling unit per 800 square feet of lot area. At 11,309 square feet, the property has a base density of 15 units (11,309 square feet of lot area divided by 800 square feet equals 14.136 - rounded up to 15). Pursuant to the TOC Guidelines, projects within Tier 3 which are eligible for the Base Incentives are eligible for a 70% density increase from the base density. Therefore, the project is permitted a maximum of 26 total units. The project proposes a total of 26 residential units.

b. **Floor Area Ratio (FAR)**: As the subject property is zoned R3-1, located in Tier 3 and meets the eligibility criteria in the TOC Guidelines for the Base Incentives, the project is allowed a percentage increase of the FAR up to 50% or a 3.75:1 FAR, whichever is greater. The R3-1 zone allows for a 3:1 FAR. Therefore, the project is permitted a maximum FAR of 4.5:1. As proposed, the project has a maximum FAR of 3.4 to 1.

c. **Parking**: Pursuant to LAMC Section 12.21-A,4, the proposed 26-unit project would be required to provide a total of 26 automobile parking spaces. As an Eligible Housing Development, the project is entitled to provide 0.5 parking space per unit (or 13 parking spaces). Further, Assembly Bill 2097 prohibits a public agency from imposing minimum automobile parking requirements on most types of development within half a mile of a major transit stop. As such, the project has requested to utilize parking per AB2097. As proposed, the project is not providing automobile parking spaces. The project includes a total of 30 bicycle parking stalls (26 long term and 4 short term).

Tier 3 Additional Incentives:

Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the Tier 3 Project is eligible for and has been granted two (2) Additional Incentives in order to construct the proposed project:

a. **Side Yard Setbacks**. Eligible Housing Developments may utilize up to a 30% decrease in the required width or depth of an individual yards or setbacks. The Menu of Incentives allows for the reduction in two (2) side yards or setback as one (1) incentive for a project located in a Tier 3 TOC area. In this case, the project would be required to provide side yards conforming to the requirements of the R3 Zone, which includes eight-foot side yards. The project as proposed, will provide four-foot, eleven-inches side yards.

b. **Height**. Eligible Housing Developments may utilize two (2) additional story up to 22 additional feet. The Menu of Incentives allows for the increase in two (2) additional story or 22 additional feet to count as one (1) incentive for a project located in a Tier 3 TOC area. In this case, the project would be required to provide height conforming to the requirements of the R3-1 Zone, which includes unlimited stories and 45 feet maximum height. The project as proposed, will be five-stories with a maximum height of 56 feet.

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.

In addition to the requirements of California State Density Bonus Law, on October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2025. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied vacant “Protected Units” unless the proposed housing development project replaces those units.

The Housing Crisis Act of 2019, as amended by SB 8 (California Government Code Section 66300 et seq.), prohibits the approval of any proposed housing development project on a site that will require demolition of existing dwelling units or occupied or vacant “Protected Units” unless the project replaces those units. The project shall provide at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the property within the past 5 years. Additionally, the project must also replace all existing or demolished “Protected Units”.

The subject property is currently developed with an owner occupied single-family residential building that was previously used as an office. The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 8) Replacement Unit Determination, dated April 10, 2023, that the property has been used as an office by the owner. Therefore, the proposed housing development does not require the demolition of any prohibited types of housing. Further, the provisions of SB 8 do not apply to commercial properties, therefore no SB 8 replacement affordable units are required.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS

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 it does**:

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

    a. *Tier 1 - 8% of the total number of dwelling units shall be affordable to Extremely Low Income (ELI) 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 Transit Oriented Communities Affordable Housing Incentive Area. As part of the proposed development, the project is required to reserve three (3) on-site dwelling units for Extremely Low Income Households which is 10% of the 26 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 is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP). The subject property is located less than 2,640 feet from a Major Transit Stop, the Metro B Line (Purple and Red) - Westlake/MacArthur Park Station at the intersection of Wilshire Boulevard and Alvarado Street. Therefore, the project meets the eligibility requirement for proximity to a Major Transit Stop.

3. ***Housing Replacement.*** *A Housing Development must meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by the 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 April 10, 2023, and attached to the subject case file, the project is not subject to replacement under the requirements of SB 8 for the proposed project. The proposed project will provide three (3) units set aside for Extremely Low Income households and will comply with all conditions requiring compliance with the City's Rent Stabilization Ordinance. 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.*

   There are no additional requests for 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).*

   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.

   As an Eligible Housing Development, the project is eligible to receive the Base Incentives listed in the TOC Guidelines. The project may be granted two (2) Additional Incentives for reserving at least 10% of the base units for Extremely Low Income Households. (Base units are the maximum allowable density allowed by the zone, prior to any requests for increase in density provided by the Guidelines.) The project is requesting two (2) Additional Incentives: 1) a 30% reduction in the required width or depth of two (2) individual side yards or setbacks, and 2) an increase of two (2) additional stories up to 22 additional feet. The subject site has a base density of 15 units. The project is setting aside three (3) units for Extremely Low Income Households which equates to more than 10% of the 15 base units permitted through the underlying zoning of the site. Therefore, the project meets the eligibility requirement for Base and Additional Incentives because the project will reserve at least 10% of the base units for Extremely Low Income Households.

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

   The project is not seeking additional incentives beyond the two (2) permitted as a means of reserving at least 10% of the base units for Extremely Low Income Households. The project request includes two (2) additional incentives. Therefore, the project is not required to adhere to the labor standards required in LAMC Section 11.5.11; 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 proposed building will be on two (2) lots that are located within Tier 3 of the Transit Oriented Communities 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. Therefore, 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.

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(3) of the California Government Code, the Director shall approve a density bonus and requested incentive(s) unless the director finds that.

a. The incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs, as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.

The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed a percent gross income based on area median income thresholds dependent on affordability levels. There was no substantial evidence in the record that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law.

The list of base 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 various types of relief that minimize restrictions on the size of the project. The base incentives are required to provide for affordable housing costs because the incentives by their nature may result in increasing the scale of the project. The additional incentives requested to reduce the required width or depth of two (2) individual side yards or setbacks and increase in additional stories up to 22 additional feet in height for a Tier 3 project pursuant to the TOC Guidelines would result in building design or construction efficiencies that provide for affordable housing costs. As a result of the prescribed incentives, it is likely that the Director will always conclude that the incentives are required for such projects to provide for affordable housing units as identified by the TOC Guidelines.

Side Yard Setbacks. The requested use of a 30 percent reduction in two (2) individual

side yards is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines. Eligible Housing Developments located in a residential zone may utilize up to a 30 percent decrease in the side yard requirements. The Menu of Incentives allows for the reduction in two (2) individual side yard or setback to count as one (1) incentive for a project located in a Tier 3 TOC area. The project is requesting the reduction of two (2) side yards as one (1) incentive. In this case, the project would be required to provide side yards conforming to the requirements of the R3 Zone, which includes eight-foot side yards. The project as proposed, will provide four-foot eleven-inches side yards.

Height. The requested use of up to two (2) additional stories and a 22-foot increase height is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines. Eligible Housing Developments located in a residential zone may utilize up to two (2) additional stories and a 22-foot increase in height. In this case, the project would be required to provide unlimited stories and a maximum of 45 feet in height. The project as proposed, will provide five (5) stories and a maximum height of 56 feet.

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

There 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. The proposed project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the project was determined to be exempt from CEQA pursuant to Article 19, Class 32 of the CEQA Guidelines.

Therefore, there is no substantial evidence that the proposed project will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources.

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

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

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 a flood zone.

3. It has been determined based on the whole of the administrative record that the project is exempt from CEQA pursuant to State CEQA Guidelines, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2, applies.

   The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "In-fill Projects". The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting five established conditions and if it is not subject to an Exception that would disqualify it. The Categorical Exception document prepared by Department of City Planning and attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND

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

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

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.

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.

VIOLATION OF THESE CONDITIONS, A MISDEMEANOR

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

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

APPEAL PERIOD - EFFECTIVE DATE

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.gov/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.gov/development-services/forms. Public offices are located at:

Metro DSC	Van Nuys DSC
201 N. Figueroa Street Los Angeles, CA 90012 planning.figcounter@lacity.org (213) 482-7077	6262 Van Nuys Boulevard Van Nuys, CA 91401 planning.mbc2@lacity.org (818) 374-5050
South LA DSC	**West LA DSC**
(In person appointments available on Tuesdays and Thursdays 8 am – 4 pm only) 8475 S. Vermont Avenue 1st Floor Los Angeles, CA 90044 planning.southla@lacity.org	(CURRENTLY CLOSED) 1828 Sawtelle Boulevard West Los Angeles, CA 90025 planning.westla@lacity.org (310) 231-2901

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.gov). 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

Only an applicant or any owner or tenant of a property abutting, across the street or alley from, or having a common corner with the subject property can appeal this Transit Oriented Communities/Density Bonus Compliance Review Determination. Per the Density Bonus Provision of State Law (Government Code Section 65915), the Density Bonus increase in units above the base density limits per the underlying zone(s) and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per LAMC Sections 12.22 A.25 and 12.22 A.31, appeals of Density Bonus Compliance Review and Transit Oriented Communities cases with the Director of Planning or Zoning Administrator as the initial decision maker 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

Prepared by:

Michelle Carter, City Planner
michelle.carter@lacity.org

Exhibit C

Approved Project Plans

PROJECT INFORMATION

BUILDING CODE INFORMATION

FROM CBC TABLE 601 AND 602 - FIRE RESISTANCE RATINGS FOR BUILDING ELEMENTS IN HOURS

TYPE IA - 1 LEVEL (LEVEL B1; TRASH, ELECTRICAL ROOM)
- PRIMARY STRUCTURAL FRAME = 3 HR
- BEARING WALLS - EXTERIOR = 3 HR
- BEARING WALLS - INTERIOR = 3 HR
- NON BEARING WALLS & PARTITIONS - EXTERIOR = 1 HR OR 0 HR WHERE X > 30'-0" (TABLE 602)
- NON BEARING WALLS & PARTITIONS - INTERIOR = 0 HR
- FLOOR CONSTRUCTION & ASSOC. SECONDARY MEMBERS = 2 HR
- ROOF CONSTRUCTION & ASSOC. SECONDARY MEMBERS = 1 1/2 HR

TYPE VA - 4 LEVELS (LEVELS 01 -04; RESIDENTIAL UNITS, OCCUPIED ROOF DECK)
- PRIMARY STRUCTURAL FRAME = 1 HR
- BEARING WALLS - EXTERIOR = 1 HR
- BEARING WALLS - INTERIOR = 1 HR
- NON BEARING WALLS & PARTITIONS - EXTERIOR = 1 HR OR 0 HR WHERE X > 30'-0" (TABLE 602)
- NON BEARING WALLS & PARTITIONS - INTERIOR = 0 HR
- FLOOR CONSTRUCTION & ASSOC. SECONDARY MEMBERS = 1 HR
- ROOF CONSTRUCTION & ASSOC. SECONDARY MEMBERS = 1 HR

SEE A-011 FOR EGRESS PLANS AND AREA OCCUPANCY DESIGNATIONS

- SEPARATION WALLS: WALLS SEPARATING DWELLING UNITS IN THE SAME BUILDING, WALLS SEPARATING SLEEPING UNITS IN THE SAME BUILDING AND WALLS SEPARATING DWELLING OR SLEEPING UNITS FROM OTHER OCCUPANCIES CONTIGUOUS TO THEM IN THE SAME BUILDING SHALL BE CONSTRUCTED AS FIRE PARTITIONS IN ACCORDANCE WITH SECTION 708 (PER CBC 420.2)
- FIRE PARTITIONS SHALL HAVE A FIRE-RESISTANCE RATING OF NOT LESS THAN 1 HOUR (PER CBC 708.3)
- SHAFT ENCLOSURES SHALL HAVE A FIRE-RESISTANCE RATING OF NOT LESS THAN 2 HOURS WHERE CONNECTING FOUR STORIES OR MORE, AND NOT LESS THAN 1 HOUR WHERE CONNECTING LESS THAN FOUR STORIES (PER CBC 713.4)
- FROM CBC SECTION 1207 SOUND TRANSMISSION:
  WALLS, PARTITION AND FLOOR/CEILING ASSEMBLIES SEPARATING DWELLING UNIT AND SLEEPING UNITS FROM EACH OTHER OR FROM PUBLIC OR SERVICES AREAS SHALL HAVE A STC OF NOT LESS THAN 50, OR 45 IF FIELD TESTED, WHEN TESTED IN ACCORDANCE WITH ASTM E492.

CONSTRUCTION TYPES: TYPE IA - 1 LEVEL (LEVEL B1; TRASH, ELEC. ROOM)
TYPE VA - 4 LEVELS (LEVELS 01-04; RESIDENTIAL UNITS, OCCUPIED DECK)

OCCUPANCY TYPES: R-2, RESIDENTIAL GROUP (CBC 310.4)
A-3, ASSEMBLY GROUP (CBC 303.4)
S-2, LOW-HAZARD STORAGE (CBC 311.3)

FIRE SPRINKLER SYSTEM: NFPA 13 (WET SYSTEM)
FIRE ALARM SYSTEM: YES

MAX ALLOWABLE HEIGHT AND AREA (TYPE IA): MAX HEIGHT = UNLIMITED
(CBC TABLE 504.3, BUILDING EQUIPPED THROUGHOUT WITH SPRINKLER SYSTEM PER CBC 903.3.1.1 [NFPA 13])
MAX NO. OF STORIES = UNLIMITED
(CBC TABLE 504.4, BUILDING EQUIPPED THROUGHOUT WITH SPRINKLER SYSTEM PER CBC 903.3.1.1 [NFPA 13])
MAX AREA = UNLIMITED (CBC TABLE 506.2)

MAX ALLOWABLE HEIGHT AND AREA (TYPE VA): MAX HEIGHT = 70'-0" ALLOWED HEIGHT
(CBC TABLE 504.3, BUILDING EQUIPPED THROUGHOUT WITH SPRINKLER SYSTEM PER CBC 903.3.1.1 [NFPA 13] + WITHOUT AREA INCREASE)
MAX NO. OF STORIES = 4 STORIES ALLOWED
(CBC TABLE 504.4, BUILDING EQUIPPED THROUGHOUT WITH SPRINKLER SYSTEM PER CBC 903.3.1.1 [NFPA 13] + WITHOUT AREA INCREASE)
PROPOSED: (4) STORIES ABOVE PODIUM / GRADE
MAX AREA =36,000 SF

OVERALL BUILDING HEIGHT: HEIGHT IN FEET = 57'-10" PROPOSED
STORIES = 5 (4 STORIES TYPE VA OVER 1 STORY TYPE IA)

ALLOWABLE AREA FOR SINGLE OCCUPANCY, TYPE VA MULTI-STORY BUILDING (PER 506.2.3 , EQ. 5-2)

$A = [A_t + (NS \times I_f)] \times S_a$
A = [36,000 + (12,000 x 0] x 2 = *72,000*
A = 72,000 SF TOTAL BUILDING AREA ALLOWED (TYPE VA)
*PROPOSED TYPE VA BUILDING AREA = 28,950 SF**

ALLOWABLE INDIVIDUAL STORY AREA MAX, TYPE VA (PER 506.2.3 , EQ. 5-2)

A = [36,000 + (12,000) x 0] x 1 = *36,000*
A = **36,000 SF TOTAL ALLOWABLE INDIVIDUAL STORY AREA**
*PROPOSED TYPE VA MAX INDIVIDUAL STORY AREA = 7,251 SF**

ALLOWABLE AREA, TYPE VA: 72,000 SF

PROPOSED AREA, TYPE VA: 28,950 SF

BUILDING AREA PER CBC (GROSS): 29,995 SF

*SEE AREA PLAN & AREA SCHEDULE ON A-031 FOR CALCULATION OF PROPOSED BUILDING AREAS AND MAX AREA PER STORY.

ALLOWABLE AREA FOR SINGLE OCCUPANCY, TYPE IA MULTI-STORY BUILDING (PER 506.2.3 , EQ. 5-2)

ALLOWABLE AREA, TYPE IA: UNLIMITED SF (PER CBC TABLE 506.2)

PROPOSED AREA, TYPE IA: 1,045 SF

BUILDING AREA PER CBC (GROSS): 29,995 SF

SEPARATE APPROVALS AND DEFERRED PERMITS

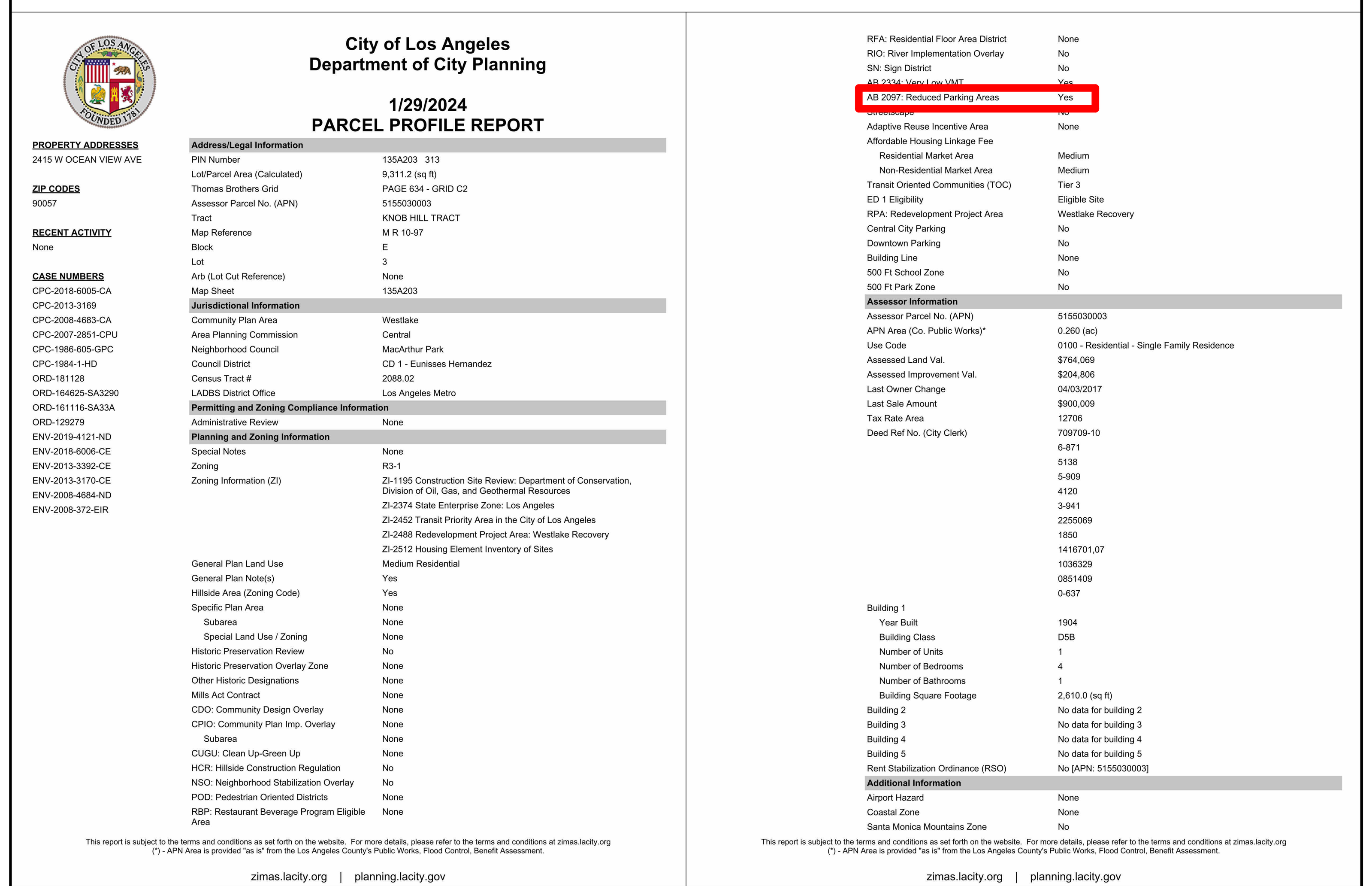
THE FOLLOWING ITEMS ARE DESIGN-BUILD AND ARE NOT A PART OF THIS PERMIT. THEY SHALL BE SUBMITTED FOR PLAN CHECK AS REQUIRED DURING CONSTRUCTION BY THE GENERAL CONTRACTOR. THESE DOCUMENTS SHALL BE SUBMITTED TO THE ARCHITECT OR ENGINEER OF RECORD, WHO SHALL REVIEW THEM AND RETURN THEM TO THE GENERAL CONTRACTOR WITH A NOTATION INDICATING THAT THE DOCUMENTS HAVE BEEN REVIEWED AND THAT THEY HAVE BEEN FOUND TO BE IN GENERAL CONFORMANCE WITH THE DESIGN OF THE BUILDING. THESE SEPARATE ITEMS SHALL NOT BE INSTALLED UNTIL THEIR DESIGN AND SUBMITTAL DOCUMENTS HAVE BEEN APPROVED BY THE DEPARTMENT OF BUILDING AND SAFETY.

1. SECURITY ALARMS AND RELATED SYSTEMS
3. METAL PRE-FABRICATED STAIRS
4. GLAZING: TO INCLUDE SKYLIGHTS, STOREFRONTS, WINDOWS, AND SPA ENCLOSURE
5. WINDOW CLEANING SYSTEMS AND TIE BACKS AS APPLICABLE
6. BUILDING SIGNAGE
8. PRE-FABRICATED GUARDRAIL SYSTEMS (GLASS / STEEL)

THE FOLLOWING ITEMS ARE DESIGNED BUT NOT PART OF THE MAIN BUILDING PERMIT, REQUIRING THEIR OWN PERMIT APPLICATION AND SUBMITTAL.

1. BUILDING MECHANICAL SYSTEMS
2. BUILDING PLUMBING SYSTEMS
3. BUILDIING ELECTRICAL SYSTEMS
4. SITE GRADING
5. EMERGENCY RESPONDER RADIO COVERAGE PER CFC 510
6. FIRE SPRINKLERS AND STANDPIPES
7. FIRE ALARM AND LIFE SAFETY SYSTEMS
8. DEMOLITION

ZONING - PARKING


City of Los Angeles
Department of City Planning
1/29/2024
PARCEL PROFILE REPORT

zimas.lacity.org | planning.lacity.gov

DISTANCE TO BUS STOP: 1,015 FT

EXHIBIT "A"
Page No. 1 of 14
Case No. DIR-2024-3056-TOC-HCA

ZONING - UNIT MIX

	QUANTITY		AREA	AVG UNIT SIZE	NOTES
1-BR	26 UNITS	100%	16,647 SF	641 SF	BOCA METHOD A
TOTAL	26 UNITS	100%	16,647 SF		

ZONING - AREA SUMMARY

	NON-FAR	FAR	TOTAL
LEVEL 04	360 SF	6,501 SF	
LEVEL 03	360 SF	6,501 SF	
LEVEL 02	360 SF	6,501 SF	
LEVEL 01	360 SF	6,501 SF	
LEVEL B1	585 SF	339 SF	
TOTAL	2,025 SF	26,339 SF	28,364 SF

ZONING - DEVELOPMENT INCENTIVES

	INCENTIVE	NOTES
TOC TIER 3 BASE	70% DENSITY INCREASE	TOC VI.1.a.iii
TOC TIER 3 BASE	50% FAR INCREASE	TOC VI.1.b.iii
TOC TIER 3 BASE	RESI. PARKING REDUCTION TO .5 STALLS PER UNIT	TOC VI.2.a.i.4
TOC TIER 3 ADD'L	30% REDUCTION - TWO INDIVIDUAL SIDE YARDS	TOC VII.1.a.ii.2
TOC TIER 3 ADD'L	HEIGHT INCREASE	TOC VII.1.g.i.2
AB2097	PARKING REDUCTION	

ZONING - LOT AREA

	AREA (SF)	ACRES	NOTES
LOT AREA 1	9,311.2 SF	.21 ACRES	2415 W OCEAN VIEW AVE
LOT AREA 2	1,997.9 SF	.05 ACRES	2512 W 5TH ST
TOTAL LOT AREA	11,309.1 SF	.26 ACRES	
BUILDABLE AREA	7,745.3 SF	.18 ACRES	LAMC 12.03
AREA FOR D.U. CALC	11,309.1 SF	.26 ACRES	

ZONING - ALLOWABLE HEIGHT

	STORIES	HEIGHT	NOTES
R3-1 BASE	UNLIMITED	45'-0"	
W/ TIER III HEIGHT	ADD'L 11'-0"	56'-0"	TOC VII.1.g.i.2
PROPOSED HEIGHT	5 STORIES	62'-2 1/2"	(ACTUAL BUILDING CODE HEIGHT)
ZONING HEIGHT		55'-11"	(ACTUAL ZONING CODE HEIGHT)

ZONING - ALLOWABLE F.A.R.

	FAR	AREA	NOTES
BASE ZONING	3.0 : 1	7,745.3 X 3.0 = 23,235.9 SF	
FAR INCREASE (TOC)	1.5 : 1		TOC VI.1.b.iii
TOTAL ALLOWABLE FAR	4.5 : 1	7,745.3 X 4.5 = 34,853.85 SF	TOC VI.1.b.iii
TOTAL PROVIDED	3.4 : 1	26,339 SF	SEE SHEET A-041

ZONING - ALLOWABLE DENSITY

	LOT AREA	UNITS	NOTES
BASE ZONNING	11,309.1 SF	14.1 UNITS	1 DU / 800 SF LOT AREA
BASE ZONING UNITS	11,309.1 SF	15 UNITS	ROUND UP
DENSITY BONUS		10.5 UNITS	70% DENSITY BONUS (TOC VI.1.a.iii)
DENSITY BONUS UNITS		11 UNITS	ROUND UP
TOTAL UNITS		26 UNITS	CA GOVT. CODE 65852.2(e)(1)(C)
PROVIDED UNITS		26 UNITS	

ZONING - SETBACKS

YARD	SETBACK	NOTES
REQUIRED		
FRONT	15'-0"	2415 W OCEAN VIEW AVE
SIDE (EAST)	5'-0"	5' + 1' FOR EACH STORY OVER 2ND
SIDE (WEST)	5'-0"	5' + 1' FOR EACH STORY OVER 2ND
FRONT	15'-0"	2512 W 5TH ST
PROPOSED		
FRONT	15'-0"	2415 W OCEAN VIEW AVE
SIDE (EAST)	4'-11"	30% REDUCTION (TOC VII.1.a.ii.2)
SIDE (WEST)	4'-11"	30% REDUCTION (TOC VII.1.a.ii.2)
FRONT	15'-0"	2512 W 5TH ST

ZONING - OPEN SPACE

OPEN SPACE REQUIREMENT					
	UNITS	AREA / UNIT	REQ'D	WITH REDUCTION	NOTES
< 3 HABITABLE ROOMS	26	100 SF	2,600 SF	N/A	SEE BELOW*
TOTAL			2,600 SF	N/A	

OPEN SPACE PROVIDED					
	PRIVATE	COMMON	AMENITY	TOTAL	NOTES
LEVEL 02	250 SF	0 SF	0 SF	250 SF	
LEVEL 03	350 SF	0 SF	0 SF	350 SF	
LEVEL 04	350 SF	0 SF	0 SF	350 SF	
LEVEL 05	350 SF	0 SF	0 SF	350 SF	
ROOF DECK	0 SF	1,412 SF	0 SF	1,412 SF	
TOTAL	1,300 SF	1,412 SF	0 SF	2,712 SF	

TREE REQUIREMENTS			
	UNITS	REQUIRED TREES	NOTES
TOTAL TREES	26	7	1 TREE / 4 UNITS (LAMC 21.21.G.2(a)(3)

* FOR THE PURPOSE OF APPLYING THE OPEN SPACE REQUIREMENTS OF SECTION 12.21 G., A KITCHEN AS DEFINED HEREIN SHALL NOT BE CONSIDERED A HABITABLE ROOM. (ADDED BY ORD. NO. 171,753, EFF. 11/17/97.)

ZONING - BICYCLE PARKING

	QUANTITY	REQUIRED	PROVIDED	NOTES
RES. - LONG TERM	UNITS 1 - 25	25 STALLS	25 STALLS	1 STALL / 1 UNIT
RES. - LONG TERM	UNIT 26	1 STALLS	1 STALLS	1 STALL/ 1.5 UNITS
RES. - SHORT TERM	UNITS 1 - 26	3 STALLS	4 STALLS	1 STALL / 10 UNITS
TOTAL		30 STALLS	30 STALLS	SEE BELOW *

* PROJECT IS UTILIZING THE AB 2097 PARKING INCENTIVE. SEE "ZONING - PARKING" AND "ZONING DEVELOPMENT INCENTIVES" ON THIS SHEET.

ACCESSIBILITY

NOTES RELATED TO PROJECT ACCESSIBILITY REQUIRMENTS:
- THIS IS A PRIVATELY FUNDED PROJECT
- 100% OF THE UNITS HAVE ADAPTABLE KITCHENS
- 100% OF THE UNITS HAVE ADAPTABLE BATHROOMS
- THE PROJECT USES THE 1998 FAIR HOUSING ACT DESIGN MANUAL AS SAFE HARBOR

REFERENCE DRAWINGS:
A-011 - A-012 CODE ANALYSIS ACCESSIBLE PATH OF TRAVEL
A-501 - A-507 ENLARGED UNIT PLANS
A-900 - A-904 ACCESSIBILITY DETAILS

PROJECT SUMMARY

THE PROPOSED PROJECT INVOLVES THE REMOVAL OF THE EXISTING BUILDINGS AND RELATED STRUCTURES ON SITE FOR THE CONSTRUCTION OF A NEW 5-STORY, 26 ONE-BEDROOM / ONE-BATHROOM UNIT RESIDENTIAL PROJECT AT 2415 W OCEAN VIEW AVENUE IN LOS ANGELES. BUILDING CONSISTS OF FOUR LEVELS OF TYPE VA OVER ONE LEVEL OF TYPE IA CONSTRUCTION. RESIDENTIAL UNITS WILL INCLUDE 3 ELI UNITS. THE PROJECT PROVIDES 1,300 SF OF PRIVATE OPEN SPACE AND 1,300 SF OF COMMON OPEN SPACE ON A ROOF DECK .

BUILDING TO BE FULLY SPRINKLED WITH MANUAL FIRE ALARM SYSTEM AND EMERGENCY RESPONDER RADIO COVERAGE SYSTEM.

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

APPLICABLE CODES

2019 CALIFORNIA BUILDING CODE

2019 CALIFORNIA PLUMBING CODE
2019 CALIFORNIA MECHANICAL CODE
2019 CALIFORNIA ELECTRICAL CODE
2019 CALIFORNIA GREEN BUILDING STANDARDS CODE
2019 CALIFORNIA FIRE CODE
2019 CALIFORNIA GREEN BUILDING CODE

2020 LOS ANGELES MUNICIPAL CODE
2020 LOS ANGELES BUILDING CODE
2020 LOS ANGELES PLUMBING CODE
2020 LOS ANGELES ELECTRICAL CODE
2020 LOS ANGELES GREEN BUILDING CODE
2019 ENERGY STANDARDS
1998 FAIR HOUSING ACT DESIGN MANUAL
ANSI A117.1-1986
2010 AMERICAN WITH DISABILITIES ACT

MODIFICATIONS

PROJECT INFORMATION

PROJECT ADDRESS	2415 W OCEAN VIEW AVE, LOS ANGELES, CA 90057
APN	5155-030-003
CURRENT ZONING	R3-1
ZONING INFORMATION	ZI-2452 TRANSIT PRIORITY AREA IN THE CITY OF LOS ANGELES
	ZI-2488 REDEVELOPMENT PROJECT AREA: WESTLAKE RECOVERY
	ZI-2374 STATE ENTERPRISE ZONE: LOS ANGELES
	ZI-1195 CONSTRUCTION SITE REVIEW: DEPARTMENT OF CONSERVATION, DIVISION OF OIL, GAS, AND GEOTHERMAL RESOURCES
GP LAND USE	MEDIUM RESIDENTIAL
GP NOTES	YES
HILLSIDE AREA	YES
SPECIFIC AREA PLAN	NONE
CDO	NONE
CPIO	NONE
ADAP. REUSE INC. AREA	NONE
TOC	TIER 3
RPA	WESTLAKE RECOVERY
PIN	135A203 313
TRACT	KNOB HILL TRACT
MAP REFERENCE	M R 10-97
BLOCK	E
LOT	3
MAP SHEET	135A203
COMM. PLAN AREA	WESTLAKE
AREA PLAN. COM.	CENTRAL
NEIGH. COUNCIL	MACARTHUR PARK
COUNCIL DISTRICT	CD 1 - EUNISSES HERNANDEZ
LADBS DIS. OFFICE	LOS ANGELES METRO
CURRENT LAND USE	MULTI-FAMILY APARTMENTS

PROJECT ADDRESS	2512 W 5TH ST, LOS ANGELES, CA 90057
APN	5155030003
CURRENT ZONING	R3-1
ZONING INFORMATION	ZI-2452 TRANSIT PRIORITY AREA IN THE CITY OF LOS ANGELES
	ZI-2488 REDEVELOPMENT PROJECT AREA: WESTLAKE RECOVERY
	ZI-2374 STATE ENTERPRISE ZONE: LOS ANGELES
	ZI-1195 CONSTRUCTION SITE REVIEW: DEPARTMENT OF CONSERVATION, DIVISION OF OIL, GAS, AND GEOTHERMAL RESOURCES
GP LAND USE	MEDIUM RESIDENTIAL
GP NOTES	YES
HILLSIDE AREA	YES
SPECIFIC AREA PLAN	NONE
CDO	NONE
CPIO	NONE
ADAP. REUSE INC. AREA	NONE
TOC	TIER 3
RPA	WESTLAKE RECOVERY
PIN	135A203 301
TRACT	KNOB HILL TRACT
MAP REFERENCE	M R 10-97
BLOCK	E
LOT	13
MAP SHEET	135A203
COMM. PLAN AREA	WESTLAKE
AREA PLAN. COM.	CENTRAL
NEIGH. COUNCIL	MACARTHUR PARK
COUNCIL DISTRICT	CD 1 - EUNISSES HERNANDEZ
LADBS DIS. OFFICE	LOS ANGELES METRO
CURRENT LAND USE	MULTI-FAMILY APARTMENTS

PROJECT DIRECTORY

OWNER
2415 OCEAN VIEW PROPERTIES LLC
277 WEST GREEN STREET, #204
PASADENA, CA 91105
(626) 831-7881

PERMIT EXPEDITER
JAMES WOODSON
P.O. BOX 35481
LOS ANGELES, CA 90035
(310) 922-2190

ARCHITECT
BFK ARCHITECTS
1337 LIDA STREET
PASADENA, CA 91103
(626) 823-0150

SURVEYOR
LAND CREATIVE SOLUTIONS, INC.
7340 FLORENCE AVENUE, #210
DOWNEY, CA 90240
(562) 335-6848

GEOTECHNICAL ENGINEER
A.G.I. GEOTECHNICAL, INC.
16555 SHERMAN WAY, UNIT A
VAN NUYS, CA 91406
(818) 875-5244

PETROLEUM ENGINEER
PEMCO
18671 AMALIA LANE
HUNTINGTON BEACH, CA 92648
(310) 261-1669

METHANE MITIGATION
GEOSCIENCE ANALYTICAL, LLC
608 HAILEY COURT
SIMI VALLEY, CA 93065
(805) 526-6532

CIVIL ENGINEER
JK & ASSOCIATES
144 S FIRST STREET, SUITE 201
BURBANK, CA 91502
(747) 283-1042

STRUCTURAL ENGINEER
GOUVIS ENGINEERING
15 STUDEBAKER
IRVINE, CA 92618
PHONE: (949) 752-1612

MECHANICAL ENGINEER
GOUVIS ENGINEERING
15 STUDEBAKER
IRVINE, CA 92618
PHONE: (949) 752-1612

ELECTRICAL ENGINEER
GOUVIS ENGINEERING
15 STUDEBAKER
IRVINE, CA 92618
PHONE: (949) 752-1612

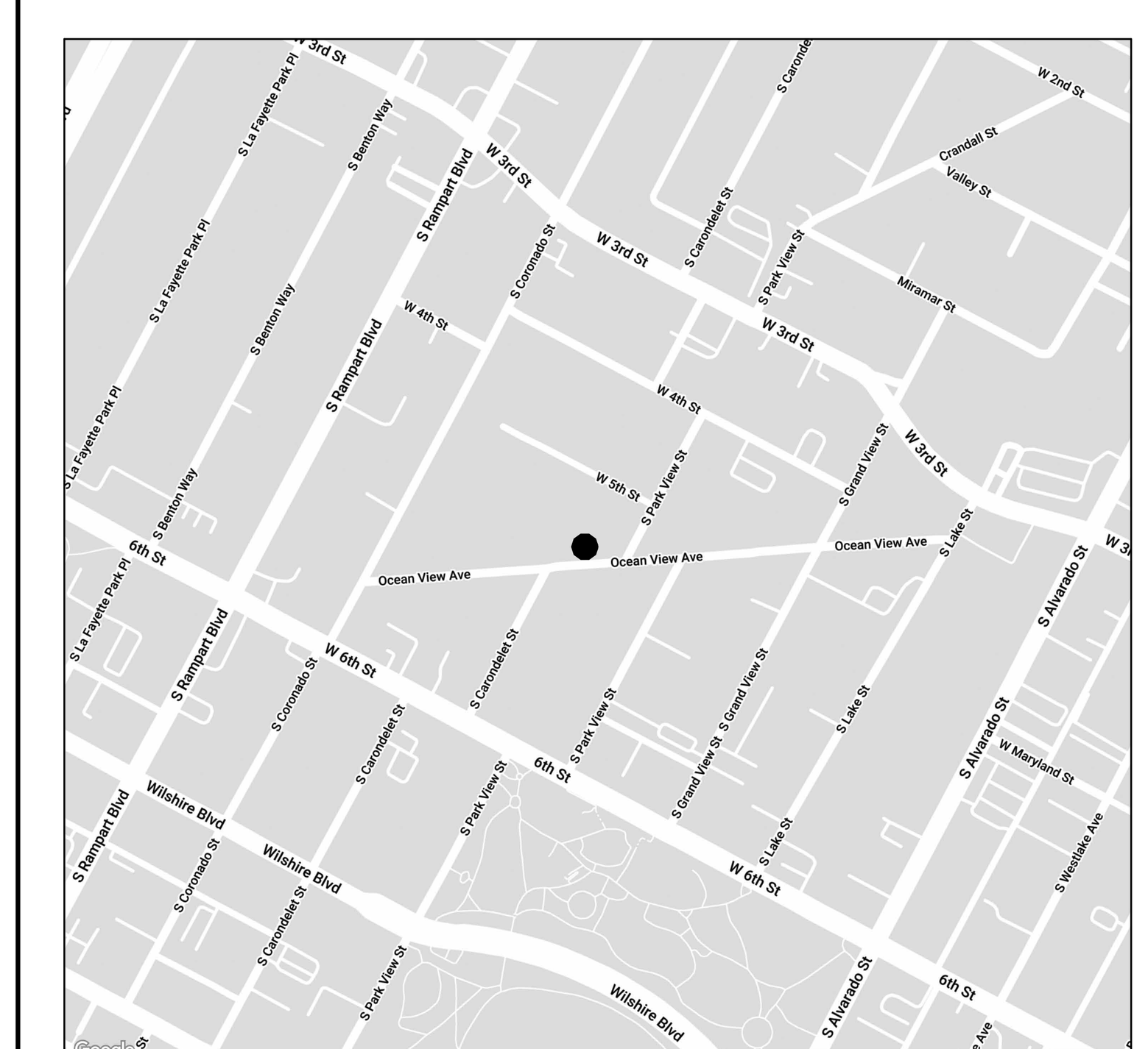
PLUMBING ENGINEER
GOUVIS ENGINEERING
15 STUDEBAKER
IRVINE, CA 92618
PHONE: (949) 752-1612

DRY UTILITIES CONSULTANT
DUEX
17291 IRVINE BOULEVARD, SUITE 264
TUSTIN, CALIFORNIA, 92780
(714) 398-9162

LOW VOLTAGE
TBD

AERIAL PHOTO

VICINITY MAP



APPROVAL STAMP

BFK
ARCHITECTURE + PLANNING
1337 LIDA STREET
PASADENA, CA 91030
(626) 823-0150

IN ASSOCIATION WITH

LICENSED ARCHITECT
BRIAN FREDERICK KNIGHT
C-32905
02-28-2025
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT

OCEAN VIEW APARTMENTS

**2415 W OCEAN VIEW AVENUE
LOS ANGELES, CA 90057**

OWNER
2415 OCEAN VIEW PROPERTIES LLC
277 WEST GREEN STREET, #204
PASADENA, CA 91105
(626) 831-7881

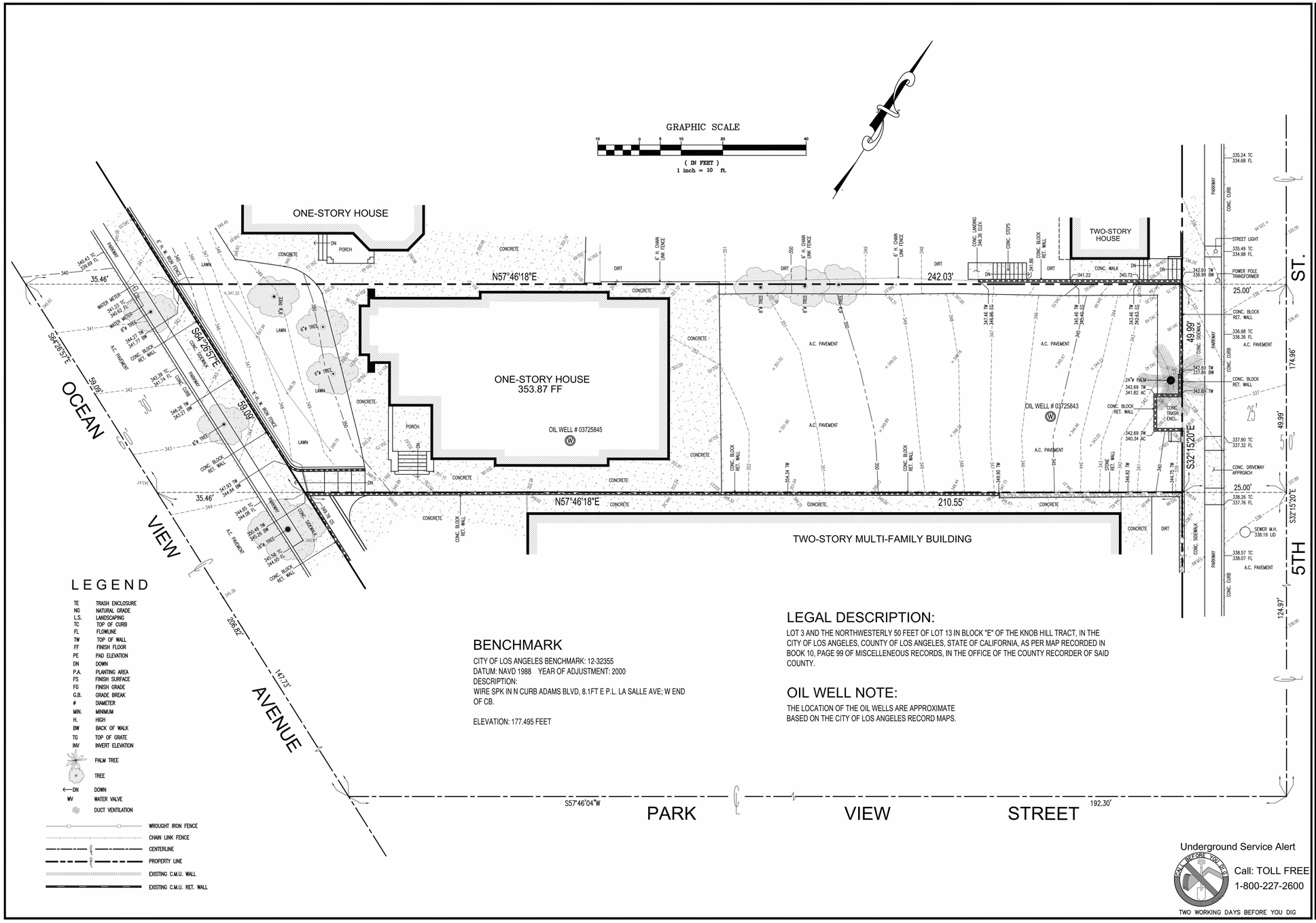
MARK	DATE	DESCRIPTION
1	12.05.23	PC SUBMITTAL

PROJECT NO	220608
SHEET ISSUE DATE	07/25/17
DRAWN BY	BK
CHECKED BY	AM
COPYRIGHT	© 2022 BFK

SHEET TITLE
PROJECT INFORMATION

SHEET NUMBER
G-001

C:\Users\BFK01\Desktop\220608 Taus\2. Drawings\1 Architect\1 Revit\220608_Taus Existing Grade11.rvt



LEGEND

TE	TRASH ENCLOSURE
NG	NATURAL GRADE
L.S.	LANDSCAPING
TC	TOP OF CURB
FL	FLOWLINE
TW	TOP OF WALL
FF	FINISH FLOOR
PE	PAD ELEVATION
DN	DOWN
P.A.	PLANTING AREA
FS	FINISH SURFACE
FG	FINISH GRADE
G.B.	GRADE BREAK
ø	DIAMETER
MIN.	MINIMUM
H.	HIGH
BW	BACK OF WALK
TG	TOP OF GRATE
INV	INVERT ELEVATION
	PALM TREE
	TREE
←DN	DOWN
WV	WATER VALVE
	DUCT VENTILATION
	WROUGHT IRON FENCE
	CHAIN LINK FENCE
	CENTERLINE
	PROPERTY LINE
	EXISTING C.M.U. WALL
	EXISTING C.M.U. RET. WALL

BENCHMARK

CITY OF LOS ANGELES BENCHMARK: 12-32355
DATUM: NAVD 1988 YEAR OF ADJUSTMENT: 2000
DESCRIPTION:
WIRE SPK IN N CURB ADAMS BLVD, 8.1FT E P.L. LA SALLE AVE; W END OF CB.

ELEVATION: 177.495 FEET

LEGAL DESCRIPTION:

LOT 3 AND THE NORTHWESTERLY 50 FEET OF LOT 13 IN BLOCK "E" OF THE KNOB HILL TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10, PAGE 99 OF MISCELLENEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

OIL WELL NOTE:

THE LOCATION OF THE OIL WELLS ARE APPROXIMATE BASED ON THE CITY OF LOS ANGELES RECORD MAPS.

Underground Service Alert
Call: TOLL FREE
1-800-227-2600
TWO WORKING DAYS BEFORE YOU DIG

Topographic Survey Map

location: 2415 Ocean View Avenue
Los Angeles, Ca 90057
A.P.N. 5155-030-003

City of Los Angeles

scale: 1" = 10'
drawn by: VENEGAS
sheet number: SHEET 1 OF 1 1
plot date: July 12-2022

MARK	DATE	DESCRIPTION
1	12.05.23	PC SUBMITTAL

EXHIBIT "A"
Page No. 2 of 14
Case No. DIR-2024-3056-TOC-HCA

APPROVAL STAMP

BFK
ARCHITECTURE + PLANNING
1337 LIDA STREET
PASADENA, CA 91030
(626) 823-0150

IN ASSOCIATION WITH

Land Creative Solutions Inc.
lcsi.eng@hotmail.com
7340 Florence Ave. Suite 210
Downey, Ca 90240
P:562-335-6848 C:562-335-6848
Civil Engineering Architectural Design

LICENSED ARCHITECT
BRIAN FREDERICK KNIGHT
C-32995
02-28-2025
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT

OCEAN VIEW APARTMENTS

2415 W OCEAN VIEW AVENUE
LOS ANGELES, CA 90057

OWNER
2415 OCEAN VIEW PROPERTIES LLC
277 WEST GREEN STREET, #204
PASADENA, CA 91105
(626) 831-7881

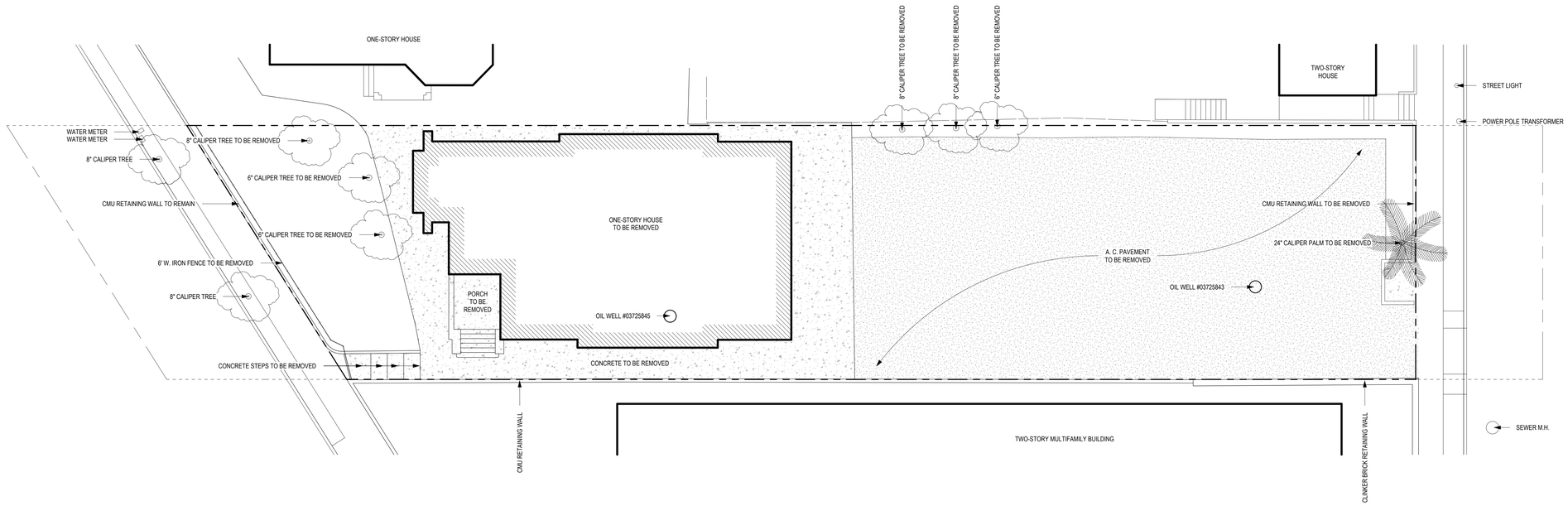
PROJECT NO	220608
SHEET ISSUE DATE	05/25/19
DRAWN BY	BK
CHECKED BY	AM
COPYRIGHT	© 2022 BFK

SHEET TITLE

SURVEY FOR REFERENCE ONLY

SHEET NUMBER

V-001



1 SELECTIVE DEMOLITION SITE PLAN

SCALE: 1" = 10'-0"

EXHIBIT "A"
Page No. 3 of 14
Case No. DIR-2024-3056-TOC-HCA

DEMO PLAN GENERAL NOTES

1. THE GENERAL CONTRACTOR AND SUB-CONTRACTORS SHALL VISIT THE SITE PRIOR TO SUBMITTING HIS PROPOSAL TO BECOME FAMILIAR WITH ALL EXISTING FIELD CONDITIONS AND REPORT ANY DISCREPANCIES TO THE ARCHITECT.
2. DEMOLITION CONTRACTOR SHALL PROVIDE ALL NECESSARY PROTECTION MEASURES TO SAFEGUARD THE PUBLIC DURING CONSTRUCTION ACTIVITIES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL EXISTING UNDERGROUND AND OVERHEAD UTILITIES TO SAFEGUARD AGAINST THE INTERRUPTION OF SERVICES TO THE PUBLIC.
4. OWNER HAS FIRST RIGHT OF REFUSAL OF ALL SALVAGEABLE ITEMS. ALL EXISTING PERSONAL PROPERTY TO BE REMOVED BY OTHERS PRIOR TO DEMOLITION. ALL REMAINING ITEMS ARE THE PROPERTY OF THE OWNER. GENERAL CONTRACTOR SHALL COORDINATE WITH OWNER THE SALVAGE OF FIXTURES, FURNISHINGS, DOORS & MISCELLANEOUS EQUIPMENT.
5. WHILE AN ATTEMPT HAS BEEN MADE TO SHOW THE ITEMS TO BE REMOVED, IT IS THE RESPONSIBILITY OF THE VARIOUS CONTRACTORS TO CONDUCT ON-SITE EXAMINATIONS AND FAMILIARIZE THEMSELVES WITH THE ACTUAL SITE CONDITIONS. ADDITIONAL ITEMS, NOT SHOWN TO BE REMOVED, INTERFERING WITH THE COMPLETE REMOVAL OF THE EXISTING BUILDING, SHALL BE REMOVED WITHOUT ADDITIONAL COST TO THE OWNER.
6. CARE SHOULD BE EXERCISED IN THE REMOVAL OF WORK TO PREVENT THE RELEASE OF TOXIC SUBSTANCES. SHOULD TOXIC SUBSTANCES, SUCH AS ASBESTOS BE ENCOUNTERED, THE OWNER AND ARCHITECT SHALL BE NOTIFIED. UPON AUTHORIZATION, THE DISPOSAL OF SAME SHALL CONFORM TO ALL GOVERNING CODES AND REGULATIONS. DISPOSAL SHALL BE DONE ONLY BY CONTRACTORS LICENSED FOR THIS WORK.
7. DURING DEMOLITION AND CONSTRUCTION OPERATIONS, PROVIDE ALL NECESSARY PROTECTION AND SAFE PASSAGE FOR THE PUBLIC. SUCH AS BUT NOT LIMITED TO: BARRICADES, TEMPORARY PARTITIONS, DUST BARRIERS, SIGNS, ETC. ERECT AND MAINTAIN THESE BARRIERS TO THE SATISFACTION OF THE OWNER AND ARCHITECT AND ALL APPLICABLE RULES AND REGULATIONS.
8. CONTRACTOR SHALL TAKE PRECAUTIONS AS TO MINIMIZE DAMAGE TO ITEMS TO REMAIN, INCLUDING ALL UTILITIES. DURING DEMOLITION AND CONSTRUCTION OPERATIONS, ITEMS NOT SPECIFICALLY NOTED FOR REMOVAL THAT ARE DAMAGED, SHALL BE REPAIRED OR REPLACED TO MATCH EXISTING CONDITIONS AT NO ADDITIONAL COST TO THE OWNER.
9. COORDINATE CONSTRUCTION TIMING, MOVEMENT OF CONSTRUCTION MATERIALS AND STORAGE OF REFUSE CONTAINERS WITH THE OWNER.
10. DEMOLISH ENTIRE BUILDING INCLUDING CONCRETE SLAB.
11. CMU RETAINING WALLS TO REMAIN AND TO BE REMOVED AT A LATER DATE DURING INITIAL SITE GRADING.

APPROVAL STAMP

BFK
ARCHITECTURE + PLANNING
1337 LIDA STREET
PASADENA, CA 91030
(626) 823-0150

IN ASSOCIATION WITH

LICENSED ARCHITECT
BRIAN FREDERICK KNIGHT
C-32905
02-28-2025
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT

OCEAN VIEW APARTMENTS

2415 W OCEAN VIEW AVENUE
LOS ANGELES, CA 90057

OWNER
2415 OCEAN VIEW PROPERTIES LLC
277 WEST GREEN STREET, #204
PASADENA, CA 91105
(626) 831-7881

MARK	DATE	DESCRIPTION
1	12.05.23	PC SUBMITTAL

PROJECT NO	220608
SHEET ISSUE DATE	03/03/23
DRAWN BY	BK
CHECKED BY	AM
COPYRIGHT	

SHEET TITLE

SELECTIVE DEMOLITION SITE PLAN

SHEET NUMBER

A-000

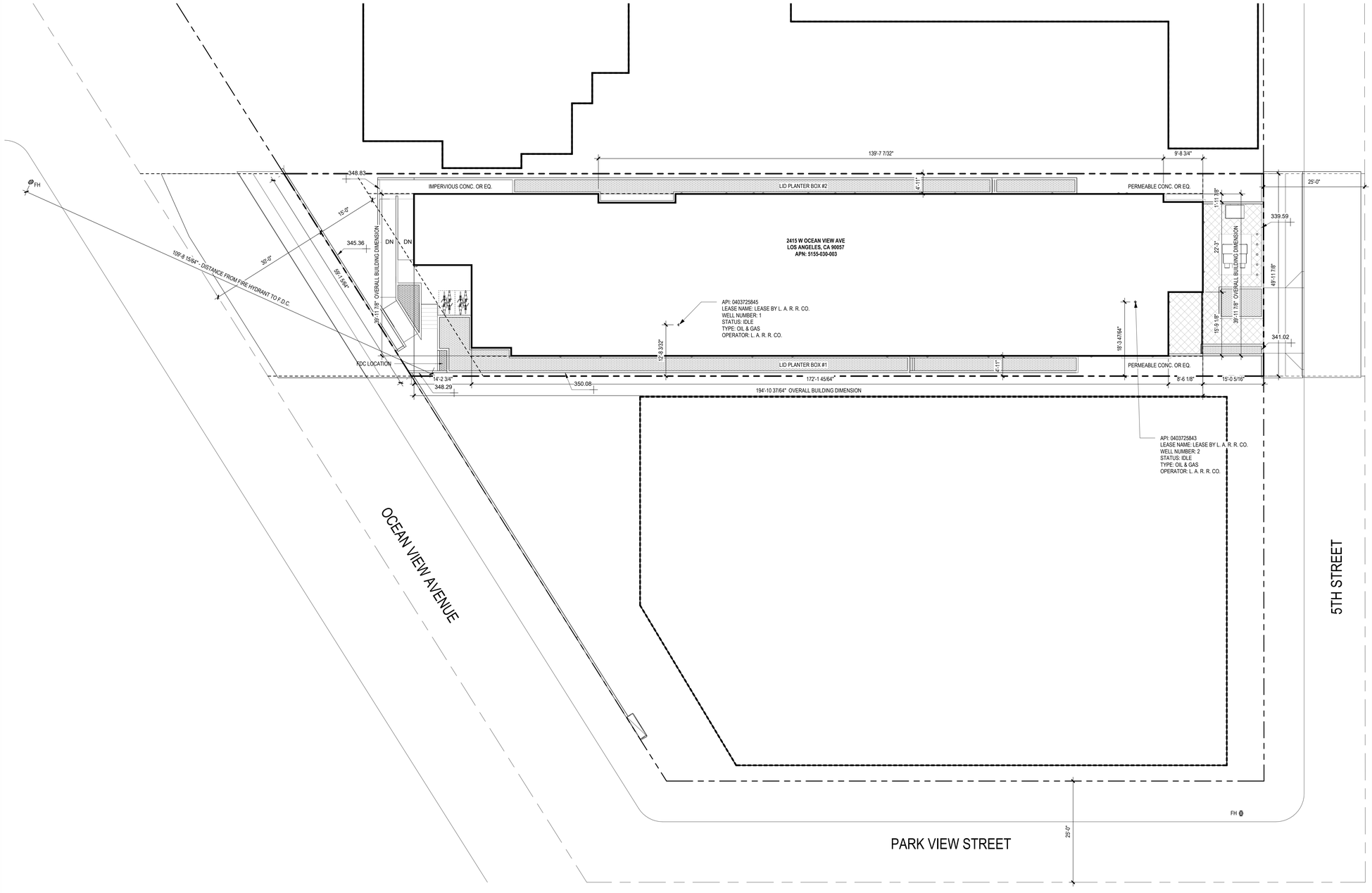


EXHIBIT "A"
Page No. 4 of 14
Case No. DIR-2024-3056-TOC-HCA

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

PLAN NORTH

SITE PLAN GENERAL NOTES

1. GRADE AND SITE SHALL BE DEVELOPED SO THAT ACCESSIBLE ROUTES OF TRAVEL ARE PROVIDED FROM PUBLIC TRANSPORTATION STOPS, ACCESSIBLE PARKING AND ACCESSIBLE PASSENGER LOADING ZONES, AND PUBLIC STREETS OR SIDEWALKS TO THE ACCESSIBLE ENTRANCE THEY SERVE.
2. ABRUPT CHANGES IN LEVEL ALONG ANY ACCESSIBLE ROUTE SHALL NOT EXCEED 1/2". WHEN CHANGES IN LEVEL DO OCCUR, THEY SHALL BE BEVELED WITH A SLOPE NO GREATER THAN 1 UNIT VERTICAL IN 2 UNITS HORIZONTAL. CHANGES IN LEVEL NOT EXCEEDING 1/4" MAY BE VERTICAL CHANGES IN LEVEL GREATER THAN 1/2" SHALL BE MADE BY MEANS OF A RAMP.
3. ABRUPT CHANGES IN LEVEL EXCEEDING 4" IN VERTICAL DIMENSION (E.G. CHANGED IN LEVEL AT PLANTERS OR FOUNTAINS LOCATED IN OR ADJACENT TO PEDESTRIAN WAYS) SHALL BE IDENTIFIED BY CURBS OR OTHER APPROVED BARRIERS PROJECTING ATLEAST 6" IN HEIGHT ABOVE THE WALK TO WARN THE BLIND OF POTENTIAL DROP-OFFS.
4. WHERE FREE STANDING SIGNS ARE USED, THE BOTTOM OF THE SIGN SHALL BE 80" ABOVE THE FINISHED FLOOR OR GROUND LEVEL, WITH THE EDGES ROUNDED OR EASED AND THE CORNERS SHALL HAVE A MINIMUM RADIUS OF 0.125".
5. REFER TO SHEETS A-900 THROUGH A-904 FOR ADDITIONAL ACCESSIBILITY NOTES & DETAILS
6. REFER TO SHEET G-003 FOR ADDITIONAL FIRE DEPARTMENT NOTES
7. PROVIDE A 24" WIDE LEVEL AREA PAST THE STRIKE SIDE OF EXTERIOR DOORS. AND PROVIDE A 12" WIDE LEVEL AREA ON THE PUSH SIDE OF THE DOOR WITH BOTH A LATCH & CLOSER. SEE DETAIL 18/A-901
8. ON ALL ACCESSIBLE PATHS, OBJECTS MOUNTED MORE THAN 27" AND LESS THAN 80" AFF CAN NOT PROTRUDE MORE THAN 4". IF AN OBJECT IS MOUNTED LESS THAN 27" IT CAN PROTRUDE ANY AMOUNT, AS LONG AS, IT DOES NOT REDUCE THE MINIMUM REQUIRED WIDTH OF THE ACCESSIBLE PATH.
9. PROVIDE TACTILE EXIT SIGNAGE THAT COMPLIES WITH CBC 11B-216 AT THE FOLLOWING LOCATONS WITH THE FOLLOWING WORDS: A) AT EACH GRADE LEVEL EXIT DOOR - "EXIT" B) AT EACH EXIT DOOR THAT LEADS DIRECTLY TO A GRADE LEVEL EXTERIOR EXIT BY MEANS OF STAIRWAY OR RAMP, "EXIT STAIR DOWN," "EXIT STAIR UP," "EXIT RAMP DOWN," OR "EXIT RAMP UP." C) AT EACH EXIT DOOR THAT LEADS DIRECTLY TO A GRADE LEVEL EXTERIOR EXIT BY MEANS OF AN EXIT ENCLOSURE OR AN EXIT PASSAGEWAY "EXIT ROUTE" D) AT EACH EXIT ACCESS DOOR FROM AN INTERIOR ROOM OR AREA TO A CORRIDOR OR HALLWAY THAT IS REQUIRED TO HAVE A VISUAL EXIT SIGN "EXIT ROUTE"
10. ACCESSIBLE ROUTE OF TRAVEL IS DEFINED AS "A CONTINUOUS AND UNOBSTRUCTED PATH CONNECTING ALL ACCESSIBLE ELEMENTS AND SPACES IN AN ACCESSIBLE BUILDING OR FACILITY THAT CAN BE NEGOTIATED BY A PERSON WITH A SEVERE DISABILITY USING A WHEELCHAIR AND THAT IS ALSO SAFE FOR AND USABLE BY PERSONS WITH OTHER DISABILITIES".

SITE PLAN KEYNOTES

PATH OF TRAVEL LEGEND

APPROVAL STAMP

BFK
ARCHITECTURE + PLANNING
1337 LIDA STREET
PASADENA, CA 91030
(626) 823-0150

IN ASSOCIATION WITH

LICENSED ARCHITECT
BRIAN FREDERICK KNIGHT
C-32995
02-28-2025
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT

OCEAN VIEW APARTMENTS

2415 W OCEAN VIEW AVENUE
LOS ANGELES, CA 90057

OWNER
2415 OCEAN VIEW PROPERTIES LLC
277 WEST GREEN STREET, #204
PASADENA, CA 91105
(626) 831-7881

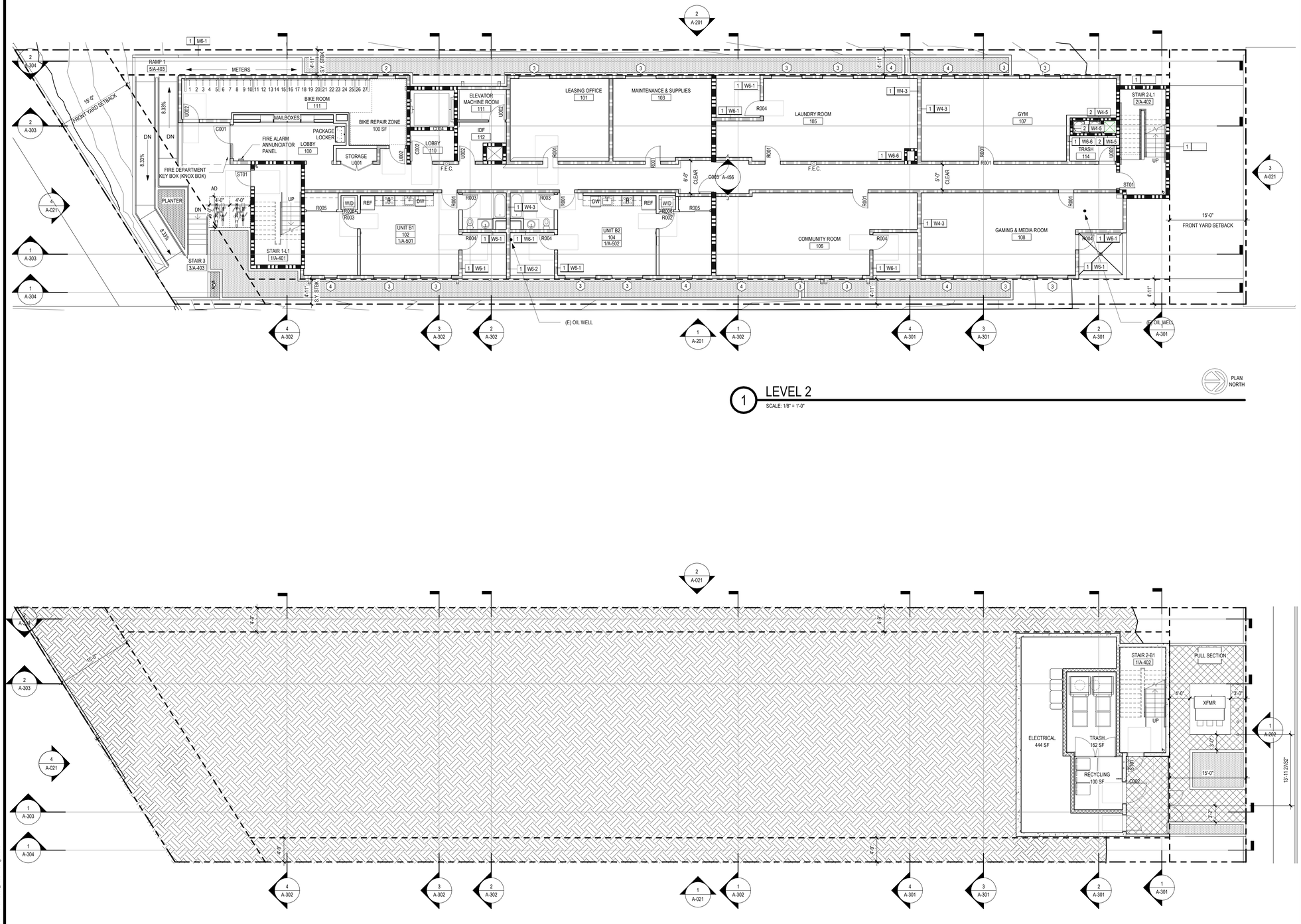
MARK	DATE	DESCRIPTION
2	02.26.24	LID CX
1	12.05.23	PC SUBMITTAL

PROJECT NO	220608
SHEET ISSUE DATE	08/07/17
DRAWN BY	BK
CHECKED BY	AM
COPYRIGHT	© 2022 BFK

SHEET TITLE
SITE PLAN

SHEET NUMBER
A-100

C:\Users\BFK01\Desktop\220608 Taus\2. Drawings\1 Architect\1 Revit\220509_Taus Existing Grade11.rvt



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

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

EXHIBIT "A"
Page No. 5 of 14
Case No. DIR-2024-3056-TOC-HCA

FLOOR PLAN GENERAL NOTES

1. PROVIDE ILLUMINATED EXIT SIGNS IN ALL INTERIOR EXIT CORRIDORS IN GROUP A & R-2 OCCUPANCIES PER CBC SECTION 1011.
2. PROVIDE ONE FIRE EXTINGUISHER WITH A MINIMUM RATING OF 2A 10BC WITH A MAXIMUM TRAVEL DISTANCE OF 75' TO ALL OCCUPIED PORTIONS OF BUILDING. SEE DETAIL 2 & 3/A-800.
3. FOR ACCESSIBLE / ENTRY DETAILS, SEE DETAIL 18/A-901
4. FOR FLASHING AND PENETRATION DETAILS, SEE SHEET A-773, A-774, A-780 & A-781.
5. FOR ACCESSIBLE CLEARANCES AND SIGNAGE REFER TO DETAILS ON A-901 & A-904
6. TWO-WAY RADIO COMMUNICATION SYSTEM TO BE PROVIDED PER LAFC 510. SEE DETAIL 11 & 15/A-904
7. AT LOCATIONS WHERE THE WALL ASSEMBLY NO LONGER REQUIRES A SHEAR PANEL ON STRUCTURAL PLANS, MAINTAIN ASSEMBLY THICKNESS & ACOUSTIC VALUE BY CONTINUOUS WOOD SHEATHING OR A BASE LAYER OF GYPSUM BOARD CAN REPLACE A LAYER OF WOOD SHEATHING OF SIMILAR THICKNESS.

FLOOR PLAN KEYNOTES

WALKING SURFACE LEGEND

CONCRETE TOPPING ON STRUCTURAL CONCRETE SLAB	SEE A-742 FOR DETAILS
CONCRETE TOPPING ON WOOD FRAMING	SEE A-740 FOR DETAILS
DECK COATING ON CONCRETE	SEE A-741 FOR DETAILS
DECK COATING ON WOOD FRAMING	SEE A-740 FOR DETAILS
PEDESTAL PAVERS	SEE A-752 FOR DETAILS
BATHROOM FLOOR DEPRESSION W/ CEMENTITIOUS FILLER. SEE FINISH SCHEDULE FOR FLOORING	

NOTE: SLOPE DECK 1.8% MAX. - NO WALKING SURFACE CAN EXCEED 1.8%.

BUILT-UP OR RAISED CONCRETE SLAB OVER STRUCTURAL FOAM. REFER TO STRUCTURAL DRAWINGS

ROOM SYMBOL LEGEND

RESIDENTIAL UNIT IDENTIFICATION SYMBOL

UNIT — UNIT TYPE
2101 — UNIT NUMBER
1/A-501 — ENLARGED PLAN REFERENCE

ROOM IDENTIFICATION SYMBOL

ROOM — ROOM NAME
1/A-101 — ENLARGED PLAN REFERENCE

WALL TYPE LEGEND

2-HOUR FIRE BARRIER
1-HOUR FIRE PARTITION
CONCRETE WALL
CMU WALL
WOOD STUD PARTITION (1-HOUR OR NON-RATED AS INDICATED ON PLANS).
STEEL STUD PARTITION (1-HOUR OR NON-RATED AS INDICATED ON PLANS).

FIRE RATING
0 = NON RATED
1 = ONE HOUR RATED
2 = TWO HOUR RATED
3 = THREE HOUR RATED
4 = FOUR HOUR RATED

WALL MATERIAL
W = WOOD STUD
S = STEEL STUD
M = CMU
C = CONCRETE
SF = STOREFRONT

WALL TYPE VARIANT (SEE A-606)

STUD SIZE (WHERE APPLICABLE)
W4 = 2X4 WOOD STUD
W6 = 2X6 WOOD STUD
S4 = 362 METAL STUD
S6 = 550 METAL STUD
M8 = 8X8X16 BLOCK

SEE SHEET A-606 PARTITION LEGEND FOR FURTHER DETAILS

APPROVAL STAMP

BFK
ARCHITECTURE + PLANNING
1337 LIDA STREET
PASADENA, CA 91030
(626) 823-0150

IN ASSOCIATION WITH

LICENSED ARCHITECT
BRIAN FREDERICK KNIGHT
C-32995
02-28-2025
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT

OCEAN VIEW APARTMENTS

2415 W OCEAN VIEW AVENUE
LOS ANGELES, CA 90057

OWNER
2415 OCEAN VIEW PROPERTIES LLC
277 WEST GREEN STREET, #204
PASADENA, CA 91105
(626) 831-7881

MARK	DATE	DESCRIPTION
3	05.15.24	PZC CX 3
1	12.05.23	PC SUBMITTAL

PROJECT NO	220608
SHEET ISSUE DATE	08/07/17
DRAWN BY	BK
CHECKED BY	AM
COPYRIGHT	© 2022 BFK

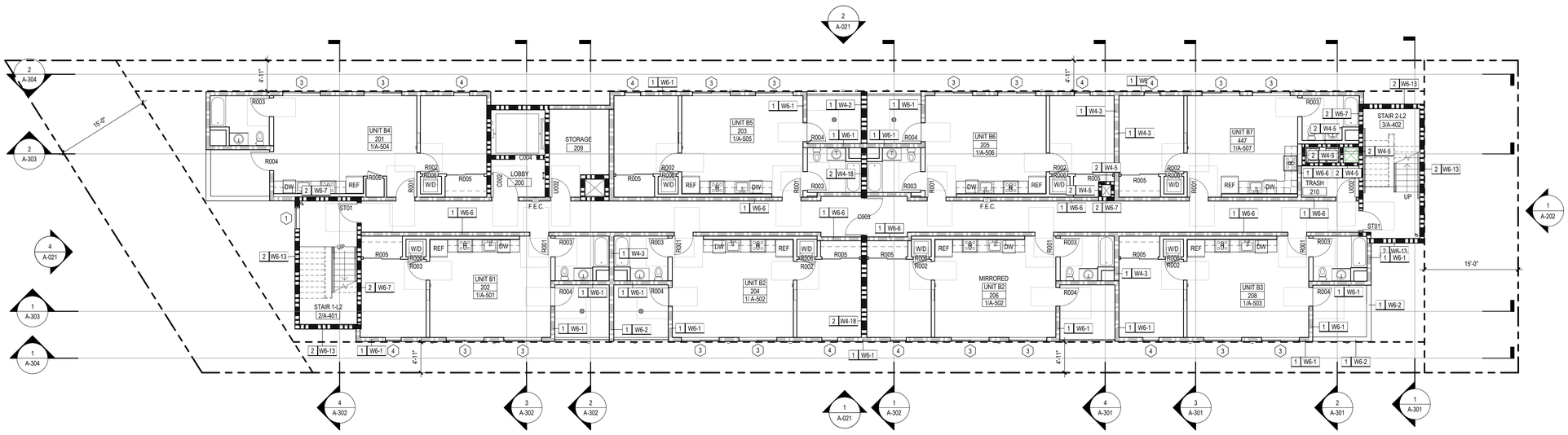
SHEET TITLE

LEVEL 1 & 2 FLOOR PLANS

SHEET NUMBER

A-101

C:\Users\BFK01\Desktop\220608_Task2_Drawings\1 Architect\1 Revit\220909_Task Existing Cycle1.rvt



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

PLAN NORTH

EXHIBIT "A"
Page No. 6 of 14
Case No. DIR-2024-3056-TOC-HCA

FLOOR PLAN GENERAL NOTES

1. PROVIDE ILLUMINATED EXIT SIGNS IN ALL INTERIOR EXIT CORRIDORS IN GROUP A & R-2 OCCUPANCIES PER CBC SECTION 1011.
2. PROVIDE ONE FIRE EXTINGUISHER WITH A MINIMUM RATING OF 2A 10BC WITH A MAXIMUM TRAVEL DISTANCE OF 75' TO ALL OCCUPIED PORTIONS OF BUILDING. SEE DETAIL 2 & 3/A-802.
3. FOR ACCESSIBLE / ENTRY DETAILS, SEE DETAIL 18/A-901
4. FOR FLASHING AND PENETRATION DETAILS, SEE SHEET A-773, A-774, A-780 & A-781.
5. FOR ACCESSIBLE CLEARANCES AND SIGNAGE REFER TO DETAILS ON A-901 & A-904
6. TWO-WAY RADIO COMMUNICATION SYSTEM TO BE PROVIDED PER LAFC 510. SEE DETAIL 11 & 15/A-904
7. AT LOCATIONS WHERE THE WALL ASSEMBLY NO LONGER REQUIRES A SHEAR PANEL ON STRUCTURAL PLANS, MAINTAIN ASSEMBLY THICKNESS & ACOUSTIC VALUE BY CONTINUOUS WOOD SHEATHING OR A BASE LAYER OF GYPSUM BOARD CAN REPLACE A LAYER OF WOOD SHEATHING OF SIMILAR THICKNESS.

FLOOR PLAN KEYNOTES

WALKING SURFACE LEGEND

	CONCRETE TOPPING ON STRUCTURAL CONCRETE SLAB	SEE A-742 FOR DETAILS
	CONCRETE TOPPING ON WOOD FRAMING	SEE A-740 FOR DETAILS
	DECK COATING ON CONCRETE	SEE A-741 FOR DETAILS
	DECK COATING ON WOOD FRAMING	SEE A-740 FOR DETAILS
	PEDESTAL PAVERS	SEE A-752 FOR DETAILS
	BATHROOM FLOOR DEPRESSION W/ CEMENTITIOUS FILLER. SEE FINISH SCHEDULE FOR FLOORING	

NOTE: SLOPE DECK 1.8% MAX. - NO WALKING SURFACE CAN EXCEED 1.8%.

BUILT-UP OR RAISED CONCRETE SLAB OVER STRUCTURAL FOAM. REFER TO STRUCTURAL DRAWINGS

ROOM SYMBOL LEGEND

RESIDENTIAL UNIT IDENTIFICATION SYMBOL

UNIT — UNIT TYPE
2101 — UNIT NUMBER
1/A-501 — ENLARGED PLAN REFERENCE

ROOM IDENTIFICATION SYMBOL

ROOM — ROOM NAME
1/A-101 — ENLARGED PLAN REFERENCE

WALL TYPE LEGEND

2-HOUR FIRE BARRIER
1-HOUR FIRE PARTITION
CONCRETE WALL
CMU WALL
WOOD STUD PARTITION (1-HOUR OR NON-RATED AS INDICATED ON PLANS).
STEEL STUD PARTITION (1-HOUR OR NON-RATED AS INDICATED ON PLANS).

FIRE RATING
0 = NON RATED
1 = ONE HOUR RATED
2 = TWO HOUR RATED
3 = THREE HOUR RATED
4 = FOUR HOUR RATED

WALL MATERIAL
W = WOOD STUD
S = STEEL STUD
M = CMU
C = CONCRETE
SF = STOREFRONT

WALL TYPE VARIANT (SEE A-606)

STUD SIZE (WHERE APPLICABLE)
W4 = 2X4 WOOD STUD
W6 = 2X6 WOOD STUD
S4 = 362 METAL STUD
S6 = 550 METAL STUD
M8 = 8X8X16 BLOCK

SEE SHEET A-606 PARTITION LEGEND FOR FURTHER DETAILS

APPROVAL STAMP

BFK
ARCHITECTURE + PLANNING
1337 LIDA STREET
PASADENA, CA 91030
(626) 823-0150

IN ASSOCIATION WITH

LICENSED ARCHITECT
BRIAN FREDERICK KNIGHT
C-32968
02-28-2025
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT

OCEAN VIEW APARTMENTS

2415 W OCEAN VIEW AVENUE
LOS ANGELES, CA 90057

OWNER
2415 OCEAN VIEW PROPERTIES LLC
277 WEST GREEN STREET, #204
PASADENA, CA 91105
(626) 831-7881

MARK	DATE	DESCRIPTION
3	05.15.24	PZC CX 3
1	12.05.23	PC SUBMITTAL

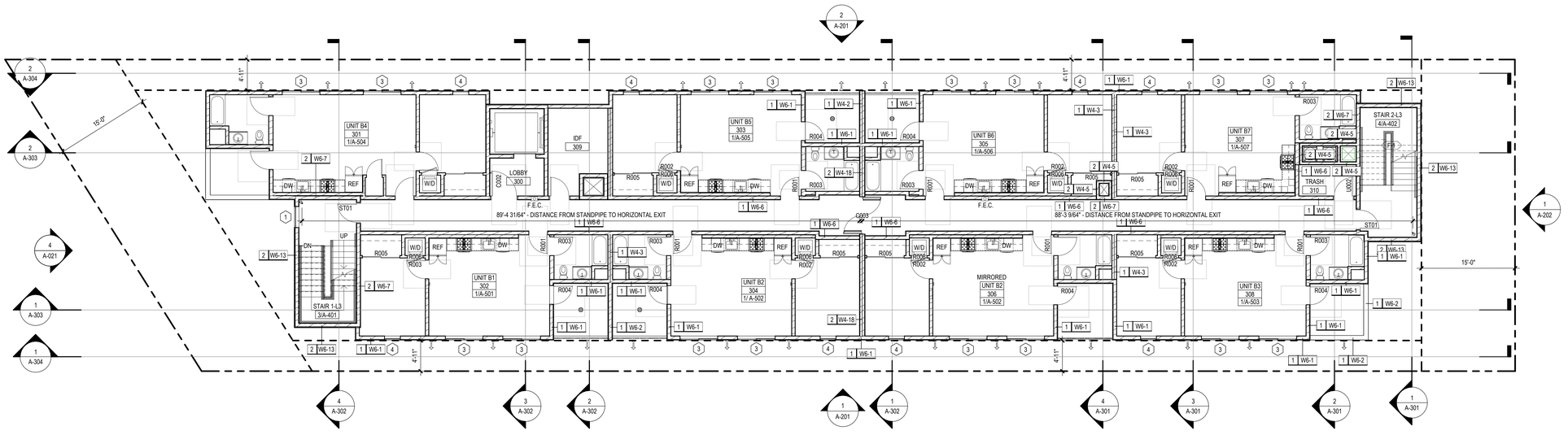
PROJECT NO	220608
SHEET ISSUE DATE	06/11/22
DRAWN BY	BK
CHECKED BY	AM
COPYRIGHT	© 2022 BFK

SHEET TITLE

LEVEL 3 FLOOR PLAN

SHEET NUMBER

A-102



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

PLAN NORTH

EXHIBIT "A"
Page No. 7 of 14
Case No. DIR-2024-3056-TOC-HCA

FLOOR PLAN GENERAL NOTES

1. PROVIDE ILLUMINATED EXIT SIGNS IN ALL INTERIOR EXIT CORRIDORS IN GROUP A & R-2 OCCUPANCIES PER CBC SECTION 1011.
2. PROVIDE ONE FIRE EXTINGUISHER WITH A MINIMUM RATING OF 2A 10BC WITH A MAXIMUM TRAVEL DISTANCE OF 75' TO ALL OCCUPIED PORTIONS OF BUILDING. SEE DETAIL 2 & 3/A-802.
3. FOR ACCESSIBLE / ENTRY DETAILS, SEE DETAIL 18/A-901
4. FOR FLASHING AND PENETRATION DETAILS, SEE SHEET A-773, A-774, A-780 & A-781.
5. FOR ACCESSIBLE CLEARANCES AND SIGNAGE REFER TO DETAILS ON A-901 & A-904
6. TWO-WAY RADIO COMMUNICATION SYSTEM TO BE PROVIDED PER LAFC 510. SEE DETAIL 11 & 15/A-904
7. AT LOCATIONS WHERE THE WALL ASSEMBLY NO LONGER REQUIRES A SHEAR PANEL ON STRUCTURAL PLANS, MAINTAIN ASSEMBLY THICKNESS & ACOUSTIC VALUE BY CONTINUOUS WOOD SHEATHING OR A BASE LAYER OF GYPSUM BOARD CAN REPLACE A LAYER OF WOOD SHEATHING OF SIMILAR THICKNESS.

FLOOR PLAN KEYNOTES

WALKING SURFACE LEGEND

- CONCRETE TOPPING ON STRUCTURAL CONCRETE SLAB — SEE A-742 FOR DETAILS
- CONCRETE TOPPING ON WOOD FRAMING — SEE A-740 FOR DETAILS
- DECK COATING ON CONCRETE — SEE A-741 FOR DETAILS
- DECK COATING ON WOOD FRAMING — SEE A-740 FOR DETAILS
- PEDESTAL PAVERS — SEE A-752 FOR DETAILS
- BATHROOM FLOOR DEPRESSION W/ CEMENTITIOUS FILLER. SEE FINISH SCHEDULE FOR FLOORING

NOTE: SLOPE DECK 1.8% MAX. - NO WALKING SURFACE CAN EXCEED 1.8%.

- BUILT-UP OR RAISED CONCRETE SLAB OVER STRUCTURAL FOAM. REFER TO STRUCTURAL DRAWINGS

ROOM SYMBOL LEGEND

RESIDENTIAL UNIT IDENTIFICATION SYMBOL

UNIT / 2101 / 1/A-501
- UNIT TYPE
- UNIT NUMBER
- ENLARGED PLAN REFERENCE

ROOM IDENTIFICATION SYMBOL

ROOM / 1/A-101
- ROOM NAME
- ENLARGED PLAN REFERENCE

WALL TYPE LEGEND

- 2-HOUR FIRE BARRIER
- 1-HOUR FIRE PARTITION
- CONCRETE WALL
- CMU WALL
- WOOD STUD PARTITION (1-HOUR OR NON-RATED AS INDICATED ON PLANS).
- STEEL STUD PARTITION (1-HOUR OR NON-RATED AS INDICATED ON PLANS).

| X # -

FIRE RATING
0 = NON RATED
1 = ONE HOUR RATED
2 = TWO HOUR RATED
3 = THREE HOUR RATED
4 = FOUR HOUR RATED

WALL MATERIAL
W = WOOD STUD
S = STEEL STUD
M = CMU
C = CONCRETE
SF = STOREFRONT

WALL TYPE VARIANT (SEE A-606)

STUD SIZE (WHERE APPLICABLE)
W4 = 2X4 WOOD STUD
W6 = 2X6 WOOD STUD
S4 = 362 METAL STUD
S6 = 550 METAL STUD
M8 = 8X8X16 BLOCK

SEE SHEET A-606 PARTITION LEGEND FOR FURTHER DETAILS

APPROVAL STAMP

BFK
ARCHITECTURE + PLANNING
1337 LIDA STREET
PASADENA, CA 91030
(626) 823-0150

IN ASSOCIATION WITH

LICENSED ARCHITECT
BRIAN FREDERICK KNIGHT
C-32995
02-28-2025
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT

OCEAN VIEW APARTMENTS

2415 W OCEAN VIEW AVENUE
LOS ANGELES, CA 90057

OWNER
2415 OCEAN VIEW PROPERTIES LLC
277 WEST GREEN STREET, #204
PASADENA, CA 91105
(626) 831-7881

MARK	DATE	DESCRIPTION
3	05.15.24	PZC CX 3
1	12.05.23	PC SUBMITTAL

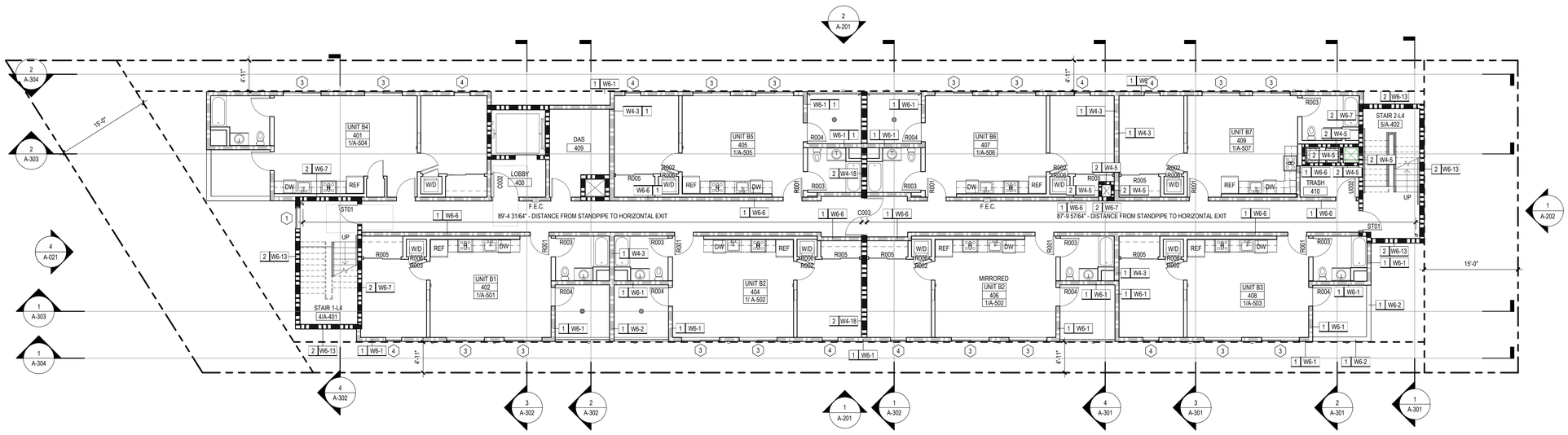
PROJECT NO	220608
SHEET ISSUE DATE	06/11/22
DRAWN BY	BK
CHECKED BY	AM
COPYRIGHT	© 2022 BFK

SHEET TITLE

LEVEL 4 FLOOR PLAN

SHEET NUMBER

A-103



1 LEVEL 5

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

PLAN NORTH

EXHIBIT "A"
Page No. 8 of 14
Case No. DIR-2024-3056-TOC-HCA

C:\Users\BFK01\Desktop\220608 Taus\2. Drawings\1 Architect\1 Revit\220909_Taus Existing Garde11.rvt

FLOOR PLAN GENERAL NOTES

1. PROVIDE ILLUMINATED EXIT SIGNS IN ALL INTERIOR EXIT CORRIDORS IN GROUP A & R-2 OCCUPANCIES PER CBC SECTION 1011.
2. PROVIDE ONE FIRE EXTINGUISHER WITH A MINIMUM RATING OF 2A 10BC WITH A MAXIMUM TRAVEL DISTANCE OF 75' TO ALL OCCUPIED PORTIONS OF BUILDING. SEE DETAIL 2 & 3/A-800.
3. FOR ACCESSIBLE / ENTRY DETAILS, SEE DETAIL 18/A-901
4. FOR FLASHING AND PENETRATION DETAILS, SEE SHEET A-773, A-774, A-780 & A-781.
5. FOR ACCESSIBLE CLEARANCES AND SIGNAGE REFER TO DETAILS ON A-901 & A-904
6. TWO-WAY RADIO COMMUNICATION SYSTEM TO BE PROVIDED PER LAFC 510. SEE DETAIL 11 & 15/A-904
7. AT LOCATIONS WHERE THE WALL ASSEMBLY NO LONGER REQUIRES A SHEAR PANEL ON STRUCTURAL PLANS, MAINTAIN ASSEMBLY THICKNESS & ACOUSTIC VALUE BY CONTINUOUS WOOD SHEATHING OR A BASE LAYER OF GYPSUM BOARD CAN REPLACE A LAYER OF WOOD SHEATHING OF SIMILAR THICKNESS.

FLOOR PLAN KEYNOTES

WALKING SURFACE LEGEND

	CONCRETE TOPPING ON STRUCTURAL CONCRETE SLAB	SEE A-742 FOR DETAILS
	CONCRETE TOPPING ON WOOD FRAMING	SEE A-740 FOR DETAILS
	DECK COATING ON CONCRETE	SEE A-741 FOR DETAILS
	DECK COATING ON WOOD FRAMING	SEE A-740 FOR DETAILS
	PEDESTAL PAVERS	SEE A-752 FOR DETAILS
	BATHROOM FLOOR DEPRESSION W/ CEMENTITIOUS FILLER. SEE FINISH SCHEDULE FOR FLOORING	

NOTE: SLOPE DECK 1.8% MAX. - NO WALKING SURFACE CAN EXCEED 1.8%.

BUILT-UP OR RAISED CONCRETE SLAB OVER STRUCTURAL FOAM. REFER TO STRUCTURAL DRAWINGS

ROOM SYMBOL LEGEND

RESIDENTIAL UNIT IDENTIFICATION SYMBOL

UNIT — UNIT TYPE
2101 — UNIT NUMBER
1/A-501 — ENLARGED PLAN REFERENCE

ROOM IDENTIFICATION SYMBOL

ROOM — ROOM NAME
1/A-101 — ENLARGED PLAN REFERENCE

WALL TYPE LEGEND

2-HOUR FIRE BARRIER

1-HOUR FIRE PARTITION

CONCRETE WALL

CMU WALL

WOOD STUD PARTITION (1-HOUR OR NON-RATED AS INDICATED ON PLANS).

STEEL STUD PARTITION (1-HOUR OR NON-RATED AS INDICATED ON PLANS).

X # -

FIRE RATING
0 = NON RATED
1 = ONE HOUR RATED
2 = TWO HOUR RATED
3 = THREE HOUR RATED
4 = FOUR HOUR RATED

WALL MATERIAL
W = WOOD STUD
S = STEEL STUD
M = CMU
C = CONCRETE
SF = STOREFRONT

WALL TYPE VARIANT (SEE A-606)

STUD SIZE (WHERE APPLICABLE)
W4 = 2X4 WOOD STUD
W6 = 2X6 WOOD STUD
S4 = 362 METAL STUD
S6 = 550 METAL STUD
M8 = 8X8X16 BLOCK

SEE SHEET A-606 PARTITION LEGEND FOR FURTHER DETAILS

APPROVAL STAMP

BFK
ARCHITECTURE + PLANNING
1337 LIDA STREET
PASADENA, CA 91030
(626) 823-0150

IN ASSOCIATION WITH

LICENSED ARCHITECT
BRIAN FREDERICK KNIGHT
C-32995
02-28-2025
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT

OCEAN VIEW APARTMENTS

2415 W OCEAN VIEW AVENUE
LOS ANGELES, CA 90057

OWNER
2415 OCEAN VIEW PROPERTIES LLC
277 WEST GREEN STREET, #204
PASADENA, CA 91105
(626) 831-7881

MARK	DATE	DESCRIPTION
3	05.15.24	PZC CX 3
1	12.05.23	PC SUBMITTAL

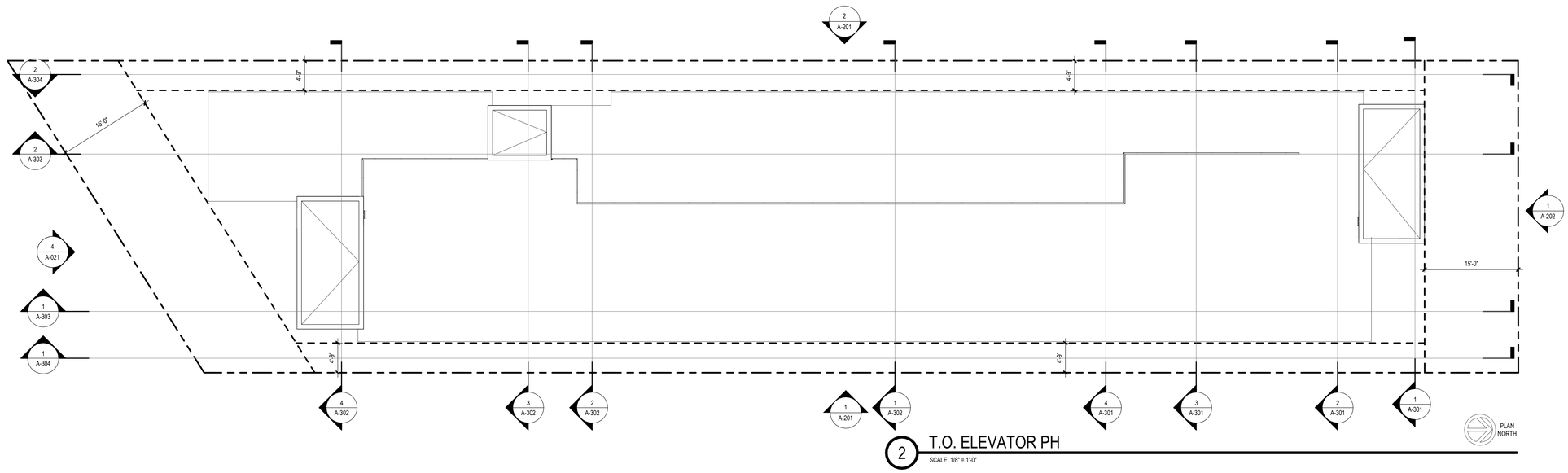
PROJECT NO	220608
SHEET ISSUE DATE	07/25/18
DRAWN BY	BK
CHECKED BY	AM
COPYRIGHT	

SHEET TITLE

LEVEL 5 FLOOR PLAN

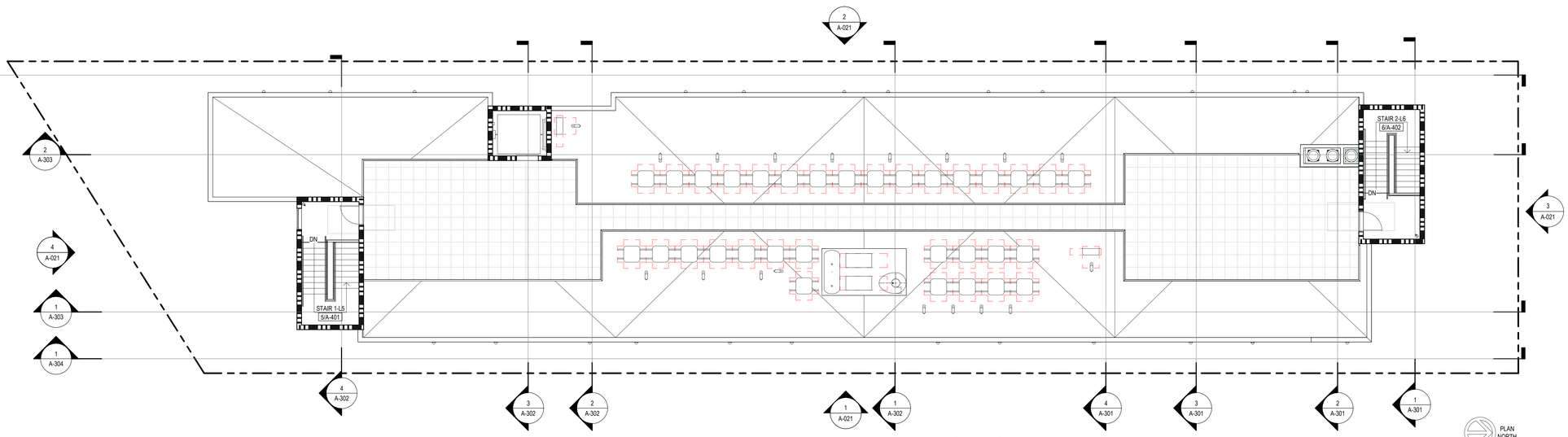
SHEET NUMBER

A-104



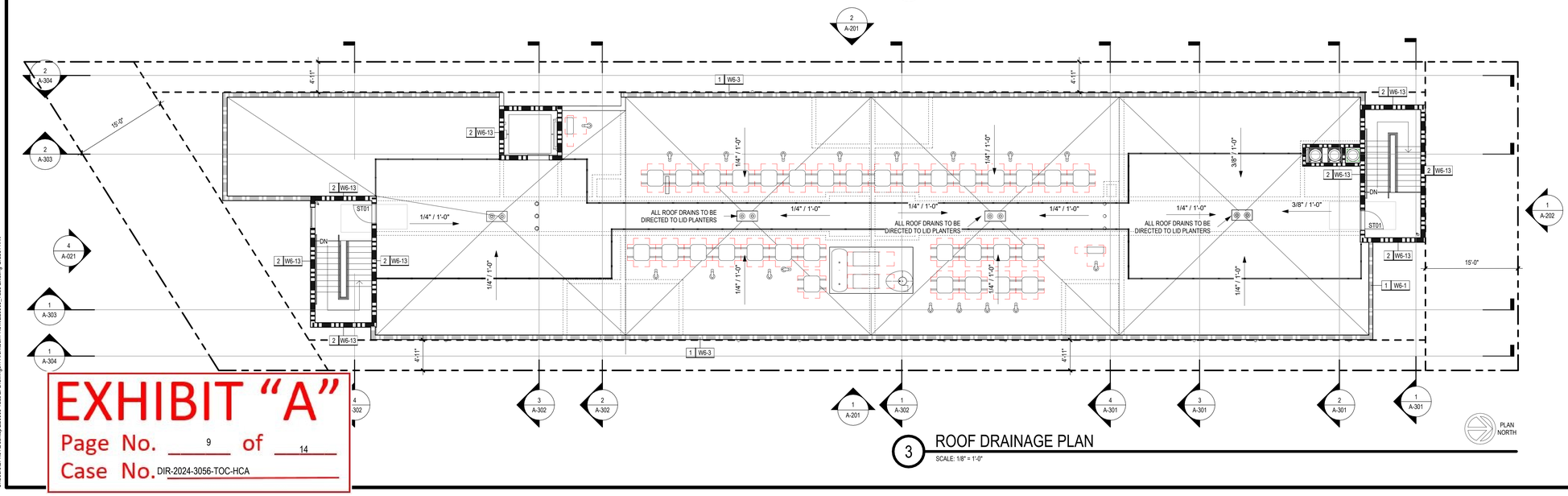
2 T.O. ELEVATOR PH

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



1 ROOF DECK

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



3 ROOF DRAINAGE PLAN

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

EXHIBIT "A"
Page No. 9 of 14
Case No. DIR-2024-3056-TOC-HCA

C:\Users\BFK01\Desktop\220608 Taus\2. Drawings\1 Architect\1 Rev\220909_Taus Existing Grade11.rvt

ROOF PLAN GENERAL NOTES

1. ROOF PENETRATIONS: NO PENETRATIONS ALLOWED WITHIN 18" OF VALLEYS, RIDGES, PARAPETS OR WALLS. SEE DETAILS 17,18,19 & 20/A-750
2. FUTURE SOLAR POWER SYSTEM UNDER SEPARATE PERMIT
3. ALL ROOF RUN OFF TO BE DIRECTED TO BMP. SEE CIVIL & PLUMBING DRAWINGS

ROOF PLAN KEYNOTES

2020 LAFC 1204.3.1 PERIMETER PATHWAYS

THERE SHALL BE A MINIMUM 6-FOOT-WIDE (1829 MM) CLEAR PERIMETER AROUND THE EDGES OF THE ROOF.

EXCEPTION: WHERE EITHER AXIS OF THE BUILDING IS 250 FEET (76 200 MM) OR LESS, THE CLEAR PERIMETER AROUND THE EDGES OF THE ROOF SHALL BE PERMITTED TO BE REDUCED TO A MINIMUM WIDTH OF 4 FEET (1219 MM).

SOLAR ZONE CALCULATIONS

DENOTES SOLAR ZONE AREA

REQUIRED: 15% OF ROOF AREA

TOTAL ROOF AREAS (UPPER AND LOWER): 5,801 SF
REQ. SOLAR AREA: 871 SF
PROVIDED AREA: 875 SF

NOTE: SOLAR LOCATIONS TO BE APPROVED UNDER SEPARATE PERMIT

ROOF LEGEND

RD	ROOF DRAIN SEE DETAIL	8 / A-750
OD	OVERFLOW DRAIN SEE DETAIL	
RD/OD	COMBO ROOF AND OVERFLOW DRAIN. SEE DETAIL	12 / A-750
SC/DS	SCUPPER AND DOWNSPOUT. SEE DETAIL	13 / A-750
OS	OVERFLOW SCUPPER 2" ABOVE PRIMARY DRAIN. SEE DETAIL	14 / A-750
DS	DOWNSPOUT. SEE DETAIL	9&10 / A-751
SB	CONCRETE SPLASH BLOCK. SEE DETAIL	10 / A-751
DSD	DOWNSPOUT CONNECTED TO STORM DRAIN STORAGE TANK. SEE DETAIL	11 / A-751
	LADDER. SEE DETAIL	17 / A-751
	MECHANICAL PLATFORM AND EQUIPMENT	11 / A-750
	WALKING PADS	
	FIREWALL TERMINATION - NO PENETRATION WITHIN 4' OF EITHER SIDE OF FIREWALL	
	UNIT PARTY WALL OR CORRIDOR WALL. CONTINUE 1-HR SEPARATION TO TOP OF ROOF	

WALL TYPE LEGEND

2-HOUR FIRE BARRIER

1-HOUR FIRE PARTITION

CONCRETE WALL

CMU WALL

WOOD STUD PARTITION (1-HOUR OR NON-RATED AS INDICATED ON PLANS).

STEEL STUD PARTITION (1-HOUR OR NON-RATED AS INDICATED ON PLANS).

FIRE RATING
0 = NON RATED
1 = ONE HOUR RATED
2 = TWO HOUR RATED
3 = THREE HOUR RATED
4 = FOUR HOUR RATED

WALL MATERIAL
W = WOOD STUD
S = STEEL STUD
M = CMU
C = CONCRETE
SF = STOREFRONT

X # -

WALL TYPE VARIANT (SEE A-606)

STUD SIZE (WHERE APPLICABLE)
W4 = 2X4 WOOD STUD
W6 = 2X6 WOOD STUD
S4 = 362 METAL STUD
S6 = 550 METAL STUD
M8 = 8X8X16 BLOCK

SEE SHEET A-606 PARTITION LEGEND FOR FURTHER DETAILS

APPROVAL STAMP

BFK
ARCHITECTURE + PLANNING
1337 LIDA STREET
PASADENA, CA 91030
(626) 823-0150

IN ASSOCIATION WITH

LICENSED ARCHITECT
BRIAN FREDERICK KNIGHT
C-32995
02-28-2025
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT

OCEAN VIEW APARTMENTS

2415 W OCEAN VIEW AVENUE
LOS ANGELES, CA 90057

OWNER
2415 OCEAN VIEW PROPERTIES LLC
277 WEST GREEN STREET, #204
PASADENA, CA 91105
(626) 831-7881

MARK	DATE	DESCRIPTION
4	05.24.24	PZC CX 4
2	02.26.24	LID CX
1	12.05.23	PC SUBMITTAL

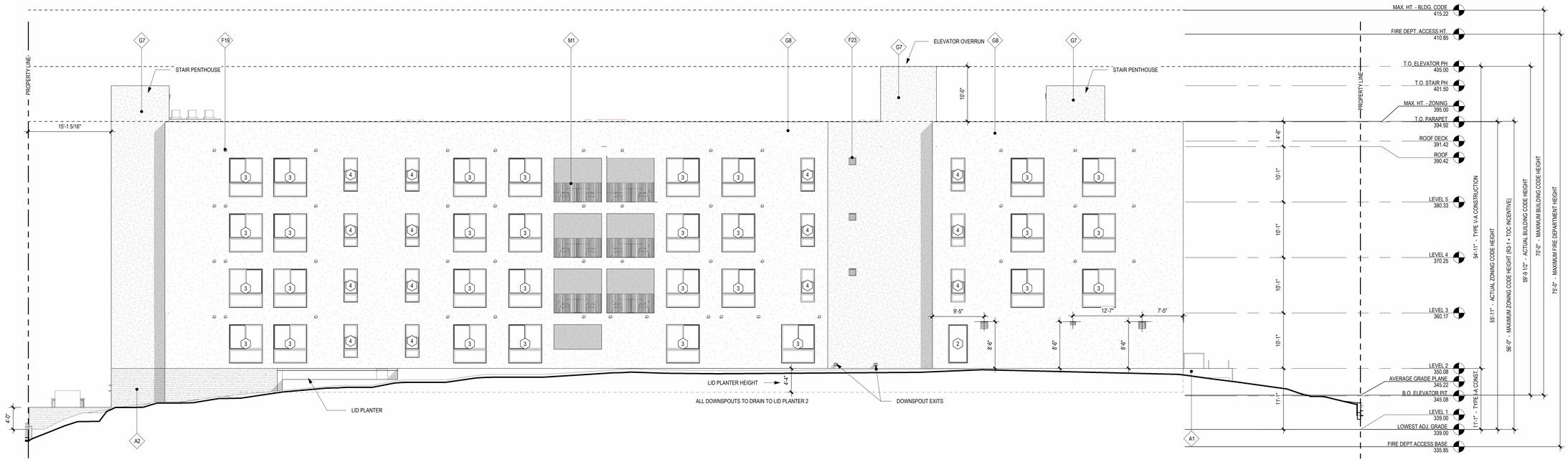
PROJECT NO	220608
SHEET ISSUE DATE	06/17/22
DRAWN BY	BK
CHECKED BY	AM
COPYRIGHT	© 2022 BFK

SHEET TITLE

ROOF PLAN

SHEET NUMBER

A-105



2 WEST ELEVATION

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

1 EAST ELEVATION

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

EXHIBIT "A"
Page No. 10 of 14
Case No. ~~DIR-2024-3056-TOC-HCA~~

MATERIAL SCHEDULE

MARK	BUILDING COMPONENT	COLOR
A1	CONCRETE	NATURAL GREY
A2	BOARD-FORMED CONCRETE	NATURAL GREY
B1	CONCRETE MASONRY UNITS	NATURAL GREY
B9	ALUMINUM 6061	
C9	SODA LIME GLASS	
F19	ARCHITECTURAL VENTS	TO MATCH PLASTER
F23	ARCHITECTURAL VENTS	TO MATCH PLASTER
G7	EXTERIOR CEMENT PLASTER	
G8	EXTERIOR CEMENT PLASTER	WHITE
G9	EXTERIOR CEMENT PLASTER	
M1	BOK MODERN METAL RAILING	TO MATCH PLASTER

ELEVATION KEYNOTES

7.1	THREE COAT EXTERIOR CEMENT PLASTER. SEE SHEET A-770
7.2	EXTERIOR CEMENT PLASTER HORIZONTAL AND VERTICAL CONTROL JOINT: SEE DETAIL 11/A-770
7.11	FLUSH VINYL WINDOW: SEE DETAIL 1/A-780

ELEVATION GENERAL NOTES

1. FOR ADDITIONAL FLASHING & PENETRATION DETAILS, SEE SHEETS A-773, A-774, A-890, A-891 & A-892.
2. HORIZONTAL DRIFT JOINTS (HDJ) OCCUR WHERE EXTERIOR NON-LOAD BEARING WALLS OR WINDOW HEADS ABUT THE UNDERSIDE OF CONCRETE SLABS/DROP PANELS.
3. VERTICAL DRIFT JOINTS (VDJ) OCCUR WHERE METAL STUDS OR WINDOW JAMBS ABUT CONCRETE WALLS OR COLUMNS.
4. PROVIDE 1/2" MIN. FOR VERTICAL DRIFT.
5. PROVIDE VDJ/SLIP TRACK WITH BOXED STUD JAMB WHERE VINYL OR NON-FULL HEIGHT STOREFRONT WINDOWS ABUT CONCRETE WALLS OR COLUMNS.
6. PROVIDE DRIFT JOINTS WHERE FULL-HEIGHT STOREFRONT WINDOWS ABUT CONCRETE WALLS OR COLUMNS. WINDOWS SHALL CONTAIN BUILT-IN/SUB-FRAME COMPENSATE CHANNELS AT HEAD AND JAMBS FOR HORIZONTAL AND VERTICAL DRIFTS.
7. SEE SHEET A-001 FOR AVERAGE GRADE PLANE CALCS.
8. OUTDOOR LIGHTING SYSTEMS SHALL BE DESIGNED AND COMPLY WITH REQUIREMENTS REFERENCED ON GRN FORM 15, SHEET G-006.
9. PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS.

APPROVAL STAMP

BFK
ARCHITECTURE + PLANNING
1337 LIDA STREET
PASADENA, CA 91030
(626) 823-0150

IN ASSOCIATION WITH

LICENSED ARCHITECT
BRIAN FREDERICK KNIGHT
C-32905
02-28-2025
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT

OCEAN VIEW APARTMENTS

2415 W OCEAN VIEW AVENUE
LOS ANGELES, CA 90057

OWNER
2415 OCEAN VIEW PROPERTIES LLC
277 WEST GREEN STREET, #204
PASADENA, CA 91105
(626) 831-7881

MARK	DATE	DESCRIPTION
4	05.24.24	PZC CX 4
2	02.26.24	LID CX
1	12.05.23	PC SUBMITTAL

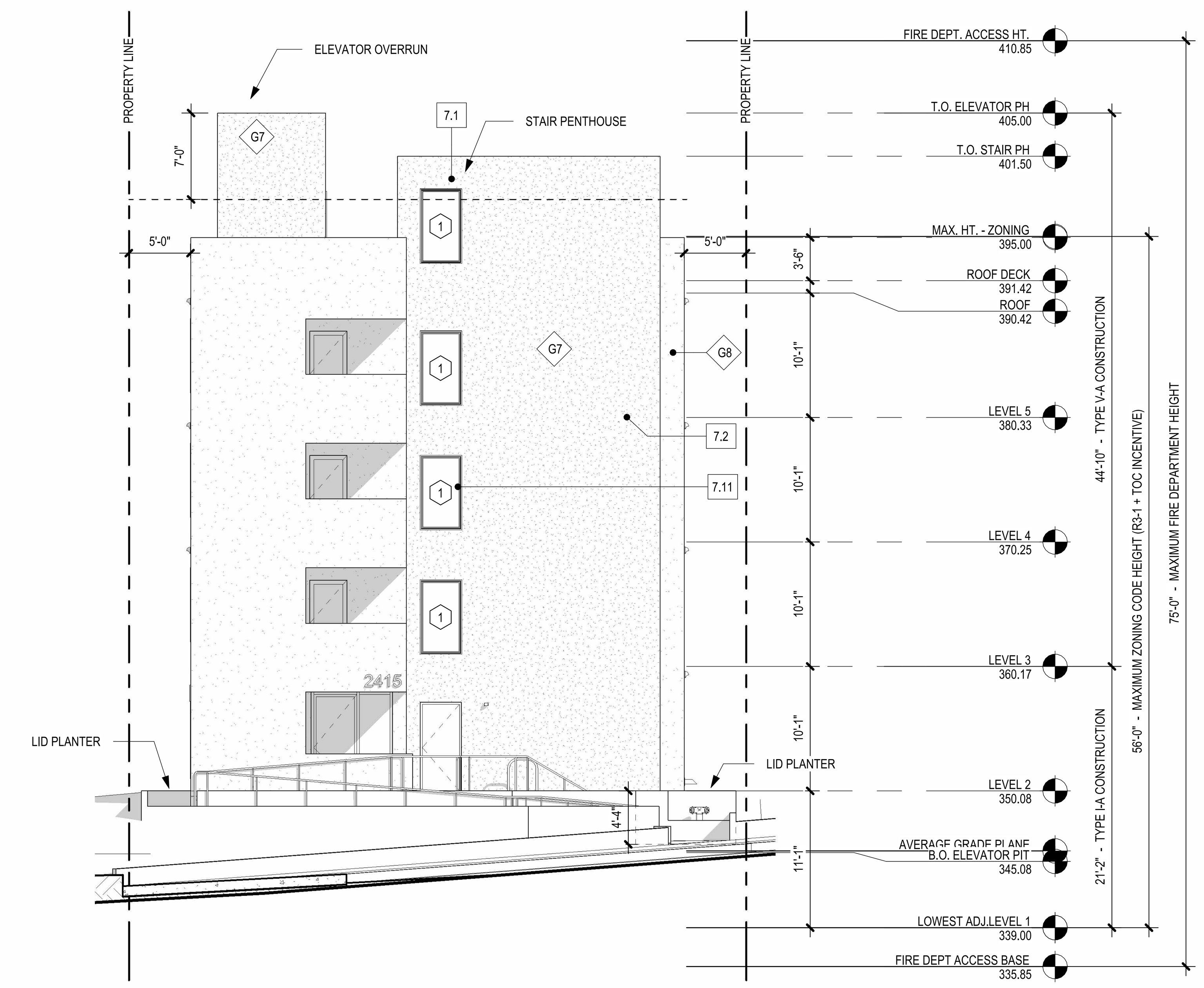
PROJECT NO	220608
SHEET ISSUE DATE	08/07/17
DRAWN BY	BK
CHECKED BY	AM
COPYRIGHT	© 2022 BFK

SHEET TITLE

EXTERIOR ELEVATIONS

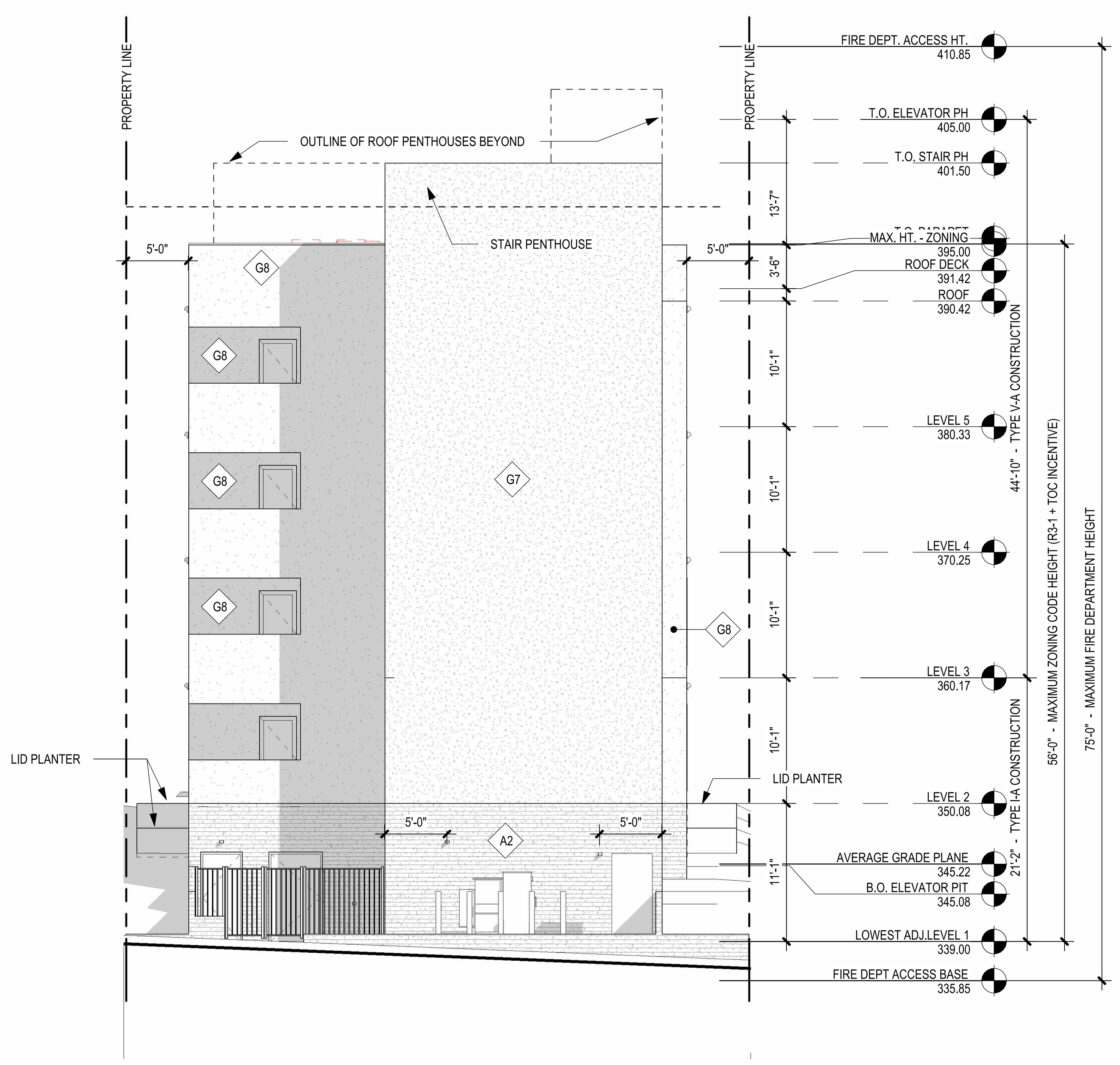
SHEET NUMBER

A-201



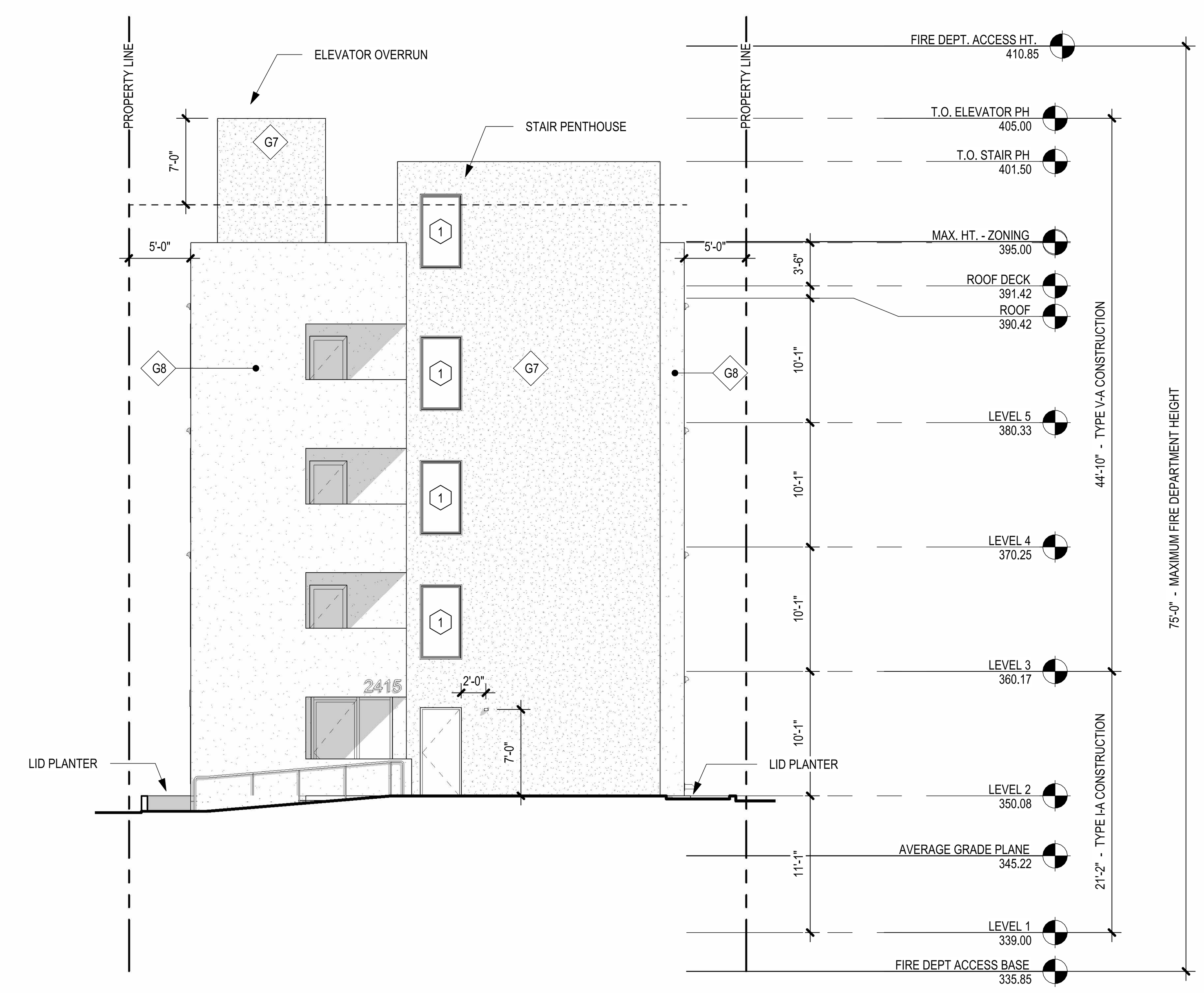
2 SOUTH ELEVATION - FROM STREET

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



1 NORTH ELEVATION

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



3 SOUTH ELEVATION

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

EXHIBIT "A"
Page No. 11 of 14
Case No. DIR-2024-3056-TOC-HCA

ELEVATION GENERAL NOTES

1. FOR ADDITIONAL FLASHING & PENETRATION DETAILS, SEE SHEETS A-773, A-774, A-890, A-891 & A-892
2. HORIZONTAL DRIFT JOINTS (HDJ) OCCUR WHERE EXTERIOR NON-LOAD BEARING WALLS OR WINDOW HEADS ABUT THE UNDERSIDE OF CONCRETE SLABS/DROP PANELS.
3. VERTICAL DRIFT JOINTS (VDJ) OCCUR WHERE METAL STUDS OR WINDOW JAMBS ABUT CONCRETE WALLS OR COLUMNS.
4. PROVIDE 1/2" MIN. FOR VERTICAL DRIFT.
5. PROVIDE VDJ/SLIP TRACK WITH BOXED STUD JAMB WHERE VINYL OR NON-FULL HEIGHT STOREFRONT WINDOWS ABUT CONCRETE WALLS OR COLUMNS.
6. PROVIDE DRIFT JOINTS WHERE FULL-HEIGHT STOREFRONT WINDOWS ABUT CONCRETE WALLS OR COLUMNS. WINDOWS SHALL CONTAIN BUILT-IN/SUB-FRAME COMPENSATE CHANNELS AT HEAD AND JAMBS FOR HORIZONTAL AND VERTICAL DRIFTS.
7. SEE SHEET A-001 FOR AVERAGE GRADE PLANE CALCS.
8. OUTDOOR LIGHTING SYSTEMS SHALL BE DESIGNED AND COMPLY WITH REQUIREMENTS REFERENCED ON GRN FORM 15, SHEET G-006.
9. PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS.

ELEVATION KEYNOTES

7.1	THREE COAT EXTERIOR CEMENT PLASTER. SEE SHEET A-770
7.2	EXTERIOR CEMENT PLASTER HORIZONTAL AND VERTICAL CONTROL JOINT: SEE DETAIL 11/A-770
7.11	FLUSH VINYL WINDOW: SEE DETAIL 1/A-780

MATERIAL SCHEDULE

MARK	BUILDING COMPONENT	COLOR
A1	CONCRETE	NATURAL GREY
A2	BOARD-FORMED CONCRETE	NATURAL GREY
B1	CONCRETE MASONRY UNITS	NATURAL GREY
B9	ALUMINUM 6061	
C9	SODA LIME GLASS	
F19	ARCHITECTURAL VENTS	TO MATCH PLASTER
F23	ARCHITECTURAL VENTS	TO MATCH PLASTER
G7	EXTERIOR CEMENT PLASTER	
G8	EXTERIOR CEMENT PLASTER	WHITE
G9	EXTERIOR CEMENT PLASTER	
M1	BOK MODERN METAL RAILING	TO MATCH PLASTER

APPROVAL STAMP

BFK
ARCHITECTURE + PLANNING
1337 LIDA STREET
PASADENA, CA 91030
(626) 823-0150

IN ASSOCIATION WITH

LICENSED ARCHITECT
BRIAN FREDERICK KNIGHT
C-32965
02-28-2025
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT

OCEAN VIEW APARTMENTS

2415 W OCEAN VIEW AVENUE
LOS ANGELES, CA 90057

OWNER
2415 OCEAN VIEW PROPERTIES LLC
277 WEST GREEN STREET, #204
PASADENA, CA 91105
(626) 831-7881

MARK	DATE	DESCRIPTION
2	02.26.24	LID CX
1	12.05.23	PC SUBMITTAL

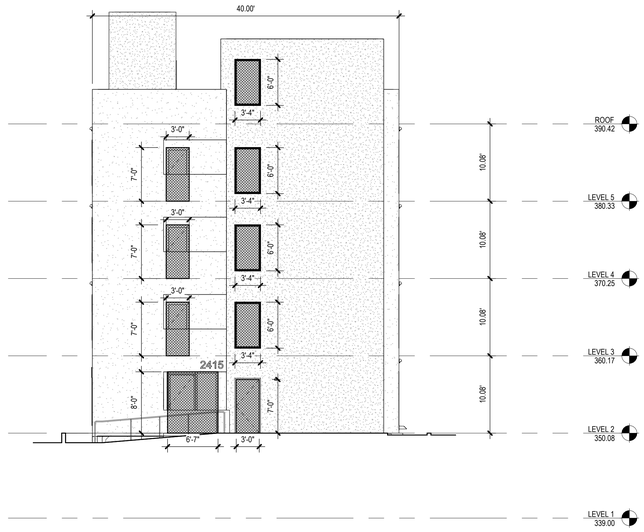
PROJECT NO	220608
SHEET ISSUE DATE	06/13/22
DRAWN BY	BK
CHECKED BY	AM
COPYRIGHT	© 2022 BFK

SHEET TITLE

EXTERIOR ELEVATIONS

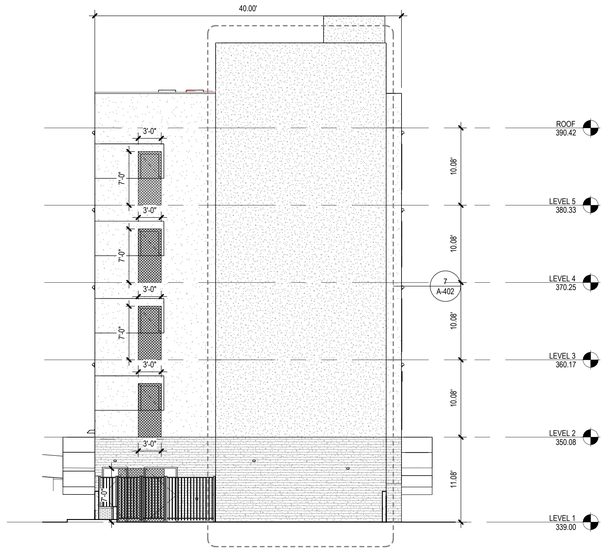
SHEET NUMBER

A-202



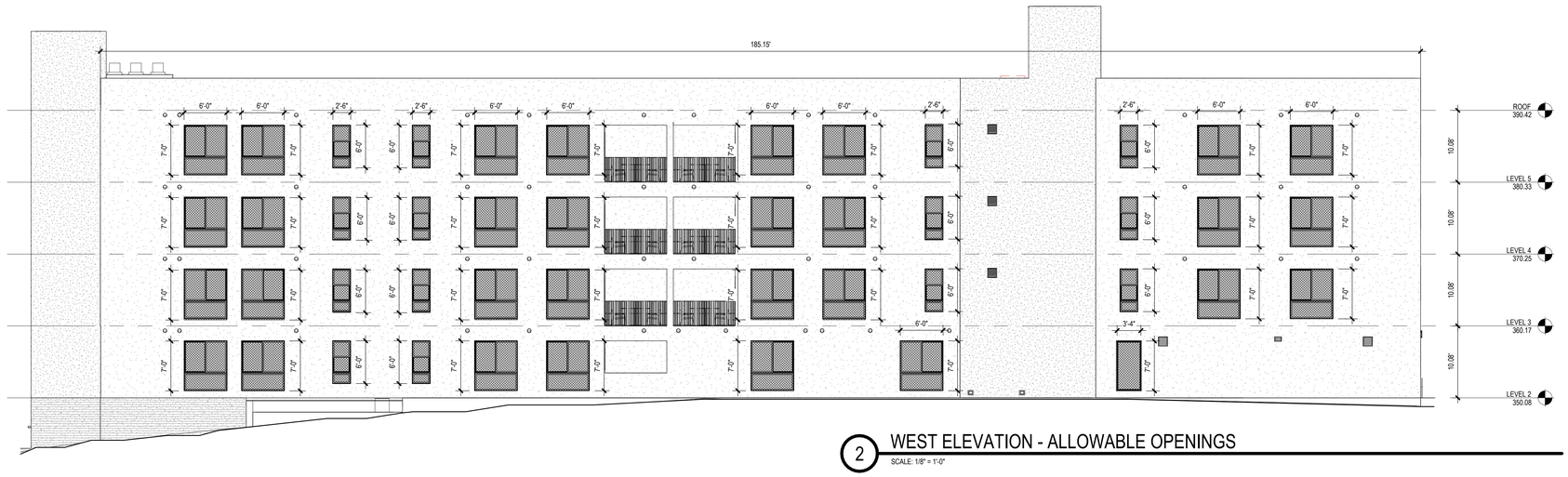
4 SOUTH ELEVATION - ALLOWABLE OPENINGS

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



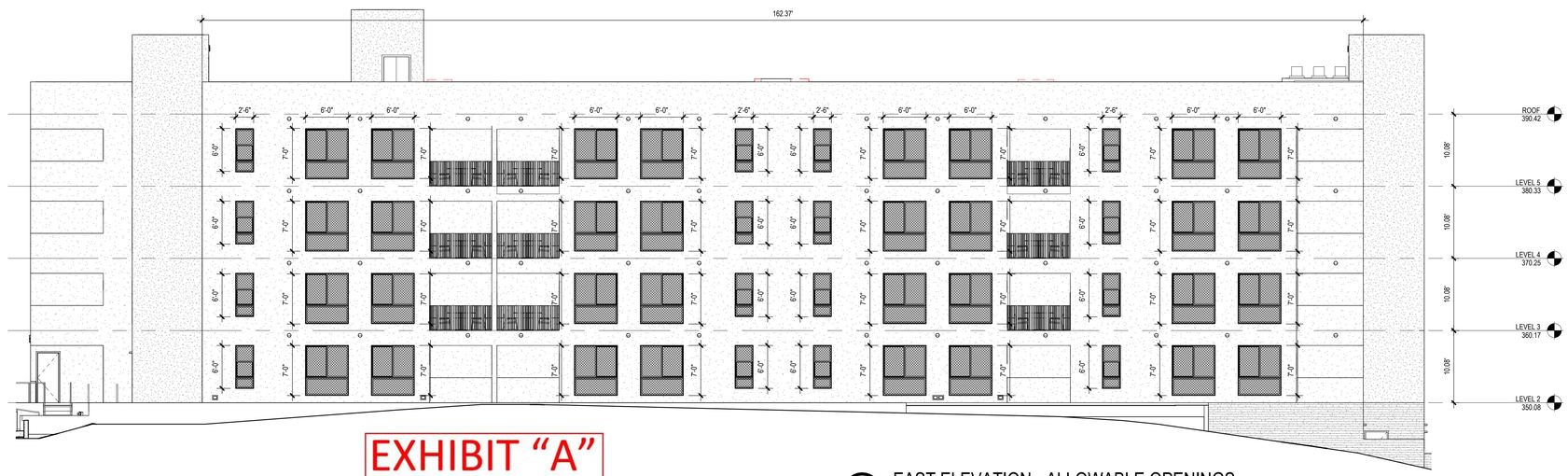
3 NORTH ELEVATION - ALLOWABLE OPENINGS

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



2 WEST ELEVATION - ALLOWABLE OPENINGS

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



1 EAST ELEVATION - ALLOWABLE OPENINGS

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

EXHIBIT "A"
Page No. 12 of 14
Case No. DIR-2024-3056-TOC-HCA

OPENINGS GENERAL NOTES

EXTERIOR WALL % UNPROTECTED OPENINGS

ELEVATION	FIRE SEPARATION DISTANCE	DEGREE OF PROTECTION	OPENING % ALLOWED (TABLE 705.8)
EAST	5' - 0"	UNPROTECTED, SPRINKLERED	25%
WEST	5' - 0"	UNPROTECTED, SPRINKLERED	25%
NORTH	15' - 0"	UNPROTECTED, SPRINKLERED	75%
SOUTH	15' - 0"	UNPROTECTED, SPRINKLERED	75%

EAST ELEVATION

LEVEL 1 OPENING CALCULATION (EAST ELEVATION)
TOTAL ELEVATION AREA LEVEL 1: 1,636.70 S.F.
TOTAL CLOSED AREA: 1,240.70 S.F.
EXTERIOR OPENING ALLOWED BY CODE: 409.18 S.F. = 25%
1,636.70 S.F. - 1,240.70 S.F. = 396.00 S.F EXTERIOR OPENING
OPENING % PROVIDED = 24.2%

LEVEL 2 OPENING CALCULATION (EAST ELEVATION)
TOTAL ELEVATION AREA LEVEL 2: 1,636.70 S.F.
TOTAL CLOSED AREA: 1,240.70 S.F.
EXTERIOR OPENING ALLOWED BY CODE: 409.18 S.F. = 25%
1,636.70 S.F. - 1,240.70 S.F. = 396.00 S.F EXTERIOR OPENING
OPENING % PROVIDED = 24.2%

LEVEL 3 OPENING CALCULATION (EAST ELEVATION)
TOTAL ELEVATION AREA LEVEL 3: 1,636.70 S.F.
TOTAL CLOSED AREA: 1,240.70 S.F.
EXTERIOR OPENING ALLOWED BY CODE: 409.18 S.F. = 25%
1,636.70 S.F. - 1,240.70 S.F. = 396.00 S.F EXTERIOR OPENING
OPENING % PROVIDED = 24.2%

LEVEL 4 OPENING CALCULATION (EAST ELEVATION)
TOTAL ELEVATION AREA LEVEL 4: 1,636.70 S.F.
TOTAL CLOSED AREA: 1,240.70 S.F.
EXTERIOR OPENING ALLOWED BY CODE: 409.18 S.F. = 25%
1,636.70 S.F. - 1,240.70 S.F. = 396.00 S.F EXTERIOR OPENING
OPENING % PROVIDED = 24.2%

WEST ELEVATION

LEVEL 1 OPENING CALCULATION (WEST ELEVATION)
TOTAL ELEVATION AREA LEVEL 1: 1,866.31 S.F.
TOTAL CLOSED AREA: 1,560.93 S.F.
EXTERIOR OPENING ALLOWED BY CODE: 466.58 S.F. = 25%
1,866.31 S.F. - 1,560.93.37 S.F. = 305.38 S.F EXTERIOR OPENING
OPENING % PROVIDED = 16.37%

LEVEL 2 OPENING CALCULATION (WEST ELEVATION)
TOTAL ELEVATION AREA LEVEL 2: 1,866.31 S.F.
TOTAL CLOSED AREA: 1,470.31 S.F.
EXTERIOR OPENING ALLOWED BY CODE: 466.58 S.F. = 25%
1,866.31 S.F. - 1,470.31 S.F. = 396.00 S.F EXTERIOR OPENING
OPENING % PROVIDED = 21.21%

LEVEL 3 OPENING CALCULATION (WEST ELEVATION)
TOTAL ELEVATION AREA LEVEL 3: 1,866.31 S.F.
TOTAL CLOSED AREA: 1,470.31 S.F.
EXTERIOR OPENING ALLOWED BY CODE: 466.58 S.F. = 25%
1,866.31 S.F. - 1,470.31 S.F. = 396.00 S.F EXTERIOR OPENING
OPENING % PROVIDED = 21.21%

LEVEL 4 OPENING CALCULATION (WEST ELEVATION)
TOTAL ELEVATION AREA LEVEL 4: 1,866.31 S.F.
TOTAL CLOSED AREA: 1,470.31 S.F.
EXTERIOR OPENING ALLOWED BY CODE: 466.58 S.F. = 25%
1,866.31 S.F. - 1,470.31 S.F. = 396.00 S.F EXTERIOR OPENING
OPENING % PROVIDED = 21.21%

NORTH ELEVATION

LEVEL B1 OPENING CALCULATION (NORTH ELEVATION)
TOTAL ELEVATION AREA LEVEL B1: 443.20 S.F.
TOTAL CLOSED AREA: 401.20 S.F.
EXTERIOR OPENING ALLOWED BY CODE: 332.40 S.F. = 75%
443.20 S.F. - 401.20 S.F. = 42.00 S.F EXTERIOR OPENING
OPENING % PROVIDED = 09.48%

LEVEL 1 OPENING CALCULATION (NORTH ELEVATION)
TOTAL ELEVATION AREA LEVEL 1: 403.20 S.F.
TOTAL CLOSED AREA: 382.20 S.F.
EXTERIOR OPENING ALLOWED BY CODE: 302.40 S.F. = 75%
403.20 S.F. - 382.20 S.F. = 21.00 S.F EXTERIOR OPENING
OPENING % PROVIDED = 05.21%

LEVEL 2 OPENING CALCULATION (NORTH ELEVATION)
TOTAL ELEVATION AREA LEVEL 2: 403.20 S.F.
TOTAL CLOSED AREA: 382.20 S.F.
EXTERIOR OPENING ALLOWED BY CODE: 302.40 S.F. = 75%
403.20 S.F. - 382.20 S.F. = 21.00 S.F EXTERIOR OPENING
OPENING % PROVIDED = 05.21%

LEVEL 3 OPENING CALCULATION (NORTH ELEVATION)
TOTAL ELEVATION AREA LEVEL 3: 403.20 S.F.
TOTAL CLOSED AREA: 382.20 S.F.
EXTERIOR OPENING ALLOWED BY CODE: 302.40 S.F. = 75%
403.20 S.F. - 382.20 S.F. = 21.00 S.F EXTERIOR OPENING
OPENING % PROVIDED = 05.21%

LEVEL 4 OPENING CALCULATION (NORTH ELEVATION)
TOTAL ELEVATION AREA LEVEL 4: 403.20 S.F.
TOTAL CLOSED AREA: 382.20 S.F.
EXTERIOR OPENING ALLOWED BY CODE: 302.40 S.F. = 75%
403.20 S.F. - 382.20 S.F. = 21.00 S.F EXTERIOR OPENING
OPENING % PROVIDED = 05.21%

SOUTH ELEVATION

LEVEL 1 OPENING CALCULATION (SOUTH ELEVATION)
TOTAL ELEVATION AREA LEVEL 1: 403.20 S.F.
TOTAL CLOSED AREA: 333.45 S.F.
EXTERIOR OPENING ALLOWED BY CODE: 302.40 S.F. = 75%
403.20 S.F. - 333.45 S.F. = 69.75 S.F EXTERIOR OPENING
OPENING % PROVIDED = 17.30%

LEVEL 2 OPENING CALCULATION (SOUTH ELEVATION)
TOTAL ELEVATION AREA LEVEL 2: 403.20 S.F.
TOTAL CLOSED AREA: 363.86 S.F.
EXTERIOR OPENING ALLOWED BY CODE: 302.40 S.F. = 75%
403.20 S.F. - 363.86 S.F. = 39.34 S.F EXTERIOR OPENING
OPENING % PROVIDED = 29.22%

LEVEL 3 OPENING CALCULATION (SOUTH ELEVATION)
TOTAL ELEVATION AREA LEVEL 3: 403.20 S.F.
TOTAL CLOSED AREA: 363.86 S.F.
EXTERIOR OPENING ALLOWED BY CODE: 302.40 S.F. = 75%
403.20 S.F. - 363.86 S.F. = 39.34 S.F EXTERIOR OPENING
OPENING % PROVIDED = 29.22%

LEVEL 4 OPENING CALCULATION (SOUTH ELEVATION)
TOTAL ELEVATION AREA LEVEL 4: 403.20 S.F.
TOTAL CLOSED AREA: 363.86 S.F.
EXTERIOR OPENING ALLOWED BY CODE: 302.40 S.F. = 75%
403.20 S.F. - 363.86 S.F. = 39.34 S.F EXTERIOR OPENING
OPENING % PROVIDED = 29.22%

ROOF OPENING CALCULATION (SOUTH ELEVATION)
TOTAL ELEVATION AREA ROOF: 403.20 S.F.
TOTAL CLOSED AREA: 384.86 S.F.
EXTERIOR OPENING ALLOWED BY CODE: 302.40 S.F. = 75%
403.20 S.F. - 384.86 S.F. = 18.34 S.F EXTERIOR OPENING
OPENING % PROVIDED = 04.55%

APPROVAL STAMP

MARK	DATE	DESCRIPTION
1	12.05.23	PC SUBMITTAL

BFK
ARCHITECTURE + PLANNING
1337 LIDA STREET
PASADENA, CA 91030
(626) 823-0150

IN ASSOCIATION WITH

LICENSED ARCHITECT
BRIAN FREDERICK KNIGHT
C-32995
02-28-2025
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT

OCEAN VIEW APARTMENTS

2415 W OCEAN VIEW AVENUE
LOS ANGELES, CA 90057

OWNER
2415 OCEAN VIEW PROPERTIES LLC
277 WEST GREEN STREET, #204
PASADENA, CA 91105
(626) 831-7881

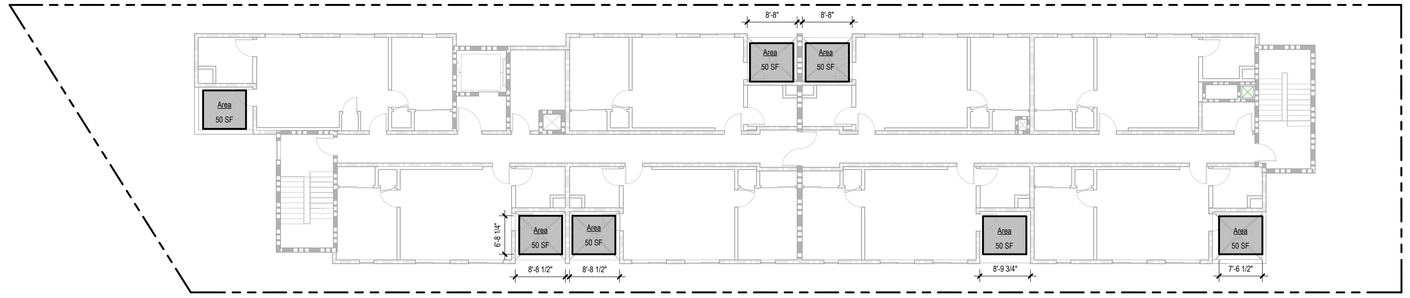
PROJECT NO	220608
SHEET ISSUE DATE	05/25/19
DRAWN BY	BK
CHECKED BY	AM
COPYRIGHT	

SHEET TITLE

CODE ANALYSIS - ALLOWABLE EXTERIOR WALL OPENINGS

SHEET NUMBER

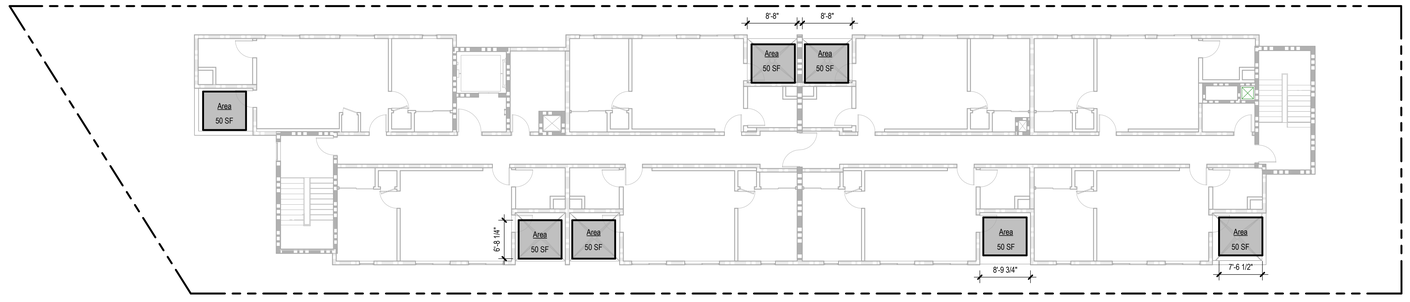
A-021



PLAN NORTH

3 LEVEL 4

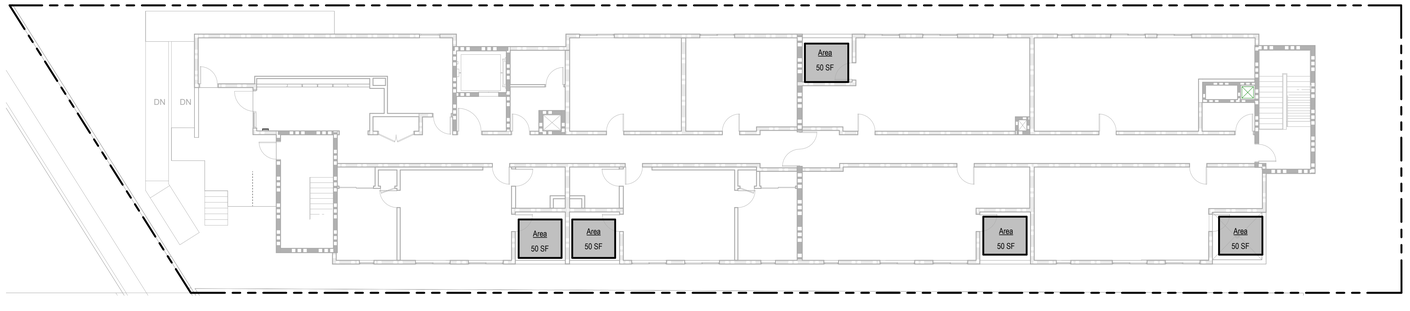
SCALE: 3/32" = 1'-0"



PLAN NORTH

2 LEVEL 3

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



PLAN NORTH

1 LEVEL 2

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

EXHIBIT "A"
Page No. 13 of 14
Case No. DIR-2024-3056-TOC-HCA

OPEN SPACE GENERAL NOTES

OPEN SPACE REQUIREMENT					
	UNITS	AREA / UNIT	REQ'D	WITH REDUCTION	NOTES
< 3 HABITABLE ROOMS	26	100 SF	2,600 SF	N/A	SEE BELOW*
TOTAL			2,600 SF	N/A	

OPEN SPACE PROVIDED					
	PRIVATE	COMMON	AMENITY	TOTAL	NOTES
LEVEL 02	250 SF	0 SF	0 SF	250 SF	
LEVEL 03	350 SF	0 SF	0 SF	350 SF	
LEVEL 04	350 SF	0 SF	0 SF	350 SF	
LEVEL 05	350 SF	0 SF	0 SF	350 SF	
ROOF DECK	0 SF	1,412 SF	0 SF	1,412 SF	
TOTAL	1,300 SF	1,412 SF	0 SF	2,712 SF	

TREE REQUIREMENTS			
	UNITS	REQUIRED TREES	NOTES
TOTAL TREES	26	7	1 TREE / 4 UNITS (LAMC 21.21.G.2(a)(3)

APPROVAL STAMP

BFK
ARCHITECTURE + PLANNING
1337 LIDA STREET
PASADENA, CA 91030
(626) 823-0150

IN ASSOCIATION WITH

LICENSED ARCHITECT
BRIAN FREDERICK KNIGHT
C-32995
02-28-2025
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT

OCEAN VIEW APARTMENTS

2415 W OCEAN VIEW AVENUE
LOS ANGELES, CA 90057

OWNER
2415 OCEAN VIEW PROPERTIES LLC
277 WEST GREEN STREET, #204
PASADENA, CA 91105
(626) 831-7881

MARK	DATE	DESCRIPTION
4	05.24.24	PZC CX 4
1	12.05.23	PC SUBMITTAL

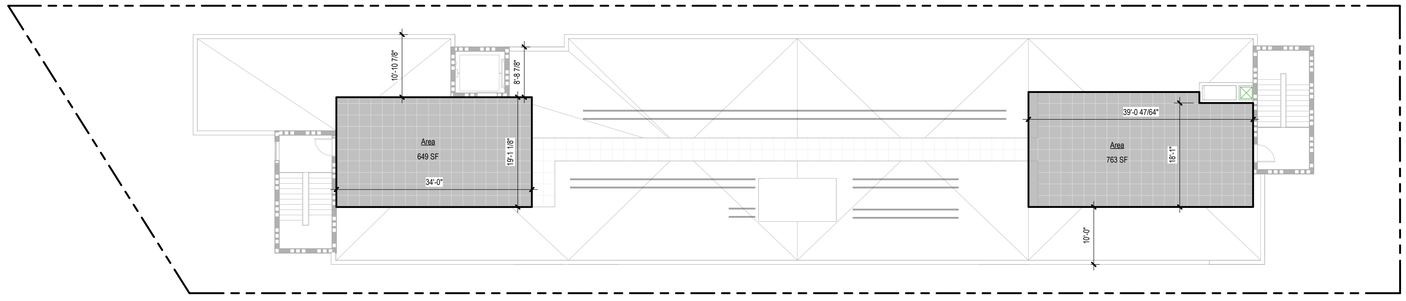
PROJECT NO	220608
SHEET ISSUE DATE	05/25/19
DRAWN BY	BK
CHECKED BY	AM
COPYRIGHT	© 2022 BFK

SHEET TITLE

OPEN SPACE DIAGRAMS

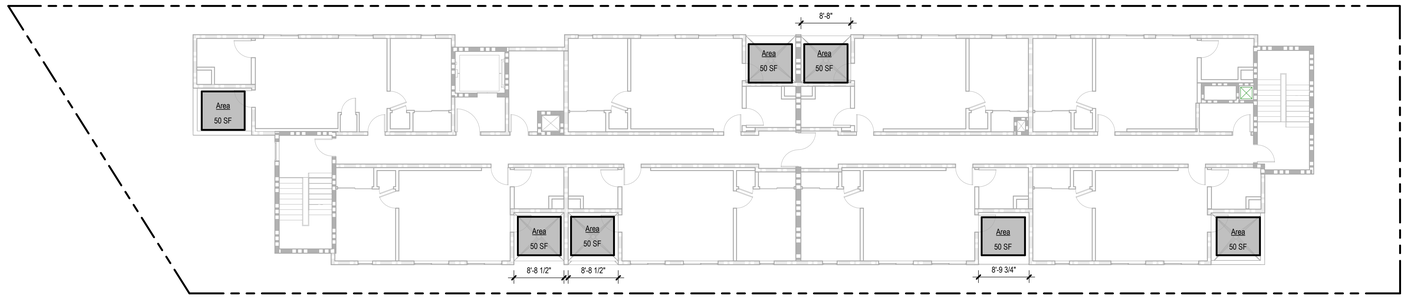
SHEET NUMBER

A-061



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

PLAN NORTH



2 LEVEL 5
SCALE: 3/32" = 1'-0"

PLAN NORTH

EXHIBIT "A"
Page No. 14 of 14
Case No. DIR-2024-3056-TOC-HCA

OPEN SPACE GENERAL NOTES

OPEN SPACE REQUIREMENT					
	UNITS	AREA / UNIT	REQ'D	WITH REDUCTION	NOTES
< 3 HABITABLE ROOMS	26	100 SF	2,600 SF	N/A	SEE BELOW*
TOTAL			2,600 SF	N/A	

OPEN SPACE PROVIDED					
	PRIVATE	COMMON	AMENITY	TOTAL	NOTES
LEVEL 02	250 SF	0 SF	0 SF	250 SF	
LEVEL 03	350 SF	0 SF	0 SF	350 SF	
LEVEL 04	350 SF	0 SF	0 SF	350 SF	
LEVEL 05	350 SF	0 SF	0 SF	350 SF	
ROOF DECK	0 SF	1,412 SF	0 SF	1,412 SF	
TOTAL	1,300 SF	1,412 SF	0 SF	2,712 SF	

TREE REQUIREMENTS			
	UNITS	REQUIRED TREES	NOTES
TOTAL TREES	26	7	1 TREE / 4 UNITS (LAMC 21.21.G.2(a)(3)

APPROVAL STAMP

BFK
ARCHITECTURE + PLANNING
1337 LIDA STREET
PASADENA, CA 91030
(626) 823-0150

IN ASSOCIATION WITH

LICENSED ARCHITECT
BRIAN FREDERICK KNIGHT
C-32905
02-28-2025
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT

OCEAN VIEW APARTMENTS

2415 W OCEAN VIEW AVENUE
LOS ANGELES, CA 90057

OWNER
2415 OCEAN VIEW PROPERTIES LLC
277 WEST GREEN STREET, #204
PASADENA, CA 91105
(626) 831-7881

MARK	DATE	DESCRIPTION
1	12.05.23	PC SUBMITTAL

PROJECT NO	220608
SHEET ISSUE DATE	04/20/23
DRAWN BY	BK
CHECKED BY	AM
COPYRIGHT	© 2022 BFK

SHEET TITLE

OPEN SPACE DIAGRAMS

SHEET NUMBER

A-062

Exhibit D
Environmental Documents

Class 32 Categorical Exemption

COUNTY CLERK'S USE

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

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

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS
DIR-2024-3056-TOC-HCA / TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM

LEAD CITY AGENCY	CASE NUMBER
City of Los Angeles (Department of City Planning)	ENV-2024-3057-CE
PROJECT TITLE	COUNCIL DISTRICT
Ocean View Apartments	1

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) ☐ Map attached.
2415 West Ocean View Avenue (2512 West 5th Street)

PROJECT DESCRIPTION: ☐ Additional page(s) attached.
Transit Oriented Communities Affordable Housing Incentive Program along with two (2) Additional Incentives for a Tier 3 project with a total of 26 dwelling units, including three (3) units reserved for Extremely Low Income.

NAME OF APPLICANT / OWNER:
Min Hong

CONTACT PERSON (If different from Applicant/Owner above)	(AREA CODE) TELEPHONE NUMBER | EXT.
James Woodson, JRW Consulting	(310) 922-2190 James.Woodson@JRWConsultingServices.com

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

STATE CEQA STATUTE & GUIDELINES

☐ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

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

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

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

_____

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

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

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

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE	STAFF TITLE
Michelle Carter	City Planner

ENTITLEMENTS APPROVED
Transit Oriented Communities Project

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

CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

Class 32
CEQA Exemption

2415 West Ocean View Avenue

Case Number: ENV-2024-3057-CE

Project Addresses: 2415 West Ocean View Avenue (2512 West 5th Street)

Community Plan Area: Westlake

Council District: 1

Project Description: The subject property is comprised of two (2) lots measuring approximately 11,309 square feet with a frontage of 60 feet along Ocean View Avenue and a frontage of 50 feet along 5th Street. The subject property is currently developed with a single-family dwelling and associated surface parking that was previously used as an office building. The proposed project is the construction, use, and maintenance of a new, five-story, 28,364 square-foot residential building with 26 dwelling units, including three (3) dwelling units set aside for affordable housing (or 10% of the proposed density) the three (3) units will be reserved is for Extremely Low Income (ELI) Households. The building will be constructed with five (5) residential levels above one (1) ground floor level of utilities including the electrical room, and trash and recycling areas. The second level will be the main level of the building which includes the residential lobby, bicycle storage room and residential units. The project includes 26 one-bedroom units and a total of 2,600 square feet of open space for residents.

PREPARED FOR:
The City of Los Angeles
Department of City Planning

PREPARED BY:
The City of Los Angeles
Department of City Planning

APPLICANT:
Min Hong

JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2024-3057-CE

The City of Los Angeles determined based on the whole of the administrative record that the project is exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

The project is for the demolition of the existing structures and the construction, use, and maintenance of a new, five-story, 28,364 square-foot residential building with 26 dwelling units, including three (3) dwelling units set aside for affordable housing (or 10% of the proposed density) the three (3) units will be reserved is for Extremely Low Income (ELI) Households. The building will be constructed with five (5) residential levels above one (1) ground floor level of utilities including the electrical room, and trash and recycling areas. The second level will be the main level of the building which includes the residential lobby, bicycle storage room and residential units. The project includes 26 one-bedroom units and a total of 2,600 square feet of open space for residents. As a housing development project and a project which is characterized as in-fill development, the project qualifies for the Class 32 Categorical Exemption.

The project requires the following:

1. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22-A,31, a Director's Determination for the construction, use and maintenance of a 28,364 square foot, residential building with 26 dwelling units, including three (3) dwelling units set aside for affordable housing (or 10% of the proposed density) the three (3) units will be reserved is for Extremely Low Income (ELI) Households, Transit-Oriented Communities project.

Implementation of the California Environmental Quality Act

Pursuant to Section 21084 of the Public Resources Code, the Secretary for the Natural Resources Agency found certain classes of projects not to have a significant effect on the environment and declared them to be categorically exempt from the requirement for the preparation of environmental documents.

The project meets the conditions for a Class 32 Exemption found in CEQA Guidelines, Section 15332 (In-Fill Development Projects), and none of the exceptions to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 apply.

Conditions for a Class 32 Exemption

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

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

The project is located within the Westlake Community Plan which designates the subject property for Medium Residential land uses with a corresponding zone of R3. The subject property is zone R3-1. The project is consistent with the applicable general plan land use designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.

The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.259 acres in size. Lots adjacent to the subject properties are developed with the following urban uses: residential single-family and multi-family structures. The subject property is currently developed with a single-family dwelling and associated surface parking that was previously used as an office building and is surrounded by development and therefore is not, and has no value as a habitat for endangered, rare or threatened species. No street tree or protected tree may be removed without prior approval of the Board of Public Works/Urban Forestry (BPW) under LAMC Sections 62.161 - 62.171.

The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations, and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water. The project would not result in any significant effects related to traffic, noise, air quality, or water quality.

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

- Construction and operational noise levels would not have a significant impact. Based on a review of similar projects, the project would not create significant levels of construction or operational emissions, nor toxic air contaminants. In addition, the project would not result in significant impacts to water quality.

- A Noise Impact Analysis dated November 2022 was prepared by Envicom Corporation for the proposed project which determined that the project would not result in significant noise effects.

- An Air Quality Impact Analysis dated November 2022, was prepared by Envicom Corporation for the proposed project which determined that the project would result in less than significant air quality impacts.

- A Historic Recourses Assessment dated October 2023, was prepared by SWCA Environmental Consultants which determined that based on the findings, the subject property is not considered an historical resource pursuant to CEQA; and the proposed project would not result in impacts to historical resources, and no further study is required.

- A Tree Report dated March 4, 2024, was provided by The Tree Resource, stating that there was one (1) non-protected tree on the project site. No protected trees were observed on the project site. The proposed project includes the removal of the existing trees on site and will be replaced as required by the LAMC.

The project site will be adequately served by all public utilities and services given that the construction of a five-story, 28,364 square feet, residential building with 26 dwelling units will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all the Criteria for the Class 32.

Exceptions to Categorical Exemptions

There are six (6) exceptions to categorical exemptions must be considered in order to find a project exempt from CEQA: (a) Location; (b) Cumulative Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources.

The project is not located on or near any environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. There is not a succession of known projects of the same type and in same place as the subject project. The project would not reasonably result in a significant effect on the environment due to unusual circumstances. The project is not located near a State Scenic Highway. The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27. Furthermore, according to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity is identified as an active hazardous waste site. The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register or Historic Places, California Register of Historical Resources, the Los Angles Historic-Cultural Monuments Register. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

AIR QUALITY IMPACT ANALYSIS

2415 Ocean View Multi-Family Residential Project
City of Los Angeles

Prepared for:

MIN HONG & CHRIS TAUS
2320 Central Avenue, No. 17
Duarte, CA 91010

Prepared by:

ENVICOM CORPORATION
4165 E. Thousand Oaks Boulevard, Suite 290
Westlake Village, CA 91362

November 2022

SECTION

TABLES

FIGURE

APPENDIX

1.0 INTRODUCTION

The purpose of this Air Quality Impact Analysis is to identify, describe, and evaluate the significance of potential air quality impacts resulting from the construction and operation of the proposed 2415 Ocean View Avenue 22-Unit Multi-Family Residential Project ("project") located within the Westlake Community Plan Area of the City of Los Angeles.

2.0 EXISTING CONDITIONS

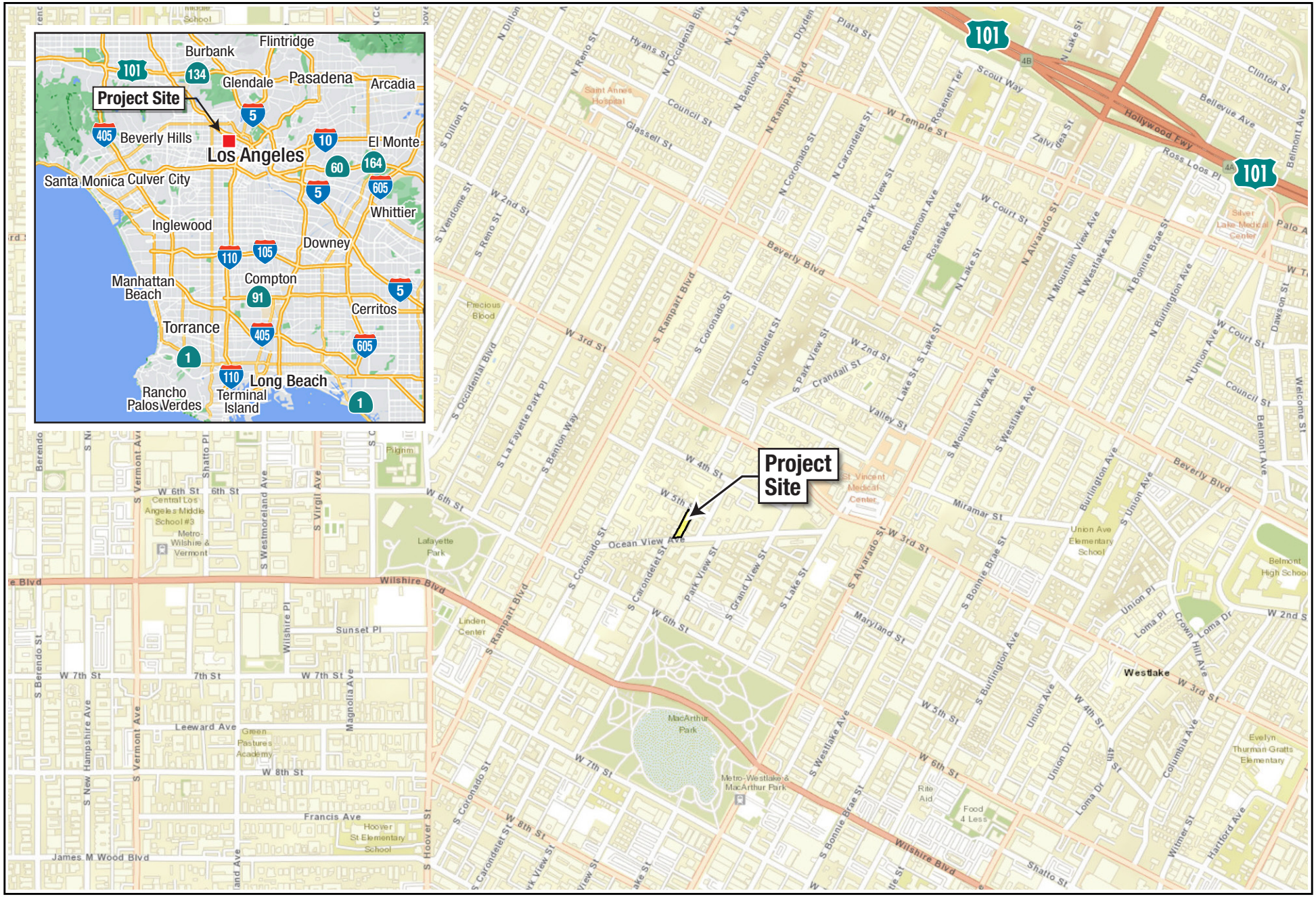
The proposed project would be located at 2415 Ocean View Avenue (project site), in the Westlake Community Plan Area of the City of Los Angeles, and within the South Coast Air Basin (Air Basin), as shown in **Figure 1, Regional Location Map**. The Air Basin is bounded by the Pacific Ocean to the west, the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and San Diego County to the south.

In addition to being a metropolitan area with a high level of human activity, the topography and climate of Southern California combine to produce unhealthful air quality in the Air Basin. Low temperature inversions, light winds, shallow vertical mixing, and extensive sunlight, in combination with topographical features such as adjacent mountain ranges that hinder dispersion of air pollutants, can result in degraded air quality within the Air Basin.

The project site is approximately 0.21 acres and is currently developed with a single-family residence that has been divided into individual units on the south half of the parcel, and a large paved parking lot which covers the north half of the parcel. The residence is approximately 2,900 square-feet in size, and the parking lot plus other hardscape on the parcel covers approximately 6,300 square-feet. Surrounding adjacent development consists primarily of multi-story, multifamily residential buildings, including the seven-story Nob Hill Towers directly across the street from the site to the south, plus the occasional single-story residential building. There are commercial business located on 3rd Street to the north, 6th Street to the south, and Alvarado Street to the east. Approximately 1,000 feet to the south is the Charles White Elementary School, 1,000 feet to the northeast is the Saint Vincent Medical Center, and Saint Nicholas Antiochian Orthodox Church is approximately 650 feet to the northeast. The project site is bordered by Ocean View Avenue to the south, and 5th Street to the north. The nearest arterial is 6th Street, which is approximately 550 feet to the south, and U.S Highway 101 is approximately 0.80 miles to the north.

Public transit service in the project vicinity is provided by Metro. Access to the Red and Purple subway lines is available at the Westlake/MacArthur Park Station near Alvarado and 7th Streets, approximately 0.40 miles south/southeast. The 603 bus route is available on Rampart and 6th Street, the 18 is available on 6th Street, the 2 is available on Alvarado Street, and the 16 is available on 3rd Street. The site is within a Transit Oriented Community Tier 3 and Transit Priority Area.[1] The Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy also indicates that the project site is within a High Quality Transit Area (HQTA).[2]

[1] City of Los Angeles, Department of City Planning, Zone Information and Map Access System (ZIMAS) http://zimas.lacity.org
[2] SCAG, High Quality Transit Areas (HQTA) 2045 – SCAG Region dataset, February 18, 2021 update.



Source: ESRI, World Street Map, 2022.

envicom

Regional Location Map

FEET 0 500 1,000

FIGURE 1

3.0 PROPOSED DEVELOPMENT

The proposed project would remove the existing structures and hardscape materials and construct an approximately 28,860 gross square-foot, 22-unit residential apartment building, with three levels of residential units above a ground-floor parking level with a total of 11 vehicle parking spaces and 26 bicycle spaces.[3] Construction is anticipated to begin in 2023 and the building operational by 2024. Development of the infill project site will require the export of up to 500 cubic yards of soil.

4.0 AIR QUALITY SETTING

Ambient Air Quality Standards

National and State ambient air quality standards,[4] shown in **Table 1**, **Ambient Air Quality Standards,** are the air quality levels that are considered safe, with an adequate margin of safety, to protect the public health and welfare of "sensitive receptors," which include the elderly, young children, the acutely and chronically ill (e.g., those with cardio-respiratory disease, including asthma), and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed. Recent research has shown, however, that chronic exposure to ozone (O_3), the primary ingredient in photochemical smog, may lead to adverse respiratory health, even at concentrations close to the ambient standard. Sources and health effects of various pollutants are shown in **Table 2, Health Effects of Major Criteria Pollutants.**

Baseline Air Quality

Existing levels of ambient air quality and historical trends and projections in the proposed project area are documented from measurements made by the South Coast Air Quality Management District (SCAQMD), which is the agency that is responsible for regulating stationary sources of emissions in the air basin. The Project Site is nearest to the Downtown LA monitoring station (Station 087), therefore, monitoring data recorded at Station 087 for regional air pollutants, such as O_3, carbon monoxide (CO), nitrogen oxides (NOx), and 10-micron diameter or less particulate matter (PM-10 and PM-2.5) are used to represent the air quality in the proposed project area. **Table 3, Project Area Air Quality Monitoring Summary 2016-2020** provides data from this monitoring station for the previous five years (2016-2020) for which this data is available from the SCAQMD website.[5] The air quality data and trends in the proposed project vicinity, as documented in Table 3, are summarized below:

1. From 2016-2020, O_3 levels exceeded the 1-hour State standard 24 days, the 8-hour State standard 46 days, and the Federal 8-hour standard 27 days.
2. PM-10 levels exceeded the State 24-hour standard 9.0 percent of all days monitored from 2016-2020. The National 24-hour PM-10 standard was not exceeded in the same period.
3. PM-2.5 levels exceeded the current National 24-hour standard approximately 1.0 percent of all days monitored from 2016-2020.
4. CO and NOx levels have not exceeded National or State standards in the previous five years of monitoring data (2016-2020).

[3] BFK Architecture + Planning, Ocean View Apartments, 2415 West Ocean View Avenue, plan set dated July 8, 2022
[4] California Air Resources Board, California Ambient Air Quality Standards, May 4, 2016.
[5] South Coast Air Quality Management District, Historical Data by Year, 2020, 2019, 2018, 2017 and 2016 Air Quality Data Tables.

Table 1
Ambient Air Quality Standards

Ambient Air Quality Standards						
Pollutant	**Averaging Time**	**California Standards** [1]		**National Standards** [2]		
		Concentration [3]	**Method** [4]	**Primary** [3,5]	**Secondary** [3,6]	**Method** [7]
Ozone (O_3)[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM10)[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
Fine Particulate Matter (PM2.5)[9]	24 Hour	—	—	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Flourescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[11]	—	
Lead[12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	**No National Standards**		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

See footnotes on next page

For more information please call ARB-PIO at (916) 322-2990 **California Air Resources Board (5/4/16)**

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7. Reference method as described by the U.S. EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the U.S. EPA.

8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM10 standards (primary and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

    Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 $\mu g/m^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

For more information please call ARB-PIO at (916) 322-2990 **California Air Resources Board (5/4/16)**

Table 2
Health Effects of Major Criteria Pollutants

Pollutants	Examples of Sources	Health Effects
Particulate Matter (PM-2.5, PM-10)	• Cars and trucks (especially diesels) • Fireplaces, woodstoves • Windblown dust from roadways, agriculture and construction	• Hospitalizations for worsened heart diseases and respiratory diseases • Emergency room visits for asthma • Premature death • Reduced visibility and material soiling
Ozone (O_3)	• Precursor sources*: motor vehicles, industrial emissions, and consumer products	• Cough, chest tightness • Difficulty taking a deep breath • Worsened asthma symptoms • Lung inflammation
Carbon Monoxide (CO)	• Any source that burns fuel such as cars, trucks, construction and farming equipment, and residential heaters and stoves	• Chest pain in heart patients ** • Headaches, nausea ** • Reduced mental alertness ** • Death at very high levels **
Nitrogen Dioxide (NO_2)	• See CO sources	• Increased response to allergens

Source: California Air Resources Board, Common Air Pollutants, https://ww2.arb.ca.gov/resources/common-air-pollutants, and accompanying webpages for individual pollutants.

* Ozone is not generated directly by these sources. Rather, chemicals emitted by these precursor sources react with sunlight to form ozone in the atmosphere.

** Health effects from CO exposures occur at levels considerably higher than ambient.

Table 3
Project Area Air Quality Monitoring Summary 2016-2020

Pollutant/Standard	2016	2017	2018	2019	2020
Ozone					
Number of Days Standards Exceeded					
1-Hour > 0.09 ppm (S)	2	6	2	0	14
8-Hour > 0.07 ppm (S)	4	14	4	2	22
8- Hour > 0.075 ppm (F)	1	9	0	1	16
Maximum Observed Concentration					
Max. 1-Hour Conc. (ppm)	0.103	0.116	0.098	0.085	0.185
Max. 8-Hour Conc. (ppm)	0.078	0.086	0.073	0.080	0.118
Carbon Monoxide					
Number of Days Standards Exceeded					
8-Hour > 9.0 ppm (S, F)	0	0	0	0	0
Maximum Observed Concentration					
Max 8-Hour Conc. (ppm)	1.4	1.9	1.7	1.6	1.5
Nitrogen Dioxide					
Number of Days Standards Exceeded					
1-Hour > 0.18 ppm (S)	0	0	0	0	0
Maximum Observed Concentration					
Max. 1-Hour Conc. (ppm)	0.065	0.081	0.070	0.070	0.062

Pollutant/Standard	2016	2017	2018	2019	2020
Inhalable Particulates (PM-10)					
Number of Days Standards Exceeded/Days Monitored					
24-Hour > 50 μg/m^3 (S)	18/277	41/340	31/363	3/9	24/337
24-Hour > 150 μg/m^3 (F)	0/277	0/340	0/363	0/9	0/337
Maximum Observed Concentration					
Max. 24-Hr. Conc. (μg/m^3)	67	96	81	62	77
Ultra-Fine Particulates (PM-2.5)					
Number of Days Standards Exceeded/Days Monitored					
24-Hour > 35 μg/m^3 (F)	2/357	3/358	3/344	1/360	2/353
Maximum Observed Concentration					
Max. 24-Hr. Conc. (μg/m^3)	44.4	49.2	43.8	43.5	47.3
Source: SCAQMD, Historical Data by Year, Air Quality Data Tables downloaded from: https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year.					

Air Quality Planning

In the Air Basin, the agencies designated to develop the regional Air Quality Management Plan (AQMP) are the SCAQMD and the Southern California Association of Governments. The 2016 AQMP is a regional blueprint for achieving air quality standards and healthful air, and it represents a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures. According to the AQMP, the principal contributor to air quality challenges in the Air Basin is mobile source emissions.

Primary Pollutants

Primary pollutants are those that are emitted in their already unhealthful form. CO is an example of such a pollutant, which can have effects at a very localized level, near an individual source of emissions or a collection of sources, such as a crowded intersection or parking lot. Many particulates, especially fugitive dust emissions, are also primary pollutants. Because of the non-attainment status of the South Coast Air Basin for PM-10, SCAQMD Rule 403 requires construction projects to implement an aggressive dust control program.

Secondary Pollutants

Secondary pollutants are those that transform over time from more benign components directly emitted from a source(s) to a more unhealthful contaminant. O_3 is an example of a secondary pollutant, which is created through chemical reactions involving primary precursors reactive organic gases (ROG), nitrogen oxide (NOx), and sunlight.

Emissions Forecasts

The SCAQMD emissions forecast[6] for O_3 precursors (ROG and NOx) and for CO and PM are shown in **Table 4, South Coast Air Basin Emissions Forecasts** (emissions in tons/day). Substantial reductions in emissions of ROG, NOx and CO are forecast to continue throughout the next several decades. Emissions of PM-10 and PM-2.5 are forecast to slightly increase unless new particulate control programs are implemented.

[6] California Air Resources Board, Almanac 2013, Chapter 4: Regional Trends and Forecasts, Table 4-1.

Table 4
South Coast Air Basin Emissions Forecasts

Pollutant	2025	2030	2035
Nitrogen Oxide (NOx)	289	266	257
Volatile Organic Compounds (VOCs)*	393	393	391
PM-10	165	170	172
PM-2.5	68	70	71

Source: California Air Resources Board, Almanac 2013, Chapter 4: Regional Trends and Forecasts, Table 4-1
* For purposes of this analysis, VOC and ROG (Reactive Organic Gas) are used interchangeably since ROG represents approximately 99.9 percent of VOC.

5.0 AIR QUALITY IMPACTS

Significance Criteria

State CEQA Guidelines

Air quality impacts of a project are considered significant if they cause clean air standards to be violated where they are currently met, or if they substantially contribute to an existing violation of standards. Substantial emissions of air contaminants for which there is no safe exposure, or nuisance emissions such as dust or odors, that are generated by a project, would also be considered significant impacts.

As set forth in Appendix G, Environmental Checklist, of the State CEQA Guidelines, a project could have a potentially significant impact if it would:

a. Conflict with or obstruct implementation of the applicable air quality plan;
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;
c. Expose sensitive receptors to substantial pollutant concentrations; and/or
d. Result in other emissions such as those leading to odors adversely affecting a substantial number of people.

SCAQMD Emissions Thresholds

While conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use designations could indicate conformance with the current AQMP, this evaluation provides a project-specific analysis of the proposed project to determine significance based on consistency with SCAQMD Air Quality Significance thresholds. As the amount of a secondary pollutant that may result from a project cannot be quantified by direct measurement of its emissions from a source, the SCAQMD has designated significant emissions levels of precursor components as surrogates for evaluating whether a project's emissions could result in significant regional air quality impacts associated with secondary pollutants. Projects with daily emissions that exceed any of the following emission thresholds shown in **Table 5, SCAQMD CEQA Daily Emissions Thresholds**, (pounds/day) are recommended by the SCAQMD to be considered significant impacts under CEQA.

Table 5
SCAQMD CEQA Daily Emissions Thresholds

Pollutant	Construction	Operations
ROG	75	55
NO_X	100	55
CO	550	550
PM-10	150	150
PM-2.5	55	55
SO_X	150	150
Source: SCAQMD CEQA Air Quality Significance Thresholds, Revision April 2019.		

Existing Land Use Emissions

The project site is approximately 0.21 acres and contains a single-family home that has been divided into an unknown number of rental units, which will be removed from the project site. Due to the relatively small size of the existing structure, this evaluation considers the project's total estimated operational emissions without consideration of "credit" for the removal of existing uses for a conservative analysis.

Sensitive Receptors

Air quality impacts are analyzed relative to those persons with the greatest sensitivity to air pollution exposure. Such persons are called "sensitive receptors." Sensitive receptors include the elderly, young children, the acutely and chronically ill (e.g., those with cardio-respiratory disease, including asthma), and persons engaged in strenuous work or exercise. For the project, the nearest sensitive uses for air quality effects would be the adjacent residences, because they may be occupied for extended periods, and residents may be outdoors when exposure is highest.

Construction Activity Impacts

Dust is typically the primary concern during the construction of projects that would involve land clearing and grading. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Emission rates vary as a function of many parameters (including soil silt, soil moisture, wind speed, area disturbed, number of vehicles, and depth of disturbance or excavation).

The California Emissions Estimator Model (CalEEMod) is a Statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The model was developed for the California Air Pollution Officers Association in collaboration with the California Air Districts.

The proposed project's estimated construction emissions were modeled using CalEEMod Version 2020.4.0 to identify maximum daily emissions for each pollutant during project construction. The output reports from CalEEMod are included as **Appendix A** to this report. Construction emissions were modeled based

on lot acreage, volume of debris to be removed during demolition[7], volume of soil exported, and the proposed building's square footage, number of units, and number of parking spaces. The CalEEMod model provides a construction timeline of under one year, which is most likely faster than actual construction will take. This provides a conservative estimate of emissions for analysis purposes as extending the duration of construction would result in a reduction of the estimated maximum daily emissions, as activities would occur over a longer time period. A conceptual construction equipment fleet list and approximate duration of each construction phase on which this analysis was conducted is shown in **Table 6, Conceptual Construction Equipment Fleet**.

All construction grading projects in the City of Los Angeles must comply with the requirements of SCAQMD Rule 403, Fugitive Dust, which requires the implementation of Best Available Control Measures for all fugitive dust sources. SCAQMD Rule 403, Control Measure 08-2 states that during earth moving activities, projects are required to "Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction." Therefore, pursuant to SCAQMD Rule 403, the project would be required to implement adequate watering of exposed surfaces during grading.

Table 6
Conceptual Construction Equipment Fleet

Phase Name and Duration	Equipment
Demolition (10 days)	1 Concrete/Industrial Saw
	1 Rubber-tired Dozer
	2 Loader/Backhoes
Site Preparation (1 day)	1 Grader
	1 Loader/Backhoe
Grading (2 days)	1 Grader
	1 Rubber Tired Dozer
	1 Loader/Backhoe
Construction 100 days)	2 Forklift
	2 Loader/Backhoe
Paving (5 days)	4 Cement/Mortar Mixers
	1 Paver
	1 Roller
	1 Loader/Backhoe
Architectural Coating (5 days)	1 Air Compressor

The project's maximum daily construction emissions as calculated by CalEEMod are listed in **Table 7, Maximum Daily Construction Emissions** (pounds/day).

[7] Demolition includes the buildings and asphalt covering the site. Material to be demolished and removed estimated at 288 tons of debris. This total was derived from CalEEMod's estimate that it would take 6.5 loaded truck trips to remove the demolished building from the site. One truck trip carries 20 tons, for a total of 130 tons of building debris. The volume of hardscape is estimated from 6,300 square-feet of asphalt and concrete at 4 inches thick, which is 78 cubic yards. Although the hardscape is mostly asphalt the weight of 1 cubic yard of concrete which is heavier, 2.025 tons, was used, for a total of 158 tons. The total of an estimated debris then is 130 + 158 tons = 288 tons of debris removed from the site.

Table 7
Maximum Daily Construction Emissions

	Construction Emissions [a]					
	ROG	**NO_X**	**CO**	**SO_2**	**PM-10**	**PM-2.5**
Maximum Daily Emissions	36.3	14.4	7.9	0.03	3.5	1.7
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact? Yes/No	No	No	No	No	No	No

Source: CalEEMod Output, November 2, 2022, Appendix A.
Maximum emissions reported for summer or winter season, whichever is greater.
[a] Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.

As seen in Table 7, peak daily construction activity emissions of criteria air pollutants are estimated to be far below the SCAQMD thresholds of significance. Therefore, construction period air quality impacts of the project would be less than significant.

Localized Significance Thresholds Analysis

The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). LSTs were developed in response to the SCAQMD Governing Board's Environmental Justice Enhancement Initiative 1-4, and the LST methodology was provisionally adopted in October 2003 and formally approved by SCAQMD's Mobile Source Committee in February 2005. LSTs are only applicable to the following criteria pollutants: NO_X, CO, PM-10, and PM-2.5. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable Federal or State ambient air quality standard, and they are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

Use of an LST analysis for a project is optional. For the proposed project, the primary source of possible LST impact would be construction activity, based on the maximum onsite daily emissions estimated by CalEEMod. LSTs are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours, such as a residence, hospital, or convalescent facility.

SCAQMD's LST screening tables provide thresholds for 25, 50, 100, 200 and 500-meter source-receptor distances. Existing multi-family residences are located within 25 meters of the project boundary. Pursuant to SCAQMD LST Methodology for projects with boundaries located closer than 25 meters to the nearest receptor, LST screening levels for a 25-meter source-receptor distance were considered for this project.[8] LST pollutant screening level concentration data is currently published for 1, 2 and 5-acre sites.[9] For this project, thresholds for a 1-acre site were used. This evaluation is based on estimated onsite daily construction emissions for the phase and year representing the highest daily emissions. Daily averages would be lower than the reported maximum amounts.

Table 8, Local Significance Thresholds (LST) and Peak Daily Onsite Emissions (pounds/day) shows the relevant thresholds and the estimated peak daily onsite emissions during the construction phases that

[8] South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, Revised July 2008.
[9] South Coast Air Quality Management District, Appendix C- Mass Rate LST Look-up Table, Revised October 21, 2009.

would generate the highest level of onsite emissions for each pollutant evaluated for LST impacts.[10] As previously described, the project would be required to implement adequate watering of exposed surfaces during grading to reduce dust emissions to comply with SCAQMD Rule 403, Fugitive Dust.

Table 8
Local Significance Thresholds (LST)
and Peak Daily Onsite Emissions

LST 1.0 acre/25 meters	**Emissions**			
Central LA	**NOx**	**CO**	**PM-10**	**PM-2.5**
Peak Onsite Daily Emissions[(a)]	10.2	7.4	2.8	1.5
LST Threshold	**74**	**680**	**5**	**3**
Significant Impact? Yes/No	No	No	No	No

Source: CalEEMod Output, November 2, 2022, Appendix A.
Maximum emissions reported for any construction phase in summer or winter season, whichever is greater.
[(a)] Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.

As seen in Table 8, the peak onsite emissions during construction would not exceed the applicable SCAQMD LSTs, and as such, potential LST impacts would be less than significant.

Asbestos and Lead Based Paint

As the building was built in 1904,[11] it is possible that demolition workers may encounter asbestos containing materials (ACM) and/or lead based paint (LBP). Regulatory requirements for the appropriate testing and appropriate abatement and disposal of ACM or LBP material if present are provided in SCAQMD Rule 1403 and the California Occupational Safety and Health Administration's (Cal/OSHA's) regulations (including, but not limited to, the California Occupational Safety and Health Act and Title 8 of the California Code of Regulations, respectively).

Operational Impacts

During operations, the proposed land uses would result in air quality emissions of criteria pollutants from area sources, energy sources, and mobile sources. The SCAQMD thresholds for air quality impacts from operations are shown above in Table 5. Operations of the proposed development would not exceed SCAQMD significance thresholds for criteria pollutants as shown in **Table 9, Maximum Daily Operations Emissions** (pounds/day).

As seen below in Table 9, the proposed project's total operational daily emissions would be far below SCAQMD thresholds. The net change in operational emissions resulting from the project would be even less than shown in Table 9 due to the removal of the existing land uses from the site. Therefore, operational impacts of the project would be less than significant.

[10] Offsite construction emissions, such as export hauling, are not evaluated for local significance at receptors adjacent to the site.
[11] City of Los Angeles, Department of City Planning. Zoning Information and Map Access System (ZIMAS), year built information from County Assessor.

Table 9
Maximum Daily Operations Emissions

Emissions Sources	ROG	NO_X	CO	SO_2	PM-10	PM-2.5
Winter						
Area	0.68	0.02	1.82	<0.01	<0.01	0.01
Energy	<0.01	0.05	0.02	<0.01	<0.01	<0.01
Mobile	0.35	0.40	3.61	<0.01	0.87	0.23
Total	**1.04**	**0.47**	**5.44**	**<0.01**	**0.88**	**0.25**
Summer						
Area	0.68	0.02	1.82	<0.01	0.01	0.01
Energy	<0.01	0.05	0.02	<0.01	<0.01	<0.01
Mobile	0.36	0.37	3.69	<0.01	0.87	0.23
Total	**1.04**	**0.44**	**5.53**	**<0.01**	**0.88**	**0.25**
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact? Y/N	No	No	No	No	No	No

Source: CalEEMod Output, November 2, 2022, Appendix A.
Totals may not add due to rounding.

As seen in Table 9, the proposed project's total operational daily emissions would be far below SCAQMD thresholds. The net change in operational emissions resulting from the project would be even less than shown in Table 9 due to the removal of the existing land uses from the site. Therefore, operational impacts of the project would be less than significant.

Toxic Air Contaminants

Exhaust particulates emitted from diesel powered equipment contain carcinogenic compounds, or toxic air contaminants (TACs). As residential projects do not generate a substantial quantity of diesel truck trips during operations, measurable diesel TAC emissions from the proposed project would occur for only a brief period during construction activities that would require the onsite use of heavy-duty equipment. The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365-day per year, 70-year lifetime exposure. The SCAQMD does not generally require the analysis of construction-related diesel emissions relative to health risk, due to the short period for which the majority of diesel exhaust would occur. Health risk analyses are typically assessed over a nine-, 30-, or 70-year timeframe, rather than for a relatively brief construction period, due to the lack of health risk associated with such a brief exposure. As such, potential impacts of the proposed project due to TAC emissions would be less than significant.

Odor Impacts

As stated above, a significant impact may occur if a project would create objectionable odors affecting a substantial number of people. However, objectionable odors are typically associated with manufacturing, industrial, or sewage treatment processes, while the proposed project involves a multi-family residential development. Nevertheless, the SCAQMD's rules for odor compliance are mandated under the California Health and Safety Code, Section 41700, and they are also addressed in SCAQMD Rule 402. This rule on Public Nuisance states: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such

persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals." During construction, trash receptacles would be provided and covered and properly maintained in order to control odors, as required by law. The project would be connected to municipal waste treatment utility infrastructure, and does not propose any onsite wastewater treatment facilities. During operations, separate trash and recycling bins would be required and provided, which would be emptied regularly for disposal. Therefore, the potential for the project to generate odors adversely affecting a substantial number of people during construction and operation would be less than significant.

APPENDIX A

CalEEMod Version 2020.4.0
Computer Model Output

2415 Ocean View - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2415 Ocean View

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	11.00	Space	0.00	0.00	0
Apartments Mid Rise	22.00	Dwelling Unit	0.58	28,860.00	63

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2024
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 28,8860 sf for building. No sf for parking as parking is included in residential calcs. Parking line added to capture energy use of parking garage.

Off-road Equipment -

Off-road Equipment - No cranes.

Off-road Equipment -

Trips and VMT -

Demolition - 2,900sf bldg demo per CalEEMod = 13 trips, which is 6.5 laden trips at 20 tons each for 130 tons. 6,300sf hardscape at 4" thick is 78 cubic yards. 1cy of concrete weighs 4,050 lbs. 78cy = 315,900lbs or 158 tons. Total: 288 tons total demo debris

Grading - 500 cy soil export

Woodstoves - No hearths

Construction Off-road Equipment Mitigation - Water 2x day

2415 Ocean View - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	18.70	0.00
tblFireplaces	NumberWood	1.10	0.00
tblGrading	MaterialExported	0.00	500.00
tblLandUse	LandUseSquareFeet	4,400.00	0.00
tblLandUse	LandUseSquareFeet	22,000.00	28,860.00
tblLandUse	LotAcreage	0.10	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblTripsAndVMT	HaulingTripNumber	63.00	62.00
tblWoodstoves	NumberCatalytic	1.10	0.00
tblWoodstoves	NumberNoncatalytic	1.10	0.00

2.0 Emissions Summary

2415 Ocean View - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	36.3186	14.2419	7.8516	0.0330	5.9723	0.4462	6.4184	2.7453	0.4114	3.1567	0.0000	3,437.0237	3,437.0237	0.5532	0.3182	3,545.6811
Maximum	**36.3186**	**14.2419**	**7.8516**	**0.0330**	**5.9723**	**0.4462**	**6.4184**	**2.7453**	**0.4114**	**3.1567**	**0.0000**	**3,437.0237**	**3,437.0237**	**0.5532**	**0.3182**	**3,545.6811**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	36.3186	14.2419	7.8516	0.0330	3.0352	0.4462	3.4813	1.3303	0.4114	1.7417	0.0000	3,437.0237	3,437.0237	0.5532	0.3182	3,545.6811
Maximum	**36.3186**	**14.2419**	**7.8516**	**0.0330**	**3.0352**	**0.4462**	**3.4813**	**1.3303**	**0.4114**	**1.7417**	**0.0000**	**3,437.0237**	**3,437.0237**	**0.5532**	**0.3182**	**3,545.6811**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**49.18**	**0.00**	**45.76**	**51.54**	**0.00**	**44.83**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2415 Ocean View - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.6756	0.0209	1.8154	1.0000e-004		0.0101	0.0101		0.0101	0.0101	0.0000	3.2706	3.2706	3.1400e-003	0.0000	3.3491
Energy	5.8600e-003	0.0501	0.0213	3.2000e-004		4.0500e-003	4.0500e-003		4.0500e-003	4.0500e-003		63.8961	63.8961	1.2200e-003	1.1700e-003	64.2758
Mobile	0.3611	0.3667	3.6899	8.2400e-003	0.8610	5.8400e-003	0.8669	0.2294	5.4200e-003	0.2348		839.8635	839.8635	0.0545	0.0336	851.2236
Total	**1.0425**	**0.4377**	**5.5266**	**8.6600e-003**	**0.8610**	**0.0200**	**0.8810**	**0.2294**	**0.0195**	**0.2489**	**0.0000**	**907.0302**	**907.0302**	**0.0588**	**0.0347**	**918.8485**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.6756	0.0209	1.8154	1.0000e-004		0.0101	0.0101		0.0101	0.0101	0.0000	3.2706	3.2706	3.1400e-003	0.0000	3.3491
Energy	5.8600e-003	0.0501	0.0213	3.2000e-004		4.0500e-003	4.0500e-003		4.0500e-003	4.0500e-003		63.8961	63.8961	1.2200e-003	1.1700e-003	64.2758
Mobile	0.3611	0.3667	3.6899	8.2400e-003	0.8610	5.8400e-003	0.8669	0.2294	5.4200e-003	0.2348		839.8635	839.8635	0.0545	0.0336	851.2236
Total	**1.0425**	**0.4377**	**5.5266**	**8.6600e-003**	**0.8610**	**0.0200**	**0.8810**	**0.2294**	**0.0195**	**0.2489**	**0.0000**	**907.0302**	**907.0302**	**0.0588**	**0.0347**	**918.8485**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/1/2023	5/12/2023	5	10	
2	Site Preparation	Site Preparation	5/13/2023	5/15/2023	5	1	
3	Grading	Grading	5/16/2023	5/17/2023	5	2	
4	Building Construction	Building Construction	5/18/2023	10/4/2023	5	100	
5	Paving	Paving	10/5/2023	10/11/2023	5	5	
6	Architectural Coating	Architectural Coating	10/12/2023	10/18/2023	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 58,442; Residential Outdoor: 19,481; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	28.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	62.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	4	16.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

2415 Ocean View - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6163	0.0000	0.6163	0.0933	0.0000	0.0933			0.0000			0.0000
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698		1,148.4055	1,148.4055	0.2089		1,153.6290
Total	**0.6463**	**5.7787**	**7.3926**	**0.0120**	**0.6163**	**0.2821**	**0.8984**	**0.0933**	**0.2698**	**0.3631**		**1,148.4055**	**1,148.4055**	**0.2089**		**1,153.6290**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.0700e-003	0.3654	0.0975	1.6400e-003	0.0490	2.3000e-003	0.0513	0.0134	2.2000e-003	0.0156		179.9448	179.9448	9.9200e-003	0.0286	188.7081
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0320	0.0223	0.3614	9.9000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		100.0075	100.0075	2.5200e-003	2.3100e-003	100.7583
Total	**0.0381**	**0.3877**	**0.4589**	**2.6300e-003**	**0.1608**	**2.9700e-003**	**0.1638**	**0.0431**	**2.8200e-003**	**0.0459**		**279.9524**	**279.9524**	**0.0124**	**0.0309**	**289.4664**

2415 Ocean View - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2773	0.0000	0.2773	0.0420	0.0000	0.0420			0.0000			0.0000
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698	0.0000	1,148.4055	1,148.4055	0.2089		1,153.6290
Total	**0.6463**	**5.7787**	**7.3926**	**0.0120**	**0.2773**	**0.2821**	**0.5594**	**0.0420**	**0.2698**	**0.3118**	**0.0000**	**1,148.4055**	**1,148.4055**	**0.2089**		**1,153.6290**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.0700e-003	0.3654	0.0975	1.6400e-003	0.0490	2.3000e-003	0.0513	0.0134	2.2000e-003	0.0156		179.9448	179.9448	9.9200e-003	0.0286	188.7081
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0320	0.0223	0.3614	9.9000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		100.0075	100.0075	2.5200e-003	2.3100e-003	100.7583
Total	**0.0381**	**0.3877**	**0.4589**	**2.6300e-003**	**0.1608**	**2.9700e-003**	**0.1638**	**0.0431**	**2.8200e-003**	**0.0459**		**279.9524**	**279.9524**	**0.0124**	**0.0309**	**289.4664**

2415 Ocean View - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5348	6.1887	3.9239	9.7300e-003		0.2266	0.2266		0.2084	0.2084		942.4317	942.4317	0.3048		950.0517
Total	**0.5348**	**6.1887**	**3.9239**	**9.7300e-003**	**0.5303**	**0.2266**	**0.7568**	**0.0573**	**0.2084**	**0.2657**		**942.4317**	**942.4317**	**0.3048**		**950.0517**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0160	0.0112	0.1807	4.9000e-004	0.0559	3.4000e-004	0.0562	0.0148	3.1000e-004	0.0151		50.0038	50.0038	1.2600e-003	1.1500e-003	50.3792
Total	**0.0160**	**0.0112**	**0.1807**	**4.9000e-004**	**0.0559**	**3.4000e-004**	**0.0562**	**0.0148**	**3.1000e-004**	**0.0151**		**50.0038**	**50.0038**	**1.2600e-003**	**1.1500e-003**	**50.3792**

2415 Ocean View - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.5348	6.1887	3.9239	9.7300e-003		0.2266	0.2266		0.2084	0.2084	0.0000	942.4317	942.4317	0.3048		950.0517
Total	**0.5348**	**6.1887**	**3.9239**	**9.7300e-003**	**0.2386**	**0.2266**	**0.4652**	**0.0258**	**0.2084**	**0.2342**	**0.0000**	**942.4317**	**942.4317**	**0.3048**		**950.0517**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0160	0.0112	0.1807	4.9000e-004	0.0559	3.4000e-004	0.0562	0.0148	3.1000e-004	0.0151		50.0038	50.0038	1.2600e-003	1.1500e-003	50.3792
Total	**0.0160**	**0.0112**	**0.1807**	**4.9000e-004**	**0.0559**	**3.4000e-004**	**0.0562**	**0.0148**	**3.1000e-004**	**0.0151**		**50.0038**	**50.0038**	**1.2600e-003**	**1.1500e-003**	**50.3792**

2415 Ocean View - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3402	0.0000	5.3402	2.5728	0.0000	2.5728			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865		1,364.7713	1,364.7713	0.4414		1,375.8062
Total	**0.9335**	**10.1789**	**5.5516**	**0.0141**	**5.3402**	**0.4201**	**5.7603**	**2.5728**	**0.3865**	**2.9593**		**1,364.7713**	**1,364.7713**	**0.4414**		**1,375.8062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0672	4.0452	1.0797	0.0181	0.5426	0.0255	0.5682	0.1488	0.0244	0.1732		1,992.2463	1,992.2463	0.1098	0.3164	2,089.2682
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0256	0.0179	0.2891	7.9000e-004	0.0894	5.4000e-004	0.0900	0.0237	5.0000e-004	0.0242		80.0060	80.0060	2.0200e-003	1.8500e-003	80.6067
Total	**0.0928**	**4.0630**	**1.3688**	**0.0189**	**0.6321**	**0.0261**	**0.6581**	**0.1725**	**0.0249**	**0.1974**		**2,072.2524**	**2,072.2524**	**0.1118**	**0.3182**	**2,169.8749**

2415 Ocean View - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4031	0.0000	2.4031	1.1578	0.0000	1.1578			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865	0.0000	1,364.7713	1,364.7713	0.4414		1,375.8062
Total	**0.9335**	**10.1789**	**5.5516**	**0.0141**	**2.4031**	**0.4201**	**2.8232**	**1.1578**	**0.3865**	**1.5443**	**0.0000**	**1,364.7713**	**1,364.7713**	**0.4414**		**1,375.8062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0672	4.0452	1.0797	0.0181	0.5426	0.0255	0.5682	0.1488	0.0244	0.1732		1,992.2463	1,992.2463	0.1098	0.3164	2,089.2682
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0256	0.0179	0.2891	7.9000e-004	0.0894	5.4000e-004	0.0900	0.0237	5.0000e-004	0.0242		80.0060	80.0060	2.0200e-003	1.8500e-003	80.6067
Total	**0.0928**	**4.0630**	**1.3688**	**0.0189**	**0.6321**	**0.0261**	**0.6581**	**0.1725**	**0.0249**	**0.1974**		**2,072.2524**	**2,072.2524**	**0.1118**	**0.3182**	**2,169.8749**

2415 Ocean View - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4565	4.5109	6.1798	8.5200e-003		0.2406	0.2406		0.2213	0.2213		825.1992	825.1992	0.2669		831.8714
Total	**0.4565**	**4.5109**	**6.1798**	**8.5200e-003**		**0.2406**	**0.2406**		**0.2213**	**0.2213**		**825.1992**	**825.1992**	**0.2669**		**831.8714**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3000e-003	0.0768	0.0297	3.7000e-004	0.0128	3.9000e-004	0.0132	3.6900e-003	3.7000e-004	4.0600e-003		40.0565	40.0565	1.3400e-003	5.7600e-003	41.8062
Worker	0.0512	0.0357	0.5782	1.5800e-003	0.1788	1.0800e-003	0.1799	0.0474	9.9000e-004	0.0484		160.0121	160.0121	4.0300e-003	3.6900e-003	161.2134
Total	**0.0535**	**0.1125**	**0.6080**	**1.9500e-003**	**0.1917**	**1.4700e-003**	**0.1931**	**0.0511**	**1.3600e-003**	**0.0525**		**200.0686**	**200.0686**	**5.3700e-003**	**9.4500e-003**	**203.0196**

2415 Ocean View - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4565	4.5109	6.1798	8.5200e-003		0.2406	0.2406		0.2213	0.2213	0.0000	825.1992	825.1992	0.2669		831.8714
Total	**0.4565**	**4.5109**	**6.1798**	**8.5200e-003**		**0.2406**	**0.2406**		**0.2213**	**0.2213**	**0.0000**	**825.1992**	**825.1992**	**0.2669**		**831.8714**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3000e-003	0.0768	0.0297	3.7000e-004	0.0128	3.9000e-004	0.0132	3.6900e-003	3.7000e-004	4.0600e-003		40.0565	40.0565	1.3400e-003	5.7600e-003	41.8062
Worker	0.0512	0.0357	0.5782	1.5800e-003	0.1788	1.0800e-003	0.1799	0.0474	9.9000e-004	0.0484		160.0121	160.0121	4.0300e-003	3.6900e-003	161.2134
Total	**0.0535**	**0.1125**	**0.6080**	**1.9500e-003**	**0.1917**	**1.4700e-003**	**0.1931**	**0.0511**	**1.3600e-003**	**0.0525**		**200.0686**	**200.0686**	**5.3700e-003**	**9.4500e-003**	**203.0196**

2415 Ocean View - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466		1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6112**	**5.5046**	**7.0209**	**0.0113**		**0.2643**	**0.2643**		**0.2466**	**0.2466**		**1,036.0878**	**1,036.0878**	**0.3018**		**1,043.6331**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0576	0.0402	0.6505	1.7800e-003	0.2012	1.2100e-003	0.2024	0.0534	1.1100e-003	0.0545		180.0136	180.0136	4.5400e-003	4.1500e-003	181.3650
Total	**0.0576**	**0.0402**	**0.6505**	**1.7800e-003**	**0.2012**	**1.2100e-003**	**0.2024**	**0.0534**	**1.1100e-003**	**0.0545**		**180.0136**	**180.0136**	**4.5400e-003**	**4.1500e-003**	**181.3650**

2415 Ocean View - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466	0.0000	1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6112**	**5.5046**	**7.0209**	**0.0113**		**0.2643**	**0.2643**		**0.2466**	**0.2466**	**0.0000**	**1,036.0878**	**1,036.0878**	**0.3018**		**1,043.6331**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0576	0.0402	0.6505	1.7800e-003	0.2012	1.2100e-003	0.2024	0.0534	1.1100e-003	0.0545		180.0136	180.0136	4.5400e-003	4.1500e-003	181.3650
Total	**0.0576**	**0.0402**	**0.6505**	**1.7800e-003**	**0.2012**	**1.2100e-003**	**0.2024**	**0.0534**	**1.1100e-003**	**0.0545**		**180.0136**	**180.0136**	**4.5400e-003**	**4.1500e-003**	**181.3650**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	36.1173					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**36.3090**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.6000e-003	6.6900e-003	0.1084	3.0000e-004	0.0335	2.0000e-004	0.0337	8.8900e-003	1.9000e-004	9.0800e-003		30.0023	30.0023	7.6000e-004	6.9000e-004	30.2275
Total	**9.6000e-003**	**6.6900e-003**	**0.1084**	**3.0000e-004**	**0.0335**	**2.0000e-004**	**0.0337**	**8.8900e-003**	**1.9000e-004**	**9.0800e-003**		**30.0023**	**30.0023**	**7.6000e-004**	**6.9000e-004**	**30.2275**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	36.1173					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**36.3090**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.6000e-003	6.6900e-003	0.1084	3.0000e-004	0.0335	2.0000e-004	0.0337	8.8900e-003	1.9000e-004	9.0800e-003		30.0023	30.0023	7.6000e-004	6.9000e-004	30.2275
Total	**9.6000e-003**	**6.6900e-003**	**0.1084**	**3.0000e-004**	**0.0335**	**2.0000e-004**	**0.0337**	**8.8900e-003**	**1.9000e-004**	**9.0800e-003**		**30.0023**	**30.0023**	**7.6000e-004**	**6.9000e-004**	**30.2275**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3611	0.3667	3.6899	8.2400e-003	0.8610	5.8400e-003	0.8669	0.2294	5.4200e-003	0.2348		839.8635	839.8635	0.0545	0.0336	851.2236
Unmitigated	0.3611	0.3667	3.6899	8.2400e-003	0.8610	5.8400e-003	0.8669	0.2294	5.4200e-003	0.2348		839.8635	839.8635	0.0545	0.0336	851.2236

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	119.68	108.02	89.98	388,774	388,774
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	119.68	108.02	89.98	388,774	388,774

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352
Enclosed Parking with Elevator	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	5.8600e-003	0.0501	0.0213	3.2000e-004		4.0500e-003	4.0500e-003		4.0500e-003	4.0500e-003		63.8961	63.8961	1.2200e-003	1.1700e-003	64.2758
NaturalGas Unmitigated	5.8600e-003	0.0501	0.0213	3.2000e-004		4.0500e-003	4.0500e-003		4.0500e-003	4.0500e-003		63.8961	63.8961	1.2200e-003	1.1700e-003	64.2758

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	543.117	5.8600e-003	0.0501	0.0213	3.2000e-004		4.0500e-003	4.0500e-003		4.0500e-003	4.0500e-003		63.8961	63.8961	1.2200e-003	1.1700e-003	64.2758
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.8600e-003**	**0.0501**	**0.0213**	**3.2000e-004**		**4.0500e-003**	**4.0500e-003**		**4.0500e-003**	**4.0500e-003**		**63.8961**	**63.8961**	**1.2200e-003**	**1.1700e-003**	**64.2758**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.543117	5.8600e-003	0.0501	0.0213	3.2000e-004		4.0500e-003	4.0500e-003		4.0500e-003	4.0500e-003		63.8961	63.8961	1.2200e-003	1.1700e-003	64.2758
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.8600e-003**	**0.0501**	**0.0213**	**3.2000e-004**		**4.0500e-003**	**4.0500e-003**		**4.0500e-003**	**4.0500e-003**		**63.8961**	**63.8961**	**1.2200e-003**	**1.1700e-003**	**64.2758**

6.0 Area Detail

2415 Ocean View - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.6756	0.0209	1.8154	1.0000e-004		0.0101	0.0101		0.0101	0.0101	0.0000	3.2706	3.2706	3.1400e-003	0.0000	3.3491
Unmitigated	0.6756	0.0209	1.8154	1.0000e-004		0.0101	0.0101		0.0101	0.0101	0.0000	3.2706	3.2706	3.1400e-003	0.0000	3.3491

2415 Ocean View - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0495					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.5714					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0547	0.0209	1.8154	1.0000e-004		0.0101	0.0101		0.0101	0.0101		3.2706	3.2706	3.1400e-003		3.3491
Total	**0.6756**	**0.0209**	**1.8154**	**1.0000e-004**		**0.0101**	**0.0101**		**0.0101**	**0.0101**	**0.0000**	**3.2706**	**3.2706**	**3.1400e-003**	**0.0000**	**3.3491**

2415 Ocean View - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0495					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.5714					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0547	0.0209	1.8154	1.0000e-004		0.0101	0.0101		0.0101	0.0101		3.2706	3.2706	3.1400e-003		3.3491
Total	**0.6756**	**0.0209**	**1.8154**	**1.0000e-004**		**0.0101**	**0.0101**		**0.0101**	**0.0101**	**0.0000**	**3.2706**	**3.2706**	**3.1400e-003**	**0.0000**	**3.3491**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2415 Ocean View - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2415 Ocean View

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	11.00	Space	0.00	0.00	0
Apartments Mid Rise	22.00	Dwelling Unit	0.58	28,860.00	63

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2024
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 28,8860 sf for building. No sf for parking as parking is included in residential calcs. Parking line added to capture energy use of parking garage.

Off-road Equipment -

Off-road Equipment - No cranes.

Off-road Equipment -

Trips and VMT -

Demolition - 2,900sf bldg demo per CalEEMod = 13 trips, which is 6.5 laden trips at 20 tons each for 130 tons. 6,300sf hardscape at 4" thick is 78 cubic yards. 1cy of concrete weighs 4,050 lbs. 78cy = 315,900lbs or 158 tons. Total: 288 tons total demo debris

Grading - 500 cy soil export

Woodstoves - No hearths

Construction Off-road Equipment Mitigation - Water 2x day

2415 Ocean View - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	18.70	0.00
tblFireplaces	NumberWood	1.10	0.00
tblGrading	MaterialExported	0.00	500.00
tblLandUse	LandUseSquareFeet	4,400.00	0.00
tblLandUse	LandUseSquareFeet	22,000.00	28,860.00
tblLandUse	LotAcreage	0.10	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblTripsAndVMT	HaulingTripNumber	63.00	62.00
tblWoodstoves	NumberCatalytic	1.10	0.00
tblWoodstoves	NumberNoncatalytic	1.10	0.00

2.0 Emissions Summary

2415 Ocean View - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	36.3193	14.4221	7.8237	0.0330	5.9723	0.4462	6.4185	2.7453	0.4115	3.1568	0.0000	3,434.9059	3,434.9059	0.5530	0.3187	3,543.6975
Maximum	**36.3193**	**14.4221**	**7.8237**	**0.0330**	**5.9723**	**0.4462**	**6.4185**	**2.7453**	**0.4115**	**3.1568**	**0.0000**	**3,434.9059**	**3,434.9059**	**0.5530**	**0.3187**	**3,543.6975**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	36.3193	14.4221	7.8237	0.0330	3.0352	0.4462	3.4814	1.3303	0.4115	1.7417	0.0000	3,434.9059	3,434.9059	0.5530	0.3187	3,543.6975
Maximum	**36.3193**	**14.4221**	**7.8237**	**0.0330**	**3.0352**	**0.4462**	**3.4814**	**1.3303**	**0.4115**	**1.7417**	**0.0000**	**3,434.9059**	**3,434.9059**	**0.5530**	**0.3187**	**3,543.6975**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**49.18**	**0.00**	**45.76**	**51.54**	**0.00**	**44.83**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2415 Ocean View - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.6756	0.0209	1.8154	1.0000e-004		0.0101	0.0101		0.0101	0.0101	0.0000	3.2706	3.2706	3.1400e-003	0.0000	3.3491
Energy	5.8600e-003	0.0501	0.0213	3.2000e-004		4.0500e-003	4.0500e-003		4.0500e-003	4.0500e-003		63.8961	63.8961	1.2200e-003	1.1700e-003	64.2758
Mobile	0.3548	0.3960	3.6072	7.8900e-003	0.8610	5.8400e-003	0.8669	0.2294	5.4200e-003	0.2348		804.2862	804.2862	0.0560	0.0350	816.1233
Total	**1.0363**	**0.4670**	**5.4439**	**8.3100e-003**	**0.8610**	**0.0200**	**0.8810**	**0.2294**	**0.0195**	**0.2489**	**0.0000**	**871.4528**	**871.4528**	**0.0603**	**0.0362**	**883.7482**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.6756	0.0209	1.8154	1.0000e-004		0.0101	0.0101		0.0101	0.0101	0.0000	3.2706	3.2706	3.1400e-003	0.0000	3.3491
Energy	5.8600e-003	0.0501	0.0213	3.2000e-004		4.0500e-003	4.0500e-003		4.0500e-003	4.0500e-003		63.8961	63.8961	1.2200e-003	1.1700e-003	64.2758
Mobile	0.3548	0.3960	3.6072	7.8900e-003	0.8610	5.8400e-003	0.8669	0.2294	5.4200e-003	0.2348		804.2862	804.2862	0.0560	0.0350	816.1233
Total	**1.0363**	**0.4670**	**5.4439**	**8.3100e-003**	**0.8610**	**0.0200**	**0.8810**	**0.2294**	**0.0195**	**0.2489**	**0.0000**	**871.4528**	**871.4528**	**0.0603**	**0.0362**	**883.7482**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/1/2023	5/12/2023	5	10	
2	Site Preparation	Site Preparation	5/13/2023	5/15/2023	5	1	
3	Grading	Grading	5/16/2023	5/17/2023	5	2	
4	Building Construction	Building Construction	5/18/2023	10/4/2023	5	100	
5	Paving	Paving	10/5/2023	10/11/2023	5	5	
6	Architectural Coating	Architectural Coating	10/12/2023	10/18/2023	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 58,442; Residential Outdoor: 19,481; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

2415 Ocean View - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	28.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	62.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	4	16.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

2415 Ocean View - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6163	0.0000	0.6163	0.0933	0.0000	0.0933			0.0000			0.0000
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698		1,148.4055	1,148.4055	0.2089		1,153.6290
Total	**0.6463**	**5.7787**	**7.3926**	**0.0120**	**0.6163**	**0.2821**	**0.8984**	**0.0933**	**0.2698**	**0.3631**		**1,148.4055**	**1,148.4055**	**0.2089**		**1,153.6290**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	5.6800e-003	0.3815	0.0989	1.6400e-003	0.0490	2.3100e-003	0.0513	0.0134	2.2100e-003	0.0157		180.1345	180.1345	9.9000e-003	0.0286	188.9065
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0344	0.0246	0.3322	9.4000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		94.7354	94.7354	2.5600e-003	2.4700e-003	95.5339
Total	**0.0401**	**0.4061**	**0.4311**	**2.5800e-003**	**0.1608**	**2.9800e-003**	**0.1638**	**0.0431**	**2.8300e-003**	**0.0459**		**274.8699**	**274.8699**	**0.0125**	**0.0311**	**284.4404**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2773	0.0000	0.2773	0.0420	0.0000	0.0420			0.0000			0.0000
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698	0.0000	1,148.4055	1,148.4055	0.2089		1,153.6290
Total	**0.6463**	**5.7787**	**7.3926**	**0.0120**	**0.2773**	**0.2821**	**0.5594**	**0.0420**	**0.2698**	**0.3118**	**0.0000**	**1,148.4055**	**1,148.4055**	**0.2089**		**1,153.6290**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	5.6800e-003	0.3815	0.0989	1.6400e-003	0.0490	2.3100e-003	0.0513	0.0134	2.2100e-003	0.0157		180.1345	180.1345	9.9000e-003	0.0286	188.9065
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0344	0.0246	0.3322	9.4000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		94.7354	94.7354	2.5600e-003	2.4700e-003	95.5339
Total	**0.0401**	**0.4061**	**0.4311**	**2.5800e-003**	**0.1608**	**2.9800e-003**	**0.1638**	**0.0431**	**2.8300e-003**	**0.0459**		**274.8699**	**274.8699**	**0.0125**	**0.0311**	**284.4404**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5348	6.1887	3.9239	9.7300e-003		0.2266	0.2266		0.2084	0.2084		942.4317	942.4317	0.3048		950.0517
Total	**0.5348**	**6.1887**	**3.9239**	**9.7300e-003**	**0.5303**	**0.2266**	**0.7568**	**0.0573**	**0.2084**	**0.2657**		**942.4317**	**942.4317**	**0.3048**		**950.0517**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0172	0.0123	0.1661	4.7000e-004	0.0559	3.4000e-004	0.0562	0.0148	3.1000e-004	0.0151		47.3677	47.3677	1.2800e-003	1.2300e-003	47.7670
Total	**0.0172**	**0.0123**	**0.1661**	**4.7000e-004**	**0.0559**	**3.4000e-004**	**0.0562**	**0.0148**	**3.1000e-004**	**0.0151**		**47.3677**	**47.3677**	**1.2800e-003**	**1.2300e-003**	**47.7670**

2415 Ocean View - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.5348	6.1887	3.9239	9.7300e-003		0.2266	0.2266		0.2084	0.2084	0.0000	942.4317	942.4317	0.3048		950.0517
Total	**0.5348**	**6.1887**	**3.9239**	**9.7300e-003**	**0.2386**	**0.2266**	**0.4652**	**0.0258**	**0.2084**	**0.2342**	**0.0000**	**942.4317**	**942.4317**	**0.3048**		**950.0517**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0172	0.0123	0.1661	4.7000e-004	0.0559	3.4000e-004	0.0562	0.0148	3.1000e-004	0.0151		47.3677	47.3677	1.2800e-003	1.2300e-003	47.7670
Total	**0.0172**	**0.0123**	**0.1661**	**4.7000e-004**	**0.0559**	**3.4000e-004**	**0.0562**	**0.0148**	**3.1000e-004**	**0.0151**		**47.3677**	**47.3677**	**1.2800e-003**	**1.2300e-003**	**47.7670**

2415 Ocean View - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3402	0.0000	5.3402	2.5728	0.0000	2.5728			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865		1,364.7713	1,364.7713	0.4414		1,375.8062
Total	**0.9335**	**10.1789**	**5.5516**	**0.0141**	**5.3402**	**0.4201**	**5.7603**	**2.5728**	**0.3865**	**2.9593**		**1,364.7713**	**1,364.7713**	**0.4414**		**1,375.8062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0629	4.2235	1.0945	0.0182	0.5426	0.0256	0.5682	0.1488	0.0245	0.1733		1,994.3463	1,994.3463	0.1096	0.3167	2,091.4642
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0275	0.0197	0.2658	7.5000e-004	0.0894	5.4000e-004	0.0900	0.0237	5.0000e-004	0.0242		75.7883	75.7883	2.0500e-003	1.9700e-003	76.4271
Total	**0.0904**	**4.2432**	**1.3603**	**0.0189**	**0.6321**	**0.0261**	**0.6582**	**0.1725**	**0.0250**	**0.1975**		**2,070.1346**	**2,070.1346**	**0.1116**	**0.3187**	**2,167.8913**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4031	0.0000	2.4031	1.1578	0.0000	1.1578			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865	0.0000	1,364.7713	1,364.7713	0.4414		1,375.8062
Total	**0.9335**	**10.1789**	**5.5516**	**0.0141**	**2.4031**	**0.4201**	**2.8232**	**1.1578**	**0.3865**	**1.5443**	**0.0000**	**1,364.7713**	**1,364.7713**	**0.4414**		**1,375.8062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0629	4.2235	1.0945	0.0182	0.5426	0.0256	0.5682	0.1488	0.0245	0.1733		1,994.3463	1,994.3463	0.1096	0.3167	2,091.4642
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0275	0.0197	0.2658	7.5000e-004	0.0894	5.4000e-004	0.0900	0.0237	5.0000e-004	0.0242		75.7883	75.7883	2.0500e-003	1.9700e-003	76.4271
Total	**0.0904**	**4.2432**	**1.3603**	**0.0189**	**0.6321**	**0.0261**	**0.6582**	**0.1725**	**0.0250**	**0.1975**		**2,070.1346**	**2,070.1346**	**0.1116**	**0.3187**	**2,167.8913**

2415 Ocean View - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4565	4.5109	6.1798	8.5200e-003		0.2406	0.2406		0.2213	0.2213		825.1992	825.1992	0.2669		831.8714
Total	**0.4565**	**4.5109**	**6.1798**	**8.5200e-003**		**0.2406**	**0.2406**		**0.2213**	**0.2213**		**825.1992**	**825.1992**	**0.2669**		**831.8714**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2200e-003	0.0804	0.0307	3.7000e-004	0.0128	3.9000e-004	0.0132	3.6900e-003	3.7000e-004	4.0600e-003		40.1241	40.1241	1.3400e-003	5.7700e-003	41.8782
Worker	0.0550	0.0394	0.5315	1.5000e-003	0.1788	1.0800e-003	0.1799	0.0474	9.9000e-004	0.0484		151.5766	151.5766	4.0900e-003	3.9400e-003	152.8542
Total	**0.0572**	**0.1198**	**0.5622**	**1.8700e-003**	**0.1917**	**1.4700e-003**	**0.1931**	**0.0511**	**1.3600e-003**	**0.0525**		**191.7006**	**191.7006**	**5.4300e-003**	**9.7100e-003**	**194.7325**

2415 Ocean View - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4565	4.5109	6.1798	8.5200e-003		0.2406	0.2406		0.2213	0.2213	0.0000	825.1992	825.1992	0.2669		831.8714
Total	**0.4565**	**4.5109**	**6.1798**	**8.5200e-003**		**0.2406**	**0.2406**		**0.2213**	**0.2213**	**0.0000**	**825.1992**	**825.1992**	**0.2669**		**831.8714**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2200e-003	0.0804	0.0307	3.7000e-004	0.0128	3.9000e-004	0.0132	3.6900e-003	3.7000e-004	4.0600e-003		40.1241	40.1241	1.3400e-003	5.7700e-003	41.8782
Worker	0.0550	0.0394	0.5315	1.5000e-003	0.1788	1.0800e-003	0.1799	0.0474	9.9000e-004	0.0484		151.5766	151.5766	4.0900e-003	3.9400e-003	152.8542
Total	**0.0572**	**0.1198**	**0.5622**	**1.8700e-003**	**0.1917**	**1.4700e-003**	**0.1931**	**0.0511**	**1.3600e-003**	**0.0525**		**191.7006**	**191.7006**	**5.4300e-003**	**9.7100e-003**	**194.7325**

2415 Ocean View - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466		1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6112**	**5.5046**	**7.0209**	**0.0113**		**0.2643**	**0.2643**		**0.2466**	**0.2466**		**1,036.0878**	**1,036.0878**	**0.3018**		**1,043.6331**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0619	0.0444	0.5979	1.6900e-003	0.2012	1.2100e-003	0.2024	0.0534	1.1100e-003	0.0545		170.5237	170.5237	4.6000e-003	4.4400e-003	171.9610
Total	**0.0619**	**0.0444**	**0.5979**	**1.6900e-003**	**0.2012**	**1.2100e-003**	**0.2024**	**0.0534**	**1.1100e-003**	**0.0545**		**170.5237**	**170.5237**	**4.6000e-003**	**4.4400e-003**	**171.9610**

2415 Ocean View - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466	0.0000	1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6112**	**5.5046**	**7.0209**	**0.0113**		**0.2643**	**0.2643**		**0.2466**	**0.2466**	**0.0000**	**1,036.0878**	**1,036.0878**	**0.3018**		**1,043.6331**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0619	0.0444	0.5979	1.6900e-003	0.2012	1.2100e-003	0.2024	0.0534	1.1100e-003	0.0545		170.5237	170.5237	4.6000e-003	4.4400e-003	171.9610
Total	**0.0619**	**0.0444**	**0.5979**	**1.6900e-003**	**0.2012**	**1.2100e-003**	**0.2024**	**0.0534**	**1.1100e-003**	**0.0545**		**170.5237**	**170.5237**	**4.6000e-003**	**4.4400e-003**	**171.9610**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	36.1173					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**36.3090**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0103	7.3900e-003	0.0997	2.8000e-004	0.0335	2.0000e-004	0.0337	8.8900e-003	1.9000e-004	9.0800e-003		28.4206	28.4206	7.7000e-004	7.4000e-004	28.6602
Total	**0.0103**	**7.3900e-003**	**0.0997**	**2.8000e-004**	**0.0335**	**2.0000e-004**	**0.0337**	**8.8900e-003**	**1.9000e-004**	**9.0800e-003**		**28.4206**	**28.4206**	**7.7000e-004**	**7.4000e-004**	**28.6602**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	36.1173					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**36.3090**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0103	7.3900e-003	0.0997	2.8000e-004	0.0335	2.0000e-004	0.0337	8.8900e-003	1.9000e-004	9.0800e-003		28.4206	28.4206	7.7000e-004	7.4000e-004	28.6602
Total	**0.0103**	**7.3900e-003**	**0.0997**	**2.8000e-004**	**0.0335**	**2.0000e-004**	**0.0337**	**8.8900e-003**	**1.9000e-004**	**9.0800e-003**		**28.4206**	**28.4206**	**7.7000e-004**	**7.4000e-004**	**28.6602**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3548	0.3960	3.6072	7.8900e-003	0.8610	5.8400e-003	0.8669	0.2294	5.4200e-003	0.2348		804.2862	804.2862	0.0560	0.0350	816.1233
Unmitigated	0.3548	0.3960	3.6072	7.8900e-003	0.8610	5.8400e-003	0.8669	0.2294	5.4200e-003	0.2348		804.2862	804.2862	0.0560	0.0350	816.1233

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	119.68	108.02	89.98	388,774	388,774
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	119.68	108.02	89.98	388,774	388,774

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

2415 Ocean View - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352
Enclosed Parking with Elevator	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	5.8600e-003	0.0501	0.0213	3.2000e-004		4.0500e-003	4.0500e-003		4.0500e-003	4.0500e-003		63.8961	63.8961	1.2200e-003	1.1700e-003	64.2758
NaturalGas Unmitigated	5.8600e-003	0.0501	0.0213	3.2000e-004		4.0500e-003	4.0500e-003		4.0500e-003	4.0500e-003		63.8961	63.8961	1.2200e-003	1.1700e-003	64.2758

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	543.117	5.8600e-003	0.0501	0.0213	3.2000e-004		4.0500e-003	4.0500e-003		4.0500e-003	4.0500e-003		63.8961	63.8961	1.2200e-003	1.1700e-003	64.2758
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.8600e-003**	**0.0501**	**0.0213**	**3.2000e-004**		**4.0500e-003**	**4.0500e-003**		**4.0500e-003**	**4.0500e-003**		**63.8961**	**63.8961**	**1.2200e-003**	**1.1700e-003**	**64.2758**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.543117	5.8600e-003	0.0501	0.0213	3.2000e-004		4.0500e-003	4.0500e-003		4.0500e-003	4.0500e-003		63.8961	63.8961	1.2200e-003	1.1700e-003	64.2758
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.8600e-003**	**0.0501**	**0.0213**	**3.2000e-004**		**4.0500e-003**	**4.0500e-003**		**4.0500e-003**	**4.0500e-003**		**63.8961**	**63.8961**	**1.2200e-003**	**1.1700e-003**	**64.2758**

6.0 Area Detail

2415 Ocean View - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.6756	0.0209	1.8154	1.0000e-004		0.0101	0.0101		0.0101	0.0101	0.0000	3.2706	3.2706	3.1400e-003	0.0000	3.3491
Unmitigated	0.6756	0.0209	1.8154	1.0000e-004		0.0101	0.0101		0.0101	0.0101	0.0000	3.2706	3.2706	3.1400e-003	0.0000	3.3491

2415 Ocean View - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0495					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.5714					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0547	0.0209	1.8154	1.0000e-004		0.0101	0.0101		0.0101	0.0101		3.2706	3.2706	3.1400e-003		3.3491
Total	**0.6756**	**0.0209**	**1.8154**	**1.0000e-004**		**0.0101**	**0.0101**		**0.0101**	**0.0101**	**0.0000**	**3.2706**	**3.2706**	**3.1400e-003**	**0.0000**	**3.3491**

2415 Ocean View - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0495					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.5714					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0547	0.0209	1.8154	1.0000e-004		0.0101	0.0101		0.0101	0.0101		3.2706	3.2706	3.1400e-003		3.3491
Total	**0.6756**	**0.0209**	**1.8154**	**1.0000e-004**		**0.0101**	**0.0101**		**0.0101**	**0.0101**	**0.0000**	**3.2706**	**3.2706**	**3.1400e-003**	**0.0000**	**3.3491**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

NOISE IMPACT ANALYSIS

2415 Ocean View Avenue Multi-Family Residential Project
City of Los Angeles

Envicom Project # 2022-136-01

Prepared for:

MIN HONG & CHRIS TAUS
2320 Central Avenue, No. 17
Duarte, CA 91010

Prepared by:

ENVICOM CORPORATION
4165 E. Thousand Oaks Boulevard, Suite 290
Westlake Village, CA 91362

November 2022

CHAPTER **PAGE**

TABLES

FIGURES

APPENDIX

1.0 INTRODUCTION

1.1 Purpose of Study

The purpose of this Noise Impact Analysis is to identify, describe, and evaluate the significance of potential noise impacts resulting from the construction and operation of a proposed infill residential project located at 2415 Ocean View Avenue in the City of Los Angeles (proposed project).

1.2 Project Summary

The project site comprises a total of approximately 0.21 acres, located on Ocean View Avenue near its intersection with Carondelet Street, with an address of 2415 Ocean View Avenue in the Westlake Community Plan Area of the City of Los Angeles, as shown in **Figure 1, Regional Location Map**. The project vicinity is shown in **Figure 2, Vicinity Map**. The proposed project consists of the construction, operation, and maintenance of an approximately 28,860 gross square-foot, 22-unit residential apartment building, with three levels of residential units above a ground-floor parking level, with a total of 11 vehicle parking spaces and 26 bicycle spaces.[1]

Surrounding adjacent development consists primarily of multi-story, multifamily residential buildings, including the seven-story Nob Hill Towers directly across the street from the site to the south, and the occasional single-story residential building. There are commercial businesses located on 3rd Street to the north, 6th Street to the south, and Alvarado Street to the east. Approximately 1,000 feet to the south is the Charles White Elementary School, 1,000 feet to the northeast is the Saint Vincent Medical Center, and Saint Nicholas Antiochian Orthodox Church is approximately 650 feet to the northeast. The project site is bordered by Ocean View Avenue to the south, and 5th Street to the north. The nearest arterial is 6th Street, which is approximately 550 feet to the south, and U.S Highway 101 is approximately 0.80 miles to the north.

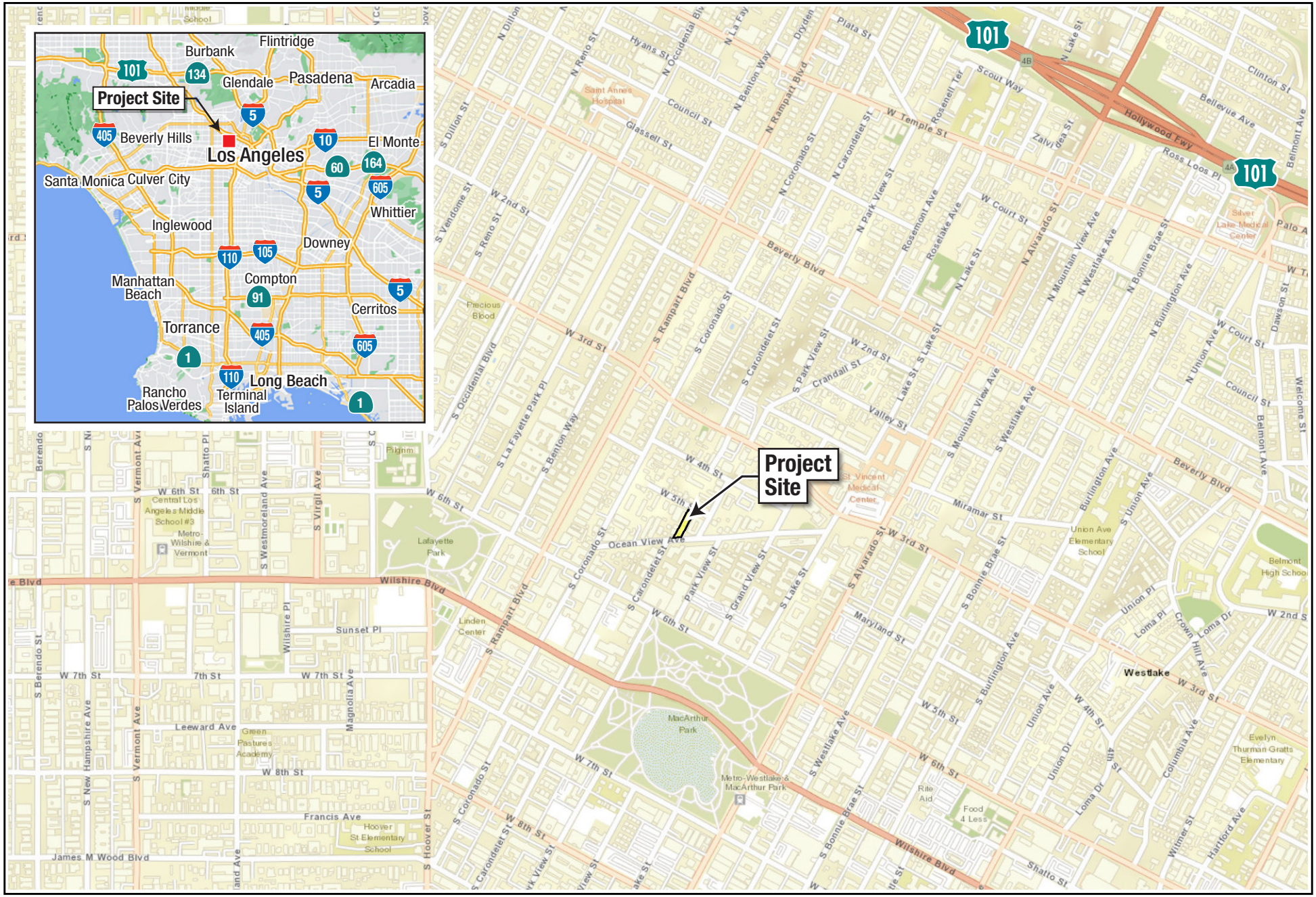
The project site is currently developed with a single-family residence that has been divided into individual units on the south half of the parcel, and a large paved parking lot which covers the north half of the parcel. The residence is approximately 2,900 square-feet in size, and the parking lot plus other hardscape on the parcel covers approximately 6,300 square-feet. The house will be demolished and the parcel cleared of hardscape. Site preparation will require the removal of up to 500 cubic yards of soil from the site. The project is projected to begin in the second quarter 2023 and be completed in 2024.

2.0 NOISE FUNDAMENTALS

The following introduces the fundamental definitions and concepts used to qualify and quantify noise and vibration impacts used throughout this study.

In a basic sense, noise is unwanted sound as perceived by a receptor. Sound is energy transmitted in waves through a compressible medium such as air. There are a variety of parameters that describe the rates of oscillation of sound waves, the distance between successive troughs or crests, the speed of propagation, and the pressure level (or energy content), of a given sound wave. Sound pressure level is the most common descriptor used to describe the perceived "loudness" of an ambient sound level. The standard measurement unit of sound pressure is called a decibel (dB).

[1] BFK Architecture + Planning, Ocean View Apartments, 2415 West Ocean View Avenue, plan set dated July 8, 2022.



Source: ESRI, World Street Map, 2022.

envicom

Regional Location Map

FEET 0 500 1,000

FIGURE 1

Aerial Source: Google Earth Pro, Jan. 2, 2020.

envicom

Vicinity Map

FEET 0 50 100

FIGURE 2

Given that sound pressure levels can vary in intensity by over one million times within the range of human hearing, a logarithmic scale similar to the Richter Scale used to measure seismicity is used to keep sound intensity numbers convenient and manageable. The ear is not equally sensitive to all sound frequencies within the entire spectrum, so sound pressure levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called "A-weighting", written as dBA. Subsequent references to decibels in this discussion written as "dB" should be understood as A-weighted.

Variations in noise exposure over time are expressed in terms of a steady-state energy level equivalent to the energy content of the time period, called Leq. Because human receptors are more sensitive to unwanted noise intrusion during the evening and at night hours, additional dB increments are added to noise levels in a 24-hour noise descriptor: either the Day-Night Average Level (Ldn) or the Community Noise Equivalent Level (CNEL). The Ldn metric adds a penalty of 10 dB for the nighttime hours of 10:00 p.m. to 7:00 a.m., while CNEL adds both the 10 dB nighttime penalty and a penalty of 5 dB for the evening hours of 7:00 p.m. to 10:00 p.m.

3.0 REGULATORY SETTING

Los Angeles General Plan

The Noise Element of the City General Plan applies to the City as a whole. This element addresses noise mitigation regulations, strategies and programs, and delineates federal, state and City jurisdiction relative to rail, automotive, aircraft, and nuisance noise. The noise and land use compatibility guidelines from Exhibit I of the Noise Element are provided in **Table 3-1, Land Use Compatibility Guidelines**. As noted in the Noise Element, this element references the City's noise standards contained in Los Angeles Municipal Code (LAMC) Section 111 et seq.

Table 3-1
Land Use Compatibility Guidelines

Land Use Category	Day-Night Average Exterior Sound Level (CNEL dB)						
	50	55	60	65	70	75	80
Residential Single Family, Duplex, Mobile Home	A	C	C	C	N	U	U
Residential Multi-Family	A	A	C	C	N	U	U
Transient Lodging, Motel, Hotel	A	A	C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	C	C	N	N	U
Auditorium, Concert Hall, Ampitheater	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	C/U	U	U
Playground, Neighborhood Park	A	A	A	A/N	N	N/U	U
Golf Course, Riding Stable, Water Recreation, Cemetery	A	A	A	A	N	A/N	U
Office Building, Business, Commercial, Professional	A	A	A	A/C	C	C/N	N
Agriculture, Industrial, Manufacturing, Utilities	A	A	A	A	A/C	C/N	N

A = Normally acceptable. Specified land use is satisfactory, based upon assumption buildings involved are conventional construction, without any special noise insulation.

C = Conditionally acceptable. New construction or development only after a detailed analysis of noise mitigation is made and needed noise insulation features are included in project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice.

N = Normally unacceptable. New construction or development generally should be discouraged. A detailed analysis of noise reduction requirements must be made and noise insulation features included in the design of a project.

U = Clearly unacceptable. New construction or development generally should not be undertaken.

As shown in Table 3-1, for residential multi-family uses an exterior sound level of up to 60 dB CNEL is normally acceptable for land use compatibility, and up to 70 dB CNEL is conditionally acceptable for new construction after a detailed analysis of noise mitigation is made and needed noise insulation features are included in the project design. Conventional construction with closed windows and fresh air supply systems or air conditioning normally will suffice as adequate insulation features for land use compatibility of residences within a noise environment of 65 dB CNEL.

City Noise Ordinance

The City's noise standards for non-transportation sources are articulated in Chapter XI, Noise Regulation, of the LAMC, which contains the City's Noise Ordinances. This Chapter of the LAMC restricts the level of noise that one type of land use or activity may broadcast across the property line of an adjacent land use. Noise ordinance standards are stated with respect to ambient levels found without the contribution of an identified noise source, such as a piece of construction equipment.

Section 111.03 of the LAMC establishes presumed ambient noise levels as a function of zoning and times of day provided in **Table 3-2, Presumed Ambient Noise Levels in the City Noise Ordinance**. As noted in LAMC Section 111.03, in the absence of site-specific ambient noise measurements, these presumed ambient noise levels may be used as a baseline for the evaluation of noise increases. At the boundary between two zones, the presumed ambient noise level of the quieter zone shall be used.

Table 3-2
Presumed Ambient Noise Levels in the City Noise Ordinance

Zone	Presumed Ambient Noise Level dB	
	DAY [1]	NIGHT [2]
A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, & R5	50	40
P, PB, CR, C1, C1.5, C2, C4, C5, and CM	60	55
M1, MR1, and MR2	60	55
M2 and M3	65	65

Source: Los Angeles Municipal Code, Section 111.03.
[1] Daytime levels apply from 7:00 a.m. to 10:00 p.m.
[2] Nighttime levels apply from 10:00 p.m. to 7:00 a.m.

As shown in Table 3-2, the presumed ambient daytime noise level for the project, which is zoned R3 (Multiple Dwelling Zone)[2] is 50 dB, and the nighttime noise level is 40 dB. Some deviation from these noise levels is allowed during the daytime for short-term (less than 15 minute) noise generation. The LAMC provides the following regulatory requirements related to noise generation in the City:

Operational Noise

- LAMC Section 111.03 establishes presumed ambient noise levels as a function of zoning and times of day to be used as a baseline for evaluating noise increases. As mentioned, the site is zoned R3, which the LAMC indicates would have a presumed ambient noise level of 50 dB in daytime hours (7:00 a.m. to 10:00 p.m.) and 40 dB in nighttime hours (10:00 p.m. to 7:00 a.m.).
- LAMC Section 112.02 prohibits any heating, ventilation and air conditioning (HVAC) systems within any zone of the City from causing an increase in ambient noise levels on any other occupied property or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than 5 dB.

[2] City of Los Angeles, Department of City Planning. Zoning Information and Map Access System (ZIMAS).

- LAMC Section 112.04 prohibits the operation of any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of a residence between 10:00 p.m. and 7:00 a.m. Gas powered blowers are prohibited within 500 feet of a residence at any time.

Construction Noise

- LAMC Section 41.40(a) and (c) restricts construction activity to the hours below:
    - Monday through Friday between 7:00 a.m. to 9:00 p.m.
    - Saturdays and National Holidays between 8:00 a.m. to 6:00 p.m.
    - Sundays, no construction except for individual residents.
- LAMC Section 112.05 limits the maximum noise level of powered equipment or powered hand tools (e.g., construction equipment, including off-highway trucks). According to LAMC Section 112.05, any powered equipment or hand tool that produces a maximum noise level exceeding 75 dB within 500 feet of a residential zone, when measured at a distance of 50 feet from the source, is prohibited unless compliance is technically infeasible.

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

Pursuant to LAMC Section 112.05, the impact analysis of construction noise presented in Chapter Six is based on the potential for the project to result in construction noise levels exceeding 75 dB at a distance of 50 feet.

4.0 EXISTING CONDITIONS

4.1 Ambient Transportation Noise Levels

As noted in the Noise Element of the City General Plan, transportation systems are a primary source of urban noise. Management of noise from the most significant of these sources (aircraft, trains and freeways) is generally preempted by federal and state authority. Primary municipal authority is the regulation of land use. Management of noise emanating from freeways is generally within the authority of federal and state jurisdictions, namely, the Federal Highway Administration (FHWA) and the California Department of Transportation. Existing sources of transportation noise in the project vicinity would primarily come from traffic on Main Street and Imperial Highway, but also include freeway and rail traffic noise to the south.

4.2 Ambient Noise Levels

LAMC Chapter XI, Noise Regulation, Section 111.03 provides presumed ambient noise levels based on zoning. The site is zoned R3, so the presumed ambient daytime noise level for the project site for analysis purposes is 50 dB, and the presumed ambient nighttime noise level is 40 dB.

5.0 THRESHOLDS OF SIGNIFICANCE

The State CEQA Guidelines Appendix G Environmental Checklist Form includes the following questions regarding noise generation:

- Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Local noise standards presented in the City's General Plan and/or codified in the LAMC relied on in this analysis include the following:

Operational Noise

Local General Plan

The Noise Element of the City General Plan considers noise levels less than 60 dB CNEL to be normally acceptable for residential multi-family use, and noise levels of up to 70 dB CNEL are considered conditionally acceptable for residential uses if noise insulation features[3] are included in project design.

LAMC Section 112.04 prohibits the operation of any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of a residence between 10:00 p.m. and 7:00 a.m. Gas powered blowers are prohibited within 500 feet of a residence at any time.

Construction Noise

Los Angeles Municipal Code

LAMC Section 112.05 sets a noise standard for construction equipment of 75 dBA at 50 feet. LAMC Section 112.05 also specifies that "Said noise limitations shall not apply where compliance therewith is technically infeasible," and defines "technical infeasibility" as meaning that noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

6.0 IMPACT ANALYSIS

The following analysis evaluates the potential noise levels resulting from the project during construction and operations. The analysis then considers whether these effects would exceed applicable standards and/or thresholds of significance.

Construction Noise

Pursuant to LAMC Section 41.40(a) and (c) construction activity at the project site would be restricted to 7:00 a.m. to 9:00 p.m. daytime hours on weekdays, 8:00 a.m. to 6:00 p.m. on Saturdays or national holidays, and prohibited on Sundays.

A conceptual construction fleet list of equipment anticipated to be used onsite during construction is presented in **Table 6-1, Construction Equipment Noise Levels.** Based on the Construction Noise

[3] The City's Noise Element notes that "Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice."

Handbook prepared by the FHWA, which includes a national database of construction equipment noise levels, Table 6-1 identifies the highest (Lmax) noise levels associated with the equipment types anticipated to be used for construction of the project at a distance of 50 feet between the equipment and receptor.

Table 6-1
Construction Equipment Noise Levels

Phase	Quantity and Equipment Type[1]	Lmax at 50 ft (dB) [2, 3]	Reduction Feature[4] and Attenuation (dB)	Reduced Lmax at 50 ft (dB)
Demolition	1 Concrete/Industrial Saw	90	Barrier (20 dB)	70
	1 Rubber Tired Dozer	82	Barrier (20 dB)	62
	2 Loader/Backhoes	79	Barrier (20 dB)	59
Site Preparation	1 Grader	85	Barrier (20 dB)	65
	1 Loader/Backhoe	79	Barrier (20 dB)	59
Grading	1 Grader	85	Barrier (20 dB)	65
	1 Rubber Tired Dozer	82	Barrier (20 dB)	62
	1 Loaders/Backhoe	79	Barrier (20 dB)	59
Building Construction	2 Forklifts	75	Barrier (20 dB)	55
	2 Loader/Backhoes	79	Barrier (20 dB)	59
Paving	4 Cement/Mortar Mixer	80	Barrier (20 dB)	60
	1 Paver	77	Barrier (20 dB)	57
	1 Roller	80	Barrier (20 dB)	60
	1 Loader/Backhoe	79	Barrier (20 dB)	59
Architectural Coating	1 Air Compressor	78	Barrier (20 dB)	58

[1] Construction Equipment List from Envicom Corporation, Air Quality Impact Analysis, 2415 Ocean View, Envicom Corporation, November 2022 .

[2] Lmax levels are for individual equipment pieces. Each piece of equipment would operate at a distance from other equipment.

[3] Source: Federal Highway Administration, Construction Noise Handbook, 2006, Ch. 9, Construction Equipment Noise Levels and Ranges.

[4] Pursuant to LAMC Section 112.05, the project would incorporate use of mufflers, acoustical blankets, enclosures, barriers, screens and/or other noise reduction device or techniques during the operation of the equipment.

Construction activities would occur in phases such as demolition, site preparation, grading, building construction, paving and architectural coating, with each phase involving the use of different types or numbers of construction equipment. Therefore, the types of equipment shown in Table 6-1 would only need to be operated during the specific phase indicated in the table, rather than all at once. Because decibels are logarithmic units, sound levels from multiple sources cannot be added by ordinary arithmetic means. For example, when the sound pressure level of two sources is equal, the resulting noise level is 3 dB greater than the noise level of one source.

Pursuant to LAMC Section 112.05, construction equipment noise levels are restricted to 75 dBA at 50 feet from the source unless compliance is "technically infeasible" despite the use of mufflers, shields, sound barriers and/or other noise reduction devices or techniques during the operation of the equipment. As shown in Table 6-1, the construction equipment that could generate the highest noise level is a concrete/industrial saw, which would generate a maximum noise level of 90 dB Lmax at 50 feet. Table 6-1 also shows the attenuated (reduced) noise levels at 50 feet from the various types of construction equipment when employing standard noise reduction features and techniques that would not be "technically infeasible."

Standard noise reduction techniques include the use of industrial-grade mufflers on mobile equipment or sound transmission obscuring products, such as acoustical blankets, enclosures, barriers, screens or equivalent around the equipment or construction site.

As shown in Table 6-1, employing technically feasible and standard noise reducing techniques such as mufflers, shields, and noise barriers as required for compliance with LAMC Section 112.05 would reduce the project's construction noise levels to less than 75 dB at 50 feet. Specification sheets provided in **Appendix A** document the reasonably expected noise reduction effectiveness of mufflers and barriers available from sample manufacturers/suppliers. Such noise reducing products would be available from a variety of manufacturers and thus the project would not be restricted to any single manufacturer, provided that similar performance can be documented. Therefore, construction-related temporary noise level increases would not exceed applicable standards when employing typical noise reduction techniques pursuant to the requirements of LAMC Section 112.05.

Operation

Traffic Noise

Upon completion, project-generated vehicle trips would cause an incremental increase in traffic noise levels on local streets throughout the project area. Doubling the number of noise sources would produce a 3 dB increase in the noise level. Therefore, a doubling of traffic volumes would be required to result in a 3 dB increase in noise.

Traffic volumes for Ocean View Avenue are not available, however, traffic data for Grand View Street is available, which is nearby and somewhat similar to Ocean View Avenue. Grand View Street connects to 3rd Street at the north and 6th Street at the south, providing connection between two arterials. Ocean View Avenue does not directly connect to any arterials and is diagonal to the street grid, but it does connect to Coronado Street near its intersection with 6th Street, and then to Grand View Street and Lake Street near their connections to 3rd Street. It also connects to Carondelet Street and Park View Street from their connections to 6th Street. Therefore, Ocean View Avenue may experience through-traffic similarly to Grand View Street. Also, Grand View Street is lined with multifamily residences, though across a shorter distance than Ocean View, so resident traffic may be similar as well. A count of traffic on Grand View Street prepared for the City in 2016 recorded a 24 hour total of 1,375 trips with an AM peak volume of 90 trips and a PM peak volume of 150 trips.[4]

With 22 units the project would be expected to generate an average of 120 total trips per day (Average Daily Trips or ADT), 8 AM peak period trips, and 10 PM peak period trips, according to the Institute of Transportation Engineers (ITE) in the 2017 Trip Generation Manual.[5] Even if traffic on Ocean View Avenue was one-quarter that of the traffic on Grand View Street (344 ADT), traffic generated by the project would not approach doubling traffic volumes. Therefore, based upon reasonable assumptions regarding the traffic volumes of Ocean View Avenue, the project would not result in a perceptible increase of traffic noise.

[4] City of Los Angeles, Department of Public Works, Bureau of Engineering, Navigate LA, LADOT Traffic Data, Manual Count Summary, Grand View St & 3rd St, June 14, 2016.

[5] Institute of Transportation Engineers (ITE), Trip Generation 10th Edition, 2017, Code 221 Multifamily Housing (Mid-Rise), 5.44 trips/dwelling unit ADT, .36 trips/dwelling unit AM Peak Period, .44 trips/dwelling unit PM Peak Period.

Table 6-2, Project-Related Traffic Noise Increase shows the potential project-related traffic noise increase on Ocean View Avenue, based upon the very low traffic assumption of 344 ADT, utilizing the following equation for an increase in the number of equivalent noise sources:

$$L = 10 \bullet \log (v_2 / v_1)$$

Where:

L = traffic noise level increase
v_1 = without project traffic volume
v_2 = with project traffic volume

Table 6-2
Project-Related Traffic Noise Increase

Roadway Segment	Existing ADT	Existing Plus Project ADT	Project-Related Noise Increase (dB Leq)
Ocean View Avenue Between Coronado Street and Grand View Street	344	464	1.3
Data Sources: Institute of Transportation Engineers (ITE), Trip Generation Manual 10th Edition, 2017. LADOT Traffic Data, Manual Count Summary, Grand View St & 3rd St, June 14, 2016			

Because the project will not at least double the presumed traffic on Ocean View Avenue, it will not increase perceptible traffic noise levels. Therefore, the project's potential traffic-related permanent increases in ambient noise levels would be less than significant.

Landscape Maintenance Noise

During operations, the project could result in the periodic use of landscaping maintenance equipment such as backpack blowers, hedge trimmers, etc., for upkeep of the landscaping. The use of gas powered blowers would be prohibited and contractors would reasonably be expected to conduct routine maintenance during daytime hours, therefore avoiding the period when such equipment noise is restricted between 10:00 p.m. and 7:00 a.m. as required by LAMC Section 112.04. Therefore, the project's potential noise effects due to periodic routine maintenance of outdoor landscaping would be less than significant.

Stationary Equipment Noise

The project would introduce stationary noise sources such as roof-mounted HVAC units. These would be required to comply with the City's noise ordinance standards and due to the elevation of the units and placement behind solid parapets, would not result in significant operational noise impacts. Noise is most audible where there is a direct line-of-sight. Any solid barrier that breaks the line-of-sight between the source and the receiver greatly reduces the noise levels from the source since the sound must travel over or around the barrier to be heard. Proposed roof-mounted equipment would be at least 43 feet above average grade, in which case the building itself acts as a barrier since the immediately surrounding buildings are below the elevation of the proposed building's roof, and therefore will not have line-of-sight with any rooftop equipment. In addition, the perimeter of the roof is surrounded by a parapet which will help further attenuate noise from the HVAC units. Any proposed HVAC units would also be required to comply with the City's noise ordinance standards within the LAMC. LAMC Section 112.02, prohibits any HVAC unit from exceeding the ambient noise level on any other occupied property by more than 5 dBA. As HVAC noise would be regulated by the LAMC, HVAC noise-related permanent increases in ambient noise levels would be less than significant. Therefore, the potential noise effects from stationary equipment would be less than significant.

7.0 CONCLUSIONS

As evaluated above, the project's potential noise effects during construction and operations would not exceed the City's applicable noise standards, with the incorporation of the following standard regulatory compliance measure:

Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities): The project shall 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 at adjacent uses unless technically infeasible.

Therefore, the proposed infill development would not result in significant noise effects.

8.0 REFERENCES

City of Los Angeles Municipal Code, Chapter XI, Noise Regulation, 2021.

City of Los Angeles, Department of City Planning, General Plan Noise Element, Adopted February 3, 1999.

City of Los Angeles, Department of City Planning. Zoning Information and Map Access System (ZIMAS), accessed on October 28, 2022 at: http://zimas.lacity.org/.

City of Los Angeles, Department of Public Works, Bureau of Engineering, Navigate LA, LADOT Traffic Data, Manual Count Summary, Grand View St & 3rd St, June 14, 2016.

Envicom Corporation, Air Quality Analysis, 2415 Ocean View Multifamily Residential Project, November 2022.

Federal Highway Administration, Construction Noise Handbook, 2006, Chapter 9, Construction Equipment Noise Levels and Ranges.

Institute of Transportation Engineers (ITE), Trip Generation Manual 10th Edition, 2017.

APPENDIX A

Noise Study - Product Specification Sheets

ECHO BARRIER®
Environmentally Sound

H4™ Acoustic Barrier

Specifications

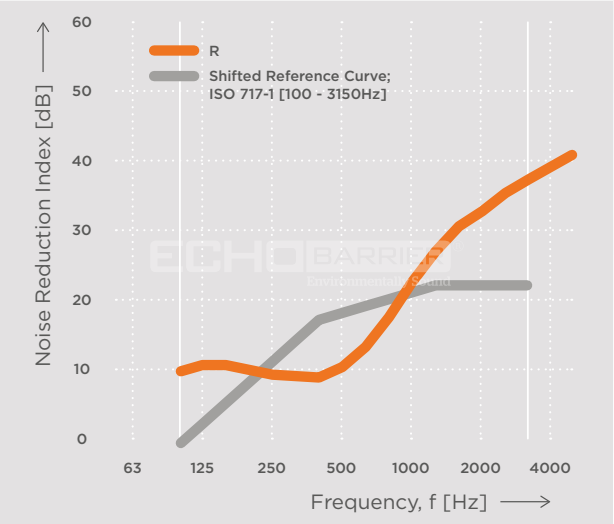
World-leading
noise control.

ECHO BARRIER®
Environmentally Sound

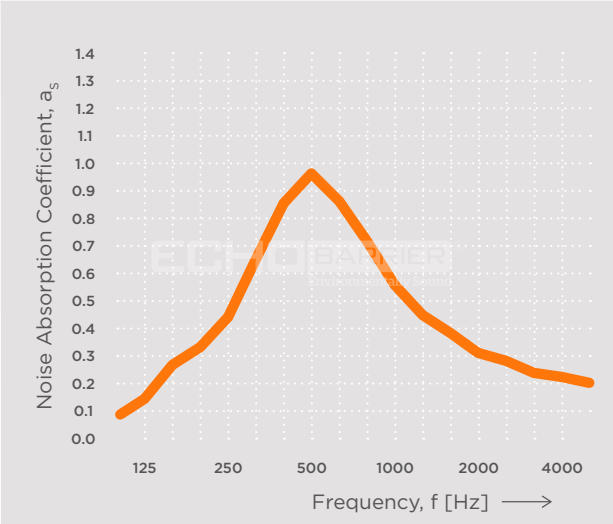
H4™ Acoustic Barrier

The Echo Barrier H4™ is a temporary portable acoustic barrier that offers outstanding noise reduction and absorption in a wide range of industrial applications. Extremely durable, the H4™ is resistant to water, fire and extreme temperatures, while remaining lightweight and quick and easy to install. It is also environmentally friendly, since its acoustic core comprises recycled biodegradable materials.

NOISE REDUCTION



NOISE ABSORPTION



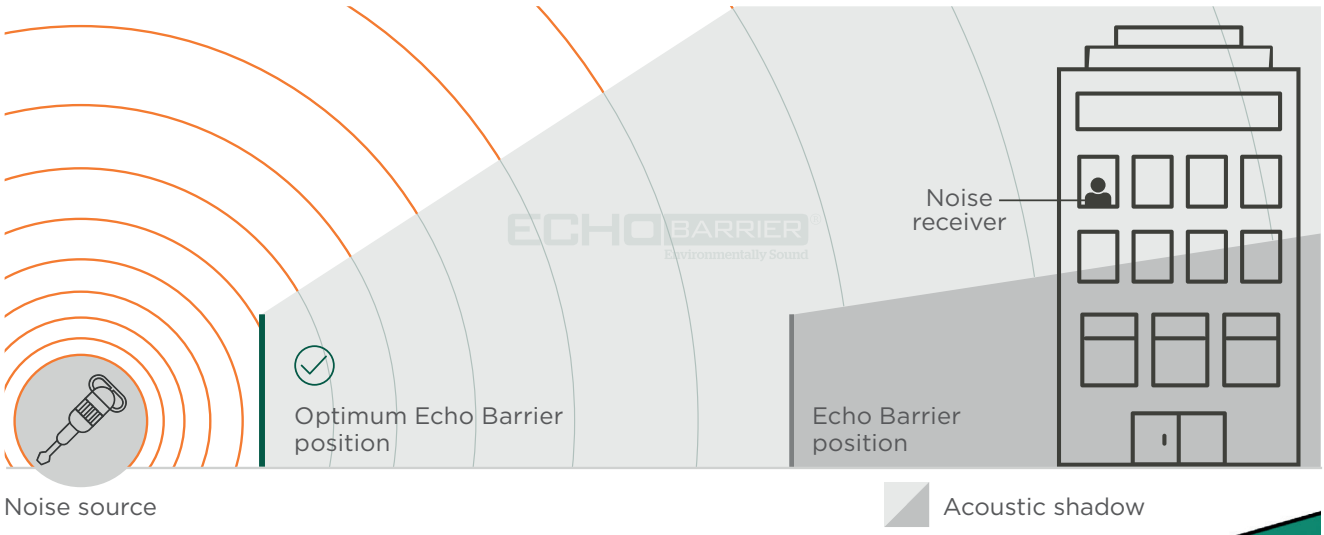
H4™ Acoustic Barrier specifications

Max Noise Reduction (Lab Tested)*	40.8 dB
Max Noise Absorption (Lab Tested)*	96%
Height	2050 mm (6 ft 9 in)
Width	1335 mm (4 ft 5 in)
Rolled Dimensions	400 mm diameter (1 ft 4 in), 1335 mm (4 ft 5 in) wide
Weight	7.1 kg (15.6 lb)
Water resistant test standard*	BSEN 60529:1992 IPX6 / IPX9
Fire resistant test standard*	BS 7837-1996, ASTM E84
Dust resistant test standard*	BSEN 60529-1992
Cold resistant test standard (result)*	BSEN 60068/2/1:2007 (-40 degrees)
Tensile test standard (result)*	ISO 17025 (5.52 kN vertical, 1.34 kN horizontal)
UV resistant	3 years (USA + Canada), 5 years (rest of the world)
Safety features	Night-time reflective strips, hazard icons
Quick install	1 person in 30 seconds with installation kits, rollable
Installation kits	Yes
Anti-theft	Security cable, Data tag
Cleaning	Power wash
Identification code part number	Unique RFID number per unit
Manufacturer's warranty	1 year
Colour Options	On request

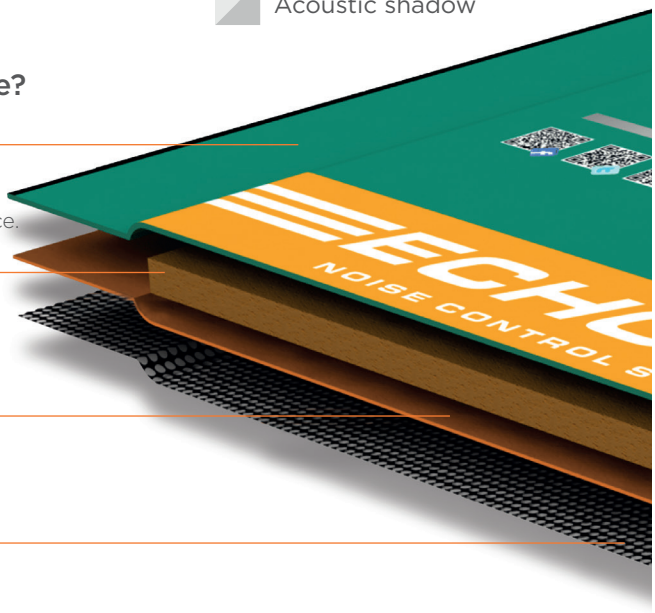
* Full independent laboratory results can be obtained on request to **info@echobarrier.com**

Effective installation

Position barriers closer to the noise source for maximum acoustic shadow



What makes our acoustic barriers so effective?



Front outer layer
Extremely durable, waterproof, high quality PVC, with optimum mass to ensure maximum noise reduction whilst retaining a professional appearance.

Acoustic absorbent
Highest grade acoustic absorbent made from recycled material, prevents noise reflecting off the barrier (bio-degradable).

Waterproof breathable membrane
Allows noise to be absorbed but keeps water out.

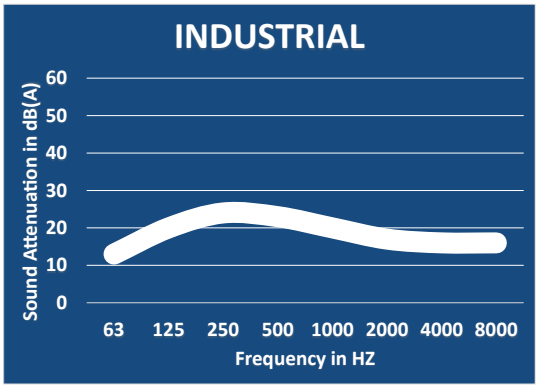
Durable reinforced mesh
Extends product life to retain acoustic performance in harsh working environments.

NETT TECHNOLOGIES INC.
www.nettinc.com sales@nettinc.com +1 (905) 672-5453

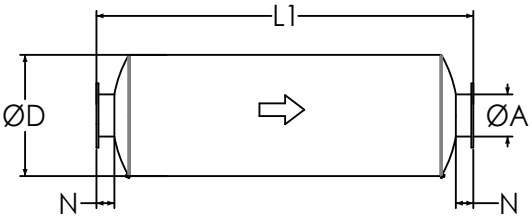
Industrial Grade Silencers

Model NTIN-C (Cylindrical), 15-20 dBA

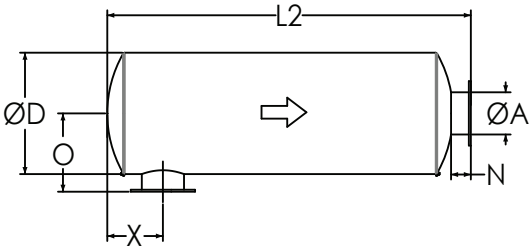
TYPICAL ATTENUATION CURVE



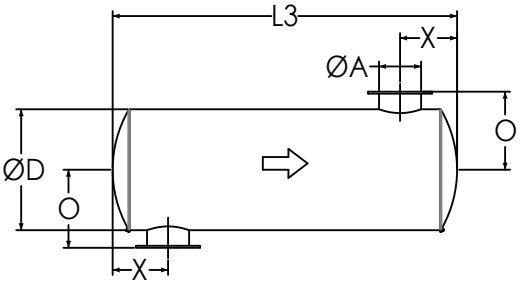
TYPICAL CONFIGURATIONS



END IN END OUT (EI-EO)



SIDE IN END OUT (SI-EO)



SIDE IN SIDE OUT (SI-SO)

Nett Technologies' Industrial Grade Silencers are designed to achieve maximum performance with the least amount of backpressure.
The silencers are Reactive Silencers and are typically used for reciprocating or positive displacement engines where noise level regulations are low.

FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
- Compact modular designs providing ease of installations, less weight and less foot-print
- Responsive lead time for both standard and custom designs to meet your needs
- Customized engineered systems solutions to meet challenging integration and engine requirements

Contact Nett Technologies with your projects design requirements and specifications for optimized noise control solutions.

OPTIONS

- Versatile connections including ANSI pattern flanges, NPT, slip-on, engine flange, schedule 40 and others
- Aluminized Steel, Stainless Steel 304 or 316 construction
- Horizontal or vertical mounting brackets and lifting lugs

ACCESSORIES

- Hardware Kits
- Flexible connectors and expansion joints
- Elbows
- Thimbles
- Raincaps
- Thermal insulation: integrated or with thermal insulation blankets
- Please see our accessories catalog for a complete listing

PRODUCT DIMENSIONS (in)

Model*	A	D	L1	L2	L3	X**	X	N	O
	Outlet	Dia	EI-EO	SI-EO	SI-SO	Min	Max	Nipple	O
NTIN-C1	1	4	20	18	16	3	7	2	4
NTIN-C1.5	1.5	6	22	20	18	3	8	2	5
NTIN-C2	2	6	22	19	16	3	8	3	6
NTIN-C2.5	2.5	6	24	21	18	4	9	3	6
NTIN-C3	3	8	26	23	20	5	10	3	7
NTIN-C3.5	3.5	9	28	25	22	5	11	3	8
NTIN-C4	4	10	32	29	26	5	12	3	8
NTIN-C5	5	12	36	33	30	6	14	3	9
NTIN-C6	6	14	40	36	32	7	16	4	11
NTIN-C8	8	16	50	46	42	8	21	4	12
NTIN-C10	10	20	52	48	44	11	21	4	14
NTIN-C12	12	24	62	58	54	12	26	4	16
NTIN-C14	14	30	74	69	64	15	31	5	20
NTIN-C16	16	36	82	77	72	18	35	5	23
NTIN-C18	18	40	94	89	84	18	42	5	25
NTIN-C20	20	40	110	105	100	19	52	5	25
NTIN-C22	22	48	118	113	108	22	56	5	29
NTIN-C24	24	48	130	125	120	24	62	5	29

* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

** Standard inlet/outlet position.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

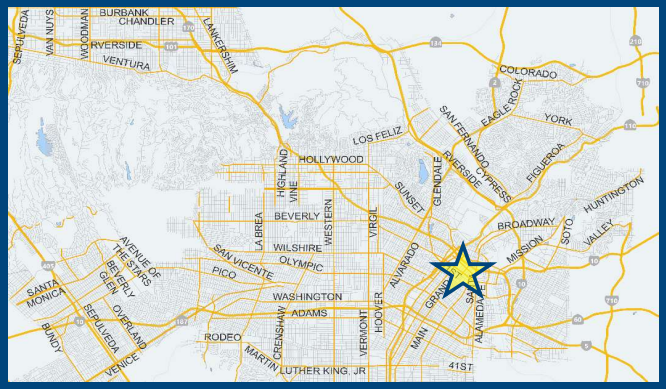
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 2415 W Ocean View

Scenario: No parking provided

Address: 200 N SPRING ST, 90012



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

○ Yes ◉ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family	1	DU
Housing | Single Family	1	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	26	DU
Housing | Multi-Family	26	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
5 Daily Vehicle Trips	81 Daily Vehicle Trips
37 Daily VMT	597 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	76 Net Daily Trips
The net increase in daily VMT ≤ 0	560 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

7/31/2024

HISTORIC RESOURCES ASSESSMENT, 2415 W. OCEAN VIEW AVENUE, CITY AND COUNTY OF LOS ANGELES, CALIFORNIA

OCTOBER 2023

PREPARED FOR

Min and Chris Taus

PREPARED BY

SWCA Environmental Consultants

HISTORIC RESOURCES ASSESSMENT, 2415 W. OCEAN VIEW AVENUE, LOS ANGELES, CALIFORNIA

Prepared for

Min and Chris Taus
277 West Green Street #204
Pasadena, California 91105

Prepared by

Debi Howell-Ardila, M.H.P.
Senior Team Lead, Architectural History
and
Susan Zamudio-Gurrola, M.H.P.
Architectural Historian

SWCA Environmental Consultants
320 N. Halstead Street, Suite 120
Pasadena, California 91107
(626) 240-0587
www.swca.com

Contact
Debi Howell-Ardila, M.H.P.
Project Manager
debi.howell@swca.com

SWCA Project No. 82986

October 2023

EXECUTIVE SUMMARY

Purpose and Scope: Min and Chris Taus (Client) retained SWCA Environmental Consultants (SWCA) to prepare a Historical Resource Assessment (HRA) for 2415 West Ocean View Avenue (subject property) located on Assessor Parcel No. (APN) 5155-030-003 in the Westlake neighborhood of the City and County of Los Angeles, California, and in the Westlake Community Plan Area (CPA). The property is a 1904 Mission Revival-style single-family residence that was found eligible for the California Register of Historical Resources (CRHR) and as a City of Los Angeles Historic/Cultural Monument (HCM) as part of the 2008 Historic Resources Survey of the Westlake Recovery Redevelopment Area.[1] This 2008 survey was commissioned by the former Community Redevelopment Agency (CRA) of Los Angeles. (The citywide survey effort known as SurveyLA did not include those areas surveyed through prior CRA studies, so this earlier finding of eligibility was carried forward.)

Because the proposed project would demolish the extant building, a historic resources assessment is required to determine the property's current historic resource status pursuant to the City of Los Angeles zoning code and the California Environmental Quality Act (CEQA).

In accordance with the requirements of the City of Los Angeles, this HRA includes: 1) the results of a cultural resources records search and literature review, 2) the historic setting and background, 3) an intensive-level built environment survey, 4) a development history of the subject property, and 5) an evaluation to determine if the property is eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR), or for designation as a Los Angeles Historic-Cultural Monument (HCM), and therefore constitute a historical resource for the purposes of the California Environmental Quality Act (CEQA). The methodology for this HRA complies with best professional practices as well as the current requirements defined by the City of Los Angeles Office of Historic Resources (OHR).[2]

Dates of Investigation: On August 2, 2023, SWCA conducted a California Historical Resources Information System (CHRIS) records search at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton. SWCA conducted an intensive-level survey of the subject property and completed archival research between July and August 2023.

Summary of Findings: The CHRIS records search did not produce any previously recorded cultural resources or cultural resource studies.

Through the 2009 CRA survey, the subject property was found individually eligible under CRHR Criterion 1 and City of Los Angeles HCM Criterion 1, in the area of Community Planning and Development, under the context and theme "Residential Development, 1887-1910" and "Streetcar Suburbs, 1887-1910."[3] Survey findings noted that the property appeared eligible at the state and local levels as "one of a limited number of intact residences built during the period of significance" and because it "appears to meet the eligibility standards prepared in the Westlake CRA Survey Historic Context Statement."[4] Due to "significant alterations to the fenestration," the building was not found eligible for the National Register of Historic Places (NRHP).

[1] LSA Associates, Inc., June 2009, "Intensive Survey, Westlake Recovery Community Redevelopment Area, City of Los Angeles, Los Angeles County, California." Prepared for City of Los Angeles Community Redevelopment Agency, Hollywood and Central Region.

[2] City of Los Angeles OHR. July 2017. "Requirements for Phase 1 Historical Resource Assessment Reports."

[3] LSA Associates, Inc., June 2009, pp. 25-31. Note that the periods of significance for the context/theme differ in the 2009 report and 2008 DPR form; the DPR puts the periods of significance at 1850-1912 for the context and 1873-1928 for the streetcar suburb theme.

[4] Sorrell, Tanya, LSA Associates, Inc., 22 October 2008, State of California Department of Parks and Recreation Series 523 Primary Record, 2415 Ocean View Avenue, Los Angeles.

Also due to alterations, the property was not found eligible on the basis of its Mission Revival-style architecture. No surrounding historic district was identified as a result of the 2009 CRA survey.

In summary, the 2009 survey found the subject property eligible for an association with a streetcar suburb; at the time, the CRA framework for evaluations included the property type of individual residences/properties for the context and theme of the streetcar suburb. Since that time, SurveyLA contexts have been developed and refined, and according to current guidance, individual residences/properties are not themselves included among the qualifying property types for a streetcar suburb under the relevant CTPs.

Instead, property types eligible for an association with a streetcar suburb include not individual residences but rather cohesive groupings of related properties. SurveyLA's framework for assessing a potential significant association with streetcar suburbs now places the emphasis on a "unified entity with a significant concentration of residences," as well as original planning features including street patterns, buildings setbacks, landscape or street features. The SurveyLA framework includes a number of CTPs for streetcar suburbs. The common thread for each, however, is that eligibility is reserved for collections of properties and their related features, rather than individual properties/residences.

This updated approach is reflected in current SurveyLA findings. Identified, eligible streetcar suburbs are all collections of properties rather than individual properties. For example, the University Park Extension Historic District (locally eligible historic district), was found to be an "Excellent example of a late 19th century neighborhood subdivided specifically due to its adjacency to streetcar lines. Conveys significance through intact tract features and contributing buildings" (311 buildings, 153 contributing). More examples are provided below in Section 4, Historic Context.

A thorough review of these previous surveys, their methods and evaluative framework, as well as the current SurveyLA framework and findings provided the starting point for this evaluation. Based on this literature review, research, and site visit, 2415 West Ocean View does not appear eligible at the federal, state, or local level for landmark designation, either individually or as a contributor to a historic district, or to an eligible streetcar suburb.

In terms of SurveyLA's current guidance for assessing eligibility for an association with a streetcar suburb, 2415 Ocean View Avenue does not appear to meet the current eligibility standards for a contributor to a streetcar suburb (which, as previously stated, was the reason for eligibility in the 2009 CRA survey).

In terms of Criteria B/2/2, the research presented below on previous owners and occupants also suggests that the property is not eligible under these criteria.

In terms of potential eligibility under Criteria C/3/3, the property does not appear to meet the eligibility criteria at the federal, state, or local level. It does not represent an intact, distinctive example of the Mission Revival style, and research conducted to date does not indicate that it is the work of a significant architect or builder. Additionally, it does not retain historic integrity due to significant alterations. The original stucco was covered over with panels of textured stucco veneer, and the original windows were replaced with aluminum-framed glazing in a variety of configurations. (Based on its original Mission Revival style, the property is also likely to have been capped with a barrel tile roof; the roof is currently clad with red composite shingles.) Additional non-permitted changes to the rear elevation were also noted. SurveyLA integrity considerations state that

- The property should retain integrity of Design, Materials, Workmanship and Feeling
- Stucco repair or replacement must duplicate the original in texture and appearance
- Roof replacement should duplicate original in materials, color, texture, dimension, and installation pattern
- Limited window replacement may be acceptable

While the subject property still retains the recognizable shape and characteristics of the Mission Revival style, all original windows and exterior sheathing have been replaced. These alterations have diminished the property's integrity of design, materials, workmanship and feeling.

To consider whether a historic district might be present in the immediate block of Ocean View Avenue as well as the larger block, which includes Coronado and 5th Streets, SWCA drove the area around the subject property and consulted construction dates on file with the Los Angeles County Tax Assessor's office. The eight parcels on Ocean View Avenue were constructed in the 1900s (1), 1910s (1), 1920s (2), 1950s (2), and 1960s (2). Among the 14 parcels on adjacent blocks (Coronado and 5th Streets), properties were constructed in the 1920s (3), 1930s (1), 1940s (4), 1950s (4), and 1980s (2).

It bears noting that small concentrations of related properties can form a unified entity such that a historic district is present; this however is not the case on Ocean View Avenue or on adjacent blocks more broadly. The visual effect of the range of dates of construction is one of an unrelated, eclectic, recent development history rather than a unified entity with a shared development history.

Therefore, no potential historic district was identified within the block of the subject property, and the subject property would not be considered a contributor to a potential historic district.

Based on these findings, the subject property is not considered an historical resource pursuant to CEQA. The proposed project would not result in impacts to historical resources, and no further study is required.

Disposition of Data: The final Historical Resource Assessment will be submitted to Min and Chris Taus. Copies will be submitted to the SCCIC at California State University, Fullerton, and retained by SWCA's Pasadena, California, office. All field notes, photographs, and records related to the current study are also on file at the SWCA Pasadena office.

CONTENTS

Appendices

Figures

1. INTRODUCTION

Min and Chris Taus (Client) retained SWCA Environmental Consultants (SWCA) to prepare a Historical Resource Assessment (HRA) for 2415 West Ocean View Avenue (subject property) located on Assessor Parcel No. (APN) 5155-030-003 in the Westlake neighborhood of the City and County of Los Angeles, California, and in the Westlake Community Plan Area (CPA). The property is a 1904 Mission Revival-style single-family residence that was found eligible for the California Register of Historical Resources (CRHR) and as a City of Los Angeles Historic/Cultural Monument (HCM) as part of the 2009 Historic Resources Survey of the Westlake Recovery Redevelopment Area.[5] The 2009 survey was commissioned by the former Community Redevelopment Agency (CRA) of Los Angeles. (The citywide survey effort known as SurveyLA did not include those areas surveyed through prior CRA studies, so this earlier finding of eligibility was carried forward.)

Because the proposed project would demolish the extant building, a historic resources assessment is required to determine the property's current historic resource status pursuant to the City of Los Angeles zoning code and the California Environmental Quality Act (CEQA).

In accordance with the requirements of the City of Los Angeles, this HRA includes: 1) the results of a cultural resources records search and literature review, 2) the historic setting and background, 3) an intensive-level built environment survey, 4) a development history of the subject property, and 5) an evaluation to determine if the property is eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR), or for designation as a Los Angeles Historic-Cultural Monument (HCM), and therefore constitute a historical resource for the purposes of the California Environmental Quality Act (CEQA). The methodology for this HRA complies with best professional practices as well as the current requirements defined by the City of Los Angeles Office of Historic Resources (OHR).[6]

SWCA Architectural History Senior Team Lead Debi Howell-Ardila, M.H.P. conducted the literature review and pedestrian survey, and served as primary author. SWCA Architectural Historian Susan Zamudio-Gurrola, M.H.P. served as a co-author of this report. Ms. Howell-Ardila and Ms. Zamudio-Gurrola meet and exceed the Secretary of the Interior's Professional Qualifications Standards (PQS) for Architectural History. Resumes of key staff are included in this report as Appendix A.

Project Description and Location

The proposed project involves the demolition of the existing residential building and replacement with a multifamily residence.

The subject property consists of a 0.21-acre rectangular parcel situated on the north side of Ocean View Avenue between Coronado Street and Park View Street in the Westlake neighborhood of Los Angeles, California. The property is located in an unsectioned area of Township 1 South, Range 13 West, San Bernardino Base Meridian, as shown on the U.S. Geological Survey (USGS) Hollywood, California, 7.5-minute topographic quadrangle (Figure 1 and Figure 2).

[5] LSA Associates, Inc., June 2009, "Intensive Survey, Westlake Recovery Community Redevelopment Area, City of Los Angeles, Los Angeles County, California." Prepared for City of Los Angeles Community Redevelopment Agency, Hollywood and Central Region.

[6] City of Los Angeles OHR. July 2017. "Requirements for Phase 1 Historical Resource Assessment Reports."

Figure 1. Project area plotted on a USGS topographic map.

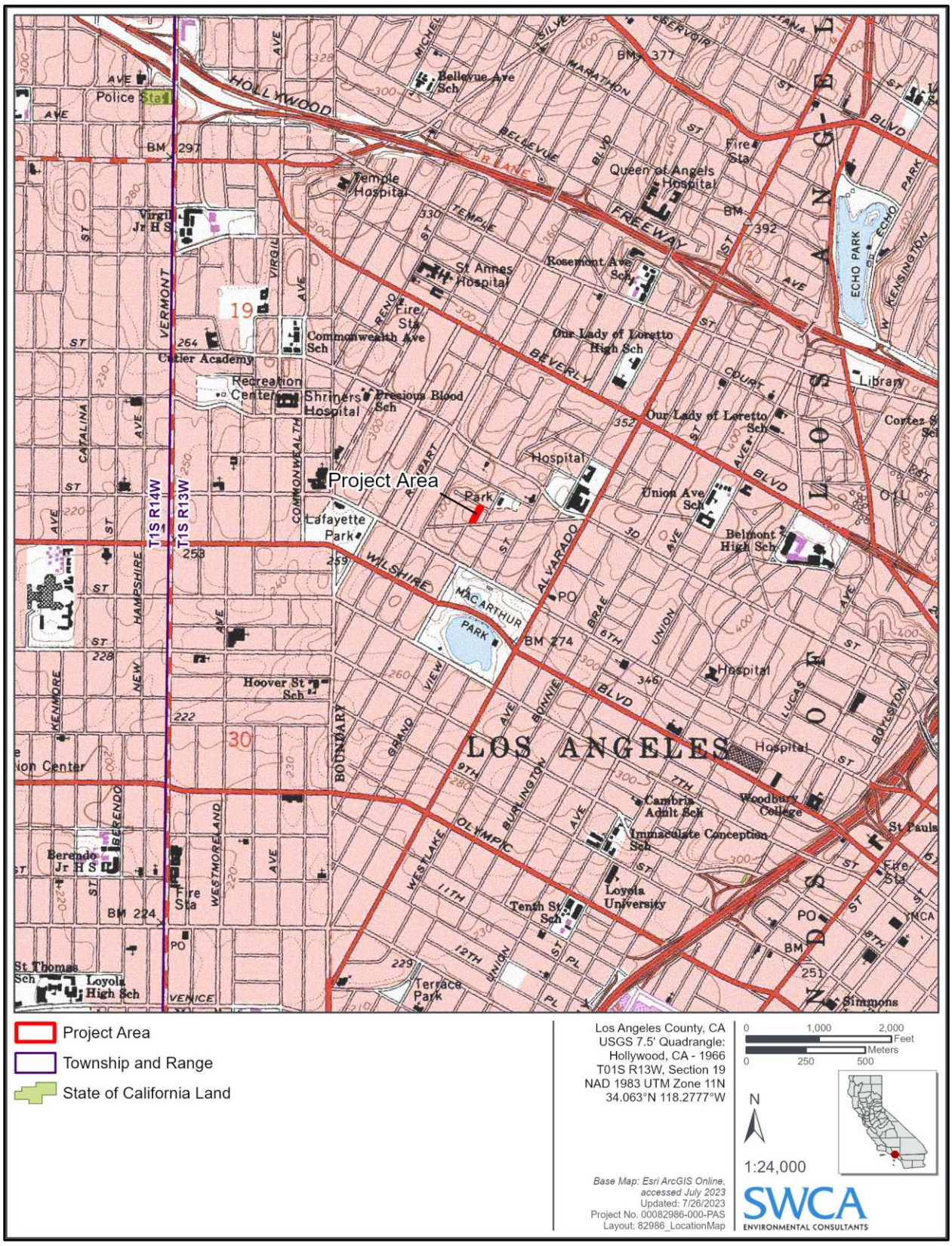


Figure 2. Project area plotted on an aerial photograph.

Current Historical Resource Status

As noted previously, the subject property is a 1904 Mission Revival-style single-family residence that was found eligible for the CRHR and as a City of Los Angeles Historic/Cultural Monument (HCM) as part of the Historic Resources Survey of the Westlake Recovery Redevelopment Area between 2008 and 2009.[7] This survey, which was commissioned by the former CRA of Los Angeles and completed by LSA Associates, Inc., stated that the property appeared eligible for the CRHR and as an HCM "because it is one of a limited number of intact residences built during the period of significance" and because it "appears to meet the eligibility standards prepared in the Westlake CRA Survey Historic Context Statement."[8] Due to "significant alterations to the fenestration, the building no longer retains sufficient integrity to be eligible for the National Register [of Historic Places, NRHP]."

The property was found eligible under CRHR Criterion 1 and City of Los Angeles HCM Criterion 1, in the area of Community Planning and Development, under the context and theme "Residential Development, 1887-1910" and "Streetcar Suburbs, 1887-1910."[9]

The report context thus described Westlake's late nineteenth-century origins:

> In 1887, J.F. Crank received a $10,000 franchise to build a streetcar from downtown to Westlake along 7th Street. This line originated in downtown, traveled west along Beverly Boulevard, entered Westlake from the north along Alvarado Street, and traveled west on 7th Street… . Most of the [Westlake CPA] was subdivided in the 1880s, much of it in anticipation of streetcar lines.[10]

Building on this context, the 2009 survey report summarized the statement of significance for properties associated with streetcar suburbs in Westlake:

> Early streetcars connected Westlake to downtown and ultimately with the rest of southern California through the vast interurban network, leading to heavy residential development. Streetcar suburbanization of the area began with single-family residences and boarding houses, but quickly became characterized by a mix of low, middle, and high-density multifamily property types with the earlier single-family residences… . Historic districts and significant individual properties associated with the streetcar suburb theme represent the dominant pattern of development for Westlake in the late 19th and early 20th centuries.[11]

As described in the 2009 report, the required aspects of integrity for properties under this context/theme were as follows:

- Design (No incompatible additions visible from the street, layout of windows and entrances should not be filled-in or altered, porch should not be filled-in)
- Feeling (must "read" as an example of its property type and architectural style)
- Workmanship (original ornamental elements, no non-historic ornamentation added, no inappropriately-textured stucco on the façade)

[7] LSA Associates, Inc., June 2009.

[8] Sorrell, 2008.

[9] LSA Associates, Inc., June 2009, pp. 25-31. Note that the periods of significance for the context/theme differ in the 2009 report and 2008 DPR form; the DPR puts the periods of significance at 1850-1912 for the context and 1873-1928 for the streetcar suburb theme.

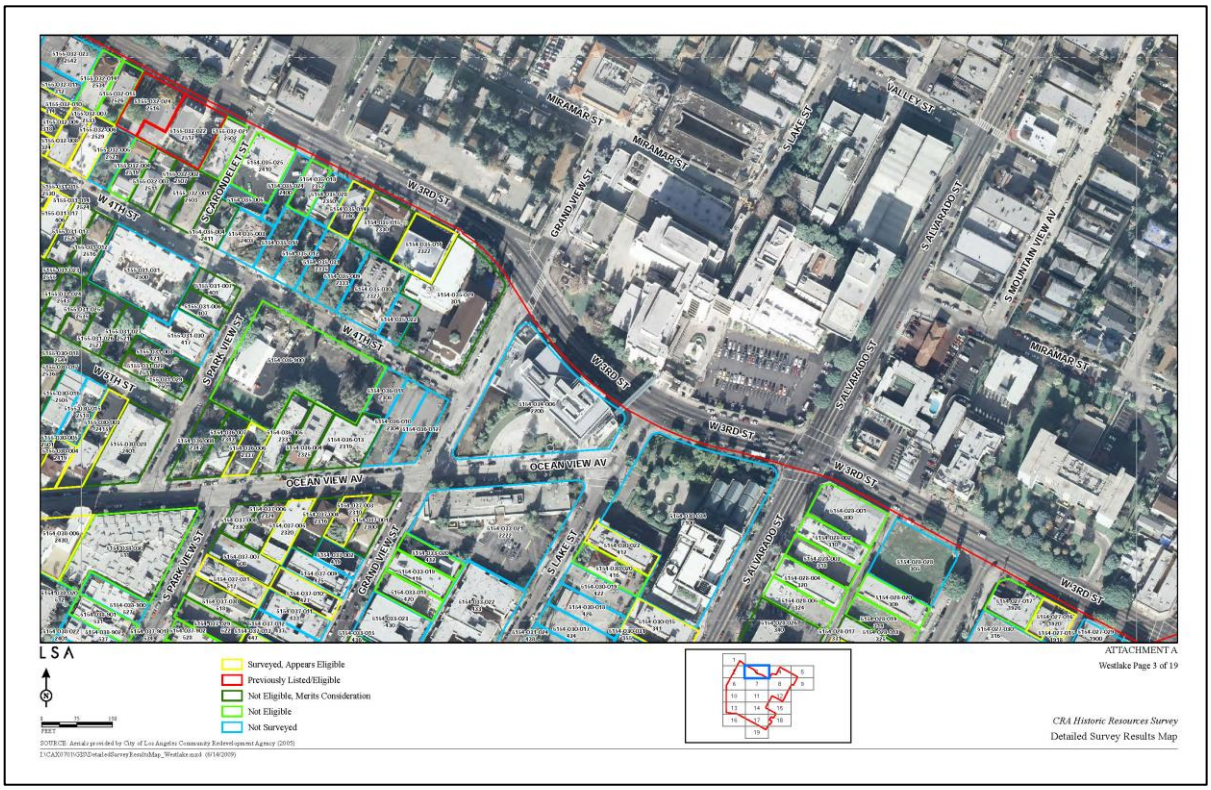
[10] LSA Associates, Inc., June 2009, p. 26.

[11] LSA Associates, Inc., June 2009, p. 28.

- Materials (original windows may have been replaced, but the openings are not altered and replacement windows appear compatible). Interior spaces may have been remodeled.
- Setting (surrounding buildings and land uses may have changed)
- Association (original use may have changed)
- Location

The maps shown in Figure 3 below are drawn from the 2009 LSA report; they illustrate the overlapping streetcar lines that served Westlake and the subject property and the findings of the survey for the subject property and immediate vicinity.

Figure 3. Maps for 2009 Westlake survey; findings indicate individual eligibility; no surrounding historic district was identified



Source: LSA Associates, Inc., June 2009, Appendix A, pp. 3-4

2. REGULATORY SETTING

This section discusses the applicable federal, state, and local laws, statutes, guidelines, and regulations that govern the identification and treatment of historical resources.

Federal Regulations

National Historic Preservation Act of 1966

Enacted in 1966 and amended in 2000, the NHPA instituted a multifaceted program, administered by the Secretary of the Interior, to encourage sound preservation policies of the nation's cultural resources at the federal, state, and local levels. The NHPA authorized the expansion and maintenance of the NRHP, established the position of State Historic Preservation Officer, and provided for the designation of State Review Boards.

The NHPA also established a mechanism to certify local governments to carry out the historic preservation goals of this national legislation.

National Register of Historic Places

The NRHP was established by the NHPA of 1966 as "an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment" (CFR 36 Section 60.2). The NRHP recognizes properties that are significant at the national, state, and local levels.

To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. A property is eligible for the NRHP if it is significant under one or more of the following criteria:

> ***Criterion A:*** *It is associated with events that have made a significant contribution to the broad patterns of our history;*
>
> ***Criterion B:*** *It is associated with the lives of persons who are significant in our past;*
>
> ***Criterion C:*** *It embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; and/or*
>
> ***Criterion D:*** *It has yielded/may yield, information important in prehistory/history.*

In addition to meeting these criteria, a property must retain historic integrity, which is defined in National Register Bulletin 15 as the "ability of a property to convey its significance."[12] In order to assess integrity, the National Park Service (NPS) recognizes seven aspects or qualities that, considered together, define historic integrity.

To retain historic integrity, a property will always possess several, and ideally most, of the seven aspects, which are defined as follows:

1. **Location**: the place where the historic property was constructed or where the historic event occurred
2. **Design**: the combination of elements that create the form, plan, space, structure, and style of a property

[12] National Park Service. 1990. *National Register Bulletin 15, How to Apply the National Register Criteria for Evaluation,* p. 44. Washington, D.C.: U.S. Department of the Interior, National Park Service.

3. **Setting**: the physical environment of a historic property
4. **Materials**: the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property
5. **Workmanship**: the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory
6. **Feeling**: a property's expression of the aesthetic or historic sense of a particular period of time
7. **Association**: the direct link between an important historic event or person and a historic property

State Regulations

The policies of the NHPA are implemented at the state level by the State of California Office of Historic Preservation, a division of the California Department of Parks and Recreation. The Office of Historic Preservation is also tasked with carrying out the duties described in the Public Resources Code (PRC) and maintaining the BERD and CRHR. The state-level regulatory framework also includes CEQA, which requires the identification and mitigation of substantial adverse impacts that may affect the significance of historical and archaeological resources.

California Register of Historical Resources

Created in 1992 and implemented in 1998, the CRHR is, according to PRC Sections 21083.2 and 21084.1, "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change." Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys, or designated by local landmarks programs, may be nominated for inclusion in the CRHR.

According to PRC Section 5024.1(c), a resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria:

> ***Criterion 1:*** *It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
>
> ***Criterion 2:*** *It is associated with the lives of persons important in our past;*
>
> ***Criterion 3:*** *It embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values;*
>
> ***Criterion 4:*** *It has yielded, or may be likely to yield, information important in history or prehistory.*

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity does not meet NRHP criteria may still be eligible for listing in the CRHR.

California Environmental Quality Act

CEQA requires a lead agency to analyze whether historical resources may be adversely impacted by a proposed project. Under CEQA, a project that may cause a substantial adverse change in the significance

of a historical resource is a project that may have a significant effect on the environment. Answering this question is a two-part process: first, the determination must be made as to whether the proposed project involves historical resources. Second, if historical resources are present, the proposed project must be analyzed for a potential substantial adverse change in the significance of the resource.

According to CEQA Guidelines Section 15064.5, for the purposes of CEQA, historical resources are defined as:

- A resource listed in, or formally determined eligible for listing in, the California Register of Historical Resources (CRHR) (PRC 5024.1, Title 14 CCR, Section 4850 et seq);
- A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the PRC or identified as significant in a historic resources survey meeting the requirements of Section 5024.1(g) of the PRC;
- Any building, structure, object, site, or district that the lead agency determines eligible for national, state, or local landmark listing; generally, a resource shall be considered by the lead agency to be historically significant (and therefore a historic resource under CEQA) if the resource meets the criteria for listing on the CRHR (as defined in PRC Section 5024.1, Title 14 CCR, Section 4852).

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. As noted previously, resources whose historic integrity does not meet NRHP criteria may still be eligible for listing in the CRHR.

According to CEQA, the fact that a resource is not listed in or determined eligible for listing in the CRHR or is not included in a local register or survey shall not preclude the lead agency from determining that the resource may be an historical resource (PRC Section 5024.1). Pursuant to CEQA, a project with an effect that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment (CEQA Guidelines, Section 15064.5).

In terms of substantial adverse change to a historical resource, CEQA Guidelines Section 15064.5 specifies that "substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."

Section 15064.5 further specifies that "material impairment" occurs when a project alters in an adverse manner or demolishes "those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion" or eligibility for inclusion in the NRHR, CRHR, or local register.

Local Regulations

Los Angeles Historic-Cultural Monuments

Local landmarks in the City of Los Angeles are known as Historic-Cultural Monuments (HCMs) and are under the aegis of OHR. An HCM, monument, or local landmark is defined in the Cultural Heritage Ordinance as follows:

> [A] Historic-Cultural Monument is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles. A proposed Monument may be designated by the City Council upon the recommendation of the [Cultural Heritage] Commission if it meets at least one of the following criteria:

> ***Criterion 1:*** *Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community;*
>
> ***Criterion 2:*** *Is associated with the lives of historic personages important to national, state, city, or local history; or*
>
> ***Criterion 3****: Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.*[13]

Historic Preservation Overlay Zones

As described by the City of Los Angeles OHR, the HPOZ Ordinance was adopted in 1979 and amended in 2004 "to identify and protect neighborhoods with distinct architectural and cultural resources, the City…developed an expansive program of Historic Preservation Overlay Zones.... HPOZs, commonly known as historic districts, provide for review of proposed exterior alterations and additions to historic properties within designated districts." Regarding HPOZ eligibility, City of Los Angeles Ordinance No. 175891 states that features designated as contributing shall meet one or more of the following criteria:

- Adds to the Historic architectural qualities or Historic associations for which a property is significant because it was present during the period of significance, and possesses Historic integrity reflecting its character at that time; or
- Owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city; or
- Retaining the building, structure, Landscaping, or Natural Feature, would contribute to the preservation and protection of an Historic place or area of Historic interest in the City.[14]

Regarding effects on federal and locally significant properties, the Los Angeles Municipal Code declares the following:

> *The department shall not issue a permit to demolish, alter or remove a building or structure of historical, archaeological or architectural consequence if such building or structure has been officially designated, or has been determined by state or federal action to be eligible for designation, on the National Register of Historic Places, or has been included on the City of Los Angeles list of historic cultural monuments, without the department having first determined whether the demolition, alteration or removal may result in the loss of or serious damage to a significant historical or cultural asset. If the department determines that such loss or damage may occur, the applicant shall file an application and pay all fees for the California Environmental Quality Act Initial Study and Check List, as specified in Section 19.05 of the Los Angeles Municipal Code. If the Initial Study and Check List identifies the historical or cultural asset as significant, the permit shall not be issued without the department first finding that specific economic, social or other considerations make infeasible the preservation of the building or structure.*[15]

SurveyLA, City of Los Angeles Office of Historic Resources

SurveyLA is a citywide survey of Los Angeles overseen by the City of Los Angeles OHR. Conducted between 2010 and 2017, field surveys were completed in three phases by Community Plan Area,

[13] Los Angeles Municipal Code, Section 22.171.7 of Article 1, Chapter 9 (Added by Ordinance No. 185472. Effective 4/28/18).
[14] Los Angeles Municipal Code, Section 12.20.3 (Amended by Ordinance No. 184903. Effective 6/17/17).
[15] Los Angeles Municipal Code, Section 91.106.4.5 (Permits for Historical and Cultural Monuments).

incorporating over 880,000 legal parcels and nearly 500 square miles. SurveyLA staff, volunteers, and consultant teams developed multiple-property documentation-driven historic context statements for themes and property types throughout Los Angeles. Included among these are architecture, city planning, social history, ethnic heritage, politics, industry, transportation, commerce, and entertainment, among others. These contexts define associated themes, property types, eligibility standards, character-defining features, and integrity considerations to be used when evaluating properties. Through the course of the SurveyLA project, dozens of these contextual frameworks were developed to ensure a consistent, context-driven survey through all survey areas.

Each thematic framework developed for SurveyLA has a set of character-defining features, eligibility standards, and integrity considerations to ensure a consistent approach to assessments; this framework is broken down by contexts and themes, along with associated property types (also known as a "CTP," or context/theme/property type).

Because of the previous finding of eligibility for the subject property, for the association with a streetcar suburb, the following 6 CTPs for SurveyLA are most relevant; each one is considered in Section 6, Evaluation, along with a broader consideration of the applicable federal, state, and local significance criteria.

SURVEYLA CTP #1:

Context:	Residential Development and Suburbanization, 1850-1980
Theme:	Streetcar Suburbanization, 1888-1933
Subtheme:	Suburban Planning and Development, 1888-1933
Property Type:	Streetcar Suburb
Property Subtype:	Neighborhood

- Criteria: A/1/1 | Geo location: Citywide; within .5 mile of one or more streetcar lines
- Eligibility Standards:
    - Was developed primarily during the period of significance
    - Developed as a direct result of the proximity to a streetcar line
    - Includes lots developed almost entirely with single-family residences dating from the period of significance
    - Retains a sense of place that evokes an early 20th century suburb
    - A geographically definable area composed of multiple adjacent subdivisions, or portions thereof, that have become linked over time through a shared period of development or demographic, ethnic or cultural cohesion
- Character-Defining Features:
    - As a whole, retains the essential physical and character-defining features from the period of significance
    - Uniform blocks of rectangular-shaped parcels laid out in square or rectilinear grid of streets
    - Uniform front-yard setbacks, typically landscaped with lawns and shrubbery
    - Street improvements such as curb and gutter, historic streetlights, sidewalks, parkways and street trees common
    - Includes intact single-family and multi-family residences that represent a collection of early 20th century housing types and styles

  - Small-scale retail/commercial and institutional properties may be peppered throughout the neighborhood or concentrated near historic streetcar stops or nodes
  - May include commercial and institutional properties as contributing features
- Integrity Considerations:
  - Alterations to individual buildings allowable under eligibility standards for the particular style
  - Should retain integrity of Feeling, Setting, Design, Location, and Association
  - Alterations to streetscape to accommodate increased automobile use are common; may include driveways and garages added after the period of significance
  - Infill development allowed if it does not disrupt the residential character
  - Some contributors may have been moved into the area
  - Original streetscape features, such as street trees/lights, may be missing
  - Some widening of neighborhood streets may occur where they have become major arteries

SURVEYLA CTP #2:

Context: Residential Development and Suburbanization, 1850-1980
Theme: Streetcar Suburbanization, 1888-1933
Subtheme: Suburban Planning and Development, 1888-1933
Property Type: Streetcar Suburb
Property Subtype: Multi-Family District

- Criteria: A/1/1 | Geo location: Found within networks of the oldest streetcar lines; areas around downtown including Westlake, Pico Rivera and in Hollywood, Mid-City and northeast Los Angeles
- Eligibility Standards:
  - Conveys a strong visual sense of overall historic environment from the period of significance
  - Contains a majority of multi-family property types that were developed within an established network of streetcar lines between 1910 and 1930
  - A geographically definable area composed of multiple subdivisions and/or portions of subdivisions that were either by design or circumstance developed with mostly multi-family property types
- Character-Defining Features:
  - As a whole, retains the essential physical and character-defining features from the period of significance
  - Rectilinear grid of streets
  - May feature a variety of multi-family types and be significant within the Multi-Family Residential Development theme in this context
  - May include small-scale and larger mixed-use retail/commercial and institutional properties along streetcar route and at street corners
  - Buildings generally 2 to 4 stories in height
  - Properties may occupy one or two lots originally laid out for single family residences

  - May represent a variety of architectural styles and be significant for themes within the Architecture context
  - Contributors may be modest examples of architectural styles
  - Generally include multiple subdivisions and/or portions of subdivisions
  - Street improvements (curbs, sidewalks, historic streetlights and street trees) common
- Integrity Considerations:
  - Should retain integrity of Feeling, Setting, Design, Location, and Association
  - Alterations to streetscape to accommodate increased automobile use are common; may include driveways and garages added after the period of significance
  - Some widening of neighborhood streets may occur where they have become major arteries

SURVEYLA CTP #3:

Context:	Residential Development and Suburbanization, 1850-1980
Theme:	Streetcar Suburbanization, 1888-1933
Subtheme:	Suburban Planning and Development, 1888-1933
Property Type:	Streetcar Suburb
Property Subtype:	Subdivision

- Criteria: A/1/1 | Geo location: Citywide; within .5 mile of a historical streetcar line
- Eligibility Standards:
  - Conveys a strong visual sense of overall historic environment from the period of significance
  - A single residential tract or subdivision, or part thereof, recorded by a subdivider
  - Developed as a direct result of the proximity to a streetcar line
  - Includes lots developed almost entirely with single-family residences dating from the period of significance
  - Is also significant under themes within the Architecture context for the high quality of architecture
  - Retains a sense of place that evokes an early 20th century suburb
- Character-Defining Features:
  - As a whole, retains the essential physical and character-defining features from the period of significance
  - Uniform blocks of rectangular-shaped parcels laid out in square or rectilinear grid of streets
  - Uniform front-yard setbacks, typically landscaped with lawns and shrubbery
  - Street improvements such as curb and gutter, historic streetlights, sidewalks, parkways and street trees common
  - Includes intact single-family and multi-family residences that represent a collection of early 20th century housing types and styles
- Integrity Considerations:
  - There should not be wholesale paving of front yards or installation of intrusive fencing

- Alterations to streetscape to accommodate increased automobile use are common; may include driveways and garages added after the period of significance
- Infill development allowed if it does not disrupt the residential character
- Some contributors may have been moved into the area
- Some contributors may have been adapted for commercial or institutional use; such adaptations should not compromise the overall setting and feeling of the district
- Original streetscape features, such as street trees and lights, may be missing in limited amounts
- District as a whole should retain integrity of Design (site plan, full width street frontage, relationship between buildings and street), Feeling, Setting and Association

SURVEYLA CTP #4:

Context:	Architecture and Engineering, 1850-1980
Theme:	Housing the Masses, 1880-1975
Subtheme:	Late 19th and Early 20th Century Neighborhoods, 1880-1910
Property Type:	Streetcar Suburb
Property Subtype:	Neighborhood

- Criteria: C/3/3 | Geo location: Neighborhoods of Los Angeles where the late 19th and early 20th century development occurred were largely within a two-mile radius of Downtown Los Angeles, including Lincoln Heights, Boyle Heights, Angelino Heights, Westlake, and University Park. Highland Park, Garvanza, Hollywood, Wilmington, and San Pedro were other communities that began to develop in the late 19th century and were later annexed into or consolidated with Los Angeles.
- Eligibility Standards:
  - Was developed during the period of significance
  - Unified entity with a significant concentration of intact residences designed in late 19th and early 20th century styles including Eastlake, Queen Anne, Shingle, Folk Victorian, and Neoclassical Revival
  - Conveys a strong visual sense of overall historic environment from period of significance
  - May include one or a full range of late 19th and early 20th century styles
- Character-Defining Features:
  - Mostly one- and/or two-story single-family residences
  - May include some multi-family residential types
  - Detached garages located at the rear of lots, if present
  - District boundaries may not follow original subdivision plates and are more likely to be small grouping comprising a portion of a tract or subdivision
  - May include residences outside the Period of Significance designed in Arts and Crafts and/or Period Revival styles
  - Should retain most of the original planning features including street patterns, building setbacks, landscape, and street features
- Integrity Considerations:
  - Some windows and doors may have been replaced, as long as openings have not been altered and original fenestration patterns have not been disrupted

- May contain some buildings from outside the period of significance
- Contributors to a district may have a greater degree of alteration than individually significant properties
- District as a whole should retain integrity of Location, Setting, Design, Workmanship, Feeling, and Materials
- Physical infrastructure such as curbing, street lights, street trees, and other amenities will ideally be present if they existed originally
- Within districts, the threshold of integrity for contributing properties is defined as the ability of a particular residence to reflect the architectural style and form that it would have possessed at the time of construction
- Residences that have been stuccoed may be considered contributing as long as it is the only exterior alteration
- Enclosure of front entry porches acceptable if original features have not been removed
- An accumulation of minor alterations may render a residence non-contributing

SURVEYLA CTP #5:

Context:	Architecture and Engineering, 1850-1980
Theme:	Housing the Masses, 1880-1975
Subtheme:	Late 19th and Early 20th Century Neighborhoods, 1880-1910
Property Type:	Streetcar Suburb
Property Subtype:	Subdivision

- Criteria: C/3/3 | Geo location: Neighborhoods of Los Angeles where the late 19th and early 20th century development occurred were largely within a two-mile radius of Downtown Los Angeles, including Lincoln Heights, Boyle Heights, Angelino Heights, Westlake, and University Park. Highland Park, Garvanza, Hollywood, Wilmington, and San Pedro were other communities that began to develop in the late 19th century and were later annexed into or consolidated with Los Angeles.
- Eligibility Standards:
  - Was developed during the period of significance
  - Unified entity with a significant concentration of intact residences designed in late 19th and early 20th century architectural styles including Eastlake, Queen Anne, Shingle, Folk Victorian, Vernacular cottages, and Neoclassical Revival
  - May include one or a full range of late 19th and early 20th century styles
- Character-Defining Features:
  - Mostly one- and/or two-story single-family residences
  - May include some multi-family residential types
  - Detached garages located at the rear of lots, if present
  - District boundaries may not follow original subdivision plates and are more likely to be small grouping comprising a portion of a tract or subdivision
  - May include residences outside the Period of Significance designed in Arts and Crafts and/or Period Revival styles (Note: when evaluating districts comprised of a variety of styles and multiple periods of development, more than one architectural theme may be applied to best represent the neighborhood)

  - Should retain most of the original planning features including street patterns, building setbacks, landscape, and street features
- Integrity Considerations:
  - Some windows and doors may have been replaced, as long as openings have not been altered and original fenestration patterns have not been disrupted
  - May contain some buildings from outside the period of significance
  - Contributors to a district may have a greater degree of alteration than individually significant properties
  - District as a whole should retain integrity of Location, Setting, Design, Workmanship, Feeling, and Materials
  - Physical infrastructure such as curbing, street lights, street trees, and other amenities will ideally be present if they existed originally
  - Within districts, the threshold of integrity for contributing properties is defined as the ability of a particular residence to reflect the architectural style and form that it would have possessed at the time of construction
  - Residences that have been stuccoed may be considered contributing as long as it is the only exterior alteration
  - Enclosure of front entry porches acceptable if original features have not been removed
  - An accumulation of minor alterations may render a residence non-contributing

SURVEYLA CTP #6:

Context: Architecture and Engineering, 1850-1980
Theme: Mediterranean & Indigenous Revival Architecture, 1893-1948
Subtheme: Mission Revival, 1893-1948
Property Type: Single-family residence

- Criteria: C/3/3 | Geo location: No concentrations of Mission Revival buildings exist in Los Angeles. Most examples are scattered and generally are found in areas developed prior to 1917
- Eligibility Standards:
  - Constructed during the period of significance
  - Exemplifies the character-defining features of the Mission Revival style
  - Is an excellent example of the style and/or the work of a significant architect or builder
- Character-Defining/Associative Features:
  - Retains most of the essential character-defining features of the style
  - Espadañas (shaped Mission roof parapet)
  - Stucco exterior
  - Bell towers and domes; tile-covered roofs
  - Rounded arches and arcades
  - Verandas, patios, and courtyards
  - General lack of ornamentation or use of Moorish-inspired decoration
- Integrity Considerations:

- Should retain integrity of Design, Materials, Workmanship and Feeling
- Stucco repair or replacement must duplicate the original in texture and appearance
- Roof replacement should duplicate original in materials, color, texture, dimension, and installation pattern
- New additions should be appropriately scaled and located so as to not overwhelm the original design and massing
- Original use may have changed; setting may have changed (surrounding buildings and land uses)
- For residential examples, alterations to garages may be acceptable; limited window replacement may be acceptable

3. METHODS

This evaluation was conducted and completed in accordance with the practices described in the Secretary of the Interior's *Standards and Guidelines for Historic Preservation*, including standards for planning, identifying, evaluating, and documenting resources. In addition, this report was prepared according to the requirements of the City of Los Angeles OHR for historical resource evaluations. Applicable national, state, and local level criteria were considered, as well as the context-driven methods and framework used by SurveyLA documentation efforts.

Cultural Resources Records Search

On August 2, 2023, SWCA completed a California Historical Resources Information System (CHRIS) records search at the SCCIC at California State University, Fullerton which was limited to the subject property. In addition to the previous cultural resources records and studies, the following sources of information were consulted:

- National Register of Historic Places
- California Register of Historical Resources
- California State Historical Landmarks
- California Points of Historical Interest
- California Built Environment Resources Directory (BERD)
- City of Los Angeles Historic-Cultural Monuments list

The CHRIS records search completed at the SCCIC did not identify any previously recorded cultural resources or any previous cultural resources studies that included the subject property.

Archival Research

Further regional and property-specific research was completed to characterize the historical development of the surrounding area. Building permits on file with the City of Los Angeles Department of Building and Safety (LADBS) were reviewed, and the following digital archives and databases were consulted in an effort to identify relevant maps, aerial photographs, newspaper articles, and historic photographs:

- Sanborn Fire Insurance Company maps
- USGS Topo View (topographic map viewer)
- University of California, Santa Barbara Library
- Newspapers.com
- Ancestry.com
- Calisphere
- Los Angeles Public Library (LAPL) Digital Collections
- Online Archive of California
- University of California Los Angeles Library, Digital Collections
- University of Southern California Digital Library

SurveyLA Review

As previously noted, the subject property is located in the geographic area covered by the *Historic Resources Survey Report: Westlake CPA*.[16] SurveyLA did not identify the subject property as a potential historical resource. As detailed above under Current Historical Resource Status, an earlier historic resources survey report completed in 2008 for the Westlake Recovery Community Redevelopment Area found the property eligible under CRHR Criterion 1 and City of Los Angeles HCM Criterion 1 in the area of Community Planning and Development, under the context and theme "Residential Development, 1887-1910" and "Streetcar Suburbs, 1887-1910."[17]

SWCA reviewed the eligibility framework used in the Westlake Recovery Community Redevelopment Area survey report, as well as the current SurveyLA framework for streetcar suburbs. In addition, SWCA reviewed SurveyLA results (in the Westlake CPA and beyond) to gather data and characterize those streetcar suburbs that were found eligible according to the current CTP.

To consider whether a historic district might be present in the immediate block of Ocean View Avenue as well as the larger block, which includes Coronado and 5th Streets, SWCA drove the area around the subject property and consulted construction dates on file with the Los Angeles County Tax Assessor's office. The results of that research are presented in Section 6 ("Evaluation").

Field Survey

As part of this HRA, SWCA Senior Architectural Historian/Preservation Planner Debi Howell-Ardila, M.H.P. conducted a field survey of the subject property. The purpose of the survey was to assess and document the building and any related features in the project site to inform the evaluation. The survey consisted of a visual inspection, digital photographs, and field notes to document existing conditions, integrity, and potential changes over time. The property was recorded on California Department of Parks and Recreation (DPR) 523 series forms, which are included in Appendix B of this report. All field notes, photographs, and records related to the current study are on file at the SWCA Pasadena office.

4. HISTORIC CONTEXT

Westlake

The following presents an historical overview of the area in which the subject property is located. This material is drawn from *Historic Resources Survey Report, Westlake Community Plan Area* (Historic Resources Group, 2014) and *Intensive Survey, Westlake Recovery Community Redevelopment Area, City of Los Angeles, Los Angeles County, California* (LSA Associates, Inc., June 2009) as cited.

The Westlake CPA was one of the earliest areas of Los Angeles surveyed in 1857 when United States Deputy Surveyor Henry Hancock surveyed four square leagues that were confirmed to the City by the United States Land Commission. This land was west of downtown, outside the area surveyed by Ord survey in 1849. In keeping with the City's existing orthogonal grid, Hancock laid out grids of 35-acre lots in 280-acre blocks west of downtown. The boundary lines between the tracts became the location of City streets which were developed as the land was sold and occupied. The Westlake CPA is characterized by a primarily rectilinear street pattern with major thoroughfares consisting of Rampart Boulevard and

[16] Historic Resources Group, 2014. *Historic Resources Survey Report, Westlake Community Plan Area.* Prepared for the City of Los Angeles OHR, April 2014.

[17] LSA Associates, Inc., June 2009, pp. 25-31. Note that the periods of significance for the context/theme differ in the 2009 report and 2008 DPR form; the DPR puts the periods of significance at 1850-1912 for the context and 1873-1928 for the streetcar suburb theme.

Alvarado Street running north to south, and Beverly, Wilshire, Olympic, Pico and Venice boulevards running east to west. Settlement of the area began in the 1860s, and early uses of the land included agriculture, dairy farming, and residential development. The first re-subdivision in the Westlake CPA, the Fairmount Tract, was recorded in 1877 and created 132 residential lots. A large portion of Westlake was subdivided by the mid-1880s, part of the land and construction boom taking place in the city at the time.[18]

Westlake's status as an attractive and affluent neighborhood was furthered by the development of parks in the neighborhood. Between 1886 and 1890, Westlake Park (presently MacArthur Park) was created on vacant, swampy land that was deemed unsuitable for residential development and was used as a dumping ground. Featuring lush landscaping, buggy paths, boating facilities, a seal pool, and a bandstand, the park became a leisure destination for both residents and tourists. Additional parks created in the 1880s and 1890s included Second Street Park and Sunset Park (presently Lafayette Park), all of which enticed Angelenos to the Westlake area.[19]

Westlake's second subdivision, Colina Park, was established in 1885 adjacent to the western terminus of the new Second Street cable railway. Crown Hill became a prominent neighborhood in the CPA and one of the most desirable places for wealthy families to build their homes, along with nearby Bunker Hill and Angelino Heights. Other important early tracts included the Park Tract, Washington Tract, Downey Tract, and Satter Tract. However, subdivisions that were established during the boom of the 1880s remained sparsely developed through the early 1900s.[20]

Transportation improvements were also critical to the area's development. Between the 1880s and 1890s, several electric streetcar lines were constructed which linked Los Angeles's downtown to outlying western residential neighborhoods. Streetcar lines traversed Westlake on its major thoroughfares including the east-west corridors of Temple Street, Beverly Boulevard, Third Street, Sixth Street, Olympic Boulevard, Pico Boulevard, and Venice Boulevard. Streetcar lines were also located on the north-south corridors of Rampart Boulevard, Alvarado Street, and Glendale Boulevard. The development of streetcar lines and Westlake Park resulted in land speculators recording 15 new tracts in Westlake between 1885 and 1887.[21]

Among the real estate developers who influenced Westlake's early development were Henry Gaylord Wilshire and William Wilshire. In anticipation of Los Angeles' westward expansion, in 1887, the brothers purchased 35 acres of land west of present-day Alvarado Boulevard. The brothers laid out a grid of five major thoroughfares including Wilshire Boulevard aligned east-west, and Rampart Boulevard, Park View, Carondelet and Coronado streets aligned north-south. The Wilshire brothers' standing in social and political circles attracted upper-class Angelenos to Westlake such as Harrison Gray Otis, owner of the Los Angeles Times, and various other business owners. Other prominent real estate developers in Westlake included city engineers George C. Knox and Fred Eaton, George Rufus Shatto, Joseph B. Banning, Oscar B. Smith, and S.A. Mattison. Mattison developed the West Bonnie Brae Tract and Knob Hills Tract; the subject property is within the latter.[22]

The Westlake area also was notable in the 1890s for the discovery of oil near the base of Crown Hill. The Los Angeles City Oil Field, which was developed across a portion of Westlake, became the largest producing oil field in the world by the end of the nineteenth century. The oil field also became the most influential in the history of California. In addition to large-scale investors and oil producers, residents erected oil derricks in their own yards. Some neighboring property owners protested to the City resulting

[18] Historic Resources Group, 2014. *Historic Resources Survey Report, Westlake Community Plan Area*. Prepared for the City of Los Angeles OHR; LSA Associates, Inc., June 2009.

[19] Historic Resources Group, 2014; LSA Associates, Inc., June 2009.

[20] Historic Resources Group, 2014; LSA Associates, Inc., June 2009.

[21] Historic Resources Group, 2014; LSA Associates, Inc., June 2009.

[22] Historic Resources Group, 2014; LSA Associates, Inc., June 2009.

in restrictions against oil facilities south of Third Street and Ocean Avenue, which increased the desirability of property in that area.[23]

As Westlake's population grew, commercial development began to expand in the early 1900s beyond mainly tourism-related commerce (such as restaurants, a store and an ice cream parlor near Westlake Park). A notable business established in the 1910s was the Occidental Studios, started by actor Hobart Bosworth on Occidental Boulevard. By the 1920s, commercial development was concentrated primarily along Seventh Street and other east-west corridors which all featured streetcar lines. Institutional development between the 1910s and 1920s included hospitals, art schools, and a library.[24]

The oil and film industries continued to attract new residents to Westlake, creating a demand for housing in the early twentieth century. Increased density was seen in the form of multi-family residential properties including bungalow courts, brick apartment houses, and luxury apartment hotels. Lots that had remained undeveloped since the 1880s filled in in the early 1900s with single-family residences, flats, bungalow courts, and small concentrations of commercial buildings. The Knob Hill tract was one of the subdivisions that experienced considerable development between 1900 and the early 1920s; homes were typically built in period revival, Craftsman, and eclectic architectural styles.[25]

The city reached its peak in population growth in the 1920s, at which time Westlake experienced a second wave of new residents. Westlake was largely built out by the 1930s, although infill construction continued taking place in the post-World War II years. The post-war population boom necessitated increased density, and a number of low-cost apartment buildings were built. A shift from primarily residential use to commercial use occurred after Wilshire Boulevard and Olympic Boulevard were widened in the 1930s and 1940s, and the character of early commercial corridors was changed with post-war commercial construction. Several prominent architects of the time designed buildings in Westlake, including the Union Oil Center/Unocal (1955) and the American Cement Building (1960). Institutional properties of the era included the Samaritan Medical Tower (1964) and St. Vincent Medical Center. Other large-scale improvements in the area included construction of segments of Highway 101 and 110 in the 1950s, which allowed commuters to bypass Westlake as they traveled further west.[26]

New ethnic groups made Westlake their home in the second half of the twentieth century, such as Filipino residents who were displaced from downtown when the Civic Center was developed, and later from declining economic corridors. Many Filipinos settled in the area near Temple Street and Beverly Boulevard between the 1950s and 1970s, and the community established the Filipino American Cultural Center on Temple Street in 1965. Other immigrant groups, as well as senior citizens, were attracted by the availability of housing in the area and began to settle in Westlake in the 1950s and 1960s. By the late 1960s, the area struggled with aging infrastructure and disinvestment, and the City began studying Westlake as a potential redevelopment area. A multicultural neighborhood continued to develop with immigrants from Mexico and Central America settling in Westlake during the 1970s and 1980s.[27]

Streetcar Suburbs

Streetcar lines that were developed in the late nineteenth and early twentieth centuries enabled the development of vast areas of land surrounding downtown Los Angeles, and provided Angelenos with greater opportunities for housing, employment and recreation. Streetcars stimulated countless subdivisions and land sales along their alignments. Angelenos were able to live in attractive suburbs and

[23] Historic Resources Group, 2014; LSA Associates, Inc., June 2009.
[24] Historic Resources Group, 2014; LSA Associates, Inc., June 2009.
[25] Historic Resources Group, 2014; LSA Associates, Inc., June 2009.
[26] Historic Resources Group, 2014; LSA Associates, Inc., June 2009.
[27] Historic Resources Group, 2014; LSA Associates, Inc., June 2009.

easily commute into the city for work and entertainment. The streetcar system developed to cover an expansive area, connecting various cities in the vicinity of Los Angeles.[28]

The first electric trolley line in Los Angeles was established in 1887, and numerous railway ventures were established and collapsed by the end of the nineteenth century. In the mid-1890s there were six major streetcar companies operating throughout the city, with the Los Angeles Railway (known as the Yellow Cars) being the largest, operating over 70 miles of track. Its service area was further expanded after Henry E. Huntington and his partners acquired the railway in 1898. In 1901, Huntington's syndicate also formed the Pacific Electric Railway – the famed Red Cars – which connected communities up to 90 miles apart.[29]

Los Angeles' population mushroomed from approximately 11,200 people in 1870 to over 102,000 people in 1900. As the downtown area urbanized, many of the city's wealthier residents sought to relocate to outlying suburban areas. Early on, horse-drawn cable cars provided access to areas such as Angeleno Heights, Lincoln Heights, Boyle Heights, and Westlake. The first streetcar line into Westlake was developed by J.F. Crank, who received a $10,000 franchise to construct the line in 1887. The route traveled west from downtown along Beverly Boulevard, entered Westlake from the north along Alvarado Street, and continued west along Seventh Street. The Los Angeles Railway acquired the line in the 1890s and developed two additional lines to Westlake from Boyle Heights and downtown (Figure 4).

Westlake's nineteenth century subdivisions were characterized by dispersed development through the turn of the twentieth century. Lots gradually filled in between the early 1900s and 1920s with a mixture of single-family homes and multi-family housing. The result was an "atypical streetcar suburb composed of 3-10-story apartments, 1-2-story flats, and courtyard apartments, punctuated by single-family residences."[30] Whereas typical streetcar suburbs were dominated by single-family homes, much of Westlake displays a mix of single-family and multi-family development. In addition, multi-family housing included a range of low, middle, and high-density properties; therefore, streetcar suburbanization in Westlake reflects a higher density character than many other Los Angeles streetcar suburbs.[31]

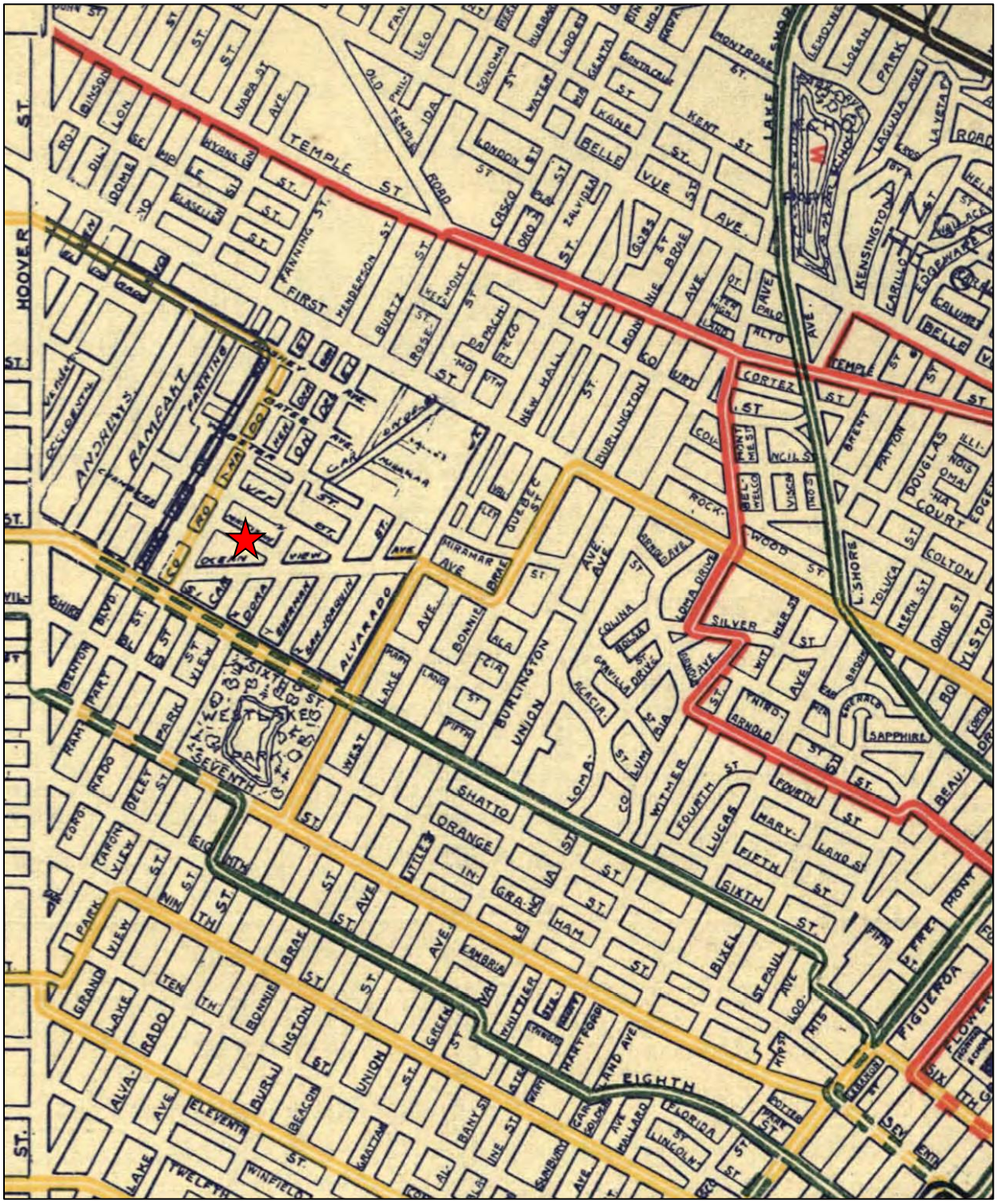
[28] Reft, Ryan. 2014. "Riding the Big Red Car: Work, Leisure, and Community in Multiethnic L.A." Available at https://www.kcet.org/history-society/riding-the-big-red-car-work-leisure-and-community-in-multiethnic-l-a. Accessed July 2023.

[29] Friedricks, William B. 1992. *Henry L. Huntington and the Creation of Southern California*. Ohio State University Press, Columbus, Ohio. Available at https://ohiostatepress.org/books/Complete%20PDFs/Friedricks%20Henry/Friedricks%20Henry.htm. Accessed July 2023; Huntington Library, 2019. "Huntington as Futurist." August 30. Available at https://huntington.org/verso/huntington-futurist. Accessed July 2023.

[30] LSA Associates, Inc., June 2009.

[31] LSA Associated, Inc., June 2009.

Figure 4. This 1906 map shows the three streetcars that served Westlake and the subject property (denoted by red star); the Los Angeles Railway Company shown in yellow, Los Angeles Inter-Urban Railway Company shown in green, and Pacific Electric shown in red



Source: LSA Associates, Inc., June 2009, p. 27

Based on a review of SurveyLA and HistoricPlacesLA data, SurveyLA identified one eligible streetcar suburb in the Westlake CPA: the Rampart Boulevard Residential Historic District, eligible under the CTP Residential Development and Suburbanization, 1850-1980 (Context), Streetcar Suburbanization, 1888-1933 (Theme), Suburban Planning and Development, 1888-1933 (Subtheme), Streetcar Suburb (Property Type), Subdivision (Property Subtype). Located in the 200 block of North Rampart Boulevard between Temple Street and Council Street, the district includes 14 residences on one block. Of those, nine residences were found to be contributing properties to the historic district.

The residences of the Rampart Boulevard Residential Historic District are primarily two-story, single-family homes constructed between 1907 and 1915, with three residences constructed in 1922. Architectural styles include Craftsman, American Colonial Revival, and American Foursquare. Shared planning features of the district include uniform setbacks, concrete curbs and sidewalks, period streetlights, and mature street trees.

The SurveyLA findings recommend the district eligible under Criteria A/1/1 (as an excellent example of early residential suburban development from the streetcar era) and C/3/3 (as a cohesive collection of Arts & Crafts residential architecture in Westlake).[32]

Another example of a locally eligible historic district that is significant for its association with early streetcar suburbanization is the University Park Extension Historic District located in the University Park area of South Los Angeles. The district was found to be an "Excellent example of a late 19th century neighborhood subdivided specifically due to its adjacency to streetcar lines. Conveys significance through intact tract features and contributing buildings." Of the 311 buildings in the district boundaries, 153 are contributing.

The Boyle Heights CPA contains several eligible historic districts that were recorded by SurveyLA as excellent examples of streetcar suburbs. All were found eligible under the CTP Residential Development and Suburbanization, 1850-1980 (Context); Streetcar Suburbanization, 1888-1933 (Theme); Suburban Planning and Development, 1888-1933 (Subtheme), Streetcar Suburb (Property Type), Subdivision (Property Subtype).

These include:

- Second Street Residential Historic District, which has a period of significance of 1883-1923, and 15 out of 25 properties are contributing. The district contains an intact and cohesive concentration of turn-of-the-century residences.
- Boyle Avenue Residential Historic District, which has a period of significance of 1887-1926, and 22 out of 29 properties are contributing. The district contains an excellent concentration of intact late 19th and early 20th century residential architecture.
- Mount Pleasant Residential Historic District, which has a period of significance of 1882-1927, with about 68 out of 120 properties contributing.
- St. Louis – Chicago Residential Historic District, which has a period of significance of 1895-1926, and 38 out of 60 properties are contributing.[33]

[32] Historic Resources Group, 2014. "Westlake Report Historic Districts, Planning Districts and Multi-Property Resources – 04/03/14." Available at https://planning.lacity.org/odocument/869e4082-b0eb-4693-97ee-33b310d27c0e/Westlake_Districts_1.pdf. Accessed July 2023.

[33] Architectural Resources Group, Inc., 2014. "Boyle Heights Historic Districts, Planning Districts and Multi-Property Resources – 12/30/14." Available at https://planning.lacity.org/preservation-design/survey-la-results-boyle-heights. Accessed July 2023.

Architectural Style | Mission Revival

The Mission Revival style is based on the architecture of California's colonial-era missions. Spanish colonists and Franciscan Fathers arrived in who established 21 missions throughout Alta (upper) California between 1769 and 1823 (the last mission being constructed after Mexico's independence from Spain). After the missions were secularized and experienced a period of neglect, there was an increased interest and effort to preserve the deteriorating buildings in the late nineteenth century. Nostalgia for this piece of California history, as well as architects' inspiration drawn from travels to Mexico and abroad, boosted the popularity of the Mission Revival style around the turn of the century.[34]

Hallmarks of the architectural style included the common mission characteristics of solid white walls, low-pitched red-tiled roofs, arcaded porches, towers, and most importantly, espadañas (the extension of the gabled end wall above the roof line that formed a curved or scalloped parapet) which became the principal identifying feature of the Mission Revival style. Exterior walls were typically plastered or constructed with poured-in-place concrete. The architectural style could be easily applied to various types of residences by adding these decorative features while maintaining the same massing, interior arrangement, and fenestration used with other architectural styles. For example, Mission Revival features could be added to a Queen Anne or Neoclassical-style home.

In some examples of Mission Revival style residences, "surface decoration is limited to the façade, beyond which the house becomes a simple stucco box."[35] The Mission Revival style was adaptable to almost any building type and was also used for commercial, industrial and institutional buildings. A prominent example was the Los Angeles Herald Examiner Building designed by Julia Morgan in 1915. Eventually, the Mission Revival style's popularity waned, and it was eclipsed by the Spanish Colonial Revival style after approximately 1915.[36]

Based on a review of SurveyLA and HistoricPlacesLA data, the Westlake CPA retains a number of eligible Mission Revival-style resources, including:

- Powers Residence, 1345-1349 S. Alvarado Terrace, built in 1903 (Figure 5). The residential property was evaluated in 2014 and found eligible as an excellent example of Mission Revival architecture. (It is also significant for its association with Pomeroy Powers, a real estate developer who was instrumental in the establishment of Alvarado Terrace Park). The property was assigned Status Codes 5S1 and 1D. It is designated as Los Angeles Historic-Cultural Monument No. 86 and is a contributor to the Alvarado Terrace Historic District, which is listed in the NRHP.[37]
- 1243 S. Hoover Street, built in 1903 (Figure 6). This single-family residence is located on Hoover Street, which serves as the boundary between the Westlake and Wilshire CPAs. When evaluated in 2014, the residence was described as an excellent example of Mission Revival style residential architecture, and assigned Status Codes 5S3, 3CS, 3S, indicating it is individually eligible for the NRHP, CRHR, and local listing or designation.[38]

[34] Prosser, Daniel. 2018. *Los Angeles Citywide Historic Context Statement, Context: Architecture and Engineering, 1850-1980, Theme: Mediterranean & Indigenous Revival Architecture, 1893-1948*. Prepared for SurveyLA and the City of Los Angeles OHR; California Missions Foundation, 2023. "The California Missions." Available https://californiamissionsfoundation.org/the-california-missions/. Accessed July 2023.

[35] Prosser, 2018.

[36] Prosser, 2018.

[37] City of Los Angeles, 2023. HistoricPlacesLA Resource Report for Powers Residence. Available at http://historicplacesla.org/reports/377fdc7a-d3f3-42a2-a260-72fbf5cd8fb4. Accessed October 2023; Chattel, Robert. 1983. National Register of Historic Places Inventory – Nomination Form for the Alvarado Terrace Historic District. Available at https://npgallery.nps.gov/GetAsset/ecfb87af-ea35-4b8a-a76d-9cf0c4426ba1. Accessed October 2023.

[38] City of Los Angeles, 2023. HistoricPlacesLA Resource Report for 1243 S. Hoover Street. Available at http://historicplacesla.org/reports/fcdbfd19-2e3c-477e-88a6-f71f37d4e608. Accessed October 2023.

Figure 5. Powers Residence, 1345-1349 S. Alvarado Terrace, photos from January 2022 (left) and January 2023 (right)[39]

Figure 6. 1243 S. Hoover Street, photos from February 2020 (left) and January 2023 (right)[40]

Neighborhood Setting

The original tract establishing the neighborhood for 2415 Ocean View Avenue was filed in 1886, during the 1880s settlement and construction boom in Los Angeles. The subject property occupies a long, narrow lot on a diagonal street; this atypical parcel configuration reflects the original tract, subdivided in 1886, as the "Knob Hill Tract," with Ocean View Avenue cutting a diagonal swath through the center (Figure 7).

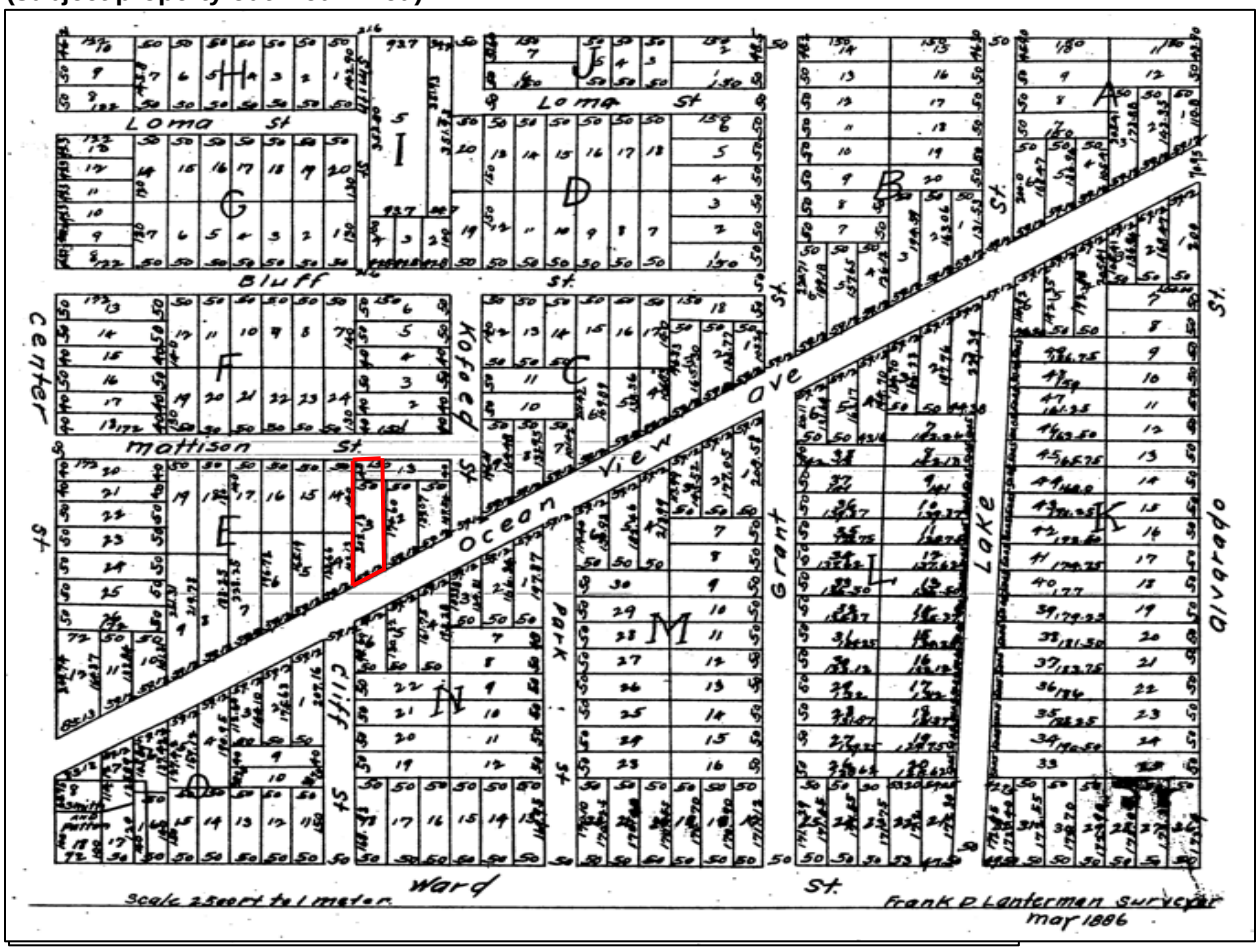
The Knob Hill tract was laid out with its eastern edge bordered by Alvarado Street, which was part of the route of the first streetcar line to reach Westlake in 1887. Like many other subdivisions created at the time, Knob Hill relied on the streetcar to showcase the open suburban neighborhood to city dwellers contemplating relocation, and thereafter provided new residents with the means to travel into downtown for work, shopping and entertainment. The Knob Hill tract was also strategically sited about a block from

[39] Google Street View photos for 1243 S. Hoover Street, Los Angeles, California. Available at https://www.google.com/maps/@34.0477365,-118.2842433,3a,90y,316.45h,93.14t/data=!3m6!1e1!3m4!1sTNR9nM3gRyyoYs9OrTgkYA!2e0!7i16384!8i8192?entry=ttu. Accessed October 2023.

[40] Google Street View photos for 1243 S. Hoover Street, Los Angeles, California. Available at https://www.google.com/maps/@34.0477365,-118.2842433,3a,90y,316.45h,93.14t/data=!3m6!1e1!3m4!1sTNR9nM3gRyyoYs9OrTgkYA!2e0!7i16384!8i8192?entry=ttu. Accessed October 2023.

Westlake Park, which itself was a popular destination for the streetcar lines (Figure 6). Although the subdivision was created in the 1880s, many of its lots remained undeveloped well into the twentieth century.[41]

Figure 7. Knob Hill Tract, 1886, with Ocean View Ave cutting a diagonal swath through (subject property outlined in red)



Source: Los Angeles County Public Works Dept., Land Records Information, Miscellaneous Record Table 10-97

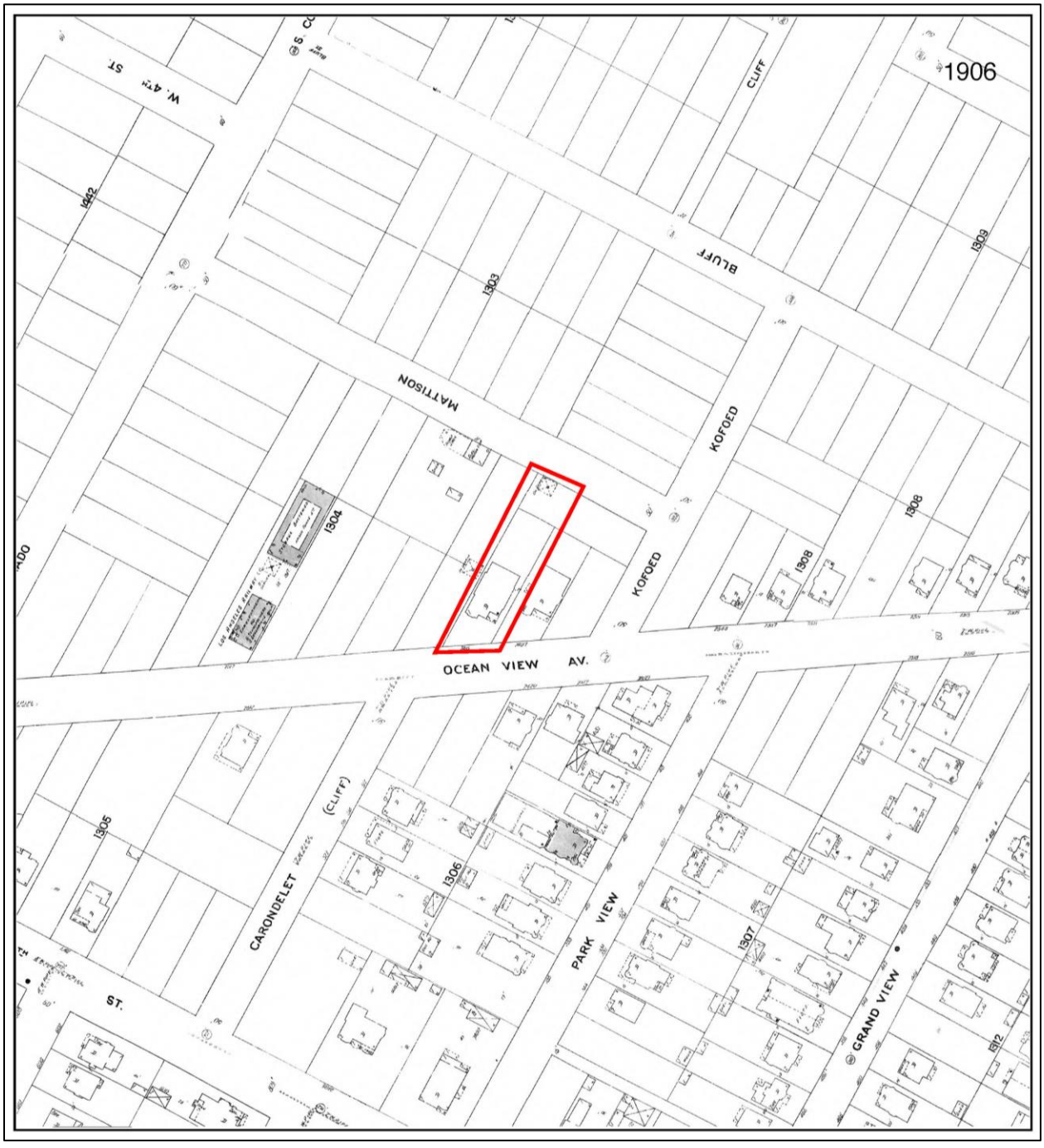
[41] LSA Associates, Inc., June 2009.

Figure 8. A view of Westlake Park, ca. 1892. Homes are seen on a hill in the distance.

Source: USC Digital Libraries

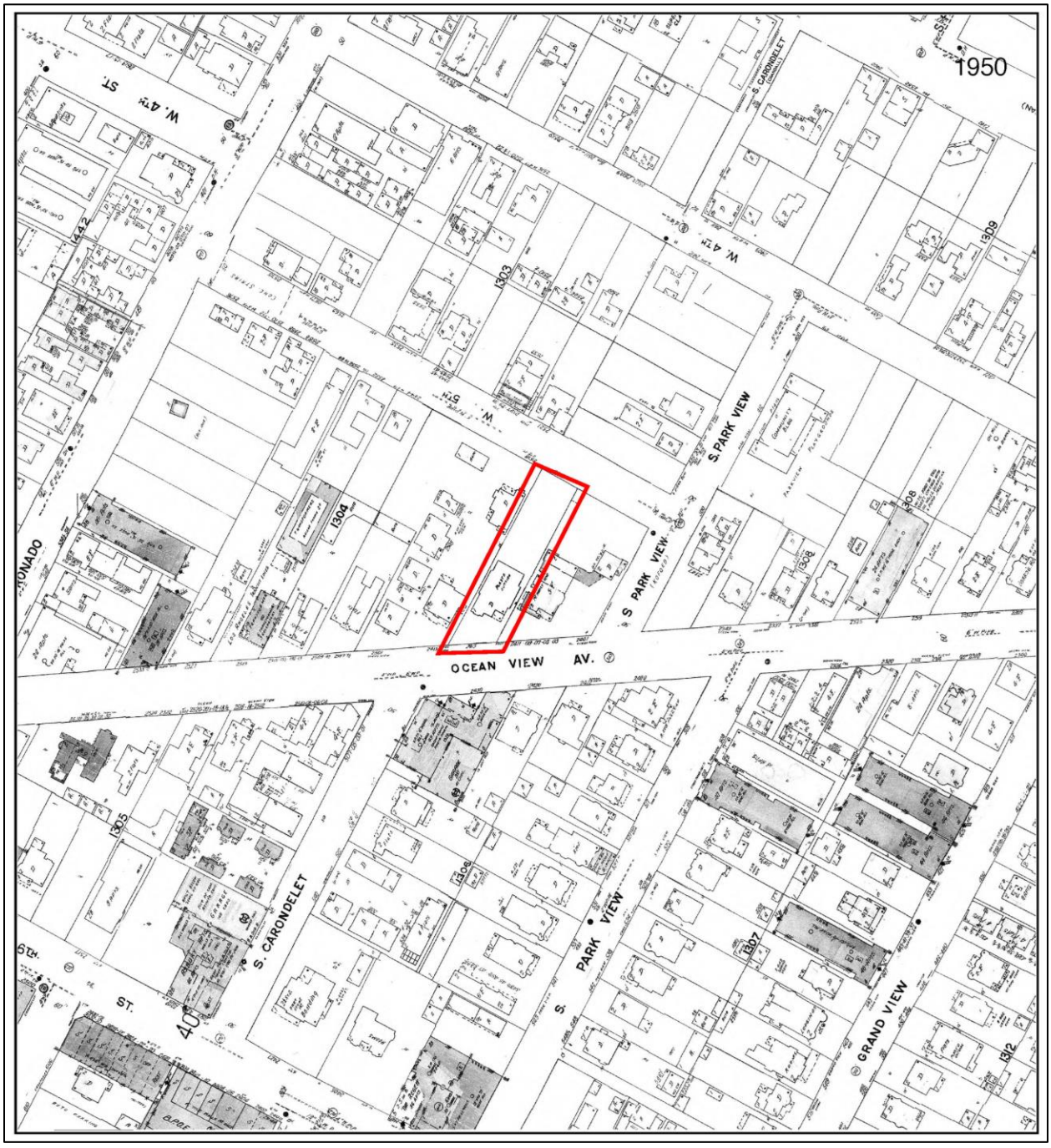
In terms of the neighborhood itself, the following maps show the subject property along with the surrounding parcels and streets, as the neighborhood filled in. As of 1906, twenty years after the Knob Hill Tract was subdivided, 2415 West Ocean View Avenue was one of only a few homes constructed on the street by that time. According to the Sanborn Fire Insurance Company map shown in Figure 9, most of the early development in the vicinity of the subject property was concentrated to the south closer to Westlake Park. Figure 10 and Figure 11 show the build-out of the neighborhood in the postwar era. In 1950, several undeveloped lots remained on the north side of Ocean View Avenue.

Figure 9. Sanborn Fire Insurance Map, 1906, showing Ocean View Avenue and surrounding parcels in the Knob Hill Tract 20 years after the tract was first subdivided; most construction was concentrated south of Ocean View Avenue



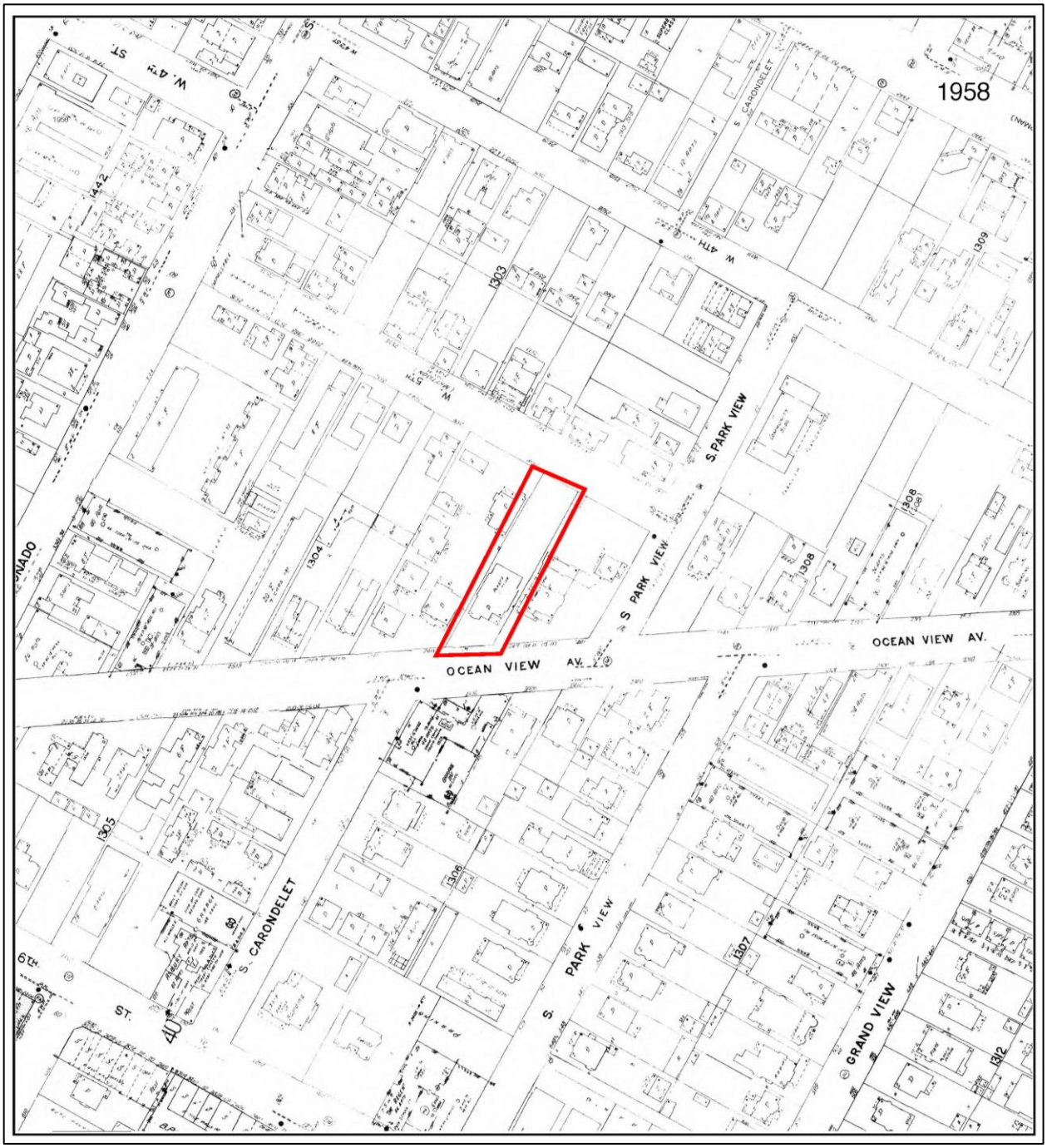
Source: Environmental Data Resources, 2023

Figure 10. Sanborn Fire Insurance Map, 1950, illustrates degree of build-out in the neighborhood by the postwar period; most, but not all, adjacent parcels have been developed by this time



Source: Environmental Data Resources, 2023

Figure 11. Sanborn Fire Insurance Map, 1958; by this time, nearly all parcels through the surrounding neighborhood had been developed



Source: Environmental Data Resources, 2023

For further context on the construction chronology of the extant buildings of the neighborhood, the following table provides a breakdown of the dates of construction of adjacent parcels within the same block as the subject property (i.e., along W. Ocean View Avenue, S. Coronado Street, and W. 5th Street).

Table 1. Construction dates of properties on same block as subject property

Property Address	Construction Year(s)
2401 W. Ocean View Avenue, 2411 W. Ocean View Avenue	Effective year 1960
2419-2421 W. Ocean View Avenue	1909
2501-2503 W. Ocean View Avenue	1920 and 1931
2507-2509 W. Ocean View Avenue	1918
2513-2515 W. Ocean View Avenue	Effective year 1966
2519 W. Ocean View Avenue	1957
2525-2531 W. Ocean View Avenue	1910 and 1954
2533-2535 W. Ocean View Avenue	1926
2539 W. Ocean View Avenue	1923
550 S. Coronado Street	1923
542 S. Coronado Street	Effective year 1922
536-540 S. Coronado Street (related to 534-542 S. Coronado)	No date
534 S. Coronado Street	1924
518-522 S. Coronado Street	1951
508-516 S. Coronado Street	1951
2576 W. 5th Street	1940
2570-2572 W. 5th Street	1941
2566-2568 W. 5th Street	1938
2556, 2558, 2560, 2562, 2564 W. 5th Street	Effective year 1950
2552 W. 5th Street	1947
2544-2546 W. 5th Street	1949, 2018
2536 W. 5th Street	1952
2528 W. 5th Street (part of 2518 W. 5th Street)	1986
2518-2528 W. 5th Street (part of 2528 W. 5th Street)	1986

Source: City of Los Angeles ZIMAS data; Los Angeles County Assessor Portal[42]

[42] City of Los Angeles, 2023. ZIMAS map. Available at https://zimas.lacity.org/. Accessed October 2023; Los Angeles County Assessor Portal. Available at https://portal.assessor.lacounty.gov/. Accessed October 2023.

5. ARCHITECTURAL DESCRIPTION

The subject property is a single-family, Mission Revival-style residence; according to Los Angeles County records, the building was constructed in 1904. One story in height and irregular in plan, the residence is capped with a complex hipped roof framed with low, stepped parapet walls. A small tower with a hipped roof rises above the entrance porch. On the façade, two shed-roof projections with overhanging eaves and exposed rafter tails mark the two main bays of the façade. The design composition is asymmetrical.

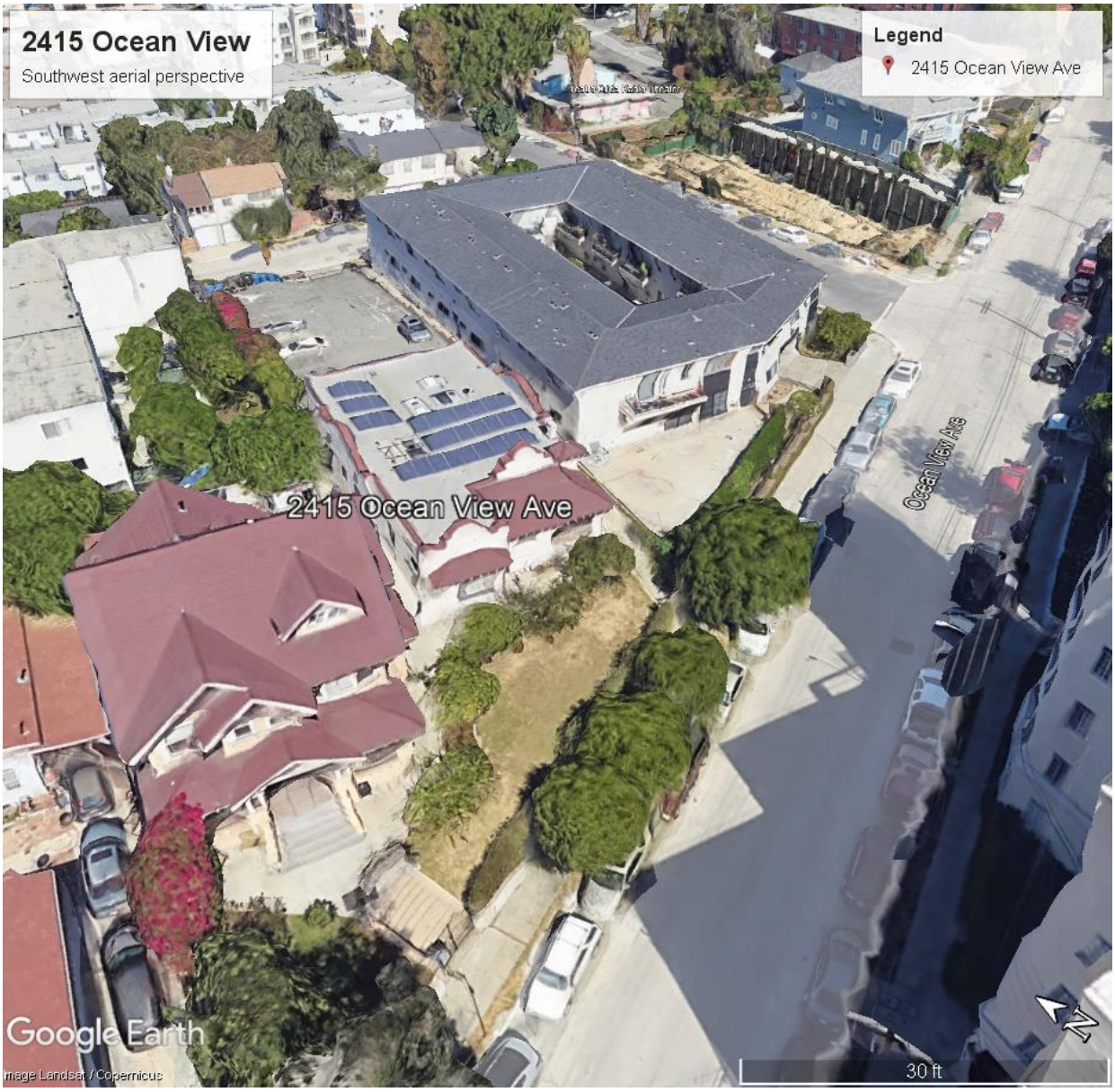
The entry patio features two arched openings, one for pedestrian access and one as a wall-cut out; the entrance is raised on concrete steps. The façade is divided into two main wings: the main wing, on the east side, with the entrance and arched openings, and a smaller slightly projecting wing to the west, with a large window. The exterior walls display flared bases. Side elevations largely consist of nonoriginal panels of stucco-veneer and aluminum-framed windows in a variety of configurations.

As noted previously, the property occupies a long, narrow lot on a diagonal street, in a configuration reflecting the original "Knob Hill Tract." To the northwest, the rear of the lot contains a surface parking lot. A series of secondary doors, raised on the wall plane but lacking steps or access to the ground, are located on the rear elevation.

Alterations include but are not limited to the wholesale replacement of original stucco sheathing (which is apparent in some areas where the stucco-veneer panels are cracking) and original windows replaced with aluminum-framed fenestration. Additional changes were made to the rear elevation, which as noted has a series of raised doors with no access or steps. Available Sanborn Fire Insurance Company maps (see below) illustrate that the footprint of the property does not appear to have changed.

The following photos provide a visual overview of the property; photos were taken by SWCA unless otherwise noted.

Figure 12. Aerial overview of subject property, southwest perspective



Source: Google Earth, 2023

Figure 13. Overview of subject property, east elevation, southeast perspective

Figure 14. Overview of property from public right-of-way, south perspective

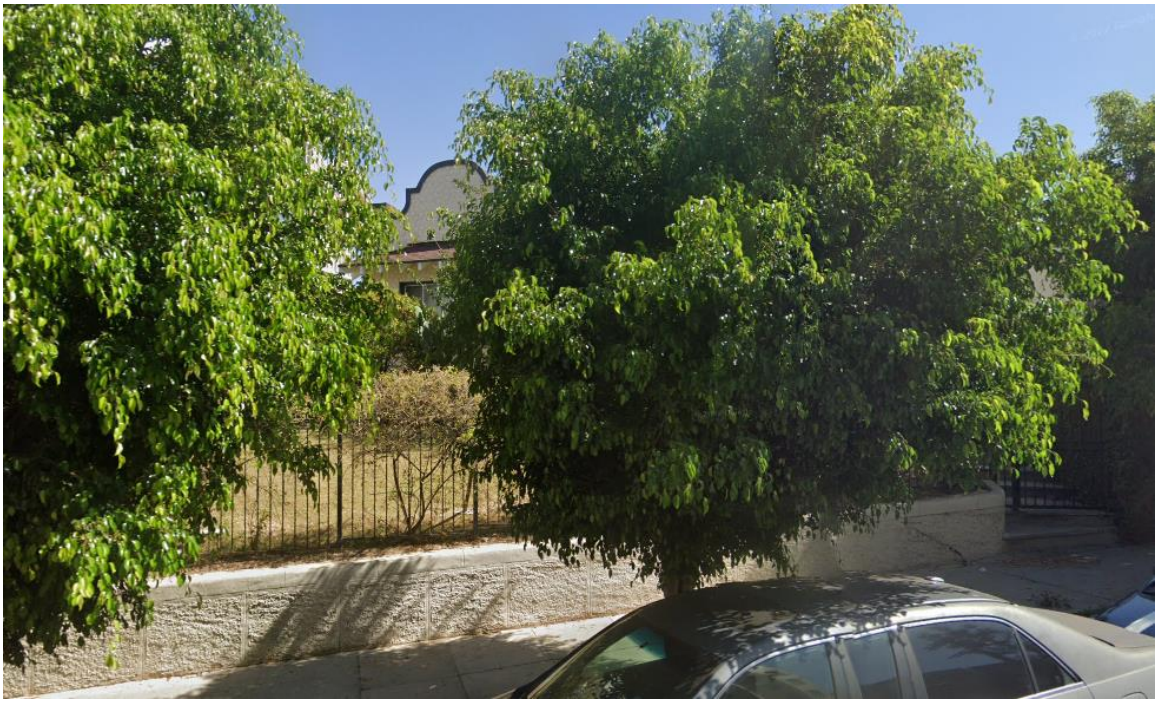


Figure 15. Façade, front lawn, and landscaping, south perspective

Figure 16. Main entrance and view of façade and east elevation, southeast perspective

Figure 17. Façade entry porch and tower with hipped roof, northeast perspective

Figure 18. Detail of entry porch and front door, east perspective

Figure 19. Main entrance and portion of façade, east perspective

Figure 20. Arched opening and entrance porch, façade, south perspective

Figure 21. Southwestern portion of façade and west elevation, southwest perspective

Figure 22. West elevation, southwest perspective

Figure 23. West elevation, southwest perspective

Figure 24. West elevation and neighboring property, north perspective

Figure 25. North (rear) elevation, north perspective

Figure 26. Detail, north (rear) elevation, northwest perspective

Figure 27. Parking lot in rear (north) portion of property, south perspective

Figure 28. Corner of north (rear) and east elevation, northeast perspective

Figure 29. Corner of north (rear) and east elevation, northeast perspective

Figure 30. View of front yard and street from entrance porch, northeast perspective

Figure 31. View of front yard and street from gate, east perspective

Figure 32. Neighborhood overview, west perspective, with subject property in lower-left quadrant

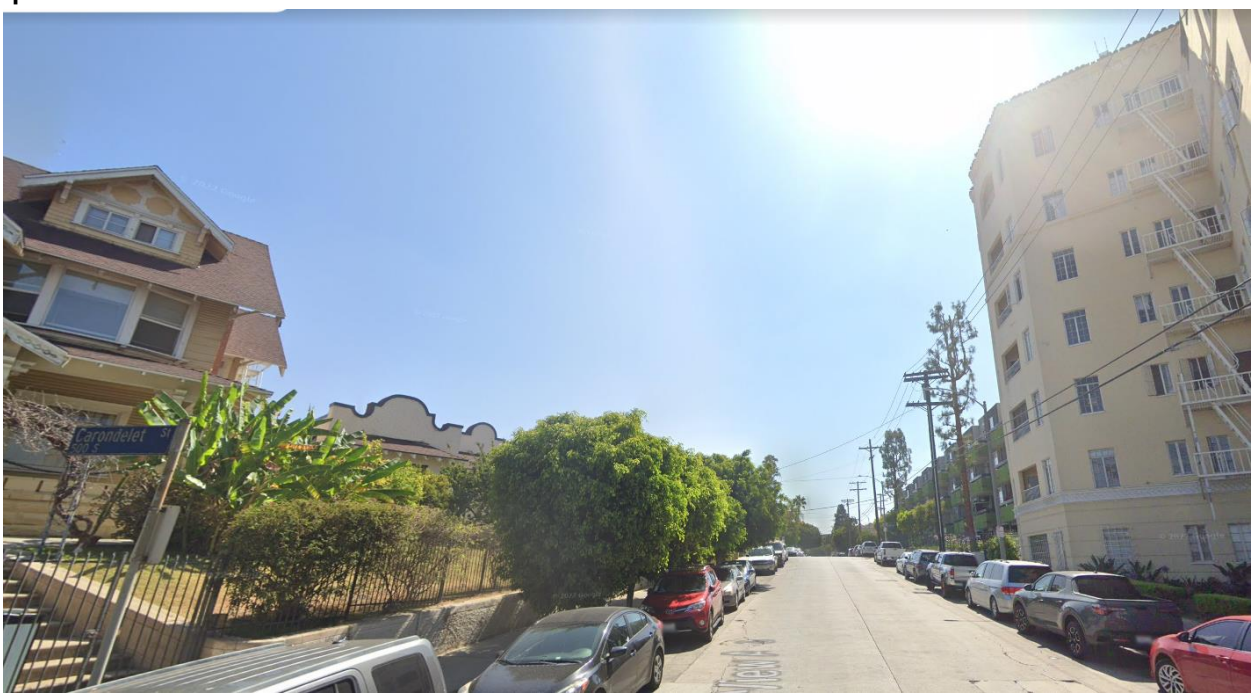


Figure 33. Neighborhood overview, west perspective, with subject property entry gate in lower-left corner

Figure 34. Neighborhood overview, east perspective, with subject property on right-hand side

Figure 35. Neighborhood overview, east perspective, with subject property on right-hand side

Building Permit History

Building permits on file with the City of Los Angeles Department of Building and Safety were reviewed for this assessment. Available permits do not document all changes that are visible on the building; such changes include but are not limited to (1) the wholesale replacement of original windows with aluminum-framed sashes; (2) replacement of original exterior sheathing materials (presumed to have been smooth stucco) with panels of patterned/textured stucco); (3) additions/changes to wall openings (windows/doors) and access at rear elevation.

Table 2. Building permits for 2415 West Ocean View Avenue, Los Angeles

Permit #	Date	Owner | Contractor	Work	Cost
53007-395	3/1/1924	Mrs. Randall, owner; Pacific Ready-Cut Homes, Inc., contractor	Build new 18x18' garage	$173
02020-10000-00760	3/15/2002	Hui, Chi, Estate of	CMU wall, 50' long, 6' high, at rear of property line	$3,000
02016-10000-04662	3/15/2002	Robert Pleitez	Re-dry wall where needed	N/A

Ownership History

The table below summarizes known owners and occupants at 2415 West Ocean View Avenue as identified through city directories, building permits, environmental records, and local newspapers. According to available city directory data, the subject property at 2415 Ocean View changed hands on multiple occasions since its construction in 1904. Table 1 provides an overview of the property's ownership history. Brief biographical sketches of the occupants and owners follow.

Table 3. Owner/Occupant History, 2415 West Ocean View Avenue, Los Angeles

Year/s	Owner/Resident	Profession (if listed)	Source
1920	Randall, Willard M. Randall, Nellie E. Randall, Velma Neil, Mary J.	None listed None listed None listed Nurse	1920 United States Federal Census 1920 United States Federal Census 1920 United States Federal Census 1920 United States Federal Census
1924	Randall, Nellie E., Mrs. (owner) Randall, Velnia M. (resident) Thompson, Lillian (resident)	None listed None listed Stenographer	Los Angeles Directory Co. Los Angeles Directory Co. Los Angeles Directory Co.
1929	Kuntz, Louisa K. Hoffman, Fred T. Anderson, Elna E.	None listed None listed None listed	Los Angeles Directory Co. Los Angeles Directory Co. Los Angeles Directory Co.
1933	Day, Robert V., MD (wife Wendla)	Urologist	Los Angeles Directory Co.
1937	Miller, Marjorie Biehle, Helen F.	X-ray technician Clerk	Los Angeles Directory Co. Los Angeles Directory Co.
1942	Miller, Marjorie	X-ray technician	Los Angeles Directory Co.

Year/s	Owner/Resident	Profession (if listed)	Source
	Biehle, Helen F. Terry, Clyde E. (wife Sara)	Clerk None listed	Los Angeles Directory Co. Los Angeles Directory Co.
1951	Randall, Nellie E., Mrs. (owner)	None listed	Pacific Telephone & Telegraph Co.
1981	Yeung, Peter Yat Kwong	None listed	Pacific Telephone
2000	So Hui	None listed	Cole Information

The earliest property owner that was identified through available records was Willard M. Randall, who was listed at the property in 1920. At the time, Mr. Randall was 86 years old and retired. He was a native of Ohio and worked as a miller in the 1860s. By 1900, Mr. Randall had relocated to Los Angeles where he lived with his sister on Adams Street and was a farmer.

In 1920, when he lived at the subject property, Mr. Randall had a nurse and two nieces living with him, one of which was Nellie E. Randall (nee Boyd) who married into the Randall family in 1904.[43]

Mr. Randall died in 1920; subsequently, Nellie E. Randall was listed as a long-time owner of the property. She was listed as the owner as early as 1924 (and appears on a building permit that same year), in 1936, then again in 1951, indicating that she rented out the property to tenants.

While no profession was listed for Mrs. Randall in city directories, a register of voters described her occupation in 1936 as "real estate" further supporting the supposition that the subject property was used as a rental. Research to date did not reveal any additional information of note or significance on Willard or Nellie Randall.[44]

Residents over the years included Dr. Robert V. Day and his wife Wendla (1933); Dr. Day was a urologist based in Los Angeles. Marjorie Miller, an x-ray technician, also resided in the property for at least 5 years, from as early as 1937 until at least 1942.

In terms of the other residents of the property, a review of available sources did not reveal additional information of note or significance.

[43] U.S. Federal Census, 1920. Available at Ancestry.com. Accessed July 2023; U.S. Civil War Draft Registrations Records, 1863-1865 for Willard Randall. Available at Ancestry.com. Accessed July 2023; U.S. Federal Census, 1900. Available at Ancestry.com. Accessed July 2023; *The Oregon Daily Journal*, 1904. "Oregon City Pair Marry On Easter." April 10. Available at Newspapers.com. Accessed July 2023.

[44] California, U.S., Death Index, 1905-1939. "Willard M. Randall." Available at Ancestry.com. Accessed July 2023.

6. EVALUATION

As described in Section 2 ("Regulatory Setting"), this evaluation assesses the potential eligibility of 2415 Ocean View Avenue in light of federal, state, and local criteria as well as the SurveyLA framework (and its corresponding CTPs). The CTPs examined here are those with the most relevance for the subject property, including those reflecting the previous 2009 CRA survey finding (namely, those related to streetcar suburbs). SurveyLA CTPs are considered first, followed by NRHP, CRHR, and HCM criteria.

SurveyLA CTPs

SURVEYLA CTP #1:

Context:	Residential Development and Suburbanization, 1850-1980
Theme:	Streetcar Suburbanization, 1888-1933
Subtheme:	Suburban Planning and Development, 1888-1933
Property Type:	Streetcar Suburb
Property Subtype:	Neighborhood

Under this CTP, an eligible resource must have been constructed during the identified period of significance, meet the eligibility standards, retain most of the essential character-defining features/associative features of the type, and retain integrity of Feeling, Setting, Design, Location, and Association.

As described in Section 2 ("Regulatory Setting"), the eligibility standards for this CTP describe a "geographically definable area composed of multiple adjacent subdivisions, or portions thereof, that have become linked over time through a shared period of development or demographic, ethnic or cultural cohesion." Additionally, an eligible resource includes "lots developed almost entirely with single-family residences dating from the period of significance." Character-defining features for this CTP include "uniform blocks of rectangular-shaped parcels" and "intact single-family and multi-family residences that represent a collection of early 20th century housing types and styles."

As an individual single-family residence, 2415 Ocean View Avenue would not on its own meet the current eligibility standards for the CTP, since the applicable property type is a neighborhood, not an individual property. (The previous 2009 CRA survey differed in its approach and included individual properties among those eligible under the streetcar suburb context.) The subject property does not possess the character-defining features included in the CTP's eligibility standards.

To consider whether a historic district meeting the CTP eligibility standards might be present along Ocean View Avenue or the larger block (which includes Coronado and 5th Streets), SWCA drove the area around the subject property and consulted construction dates on file with the Los Angeles County Tax Assessor's office.

The field observations, available data, and the wide variety of construction dates for extant properties on Ocean View and the larger block suggest that neither the immediate block nor the adjacent neighborhood contain, either partially or in full, an eligible historic district meeting the eligibility standards of this CTP. This preliminary recommendation reflects SurveyLA findings (as well as the 2009 CRA survey finding), which did not identify an eligible historic district in the surrounding vicinity of the subject property.

In terms of dates of construction, among eight parcels on Ocean View Avenue, two were constructed within the period of significance for streetcar suburbs, as defined in the SurveyLA CTP; another two each were constructed in the 1920s, 1950s, and 1960s. Among the 14 parcels on adjacent blocks (Coronado and 5th Streets), the construction dates vary widely, including the 1920s (with three properties), 1930s (one property), 1940s (four properties), and 1980s (two properties).

The subject property was constructed in 1904 in the Knob Hill tract, which was recorded nearly twenty years earlier in 1886. Westlake was served by streetcar lines that were developed as early as 1887, with a particular draw to the area being Westlake Park, which was formed in the late 1880s. As previously noted, construction in the Knob Hill tract was concentrated in the southern portion of the tract (south of Ocean View Avenue) through the early twentieth century. The area north of Ocean View Avenue, surrounding the subject property, did not reach build-out until after 1950.

It bears noting that small concentrations of related properties can form a unified entity such that a historic district is present; this however is not the case on Ocean View Avenue or on adjacent blocks more broadly. The visual effect of the range of dates of construction is one of an unrelated, eclectic, and recent development history rather than a unified entity with a shared development history.

Therefore, subject property does not—on its own or as a contributor to a historic district—appear to meet the eligibility standards of this CTP.

SURVEYLA CTP #2:

Context:	Residential Development and Suburbanization, 1850-1980
Theme:	Streetcar Suburbanization, 1888-1933
Subtheme:	Suburban Planning and Development, 1888-1933
Property Type:	Streetcar Suburb
Property Subtype:	Multi-Family Residential District

Under this CTP, an eligible resource must have been constructed during the identified period of significance, meet the eligibility standards, retain most of the essential character-defining features/associative features of the type, and retain integrity of Feeling, Setting, Design, Location, and Association.

The eligibility standards for this CTP describe "A geographically definable area composed of multiple subdivisions and/or portions of subdivisions that were either by design or circumstance developed with mostly multi-family property types." Additionally, an eligible resource "Contains a majority of multi-family property types that were developed within an established network of streetcar lines between 1910 and 1930."

As an individual single-family residence, 2415 Ocean View Avenue would not on its own meet the current eligibility standards for the CTP, since the applicable property type is a multi-family residential district, not an individual property. (The previous 2009 CRA survey differed in its approach and included individual properties among those eligible under the streetcar suburb context.) The subject property does not possess the character-defining features included in the CTP's eligibility standards.

To consider whether a historic district meeting the CTP eligibility standards might be present along Ocean View Avenue or the larger block (which includes Coronado and 5th Streets), SWCA drove the area around the subject property and consulted construction dates on file with the Los Angeles County Tax Assessor's office.

The field observations, available data, and the wide variety of construction dates and property types of extant properties on Ocean View and the larger block suggest that neither the immediate block nor the adjacent neighborhood contain, either partially or in full, an eligible historic district meeting the eligibility standards of this CTP. This preliminary recommendation reflects SurveyLA findings (as well as the 2009 CRA survey finding), which did not identify an eligible historic district in the surrounding vicinity of the subject property.

In terms of dates of construction, among eight parcels on Ocean View Avenue, two were constructed within the period of significance for streetcar suburbs, as defined in the SurveyLA CTP; another two each were constructed in the 1920s, 1950s, and 1960s. Among the 14 parcels on adjacent blocks (Coronado

and 5th Streets), the construction dates vary widely, including the 1920s (with three properties), 1930s (one property), 1940s (four properties), and 1980s (two properties).

The subject property was constructed in 1904 in the Knob Hill tract, which was recorded nearly twenty years earlier in 1886. Westlake was served by streetcar lines that were developed as early as 1887, with a particular draw to the area being Westlake Park, which was formed in the late 1880s. As previously noted, construction in the Knob Hill tract was concentrated in the southern portion of the tract (south of Ocean View Avenue) through the early twentieth century. The area north of Ocean View Avenue, surrounding the subject property, did not reach build-out until after 1950.

It bears noting that small concentrations of related properties can form a unified entity such that a historic district is present; this however is not the case on Ocean View Avenue or on adjacent blocks more broadly. The visual effect of the range of dates of construction is one of an unrelated, eclectic, and recent development history rather than a unified entity with a shared development history.

Therefore, subject property does not—on its own or as a contributor to a historic district—appear to meet the eligibility standards of this CTP.

SURVEYLA CTP #3:

Context:	Residential Development and Suburbanization, 1850-1980
Theme:	Streetcar Suburbanization, 1888-1933
Subtheme:	Suburban Planning and Development, 1888-1933
Property Type:	Streetcar Suburb
Property Subtype:	Subdivision

Under this CTP, an eligible resource must have been constructed during the identified period of significance, meet the eligibility standards, retain most of the essential character-defining features/associative features of the type, and retain integrity of Design, Feeling, Setting, and Association.

The eligibility standards for this CTP describe "A single residential tract or subdivision, or part thereof, recorded by a subdivider." Additionally, an eligible resource "Includes lots developed almost entirely with single-family residences dating from the period of significance." Character-defining features for this CTP include "uniform blocks of rectangular-shaped parcels" and "intact single-family and multi-family residences that represent a collection of early 20th century housing types and styles."

As an individual single-family residence, 2415 Ocean View Avenue would not on its own meet the current eligibility standards for the CTP, since the applicable property type is a subdivision, not an individual property. (The previous 2009 CRA survey differed in its approach and included individual properties among those eligible under the streetcar suburb context.) The subject property does not possess the character-defining features included in the CTP's eligibility standards.

To consider whether a historic district meeting the CTP eligibility standards might be present along Ocean View Avenue or the larger block (which includes Coronado and 5th Streets), SWCA drove the area around the subject property and consulted construction dates on file with the Los Angeles County Tax Assessor's office.

The field observations, available data, and the wide variety of construction dates and property types of extant properties on Ocean View and the larger block suggest that neither the immediate block nor the adjacent neighborhood contain, either partially or in full, an eligible historic district meeting the eligibility standards of this CTP. This preliminary recommendation reflects SurveyLA findings (as well as the 2009 CRA survey finding), which did not identify an eligible historic district in the surrounding vicinity of the subject property.

In terms of dates of construction, among eight parcels on Ocean View Avenue, two were constructed within the period of significance for streetcar suburbs, as defined in the SurveyLA CTP; another two each

were constructed in the 1920s, 1950s, and 1960s. Among the 14 parcels on adjacent blocks (Coronado and 5th Streets), the construction dates vary widely, including the 1920s (with three properties), 1930s (one property), 1940s (four properties), and 1980s (two properties).

The subject property was constructed in 1904 in the Knob Hill tract, which was recorded nearly twenty years earlier in 1886. Westlake was served by streetcar lines that were developed as early as 1887, with a particular draw to the area being Westlake Park, which was formed in the late 1880s. As previously noted, construction in the Knob Hill tract was concentrated in the southern portion of the tract (south of Ocean View Avenue) through the early twentieth century. The area north of Ocean View Avenue, surrounding the subject property, did not reach build-out until after 1950.

It bears noting that small concentrations of related properties can form a unified entity such that a historic district is present; this however is not the case on Ocean View Avenue or on adjacent blocks more broadly. The visual effect of the range of dates of construction is one of an unrelated, eclectic, and recent development history rather than a unified entity with a shared development history.

Therefore, subject property does not—on its own or as a contributor to a historic district—appear to meet the eligibility standards of this CTP.

SURVEYLA CTP #4:

Context:	Architecture and Engineering, 1850-1980
Theme:	Housing the Masses, 1880-1975
Subtheme:	Late 19th and Early 20th Century Neighborhoods, 1880-1910
Property Type:	Streetcar Suburb
Property Subtype:	Neighborhood

Under this CTP, an eligible resource must have been constructed during the identified period of significance, meet the eligibility standards, retain most of the essential character-defining features/associative features of the type, and retain integrity of Location, Design, Workmanship, Materials, Setting and Feeling.

The eligibility standards for this CTP describe a "Unified entity with a significant concentration of intact residences designed in late 19th and early 20th century architectural styles." Character-defining features for this CTP describe a district containing "Mostly one- and/or two-story single-family residences," "may include some multi-family residential types," and "should retain most of the original planning features including street patterns, building setbacks, landscape, and street features."

As an individual single-family residence, 2415 Ocean View Avenue would not on its own meet the current eligibility standards for the CTP, since the applicable property type is a neighborhood, not an individual property. (The previous 2009 CRA survey differed in its approach and included individual properties among those eligible under the streetcar suburb context.) The subject property does not possess the character-defining features included in the CTP's eligibility standards.

To consider whether a historic district meeting the CTP eligibility standards might be present along Ocean View Avenue or the larger block (which includes Coronado and 5th Streets), SWCA drove the area around the subject property and consulted construction dates on file with the Los Angeles County Tax Assessor's office.

The field observations, available data, and the wide variety of construction dates and property types of extant properties on Ocean View and the larger block suggest that neither the immediate block nor the adjacent neighborhood contain, either partially or in full, an eligible historic district meeting the eligibility standards of this CTP. This preliminary recommendation reflects SurveyLA findings (as well as the 2009 CRA survey finding), which did not identify an eligible historic district in the surrounding vicinity of the subject property.

In terms of dates of construction, among eight parcels on Ocean View Avenue, two were constructed within the period of significance for streetcar suburbs, as defined in the SurveyLA CTP; another two each were constructed in the 1920s, 1950s, and 1960s. Among the 14 parcels on adjacent blocks (Coronado and 5th Streets), the construction dates vary widely, including the 1920s (with three properties), 1930s (one property), 1940s (four properties), and 1980s (two properties).

The subject property was constructed in 1904 in the Knob Hill tract, which was recorded nearly twenty years earlier in 1886. Westlake was served by streetcar lines that were developed as early as 1887, with a particular draw to the area being Westlake Park, which was formed in the late 1880s. As previously noted, construction in the Knob Hill tract was concentrated in the southern portion of the tract (south of Ocean View Avenue) through the early twentieth century. The area north of Ocean View Avenue, surrounding the subject property, did not reach build-out until after 1950.

It bears noting that small concentrations of related properties can form a unified entity such that a historic district is present; this however is not the case on Ocean View Avenue or on adjacent blocks more broadly. The visual effect of the range of dates of construction is one of an unrelated, eclectic, and recent development history rather than a unified entity with a shared development history.

Therefore, subject property does not—on its own or as a contributor to a historic district—appear to meet the eligibility standards of this CTP.

SURVEYLA CTP #5:

Context:	Architecture and Engineering, 1850-1980
Theme:	Housing the Masses, 1880-1975
Subtheme:	Late 19th and Early 20th Century Neighborhoods, 1880-1910
Property Type:	Streetcar Suburb
Property Subtype:	Subdivision

Under this CTP, an eligible resource must have been constructed during the identified period of significance, meet the eligibility standards, retain most of the essential character-defining features/associative features of the type, and retain integrity of Location, Setting, Design, Workmanship, Feeling, and Materials.

The eligibility standards for this CTP describe a "Unified entity with a significant concentration of intact residences designed in late 19th century architectural styles." Character-defining features for this CTP describe a district containing "mostly one- and/or two-story single-family residences," "may include some multi-family residential types," and "should retain most of the original planning features including street patterns, building setbacks, landscape, and street features."

As an individual single-family residence, 2415 Ocean View Avenue would not on its own meet the current eligibility standards for the CTP, since the applicable property type is a subdivision, not an individual property. (The previous 2009 CRA survey differed in its approach and included individual properties among those eligible under the streetcar suburb context.) The subject property does not possess the character-defining features included in the CTP's eligibility standards.

To consider whether a historic district meeting the CTP eligibility standards might be present along Ocean View Avenue or the larger block (which includes Coronado and 5th Streets), SWCA drove the area around the subject property and consulted construction dates on file with the Los Angeles County Tax Assessor's office.

The field observations, available data, and the wide variety of construction dates and property types of extant properties on Ocean View and the larger block suggest that neither the immediate block nor the adjacent neighborhood contain, either partially or in full, an eligible historic district meeting the eligibility standards of this CTP. This preliminary recommendation reflects SurveyLA findings (as well as the 2009

CRA survey finding), which did not identify an eligible historic district in the surrounding vicinity of the subject property.

In terms of dates of construction, among eight parcels on Ocean View Avenue, two were constructed within the period of significance for streetcar suburbs, as defined in the SurveyLA CTP; another two each were constructed in the 1920s, 1950s, and 1960s. Among the 14 parcels on adjacent blocks (Coronado and 5th Streets), the construction dates vary widely, including the 1920s (with three properties), 1930s (one property), 1940s (four properties), and 1980s (two properties).

The subject property was constructed in 1904 in the Knob Hill tract, which was recorded nearly twenty years earlier in 1886. Westlake was served by streetcar lines that were developed as early as 1887, with a particular draw to the area being Westlake Park, which was formed in the late 1880s. As previously noted, construction in the Knob Hill tract was concentrated in the southern portion of the tract (south of Ocean View Avenue) through the early twentieth century. The area north of Ocean View Avenue, surrounding the subject property, did not reach build-out until after 1950.

It bears noting that small concentrations of related properties can form a unified entity such that a historic district is present; this however is not the case on Ocean View Avenue or on adjacent blocks more broadly. The visual effect of the range of dates of construction is one of an unrelated, eclectic, and recent development history rather than a unified entity with a shared development history.

Therefore, subject property does not—on its own or as a contributor to a historic district—appear to meet the eligibility standards of this CTP.

SURVEYLA CTP #6:

Context:	Architecture and Engineering, 1850-1980
Theme:	Mediterranean & Indigenous Revival Architecture, 1893-1948
Subtheme:	Mission Revival, 1893-1948
Property Type:	Single-family residence

Under this CTP, an eligible resource must have been constructed during the identified period of significance, meet the eligibility standards, retain most of the essential character-defining features/associative features of the type, and retain integrity of Design, Materials, Workmanship and Feeling.

The eligibility standards for this CTP state that a building should exemplify the character-defining features of the Mission Revival style, and it should be an excellent example of the style and/or the work of a significant architect or builder.

The subject property exhibits a number of significant alterations to original sheathing materials and windows. The original stucco appears to have been removed or obscured by panels of textured stucco veneer; original windows were replaced with aluminum-framed glazing in a variety of configurations. It is also likely that the original roofing material was barrel tile, and the roof is currently clad with composite shingles. Additional non-permitted changes to the rear elevation were also noted.

SurveyLA integrity considerations state:

- Should retain integrity of Design, Materials, Workmanship and Feeling
- Stucco repair or replacement must duplicate the original in texture and appearance
- Roof replacement should duplicate original in materials, color, texture, dimension, and installation pattern
- Limited window replacement may be acceptable

While the subject residence retains the recognizable shape and characteristics of the Mission Revival Style, it has altered windows, non-original textured stucco, and non-original roofing material that appear incompatible. These alterations have diminished the property's integrity of Design, Materials, Workmanship and Feeling such that the property does not meet the eligibility standards described in SurveyLA's context for the Mission Revival style.

NRHP, CRHR, and HCM Eligibility

Criteria A/1/1: The residential property at 2415 W. Ocean View Avenue does not appear to qualify for listing in the NRHP or CRHR, or for designation as a City HCM under Criteria A/1/1, either as an individual property or as a contributor to a potential historic district. The subject property does not appear have an association with significant patterns of development or events important to the city, region, state, or nation.

While the subject property is associated with Los Angeles' expansion and with the formation of streetcar suburbs in neighborhoods surrounding the city's core, the subject property does not individually convey this significance.

To consider whether a historic district might be present in the immediate block of Ocean View Avenue as well as the larger block, which includes Coronado and 5th Streets, SWCA drove the area around the subject property and consulted construction dates on file with the Los Angeles County Tax Assessor's office. The wide range of construction dates further support the conclusion gathered through field observations that the block around the subject property does not contain, either partially or in full, an eligible historic district to which 2415 W. Ocean View Avenue might be a contributor.

Among eight parcels on Ocean View Avenue, two were constructed within the period of significance for streetcar suburbs, as defined in the SurveyLA CTP; another two each were constructed in the 1920s, 1950s, and 1960s. Among the 14 parcels on adjacent blocks (Coronado and 5th Streets), the construction dates vary widely, including the 1920s (with three properties), 1930s (one properties), 1940s (four properties), and 1980s (two properties).

It bears noting that small concentrations of related properties can form a unified entity such that a historic district is present; this however is not the case on Ocean View Avenue or on adjacent blocks more broadly. The visual effect of the range of dates of construction is one of an unrelated, more recent development history rather than a unified entity.

Therefore, in summary, 2415 W. Ocean View Avenue does not appear to qualify for listing in the NRHP or CRHR, or for designation as a City HCM under Criteria A/1/1, either as an individual property or as a contributor to a potential historic district.

Criteria B/2/2: Research to date did not reveal that the subject property has a unique association with the lives of persons significant to national, state, or city/local history. Therefore, the property does not appear to be individually eligible for listing in the NRHP or CRHR, or for designation as a Los Angeles HCM under Criteria B/2/2.

Criteria C/3/3: The subject property at 2415 West Ocean View Avenue does not appear eligible for listing in the NRHP, the CRHR, nor for designation as a Los Angeles HCM under Criteria C/3/3. The building is an altered example of a Mission Revival-style residence. Research to date does not indicate the building is a notable work of a master architect or builder. The property does not meet the eligibility standards and integrity considerations described in the CTP for Mission Revival style architecture.

Therefore, in summary, 2415 W. Ocean View Avenue does not appear to qualify for listing in the NRHP or CRHR, or for designation as a City HCM under Criteria C/3/3, either as an individual property or as a contributor to a potential historic district.

Criteria D/4: Criteria D/4 (information potential) is applied most commonly to buildings, structures, or objects that have been used as a source of archaeological data or are believed to contain unretrieved data. The subject property was not evaluated under these criteria.

7. CONCLUSION

Based on the preceding investigation and analysis, the property at 2415 West Ocean View Avenue does not appear eligible for listing in the NRHP or CRHR, or for designation as a Los Angeles HCM, nor does it appear to be a contributor to a designated or eligible historic district. Therefore, the property is not considered a historical resource pursuant to CEQA, and the proposed project would not result in impacts to historical resources.

8. REFERENCES CITED

Ancestry.com

California, U.S., Death Index, 1905-1939. Willard M. Randall. Available at Ancestry.com. Accessed July 2023.

U.S. Civil War Draft Registrations Records, 1863-1865 for Willard Randall. Available at Ancestry.com. Accessed July 2023.

U.S. Federal Census, 1900. Available at Ancestry.com. Accessed July 2023.

U.S. Federal Census, 1920. Available at Ancestry.com. Accessed July 2023

Architectural Resources Group

2014 "Boyle Heights Historic Districts, Planning Districts and Multi-Property Resources – 12/30/14." Prepared for the City of Los Angeles Department of City Planning OHR. Available at https://planning.lacity.org/preservation-design/survey-la-results-boyle-heights. Accessed July 2023.

California Missions Foundation

2023 "The California Missions." Available https://californiamissionsfoundation.org/the-california-missions/. Accessed July 2023.

City of Los Angeles Department of Building and Safety (LADBS)

1927-2003 Building permits on file for 2415 Ocean View Avenue, Los Angeles, California.

City of Los Angeles Department of City Planning

2023 Assessor data for 2415 Ocean View Avenue and surrounding properties, Los Angeles, California. Available at: ZIMAS, http://zimas.lacity.org/. Accessed July 2023.

City of Los Angeles Office of Historic Resources

2017 "Requirements for Phase 1 Historical Resource Assessment Reports."

Friedricks, William B.

1992 *Henry L. Huntington and the Creation of Southern California*. Ohio State University Press, Columbus, Ohio. Available at https://ohiostatepress.org/books/Complete%20PDFs/Friedricks%20Henry/Friedricks%20Henry.htm. Accessed July 2023.

GPA Consulting

2019 *Los Angeles Citywide Historic Context Statement, Context: Architecture and Engineering, 1850-1980, Theme: Late 19th and Early 20th Century Residential Architecture, 1885-1910, Theme: Housing the Masses, 1880-1975, Sub-Theme: Late 19th and Early 20th Century Neighborhoods, 1880-1910.* Prepared for the City of Los Angeles OHR. Available ing.lacity.org/odocument/1481fba6-c496-495c-804e-c56fd98b7f48/Late19thandEarly20thCenturyResidentialArchitecture_1885-1910.pdf. Accessed July 2023.

2019 *Los Angeles Citywide Historic Context Statement, Context: Architecture and Engineering, 1850-1980, Theme: Late 19th and Early 20th Century Residential Architecture, 1885-1910, Theme: Housing the Masses, 1880-1975, Sub-Theme: Late 19th and Early 20th Century Neighborhoods, 1880-1910*. Prepared for the City of Los Angeles OHR. Available at https://planning.lacity.org/odocument/1481fba6-c496-495c-804e-c56fd98b7f48/Late19thandEarly20thCenturyResidentialArchitecture_1885-1910.pdf. Accessed July 2023.

Historic Resources Group
2014 "Westlake Report Historic Districts, Planning Districts and Multi-Property Resources – 04/03/14." Available at https://planning.lacity.org/odocument/869e4082-b0eb-4693-97ee-33b310d27c0e/Westlake_Districts_1.pdf. Accessed July 2023.

Huntington Library
2019 "Huntington as Futurist." August 30. Available at https://huntington.org/verso/huntington-futurist. Accessed July 2023.

Los Angeles County Assessor Portal
2023 Available at https://portal.assessor.lacounty.gov/. Accessed October 2023.

Los Angeles County Public Works Dept., Land Records Information, Miscellaneous Record Table 10-97.

LSA Associates, Inc.
2009 "Intensive Survey, Westlake Recovery Community Redevelopment Area, City of Los Angeles, Los Angeles County, California." Prepared for City of Los Angeles Community Redevelopment Agency, Hollywood and Central Region.

National Park Service (NPS)
1990 National Register Bulletin 15, How to Apply the National Register Criteria for Evaluation, p. 44. Washington, D.C.: U.S. Department of the Interior, National Park Service.

Prosser, Daniel
2018 *Los Angeles Citywide Historic Context Statement, Context: Architecture and Engineering, 1850-1980, Theme: Mediterranean & Indigenous Revival Architecture, 1893-1948*. Prepared for SurveyLA and the City of Los Angeles OHR.

Reft, Ryan
2014 "Riding the Big Red Car: Work, Leisure, and Community in Multiethnic L.A." Available at https://www.kcet.org/history-society/riding-the-big-red-car-work-leisure-and-community-in-multiethnic-l-a. Accessed July 2023.

Sorrell, Tanya, LSA Associates, Inc.
2008 State of California Department of Parks and Recreation Series 523 Primary Record, 2415 Ocean View Avenue, Los Angeles.

The Oregon Daily Journal
1904 "Oregon City Pair Marry On Easter." April 10. Available at Newspapers.com. Accessed July 2023.

USC Digital Libraries
2023 "View of Westlake Park (later MacArthur Park), ca. 1892." Photograph. Available at https://digitallibrary.usc.edu/CS.aspx?VP3=DamView&VBID=2A3BXZ8109PLN&PN=3&WS=SearchResults&FR_=1&W=1104&H=551. Accessed August 2023.

U.S. Geological Survey (USGS)
1966 Hollywood, CA quadrangle 7.5' topographical map. Available at: https://ngmdb.usgs.gov/topoview/viewer/#4/40.00/-100.00. Accessed July 2023.

APPENDIX A

Resumes of Key Staff

DEBI HOWELL-ARDILA, M.H.P., SENIOR TEAM LEAD, ARCHITECTURAL HISTORY

Ms. Howell-Ardila is an award-winning historic preservation professional with over 17 years of experience in environmental compliance and historic preservation. She leads SWCA's statewide Architectural History practice in Southern California. She has led site investigations and evaluations for thousands of properties throughout California, with a focus on the San Francisco Bay Area and Southern California. Her experience includes citywide surveys, thematic historic context statements, environmental compliance studies and documentation in support of CEQA, at the program- and project-level, cultural resources ordinance and element development, federal and local landmark nominations, design guidelines, Mills Act applications, and Secretary of the Interior's Standards preservation project review. Ms. Howell-Ardila exceeds the Secretary of the Interior's Professional Qualification Standards in Architectural History and History.

YEARS OF EXPERIENCE

17

EXPERTISE

Specialized practice in historic preservation planning and policy

Specialized expertise in program- and project-level CEQA analyses

NHPA Section 106 and NEPA compliance studies

Secretary of the Interior's Standards project review and compliance

EDUCATION

M.H.P., Historic Preservation; University of Southern California, School of Architecture; 2010

B.A., German and Architectural History; University of California, Berkley; 1997

REGISTRATIONS / CERTIFICATIONS

Meets and exceeds requirements in the Secretary of the Interior's Professional Qualification Standards in Architectural History and History

Foundation Award, *LAUSD Historic Context Statement, 1870 to 1969*

SELECTED PROJECT EXPERIENCE (* denotes project experience prior to SWCA)

City of San Gabriel Historic Preservation and Cultural Resources Ordinance Update; City of San Gabriel Department of Planning; Los Angeles County, California. SWCA updated the City of San Gabriel Historic Preservation and Cultural Resources Ordinance. Updates included expanding the criteria and process for designation and registration of landmarks and historic districts, project review and Certificates of Appropriateness, as well as appeals, enforcement, and penalties section. SWCA, in conjunction with subconsultant, Chattel, Inc., planned and led community outreach efforts to educate the public, decision-makers, and stakeholders on the provisions of the new ordinance. In 2017 and 2018, San Gabriel's Historic Preservation and Cultural Resources Ordinance Update won preservation awards from the Los Angeles Conservancy and California Preservation Foundation. *Role: Project Manager and Lead Author/Historic Preservation Specialist.*

***City of South Pasadena, Planning and Building Department, Contract Planning Project Review**. Ms. Howell-Ardila served as Preservation Planner and Project Manager for project review, permit processing, and preservation planning support to the City of South Pasadena Planning and Building Department. Duties included preparing historic resource evaluations, assessing projects for compliance with the City's Municipal Code, design guidelines, and the *Secretary of the Interior's Standards*, and preparing and presenting staff reports to the Cultural Heritage Commission. *Role: Project Manager and Lead Author/Historic Preservation Specialist.*

1843 Oakwood Avenue, Glendale, Historic Resources Evaluation Report; City of Glendale Building and Planning Department, Glendale, California. SWCA recently prepared an intensive-level evaluation for a Craftsman property in Glendale. In order to provide the evidence necessary for the City's determination, SWCA planned and carried out a focused, efficient comparative study of similar properties and styles in Glendale. Subject properties were mapped and documented, and results were quantified in the Historic Resources Evaluation Report. *Role: Project Manager and Lead Author/Historic Preservation Specialist.*

1023 N. Soldano Avenue, Azusa, Historic Preservation Project Review; City of Azusa Planning Division, Azusa, California. Ms. Howell-Ardila recently completed historic preservation project review and impacts screening for the City of Azusa Planning Division for 1023 N. Soldano Avenue. Constructed in 1905, the property is a two-story, single-family residence included on City's list of Potential Historic Landmarks, approved by Council in 2001. Ms. Howell-Ardila provided a due-diligence Memorandum for the Record and user-friendly Secretary's Standards project review as part of the entitlements process for modifications to the property. Existing conditions, alterations, and character-defining features were identified, the proposed project analyzed in detail for compliance with the Secretary of the Interior's Standards for the Treatment

AWARDS

2019: California Preservation Foundation Award, *City of Riverside Latino Historic Context Statement*

2018: California Preservation Foundation Award, City of San Gabriel Historic Preservation and Cultural Resources Ordinance

2018: Los Angeles Conservancy Preservation Award, City of San Gabriel Historic Preservation and Cultural Resources Ordinance

2015: Los Angeles Conservancy Preservation Award, *LAUSD Historic Context Statement, 1870 to 1969*

2014: California Preservation Foundation Award, *LAUSD Historic Context Statement, 1870 to 1969*

of Historic Properties (Secretary's Standards). Ms. Howell-Ardila also completed a project impacts screening to offer guidance on the potential for direct or indirect significant adverse impacts to historical resources. *Role: Project Manager and Lead Author/Historic Preservation Specialist*

Historic Resources Technical Study, Existing Sites Technical Memorandum; Academy of Art University; San Francisco, California. SWCA prepared a multi-property historic resources technical study in support of an Existing Sites Technical Memorandum (ESTM) for the Academy of Art University. Key issues included updating historic resource evaluations for 26 properties, documenting exterior and interior character-defining features and alterations over time, and subjecting unpermitted alterations to Secretary of the Interior's Standards project review and analyzing potential impacts. Treatment approaches were also recommended to facilitate compliance with the Secretary of the Interior's Standards. SWCA's Architectural History team completed/updated historic resource evaluations for 26 properties on an accelerated schedule of five months. *Role: Lead Architectural Historian and Project Manager.*

Los Angeles Unified School District (LAUSD) Design Guidelines and Treatment Approaches for Historic Schools; LAUSD; Los Angeles County, California. SWCA prepared district-wide design guidelines for LAUSD, the second largest public school district in the United States. Given LAUSD's 130-year history and expansive geographic range, the LAUSD Design Guidelines provided detailed treatment approaches for a range of school types, architectural styles, and projects, using the Secretary of the Interior's Standards as the point-of-departure. *Role: Project Manager and Lead Historic Preservation Specialist. Served as the project manager and principal author of the design guidelines.*

City of Manhattan Beach Historic Preservation Ordinance; City of Manhattan Beach Department of Community Development; Los Angeles County, California. SWCA drafted a new Historic Preservation Ordinance for the City of Manhattan Beach. Work efforts included training sessions and outreach to the City's Planning Commission and City Council, as well as public workshop hearings, stakeholder outreach, and developing educational materials. *Role: Project Manager and Lead Historic Preservation Specialist. Led efforts to provide historic preservation consulting services in support of a new historic preservation ordinance and Mills Act Tax Abatement program in the City of Manhattan Beach.*

LA Plaza Cultura Village Environmental Impact Report (EIR), Cultural Resources Technical Report; County of Los Angeles; Los Angeles County, California. Analysis of potential impacts to historic resources dealt primarily with indirect impacts to adjacent historic districts, an analysis based on study of the Secretary of the Interiors Standards for the Treatment of Historic Properties as well as community plan design guidelines. *Role: Senior Architectural Historian. Served as principal author of a technical report; carried out research, literature review, survey, and analysis in support of the LA Plaza de Cultura Village EIR; authored the historic resources section of the technical report, including impacts analysis and mitigation measures; and provided responses to public comments on the draft EIR.*

***Riverside Latino Historic Context Statement; City of Riverside; Riverside County, California**. Preparation of the *City of Riverside Latino Historic Context Statement*, which explored over a century of history and culture of Riverside's Latino community. This effort was recognized with an award from the California Preservation Foundation in 2019. *Role: Principal Author/Investigator. Authored historic context statement.*

SUSAN ZAMUDIO-GURROLA, M.H.P., ARCHITECTURAL HISTORIAN

Susan Zamudio-Gurrola is an architectural historian with ten years of experience in cultural resource management. Her experience includes conducting evaluations for the NRHP, CRHR, and local designations; preparing cultural resources studies in compliance with NEPA, Section 106 of the NHPA, CEQA, and local ordinances; assessing integrity; reviewing projects for conformance with the SOI Standards; preparing historic context statements, Caltrans-format cultural resources reports, HABS/HAER documentation, and findings of effect. Ms. Zamudio-Gurrola has worked on projects in California, Arizona, Idaho, and Texas, and has performed extension-of-staff historic preservation services and design review for several municipalities throughout California. She also conducted oral history interviews for the Bracero History Archive, a joint project of the Smithsonian National Museum of American History and various organizations. Ms. Zamudio-Gurrola served for several years on the board of directors for the Rancho Camulos Museum, a National Historic Landmark. She meets and exceeds the Secretary of the Interior's Professional Qualifications Standards for History and Architectural History.

YEARS OF EXPERIENCE

10

EXPERTISE

CEQA

Section 106

Historic Resources Surveys

Historic Context Statements

National Register of Historic Places (NRHP)

EDUCATION

M.H.P., Historic Preservation; University of Southern California; 2009

B.A., History of Art and Architecture; University of California, Santa Barbara; 2004

TRAINING

CEQA Workshop, Association of Environmental Professionals, 2016

MEMBERSHIPS

California Preservation Foundation

National Alliance of Preservation Commissions

SELECTED PROJECT EXPERIENCE (∗ denotes project experience prior to SWCA)

***Historic Context Statement and Reconnaissance Survey for the Eastern Oxnard Plain; County of Ventura Planning Division; Ventura County, California.** The project consisted of the preparation of a historic context statement and a reconnaissance-level historic resources survey for unincorporated rural areas of Ventura County, California. Encompassing an area of approximately 36,120 acres, the survey area included 1,621 assessor parcels. Two community outreach meetings were held with interested members of the community which helped inform the historic context and survey. Twenty properties that were over 45 years old and associated with the context themes were recorded on California Department of Parks and Recreation (DPR) 523A forms, and DPR update forms were prepared for eight additional properties. The historic context statement, survey results and recommendations were provided in an illustrated report to which the DPR forms were appended. *Role: Architectural Historian.*

***Historic Resources Survey and Context for the Town of Saticoy; County of Ventura Planning Division; Ventura County, California.** In support of an update to the Saticoy Area Plan, a historic context statement and reconnaissance-level historic resources survey were completed for the unincorporated and largely Hispanic community of Saticoy. The survey area included 311 assessor parcels covering approximately 238 acres. A historic context statement was developed for the community, and property-specific research was conducted for 24 properties which were recorded on DPR 523 series forms. Research was augmented by outreach to Spanish-speaking community members. An illustrated historic context statement and survey report was prepared which included recommendations to the County of Ventura for adopting and refining review procedures for historical resources in Saticoy. *Role: Architectural Historian.*

***Camarillo Springs Golf Course Development Project; Cadence Environmental Consultants; Camarillo, California.** A cultural resources study was completed for the Camarillo Springs Golf Course Development Project which involved the development of 248 age-restricted single-family homes and recreation center on an existing golf course property, as well as the reconfiguration and renovation of the golf course. The study included a cultural resources records search, archaeological and built environment pedestrian surveys, Native American outreach, an Extended Phase I investigation, Phase II evaluation program, evaluation of the golf course for potential historic significance, and preparation of a report and DPR forms. *Role: Architectural Historian.*

***Emergency Communication Towers Categorical Exclusions; Ventura County Fire Protection District; Ventura County, California.** The project entailed assisting the Ventura County Fire Protection District (VCFPD) with the preparation of three Categorical Exclusions under NEPA, Categorical Exemptions under CEQA, and the associated cultural resources technical studies. The project proposed to construct towers and antennas at three VCFPD fire stations for broadcasting and receiving Federal Communications Commission (FCC)-licensed radio signal as part of a remote wildfire early detection network. As the project required licensing from the FCC and included funding from the Federal Emergency Management Agency, it required compliance with Section 106 of the NHPA. This included conducting a cultural resources study for each fire station which included delineating an Area of Potential Effects for each project site, conducting cultural resources records searches, extensive Native American and interested party consultation, public notice, archival research, field surveys, evaluations for the National and California Registers, effects/impacts assessments, use of the FCC Tower Construction Notification System and E-106 system, and completion of FCC 620 Forms. California State Historic Preservation Officer concurrence was obtained following completion of the studies. *Role: Task Manager.*

***Kenney Street Widening and Pedestrian Improvements Project Cultural Resources Study; County of Ventura Public Works; Ventura County, California.** The project consisted of street widening and improvements completed in the vicinity of Rio Real Elementary School in El Rio, an unincorporated area of Ventura County. New sidewalk, and curb and gutter were constructed, and shoulders were widened. The project had Caltrans oversight and was subject to compliance with Section 106 of the NHPA. A cultural resources assessment was conducted, which included delineation of an Area of Potential Effects (APE), a cultural resources records search, Native American and local interested party consultation, a field survey, archival research, evaluation of several properties adjacent to the APE for historical significance, and preparation of an Archaeological Survey Report, Historical Resources Evaluation Report, Historic Property Survey Report, and DPR 523 series forms. *Role: Architectural Historian.*

***2800 Barry Street Historic Resource Evaluation; City of Camarillo Department of Community Development; Camarillo, California.** Proposed by the City of Camarillo, the project consisted of demolishing buildings and structures on a vacant property that had previously housed a lumber and hardware supply business. As the buildings were over 50 years old, a historical resource evaluation was completed as part of the environmental analysis conducted in conformance with CEQA. The study included a cultural resources records search, archival research, intensive-level field survey, an evaluation for listing in the National Register, California Register and local designation, and preparation of a memorandum and DPR 523 series forms. *Role: Architectural Historian.*

***Cabrillo Boulevard Pedestrian and Bicycle Improvements and Replacement of the Union Pacific Railroad Bridge Project Historical Resources Evaluation Report; City of Santa Barbara and TY Lin International; Santa Barbara California.** The project entailed replacement of the Union Pacific Railroad bridge over East Cabrillo Boulevard, and development of a roundabout and roadway improvements at the intersection of the boulevard and Los Patos Way. The project was to receive funding from the Federal Highway Administration with Caltrans as the federal lead agency, and was subject to Section 106 of the NHPA. Two historic properties determined eligible for listing in the National Register by the State Historic Preservation Officer were located within the Area of Potential Effects. The historical resources assessment included consultation with local historical groups, a field survey, extensive archival research including research at the Olmsted archives, preparation of a Caltrans-format Historical Resources Evaluation Report, a DPR update for the East Cabrillo Boulevard Parkway Historic District, and evaluations or DPR updates for nine other properties within the APE. Alterations that had occurred within the district were documented, and extant character-defining features were identified. In addition, a Historic Structures/Sites Report was prepared to fulfill the City of Santa Barbara's environmental review and reporting requirements. A Finding of No Adverse Effect report found the project would not result in an adverse effect to historic properties and received State Historic Preservation Officer concurrence. *Role: Architectural Historian.*

***Inland Branch 2020 Fire Emergency Clean-Up Response Program; CalRecycle; Inland Branch, California.** The project entailed providing environmental and emergency permitting services to assist with CalRecycle's coordinated structural debris and hazard tree removal projects in areas damaged by the wildfires that devastated Lake, Mendocino, Napa, Solano, and Sonoma Counties in 2020. This included reassessment of previously documented historic period resources and preparation of resource record updates; archaeological and biological assessments; archaeological and biological monitoring; agency and tribal coordination; GIS support; emergency permitting services; and guidance and implementation of water-quality best management practices. *Role: Architectural Historian.*

APPENDIX B

State of California Department of Parks and Recreation 523 Series Forms

TREE REPORT

AJ FOR BR

REVIEWED BY 3/26/24

Bryan Ramirez, St. Tree Superintendent
Urban Forestry Division
Reviewing Tree Report Only
Review of report does not
indicate UFD approval for
any tree removal

Bryan Ramirez, St. Tree Superintendent
Urban Forestry Division
Reviewing Tree Report Only
Review of report does not
indicate UFD approval for
any tree removal

REVIEWED BY

PREPARED FOR

Chris and Min Tau

277 W Green St #204

Pasadena, CA 91105

PROPERTY

2415 Ocean View Avenue

Los Angeles, CA 90057

CONTACT

James Woodson, JRW Consulting Services

310-922-2190

James.Woodson@JRWConsultingServices.com

March 4, 2024

PREPARED BY

LISA SMITH, **THE TREE RESOURCE ®**

REGISTERED CONSULTING ARBORIST #464

ISA BOARD CERTIFIED MASTER ARBORIST #WE3782B

ISA TREE RISK ASSESSOR QUALIFIED - INSTRUCTOR

MEMBER OF AMERICAN SOCIETY OF CONSULTING ARBORISTS

P.O. BOX 49314, LOS ANGELES, CA 90049

T 310-663-2290 **E** lisa@thetreeresource.com

TABLE OF CONTENTS

TREE REPORT

2415 Ocean View Avenue
Los Angeles, CA 90057

SUMMARY

PROJECT OVERVIEW	
Site Address	**2415 Ocean View Avenue, Los Angeles, CA 90057**
Location and/or Specific Plan	**Westlake/MacArthur Park (Los Angeles)**
Project Description	**New 26 Unit Residential Building**
Date of Site Visit	**February 26, 2024**
Number of Protected Trees on Site	**0**

This Tree Report was prepared at the request of the property owners, Chris and Min Tau, who are preparing to build a new 26-Unit Residential Building on this property. The subject lot is .26 Acres and is located in the Westlake/MacArthur Park area of Los Angeles.

It is currently developed with a 2,610 square foot single family residence which the owner is preparing to demolish. The proposed new multi-unit project will be 28,364 square feet. The proposed project involves the removal of the existing buildings and related structures on site for the construction of a new 5 story 26-unit residential project.

PROTECTED TREES or SHRUBS, URBAN FORESTRY DIVISION

This property is under the jurisdiction of the City of Los Angeles and guided by the Native Tree Protection Ordinance No. 186873. **Protected Trees** are defined by this ordinance as oaks (*Quercus* sp.) indigenous to California but excluding the scrub oak (*Quercus dumosa*); Southern California black walnut (*Juglans californica var. californica*); Western sycamore (*Platanus racemosa*) and California bay laurel (*Umbellularia californica*) trees with a diameter at breast height (DBH) of four inches (4") or greater. **Protected Shrubs** are defined as Mexican elderberry (*Sambucus mexicana*); Toyon (*Heteromeles arbutifolia*) which measure four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the shrub.

There are NO trees or shrubs on this property that would be considered protected within the City of Los Angeles Native Tree Protection Ordinance.

NEIGHBOR TREES

I have also inspected the neighboring properties to confirm there are no protected tree species that are adjacent to the construction zone, or in areas of impact.

CITY OF LOS ANGELES STREET TREES, URBAN FORESTRY DIVISION

There are three (3) Weeping Fig (*Ficus benjamina*) trees located in the parkway perimeter that are considered **City of Los Angeles Street Trees.** These trees will receive no impact and will be retained and protected in place.

NON-PROTECTED SIGNIFICANT TREES, DEPARTMENT OF CITY PLANNING

The Department of City Planning requires the identification of the location, size, type and condition of all existing trees on the site with a DBH of 8 inches (8") or greater. These trees will be identified as **Non-Protected Significant Trees.**

At this time, I observed one (1) **Non-Protected Significant Trees** on the property. This one Mexican Fan Palm tree will receive be impacted by the proposed construction and is recommended for removal.

ASSIGNMENT

The Assignment included:

- Field Observation and Inventory of Trees on Site
- Photographs of the subject trees are included in Appendix B
- Evaluation of potential construction impacts
- Matrix of proposed tree removals and trees to remain

LIMITS OF THE ASSIGNMENT

The field inspection was a visual, grade level tree assessment. No special tools or equipment were used. No tree risk assessments were performed. My site examination and the information in this report is limited to the date and time the inspection occurred. The information in this report is limited to the condition of the trees at the time of my inspection.

TREE CHARACTERISTICS AND SITE CONDITIONS

Detailed information with respect to size, condition, species and recommendations are included in the Summary of Field Inspections in Appendix C. The trees are numbered on the Tree Location Map in Appendix A.

IMPACT ANALYSIS AND SPECIFIC RECOMMENDATIONS

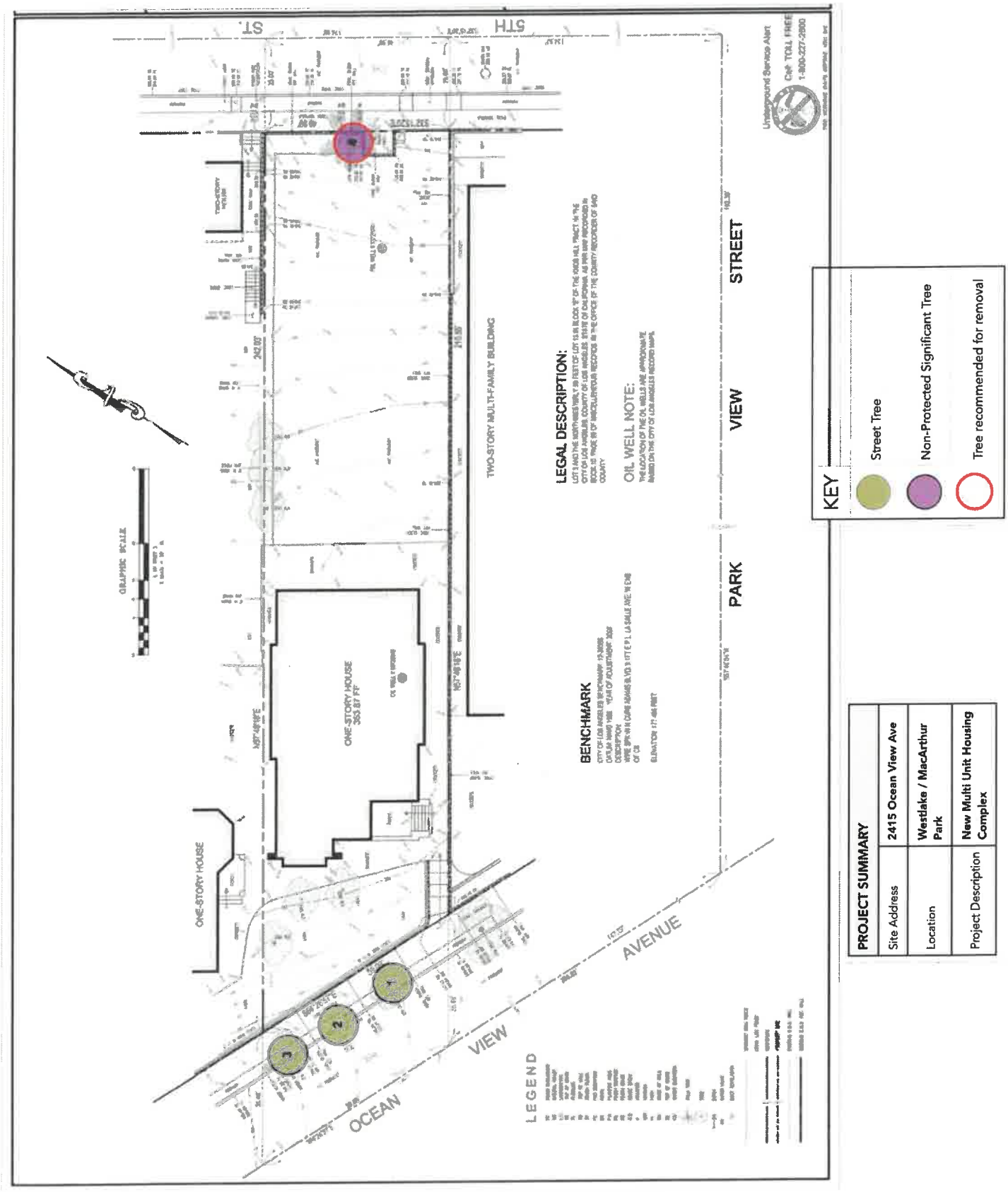
STREET TREES

Three (3) City of Los Angeles Street Trees located in the parkway perimeter will receive no impact and will be retained and protected in place.

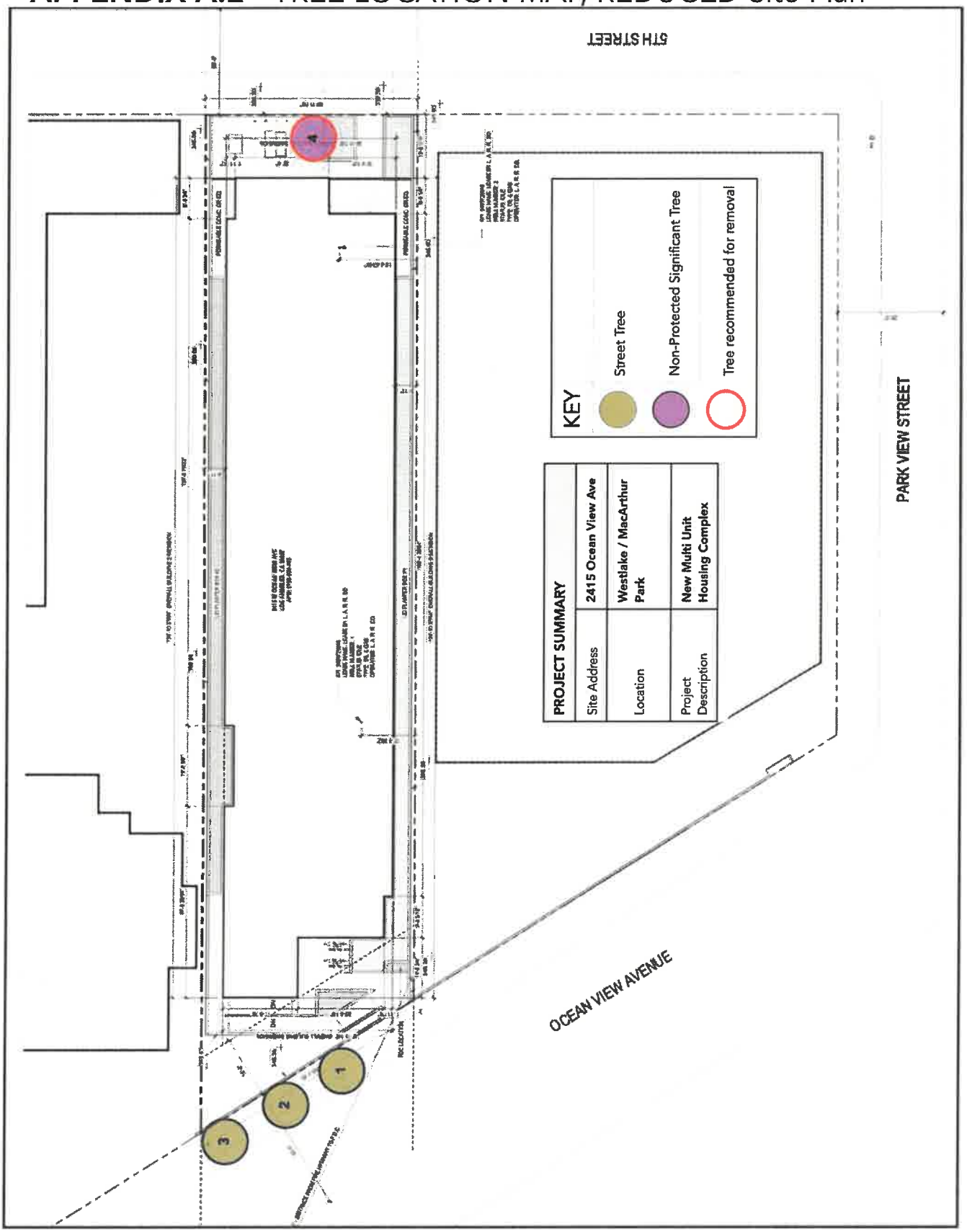
NON-PROTECTED TREES

One (1) Non-Protected Significant Trees (Mexican Fan Palm) will be impacted by the construction and are recommended for removal.

APPENDIX A.1 - TREE LOCATION MAP, REDUCED Survey



APPENDIX A.2 - TREE LOCATION MAP, REDUCED Site Plan



APPENDIX B - PHOTOGRAPHS

PHOTO 1 - Located in the front parkway off Ocean View Avenue, this street tree (Tree #1) is a Weeping Fig (*Ficus benjamina).* The condition is fair and it has a Diameter at Breast Height of 14 inches. The height of the tree is 16 feet, and the spread is 20 feet. This tree will not be impacted by construction and will be retained.

APPENDIX B - PHOTOGRAPHS

PHOTO 2 - Located in the front parkway off Ocean View Avenue, this street tree (Tree #1) is a Weeping Fig (*Ficus benjamina).* The condition is fair and it has a Diameter at Breast Height of 14 inches. The height of the tree is 16 feet, and the spread is 20 feet. This tree will not be impacted by construction and will be retained.

APPENDIX B - PHOTOGRAPHS

PHOTO 3- Located in the front parkway off Ocean View Avenue, this street tree (Tree #2) is a Weeping Fig (*Ficus benjamina).* The condition is fair and it has a Diameter at Breast Height of 11 inches. The height of the tree is 17 feet, and the spread is 20 feet. This tree will not be impacted by construction and will be retained.

APPENDIX B - PHOTOGRAPHS

PHOTO 4- Located in the front parkway off Ocean View Avenue, this street tree (Tree #2) is a Weeping Fig (*Ficus benjamina).* The condition is fair and it has a Diameter at Breast Height of 11 inches. The height of the tree is 17 feet, and the spread is 20 feet. This tree will not be impacted by construction and will be retained.

APPENDIX B - PHOTOGRAPHS

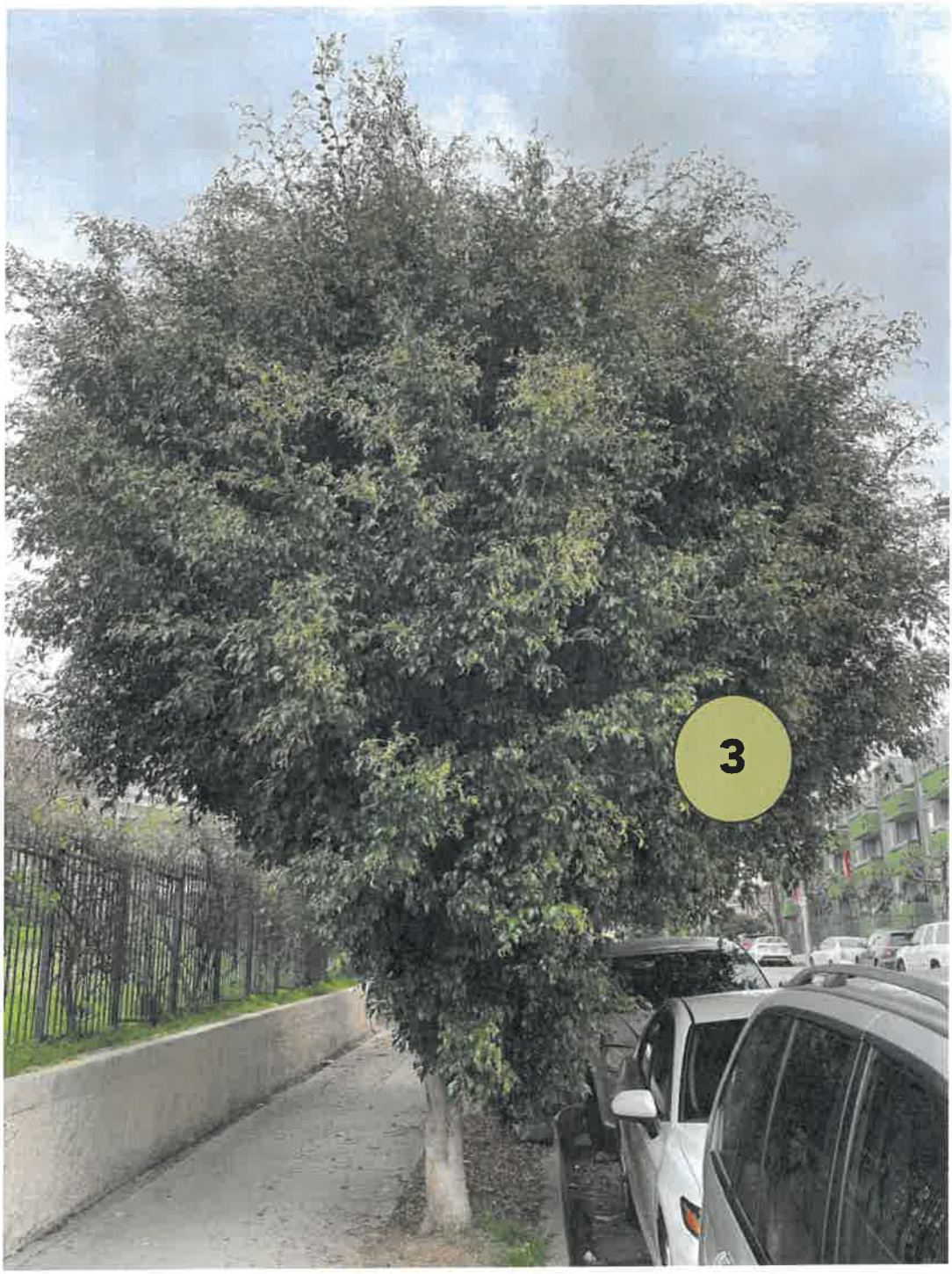


PHOTO 5 - Located in the front parkway off Ocean View Avenue, this street tree (Tree #3) is a Weeping Fig (*Ficus benjamina).* The condition is fair and it has a multi stem trunk with diameters at breast height of 3,4,4, and 5 inches. It has a height of 18 feet and a spread of 15 feet. This tree will not be impacted by construction and will be retained.

APPENDIX B - PHOTOGRAPHS

PHOTO 6 - Located in the front parkway off Ocean View Avenue, this street tree (Tree #3) is a Weeping Fig (*Ficus benjamina).* The condition is fair and it has a multi stem trunk with diameters at breast height of 3,4,4, and 5 inches. It has a height of 18 feet and a spread of 15 feet. This tree will not be impacted by construction.

APPENDIX B - PHOTOGRAPHS

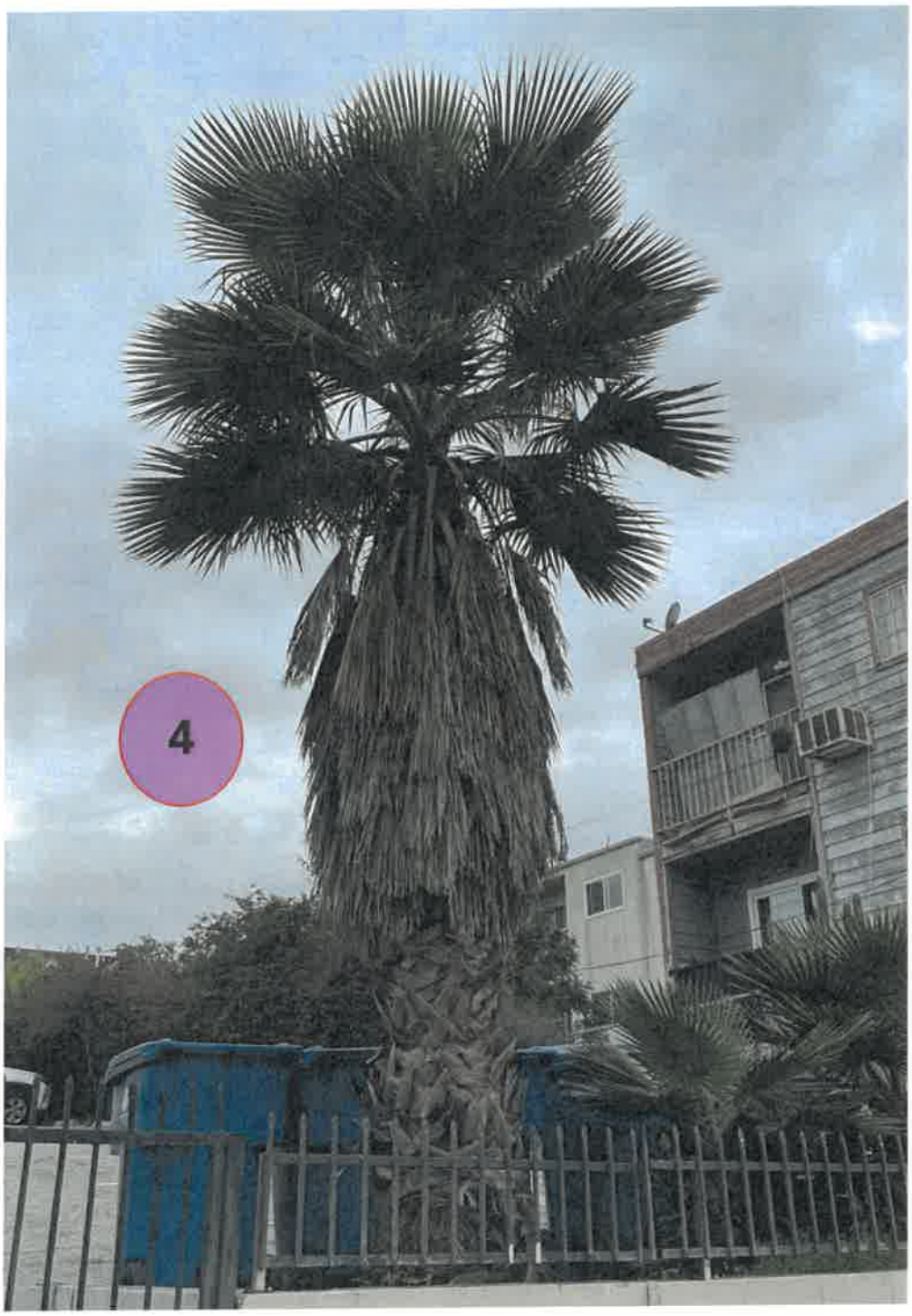


PHOTO 7 - Located in the rear parking lot off 5th Street, tree #4 is a Mexican Fan Palm (*Washington robusta*). The condition of the tree is fair with a Diameter at Breast Height of 20 inches, a height of 17 feet, and a spread of 8 feet. This tree will most likely need to be removed to accommodate the transformer for the new building. This tree is non-protected and its replacement value is one 24" box tree.

APPENDIX B - PHOTOGRAPHS

PHOTO 8 - Located in the rear parking lot off of 5th Street, tree #4 is a Mexican Fan Palm (*Washington robusta*). This tree will most likely need to be removed to accommodate the transformer for the new building. This tree is non-protected and its replacement value is one 24" box tree.

APPENDIX C - SUMMARY OF FIELD INSPECTION

Rating Code: A = Excellent, B = Good, C = Fair, D = Poor, E = Nearly Dead, F = Dead

Tree #	Species	Status	DBH (")	Height (')	Spread (')	Summary of Condition	Retain or Remove
1	Weeping Fig *Ficus benjamina*	Street Parkway	14	15	15	Fair	Retain
2	Weeping Fig *Ficus benjamina*	Street Parkway	11	15	15	Fair	Retain
3	Weeping Fig *Ficus benjamina*	Street Parkway	3,4,4,5	15	15	Fair	Retain
4	Mexican Fan Palm *Washingtonia robusta*	Non-Protected	20	15	8	Fair	Remove

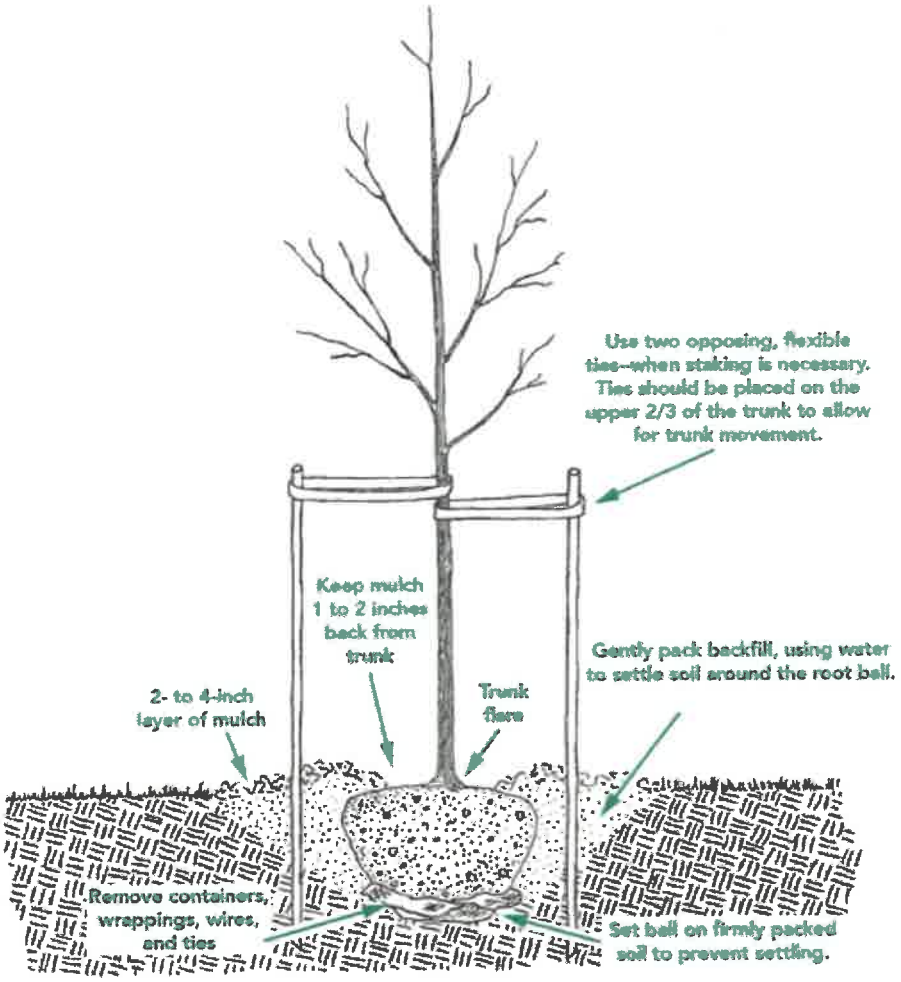
APPENDIX D - SUMMARY OF DATA

Table 2. Schedule of Proposed Removals

RECOMMENDATION

Tree #	Species	Status	Condition	Retain or Remove	Reason for Removal
1	Weeping Fig *Ficus benjamina*	Street	Fair	Retain	N/A
2	Weeping Fig *Ficus benjamina*	Street	Fair	Retain	N/A
3	Weeping Fig *Ficus benjamina*	Street	Fair	Retain	N/A
4	Mexican Fan Palm *Washingtonia robusta*	Non-Protected	Fair	Remove	Construction Impact

NEW TREE PLANTING



The ideal time to plant trees and shrubs is during the dormant season, in the fall after leaf drop or early spring before budbreak. Weather conditions are cool and allow plants to establish roots in the new location before spring rains and summer heat stimulate new top growth. Before you begin planting your tree, be sure you have had all underground utilities located prior to digging.

If the tree you are planting is balled or bare root, it is important to understand that its root system has been reduced by 90 to 95 percent of its original size during transplanting. As a result of the trauma caused by the digging process, trees commonly exhibit what is known as transplant shock. Containerized trees may also experience transplant shock, particularly if they have circling roots that must be cut. Transplant shock is indicated by slow growth and reduced vigor following transplanting. Proper site preparation before and during planting coupled with good follow-up care reduces the amount of time the plant experiences transplant shock and allows the tree to quickly establish in its new location. Carefully follow nine simple steps, and you can significantly reduce the stress placed on the plant at the time of planting.

NEW TREE PLANTING, continued

1. Dig a shallow, broad planting hole. Make the hole wide, as much as three times the diameter of the root ball but only as deep as the root ball. It is important to make the hole wide because the roots on the newly establishing tree must push through surrounding soil in order to establish. On most planting sites in new developments, the existing soils have been compacted and are unsuitable for healthy root growth. Breaking up the soil in a large area around the tree provides the newly emerging roots room to expand into loose soil to hasten establishment.

2. Identify the trunk flare. The trunk flare is where the roots spread at the base of the tree. This point should be partially visible after the tree has been planted (see diagram). If the trunk flare is not partially visible, you may have to remove some soil from the top of the root ball. Find it so you can determine how deep the hole needs for proper planting.

3. Remove tree container for containerized trees. Carefully cutting down the sides of the container may make this easier. Inspect the root ball for circling roots and cut or remove them. Expose the trunk flare, if necessary.

4. Place the tree at the proper height. Before placing the tree in the hole, check to see that the hole has been dug to the proper depth and no more. The majority of the roots on the newly planted tree will develop in the top 12 inches of soil. If the tree is planted too deeply, new roots will have difficulty developing because of a lack of oxygen. It is better to plant the tree a little high, 1-2 inches above the base of the trunk flare, than to plant it at or below the original growing level. This planting level will allow for some settling.

5. Straighten the tree in the hole. Before you begin backfilling, have someone view the tree from several directions to confirm that the tree is straight. Once you begin backfilling, it is difficult to reposition the tree.

6. Fill the hole gently but firmly. Fill the hole about one-third full and gently but firmly pack the soil around the base of the root ball. Be careful not to damage the trunk or roots in the process. Fill the remainder of the hole, taking care to firmly pack soil to eliminate air pockets that may cause roots to dry out. To avoid this problem, add the soil a few inches at a time and settle with water. Continue this process until the hole is filled and the tree is firmly planted. It is not recommended to apply fertilizer at time of planting.

7. Stake the tree, if necessary. If the tree is grown properly at the nursery, staking for support will not be necessary in most home landscape situations. Studies have shown that trees establish more quickly and develop stronger trunk and root systems if they are not staked at the time of planting. However, protective staking may be required on sites where lawn mower damage, vandalism, or windy conditions are concerns. If staking is necessary for support, there are three methods to choose among: staking, guying, and ball stabilizing. One of the most common methods is staking. With this method, two stakes used in conjunction with a wide, flexible tie material on the lower half of the tree will hold the tree upright, provide flexibility, and minimize injury to the trunk (see diagram). Remove support staking and ties after the first year of growth.

8. Mulch the base of the tree. Mulch is simply organic matter applied to the area at the base of the tree. It acts as a blanket to hold moisture, it moderates soil temperature extremes, and it reduces competition from grass and weeds. A 2- to 3-inch layer is ideal. More than 3 inches may cause a problem with oxygen and moisture levels. When placing mulch, be sure that the actual trunk of the tree is not covered. Doing so may cause decay of the living bark at the base of the tree. A mulch-free area, 1 to 2 inches wide at the base of the tree, is sufficient to avoid moist bark conditions and prevent decay.

TREE MAINTENANCE AND PRUNING

Some trees do not generally require pruning. The occasional removal of dead twigs or wood is typical. Occasionally a tree has a defect or structural condition that would benefit from pruning. Any pruning activity should be performed under the guidance of a certified arborist or tree expert.

Because each cut has the potential to change the growth of the tree, no branch should be removed without a reason. Common reasons for pruning are to remove dead branches, to remove crowded or rubbing limbs, and to eliminate hazards. Trees may also be pruned to increase light and air penetration to the inside of the tree's crown or to the landscape below. In most cases, mature trees are pruned as a corrective or preventive measure.

Routine thinning does not necessarily improve the health of a tree. Trees produce a dense crown of leaves to manufacture the sugar used as energy for growth and development. Removal of foliage through pruning can reduce growth and stored energy reserves. Heavy pruning can be a significant health stress for the tree.

Yet if people and trees are to coexist in an urban or suburban environment, then we sometimes have to modify the trees. City environments do not mimic natural forest conditions. Safety is a major concern. Also, we want trees to complement other landscape plantings and lawns. Proper pruning, with an understanding of tree biology, can maintain good tree health and structure while enhancing the aesthetic and economic values of our landscapes.

Pruning Techniques – From the I.S.A. Guideline

Specific types of pruning may be necessary to maintain a mature tree in a healthy, safe, and attractive condition.

Cleaning is the removal of dead, dying, diseased, crowded, weakly attached, and low- vigor branches from the crown of a tree.

Thinning is the selective removal of branches to increase light penetration and air movement through the crown. Thinning opens the foliage of a tree, reduces weight on heavy limbs, and helps retain the tree's natural shape.

Raising removes the lower branches from a tree to provide clearance for buildings, vehicles, pedestrians, and vistas.

Reduction reduces the size of a tree, often for clearance for utility lines. Reducing the height or spread of a tree is best accomplished by pruning back the leaders and branch terminals to lateral branches that are large enough to assume the terminal roles (at least one-third the diameter of the cut stem). Compared to topping, reduction helps maintain the form and structural integrity of the tree.

TREE MAINTENANCE AND PRUNING, continued

How Much Should Be Pruned?

Mature trees should require little routine pruning. A widely accepted rule of thumb is never to remove more than one-quarter of a tree's leaf-bearing crown. In a mature tree, pruning even that much could have negative effects. Removing even a single, large- diameter limb can create a wound that the tree may not be able to close. The older and larger a tree becomes, the less energy it has in reserve to close wounds and defend against decay or insect attack. Pruning of mature trees is usually limited to removal of dead or potentially hazardous limbs.

Wound Dressings

Wound dressings were once thought to accelerate wound closure, protect against insects and diseases, and reduce decay. However, research has shown that dressings do not reduce decay or speed closure and rarely prevent insect or disease infestations. Most experts recommend that wound dressings not be used.

DISEASES AND INSECTS

Continual observation and monitoring of your tree can alert you to any abnormal changes. Some indicators are: excessive leaf drop, leaf discoloration, sap oozing from the trunk and bark with unusual cracks. Should you observe any changes, you should contact a Tree specialist or Certified Arborist to review the tree and provide specific recommendations. Trees are susceptible to hundreds of pests, many of which are typical and may not cause enough harm to warrant the use of chemicals. However, diseases and insects may be indication of further stress that should be identified by a professional.

GRADE CHANGES

The growing conditions and soil level of trees are subject to detrimental stress should they be changed during the course of construction. Raising the grade at the base of a tree trunk can have long-term negative consequences. This grade level should be maintained throughout the protected zone. This will also help in maintaining the drainage in which the tree has become accustomed.

INSPECTION

The property owner should establish an inspection calendar based on the recommendation provided by the tree specialist. This calendar of inspections can be determined based on several factors: the maturity of the tree, location of tree in proximity to high-use areas vs. low-use area, history of the tree, prior failures, external factors (such as construction activity) and the perceived value of the tree to the homeowner.

Assumptions and Limiting Conditions

No warranty is made, expressed or implied, that problems or deficiencies of the trees or the property will not occur in the future, from any cause. The Consultant shall not be responsible for damages or injuries caused by any tree defects, and assumes no responsibility for the correction of defects or tree related problems.

The owner of the trees may choose to accept or disregard the recommendations of the Consultant, or seek additional advice to determine if a tree meets the owner's risk abatement standards.

The Consulting Arborist has no past, present or future interest in the removal or retaining of any tree. Opinions contained herein are the independent and objective judgments of the consultant relating to circumstances and observations made on the subject site.

The recommendations contained in this report are the opinions of the Consulting Arborist at the time of inspection. These opinions are based on the knowledge, experience, and education of the Consultant. The field inspection was a visual, grade level tree assessment.

The Consulting Arborist shall not be required to give testimony, perform site monitoring, provide further documentation, be deposed, or to attend any meeting without subsequent contractual arrangements for this additional employment, including payment of additional fees for such services as described by the Consultant.

The Consultant assumes no responsibility for verification of ownership or locations of property lines, or for results of any actions or recommendations based on inaccurate information.

This Arborist report may not be reproduced without the express permission of the Consulting Arborist and the client to whom the report was issued. Any change or alteration to this report invalidates the entire report.

Should you have any further questions regarding this property, please contact me at (310) 663-2290.

Respectfully submitted,

Lisa Smith

Registered Consulting Arborist #464
ISA Board Certified Master Arborist #WE3782B
ISA Tree Risk Assessor Qualified- Instructor
American Society of Consulting Arborists, Member