DEPARTMENT OF CITY PLANNING

APPEAL RECOMMENDATION REPORT

City Planning Commission

Date: February 9, 2023
Time: After 8:30 a.m.*
Place: Due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [https://zoom.us/].

The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at: https://planning.lacity.org/about/commissionsboards-hearings and/or by contacting cpc@lacity.org.

Public Hearing: Required
Appeal Status: Not further appealable.
Expiration Date: February 13, 2023
Multiple Approval: Yes

Case No.: DIR-2022-4433-TOC-SPR-HCA-1A
CEQA No.: ENV-2022-4434-CE
Related Cases: N/A
Council No.: 10 – Heather Hutt
Plan Area: Wilshire Community Plan

Specific Plan: N/A
Certified NC: MacArthur Park
Zone: C2-1

Applicant: Teh Jing Wang

Applicant's Representative: Gary Benjamin, Alchemy Planning + Land Use

Appellant: Supporters Alliance For Environmental Responsibility (SAFER)
Appellant's Representative: Richard Drury, Lozeau Drury LLP

PROJECT LOCATION: **956-966 South Vermont Avenue**

PROPOSED PROJECT: The project involves the demolition of two existing two-story commercial buildings for the construction, use, and maintenance of a new six-story approximately 89 feet high mixed-use building with 90 residential units above approximately 2,915 square feet of commercial space on the ground floor. The project proposes to provide 85 vehicle parking spaces in two subterranean levels and a portion of the ground floor.

APPEAL:

1) Pursuant to Section 16.05 of the Los Angeles Municipal Code (LAMC), an appeal in part of the Director of Planning's determination which determined that 1) 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; and 2) Approved, pursuant to LAMC Section 16.05, a Site Plan Review for a development creating 50 or more residential dwelling units.

RECOMMENDED ACTIONS:

1) **Determine** that the project is Categorically Exempt from environmental review under ENV-2022-4434-CE, pursuant to Section 21080 of the California Public Resources Code, and Article 19, Section 15332 (Class 32) of the CEQA Guidelines;

2) **Deny** the appeal; and

3) **Sustain** the determination by the Director of Planning to conditionally approve a Site Plan Review for a development creating 50 or more residential dwelling units.

VINCENT P. BERTONI, AICP
Director of Planning

Christina Toy Lee
Associate Zoning Administrator

More Song
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.

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PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project involves the approval of a Site Plan Review in conjunction with a Tier 3 Transit Oriented Communities (TOC) Affordable Housing Incentive Program request. The project consists of the construction, use, and maintenance of a new six-story, approximately 89 feet-high mixed-use building with 90 residential units above approximately 2,915 square feet of commercial space on the ground floor, as depicted below in Figure 1. Of these, nine units will be set aside for Extremely Low Income households for 55 years, pursuant to the TOC Guidelines. The project will provide a total of 85 automobile parking spaces in two subterranean parking levels and on a portion of the ground floor, including 80 residential vehicle parking spaces and five commercial vehicle parking spaces, as well as 79 bicycle parking spaces. The project will also provide a minimum of 7,219 square feet of open space, in accordance with the requirements of the LAMC.

Figure 1: Rendering of the proposed project

The project proposes a total of approximately 77,130 square feet of building floor area, resulting in a total floor area ratio (FAR) of approximately 3.75:1. The project will maintain a front yard setback of zero feet along Vermont Avenue, northerly and southerly side yard setbacks of zero feet at the ground level and five feet from the second level upwards, and an easterly rear yard setback of zero feet along the alley, as permitted by the LAMC for mixed-use residential and commercial properties abutting a street or alley (LAMC Section 12.22 A.18) in a commercial zone.

APPEAL SCOPE

The appeal challenges a part of the Director of Planning's determination on November 14, 2022 to conditionally approve a TOC Affordable Housing Incentive Program request, pursuant to LAMC Section 12.22 A.31, and a Site Plan Review request, pursuant to LAMC Section 16.05, with a Class 32 Categorical Exemption to CEQA under Case No. ENV-2022-4434-CE as the environmental clearance for the project. The appellant, who is not an abutting owner or tenant, is appealing only the portions of the Director of Planning's determination related to Site Plan Review. As the case is a multiple-approvals case involving a TOC request, the appellate body is the City Planning Commission; the decision of the City Planning Commission is not further appealable.

PROJECT BACKGROUND

The subject property consists of three existing contiguous lots encompassing a total of approximately 20,568 square feet of total lot area (approximately 0.47 acres). The property is rectangular-shaped and is located midblock along Vermont Avenue between San Marino Street to the north and Olympic Boulevard to the south, with a street frontage of approximately 150 feet along the eastern side of Vermont Avenue. An alleyway abuts the subject property to the west/rear. The subject property is currently developed with two two-story commercial buildings which will be demolished through development of the proposed project.

The subject property is located within the Wilshire Community Plan and is zoned C2-1 with a corresponding land use designation of General Commercial. The project site is also located within the Wilshire Center / Koreatown Redevelopment Project Area and a Transit Priority Area within the City of Los Angeles. The property is not within the boundaries of any other specific plan or interim control ordinance.

The subject property is located in an established and heavily urbanized neighborhood in central Los Angeles. The neighboring area consists primarily of commercially-developed arterial corridors surrounded by residential neighborhoods which have undergone significant redevelopment throughout the past several decades. The project site is currently surrounded by several low-slung commercial buildings lining Vermont Avenue, a major arterial roadway in the region. Figure 2 below shows the subject property and its environs.

Figure 2: Aerial view of the subject property

Streets

Vermont Avenue, adjoining the subject property to the west, is a designated Avenue I, with a designated right-of-way width of 100 feet. Along the subject property's street frontage, Vermont Avenue is currently dedicated to a varying total right-of-way width of between 90 and 100 feet and improved with curb, gutter, and sidewalk.

An alley, adjoining the subject property to the east, has a designated right-of-way width of 20 feet. Along the subject property's frontage, the alley is currently dedicated to a total right-of-way width of 16 feet and improved with pavement.

APPROVED ACTIONS

On November 14, 2022, 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 65 percent increase in density, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program along with the following two (2) incentives for a qualifying Tier 3 project totaling 90 dwelling units, reserving a minimum of nine units for Extremely Low Income (ELI) Household occupancy for a period of 55 years:

    a. Yards/Setbacks. Utilization of the side yard setback requirements of the RAS3 Zone for a project in a commercial zone; and

    b. Open Space. A maximum reduction of 25 percent in the required amount of open space; and

3. Approved a Site Plan Review for a development creating 50 or more residential dwelling units.

APPEAL POINTS

On November 29, 2022, within the required 15-day appeal period, an appeal was filed by Supporters Alliance For Environmental Responsibility (SAFER), a community organization, for the Site Plan Review portion only of the Director of Planning's determiniation. The appellant contends that the City improperly approved the Site Plan Review request for the project because the project does not qualify for a Class 32 Categorical Exemption and thus was not properly analyzed under CEQA. The appellant specifically states that the project does not qualify for a Class 32 Categorical Exemption because the project will have significant air quality, hazardous waste, and energy impacts.

RESPONSES TO APPEAL POINTS

As of the finalization of this staff report, the appellant has not elaborated on the appeal points or submitted any evidence supporting their claims. Furthermore, the project's environmental impacts

were fully analyzed in the Categorical Exemption document dated October 2022 prepared by CAJA Environmental Services. As noted in this analysis and the supporting technical data in the Appendices, the project will not exceed any air quality thresholds of significance for construction or operation. As a primarily residential development with commercial retail/service-type uses, the project will not result in the generation of any significant amounts of hazardous waste. As an urban infill housing and commercial development that will be developed to the latest energy and construction standards, the project will also not result in any wasteful consumption of energy.

CONCLUSION

For all of the reasons stated herein, and in the findings of the Director's Determination, the proposed project complies with all applicable provisions of the TOC Affordable Housing Incentive Program, Site Plan Review, and CEQA. Planning has evaluated the proposed project and determined that it qualifies for a Class 32 Categorical Exemption under CEQA. Although the applicant's arguments for appeal have been considered, Planning maintains that the required findings and imposed conditions of the Director's Determination are valid and that the appeal arguments are not grounds for reversal of any portion of the approval.

Therefore, it is recommend 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 conditional approval of a TOC Affordable Housing Incentive Program request and Site Plan Review for a project totaling 90 dwelling units, as described herein.

APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

☐ Area Planning Commission ☐ City Planning Commission ☐ City Council ☑ Director of Planning
☐ Zoning Administrator

Regarding Case Number: DIR-2022-4433-TOC-SPR-HCA

Project Address: 956-966 South Vermont Avenue

Final Date to Appeal: 11/29/2022

2. APPELLANT

Appellant Identity: (check all that apply)
❒ Representative ❒ Property Owner
❒ Applicant ❒ Operator of the Use/Site

☑ Person, other than the Applicant, Owner or Operator claiming to be aggrieved
Supporters Alliance for Environmental Responsibility ("SAFER")

☐ Person affected by the determination made by the **Department of Building and Safety**

❒ Representative ❒ Owner ❒ Aggrieved Party
❒ Applicant ❒ Operator

3. APPELLANT INFORMATION

Appellant's Name: Supporters Alliance for Environmental Responsibility

Company/Organization:

Mailing Address: 4399 Santa Anita Ave, Suite 2005

City: El Monte State: CA Zip: 91731

Telephone: (510) 836-4200 E-mail: richard@lozeaudrury.com

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

☑ Self ☐ Other:

b. Is the appeal being filed to support the original applicant's position? ☐ Yes ☑ No

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): Richard Drury

Company: Lozeau Drury LLP

Mailing Address: 1939 Harrison Street, Suite 150

City: Oakland State: CA . Zip: 94612

Telephone: (510) 836-4200 E-mail: richard@lozeaudrury.com

5. JUSTIFICATION/REASON FOR APPEAL

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

b. Are specific conditions of approval being appealed? ☑ Yes ☐ No

If Yes, list the condition number(s) here: All Site Plan Review conditions

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

☑ The reason for the appeal ☑ How you are aggrieved by the decision

☑ Specifically the points at issue ☑ Why you believe the decision-maker erred or abused their discretion

6. APPLICANT'S AFFIDAVIT

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

Appellant Signature: _____ Date: 11/28/22

GENERAL APPEAL FILING REQUIREMENTS

B. ***ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES***

1. Appeal Documents

a. Three (3) sets - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

☐ Appeal Application (form CP-7769)
☐ Justification/Reason for Appeal
☐ Copies of Original Determination Letter

b. Electronic Copy

☐ Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

c. Appeal Fee

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

d. Notice Requirement

☐ Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC
☐ Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.

C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)

1. Density Bonus/TOC
Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:
- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.

- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.

☐ Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

D. WAIVER OF DEDICATION AND OR IMPROVEMENT

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:
- Waivers for By-Right Projects, can only be appealed by the owner.

- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

E. TENTATIVE TRACT/VESTING

1. Tentative Tract/Vesting - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

☐ Provide a copy of the written determination letter from Commission.

F. BUILDING AND SAFETY DETERMINATION

☐ **1.** Appeal of the *Department of Building and Safety* determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

a. Appeal Fee
☐ Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

b. Notice Requirement
☐ Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

☐ **2.** Appeal of the *Director of City Planning* determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.

a. Appeal Fee
☐ Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

b. Notice Requirement
☐ Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
☐ Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

G. NUISANCE ABATEMENT

1. Nuisance Abatement - Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:
- Nuisance Abatement is only appealable to the City Council.

a. Appeal Fee

☐ Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

2. Plan Approval/Compliance Review

Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

a. Appeal Fee

☐ Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.

☐ Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

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.

***Please note** that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of 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):	Date:
Receipt No:	Deemed Complete by (Project Planner):	Date:
☐ Determination authority notified	☐ Original receipt and BTC receipt (if original applicant)	

Justification/Reason for Appeal

956-966 South Vermont Avenue

(DIR-2022-4433-TOC-SPR-HCA) (ENV-2022-4433-TOC-SPR-HCA)

I. REASON FOR THE APPEAL

Supporters Alliance for Environmental Responsibility ("SAFER") appeals the City Planning Director's approval of the Site Plan Review entitlements for the 956-966 South Vermont Avenue Project (DIR-2022-4433-TOC-SPR-HCA) (ENV-2022-4433-TOC-SPR-HCA). Approval of the Site Plan Review entitlements was in error because the Categorical Exemption prepared for the Project (ENV-2022-4433-TOC-SPR-HCA) fails to comply with the California Environmental Quality Act ("CEQA"). The City of Los Angeles ("City") prepared a categorical exemption for the Project pursuant to Section 15332 of the CEQA Guidelines ("Infill Exemption"). However, the Infill Exemption is not applicable due to the Project's significant air quality, hazardous waste, and energy impacts. Approval of the Site Plan Review was therefore in error. Since the Project is not exempt from CEQA, the City must prepare an initial study and determine the appropriate level of review required under CEQA prior to *any approvals* in furtherance of the Project.

II. SPECIFICALLY THE POINTS AT ISSUE

Specifically, the Project does not qualify for an Infill Exemption because the Project will have significant air quality, hazardous waste, and energy impacts, and it is therefore ineligible for exemption. Because proper CEQA review must be complete *before* the City approves the Project's entitlements (*Orinda Ass'n. v. Bd. of Supervisors* (1986) 182 Cal.App.3d 1145, 1171 ["No agency may approve a project subject to CEQA until the entire CEQA process is completed and the overall project is lawfully approved"]), the approval of the Project's Site Plan Review entitlements was in error. Additionally, by failing to properly conduct environmental review under CEQA, the City lacks substantial evidence to support its findings for the Site Plan Review entitlements.

III. HOW YOU ARE AGGRIEVED BY THE DECISION

Members of appellant, SAFER, live and/or work in the vicinity of the proposed Project. They breathe the air and will suffer other environmental impacts of the Project unless those impacts are properly mitigated.

IV. WHY YOU BELIEVE THE DECISION-MAKER ERRED OR ABUSED THEIR DISCRETION

The Director of City Planning approved the Site Plan Review and approved an Infill Exemption despite a lack of substantial evidence in the record that the Project met the requirements for the Infill Exemption. Rather than exempt the Project from CEQA, the City should have prepared an initial study followed by an EIR or negative declaration in accordance with CEQA prior to consideration of approvals for the Project. The City is not permitted to approve the Project's entitlements until proper CEQA review has been completed.

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

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

November 14, 2022

Applicant / Owner
Teh Jing Wang
966 South Vermont Avenue
Los Angeles, CA 90006

Representative
Gary Benjamin
Alchemy Planning + Land Use
4470 West Sunset Boulevard, #547
Los Angeles, CA 90027

Case No.	DIR-2022-4433-TOC-SPR-HCA
CEQA:	ENV-2022-4434-CE
Location:	956-966 South Vermont Avenue
Council District:	10 – Hutt
Neighborhood Council:	MacArthur Park
Community Plan Area:	Wilshire
Land Use Designation:	General Commercial
Zone:	C2-1
Legal Description:	Lots FR 192, FR 193, FR 194, Clark and Bryan's Bungalow Row Tract
Last Day to File an Appeal:	November 29, 2022

DETERMINATION – Transit Oriented Communities Affordable Housing Incentive Program

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

1. **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;

2. **Approve with Conditions** a 65 percent increase in density, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program along with the following two (2) incentives for a qualifying Tier 3 project totaling 90 dwelling units, reserving a minimum of nine units for Extremely Low Income (ELI) Household occupancy for a period of 55 years:

a. **Yards/Setbacks.** Utilization of the side yard setback requirements of the RAS3 Zone for a project in a commercial zone; and

b. **Open Space.** A maximum reduction of 25 percent in the required amount of open space; and

3. **Approve** a Site Plan Review for a development creating 50 or more residential dwelling units; and

4. **Adopt** the attached Findings.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22 A.31 and 16.05 of the LAMC, the following conditions are hereby imposed upon the use of the subject property:

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

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

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

4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of LAHD to make ten percent of the total number of dwelling units available to Extremely Low Income Households, for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with LAMC Section 12.22 A.31, to the satisfaction of LAHD, and in consideration of the project's SB 8 Determination. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD. Refer to the Density Bonus Legislation Background section of this determination.

5. **Base Incentives:**

   a. **Residential Density**. The project shall be limited to a maximum density of 90 residential dwelling units (equal to a density increase of 65 percent), including On-site Restricted Affordable Units.

b. **Floor Area Ratio (FAR).** The project may be permitted a maximum FAR of 3.75:1.

c. **Parking**:

i. **Residential Automotive Parking.** Residential automobile parking shall be provided consistent with LAMC Section 12.22 A.31. The proposed development, a Tier 3 project, shall not be required to exceed 0.5 automobile parking spaces per unit to fulfill residential vehicle parking requirements (commercial vehicle parking requirements may apply separately). A greater number may be provided at the applicant's discretion. In the event that the number of On-Site Restricted Affordable Units should increase or the composition of such units should change, then no modification of this determination shall be necessary and the number of vehicle parking spaces shall be re-calculated consistent with LAMC Section 12.22 A.31.

ii. **Commercial Automotive Parking.** Commercial automobile parking shall be provided consistent with LAMC Section 12.21 A.

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

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 LAHD.

6. **Additional Incentives:**

a. **Yards/Setbacks.** The project may be permitted to utilize the side yard setback requirements of the RAS3 Zone for a project in a commercial zone.

b. **Open Space.** The project may be permitted a maximum reduction of 25 percent in the required amount of open space.

Design Conformance Conditions

7. **Building Facades:**

a. The project shall utilize a minimum of two different materials on all building facades. Windows, doors, balcony railings, and decorative features (such as light fixtures, planters, etc.) shall not count towards this requirement.

b. Along the project's street frontage along Vermont Avenue, the ground level façade shall feature a minimum total of 90 horizontal feet of glazing/windows/doors. To meet this requirement, glazing/windows/doors shall be transparent and a minimum of six feet in height. Gates and driveways shall not count towards this requirement.

8. **Landscaping.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The landscape plan shall indicate landscape points for the project equivalent to 10 percent more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines.

9. **Parking.** With the exception of vehicle and pedestrian entrances and air grilles, any ground-level vehicle parking shall be completely enclosed along all sides of the building.

Site Plan Review Conditions

10. **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 on all exposed sides (those not adjacent to a building wall).

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

12. **Maintenance.** The subject property, including any trash storage areas, associated parking facilities, sidewalks, driveways, 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.

13. **Trash.** Trash receptacles shall be stored within a fully enclosed portion of the building at all times. Trash/recycling containers shall be locked when not in use and shall not be placed in or block access to required parking.

14. **Sustainability:**

    a. The project shall comply with Section 99.05.211.1 of the LAMC regarding solar energy infrastructure.

    b. All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of the LAMC.

Administrative Conditions

15. **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.

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 LAMC, 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:

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

    (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out, in whole or in part, of the City's processing and approval of the entitlement,

including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

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

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

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

PROJECT BACKGROUND

The subject property consists of three contiguous lots encompassing a total of approximately 20,568 square feet of lot area. The property is rectangular-shaped and is located midblock along Vermont Avenue between San Marino Street to the north and Olympic Boulevard to the south, with a street frontage of approximately 150 feet along the eastern side of Vermont Avenue. An alleyway abuts the subject property to the west/rear. The project site is located within the Wilshire Community Plan and is zoned C2-1 with a corresponding land use designation of General Commercial. The project site is also located within the Wilshire Center / Koreatown Redevelopment Project Area and a Transit Priority Area within the City of Los Angeles. The property is not within the boundaries of any other specific plan or interim control ordinance.

The subject property is located within a Tier 3 TOC Affordable Housing Incentive Area, qualified by its proximity to the intersection of a Major Transit Stop. The project site is located approximately 200 feet north of the intersection of Vermont Avenue and Olympic Boulevard, where the Metro 28 bus line, classified as a Next-Gen Tier 1 Rapid bus line, intersects with the Metro 204 bus line. As such, the project meets the eligibility requirement for a TOC Housing Development to be located within 2,640 feet of a Major Transit Stop and the eligibility requirement for a Tier 3 project to be located within 750 feet of the intersection of a rapid bus line and a regular bus line, each with average frequencies of service intervals of less than 15 minutes during peak times.

The subject property is currently developed with two two-story commercial buildings which will be demolished through development of the proposed project. The proposed project involves the construction of a new six-story, approximately 89 feet-high mixed-use building with 90 residential units above approximately 2,915 square feet of commercial space on the ground floor. The proposed building will encompass approximately 77,130 square feet in total building area, resulting in a Floor Area Ratio (FAR) of approximately 3.75:1. Of the 90 proposed residential units, five will be studio units, 50 will be one-bedroom units, five will be one-bedroom plus den units, and 20 will be two-bedroom units. Nine units will be set aside for Extremely Low Income households to satisfy the TOC program requirements. The project proposes to provide 85 automobile parking spaces in two subterranean parking levels and on a portion of the ground floor, including 80 residential vehicle parking spaces and five commercial vehicle parking spaces. The project will also provide 70 long-term bicycle parking spaces and nine short-term bicycle parking spaces. The project proposes to provide at least 7,219 square feet of common open space to meet the requirements of the TOC program and the LAMC, divided between an outdoor central courtyard, interior recreation rooms, a roof deck, and private balconies. The project will maintain a front yard setback of zero feet along Vermont Avenue, northerly and southerly side yard setbacks of zero feet at the ground level and five feet from the second level upwards, and an easterly rear yard setback of zero feet along the alley, as permitted by the LAMC for mixed-use residential and commercial properties abutting a street or alley (LAMC Section 12.22 A.18) in a commercial zone; as an Incentive, the project proposes to utilize the side yard requirements of the RAS3 Zone for a project in a commercial zone for both side yards.

The project meets all eligibility requirements for the TOC Affordable Housing Incentive Program. As an eligible Housing Development and pursuant to the TOC Guidelines, the project is eligible for Base Incentives and up to three Additional Incentives. As base incentives, the project is eligible to (1) increase the maximum allowable number of dwelling units permitted by 70 percent; (2) increase the maximum allowable FAR to 3.75:1 for a project in a commercial zone; and (3) provide automobile parking at a ratio of 0.5 spaces per unit. The project is seeking an approximately 65 percent density increase and an increase in FAR to approximately 3.75:1 and will provide at least the minimum number of parking spaces required. The project is also requesting two Additional Incentives: 1) the utilization of the side yard setback requirements of the RAS3 Zone for a project

in a commercial zone; and 2) a maximum reduction of 25 percent in the required amount of open space. The project meets the TOC Guideline requirements of providing at least seven percent of the base units for Extremely Low Income Households in exchange for being granted the two requested Additional Incentives. The project is setting aside nine units for Extremely Low Income Households, which equates to approximately 16 percent of the 55 base units permitted through the underlying zoning of the site.

STREETS

Vermont Avenue, adjoining the subject property to the west, is a designated Avenue I, with a designated right-of-way width of 100 feet. Along the subject property's street frontage, Vermont Avenue is currently dedicated to a varying total right-of-way width of between 90 and 100 feet and improved with curb, gutter, and sidewalk.

An alley, adjoining the subject property to the east, has a designated right-of-way width of 20 feet. Along the subject property's frontage, the alley is currently dedicated to a total right-of-way width of 16 feet and improved with pavement.

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, and as amended by SB 8), which 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 (and as amended by SB 8) creates, among other things, new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units. The 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 entirely with various commercial uses and accessory parking. LAHD has determined, per the SB 8 Replacement Unit Determination, dated May 17 2022, that as the project has been entirely developed with commercial uses for at least the previous five years, no residential units are subject to replacement, and the requirements of SB 8 do not apply. The Determination made by LAHD provides additional information.

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

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

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

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

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

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

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

    The project site is located within a Tier 3 TOC Affordable Housing Incentive Area. As part of the proposed development, the project is required to reserve a minimum of ten percent of the total number of on-site dwelling units for Extremely Low Income Households. The project will reserve a total of nine on-site dwelling units for Extremely Low Income Households, which equates to 10 percent of the 90 total dwelling units proposed as part of the Housing Development, and thus meets the eligibility requirement for On-Site Restricted Affordable Units.

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

    As defined in the TOC Guidelines, a Major Transit Stop means a site with an existing rail transit station or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The project site is located approximately 200 feet north of the intersection of Vermont Avenue and Olympic Boulevard, where the Metro 28 bus line, classified as a Next-Gen Tier 1 Rapid bus line, intersects with the Metro 204 bus line. As such, the project

meets the eligibility requirement for a TOC Housing Development to be located within 2,640 feet of a Major Transit Stop and the eligibility requirement for a Tier 3 project to be located within 750 feet of the intersection of a rapid bus line and a regular bus line, each with average frequencies of service intervals of less than 15 minutes during peak times.

3. ***Housing Replacement.*** *A Housing Development must meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by 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 May 17, 2022 and attached to the subject case file, as the project has been entirely developed with commercial uses for at least the previous five years, no residential units are subject to replacement and the requirements of SB 8 do not apply. The proposed project will provide nine affordable units for Extremely Low Income households to the satisfaction of LAHD and will comply with all applicable requirements of 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.*

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

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

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

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

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

As an eligible housing development, the project is eligible to receive the Base Incentives listed in the TOC Guidelines. The project is also seeking two Additional Incentives: 1) the utilization of the side yard setback requirements of the RAS3 Zone for a project in a commercial zone; and 2) a maximum reduction of 25 percent in the required amount of open space. The project may be granted two Additional Incentives for reserving at least seven percent of the base units for Extremely Low Income Households. The project is setting aside nine units for Extremely Low Income Households, which equates to approximately 16 percent of the 55 base units permitted through the underlying zoning of the site. As such, the project meets the eligibility requirements for both on-site restricted affordable units and Base and Additional Incentives.

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

   The project is not seeking any Additional Incentives beyond the two permitted in exchange for reserving at least seven percent of the base units for Extremely Low Income Households. The project is setting aside nine units for Extremely Low Income Households, which equates to approximately 16 percent of the 55 base units permitted through the underlying zoning of the site. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11, and this eligibility requirement does not apply.

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

   The subject property consists of three contiguous lots, all of which are located within a Tier 3 TOC Affordable Housing Incentive Area. As such, this eligibility requirement does not apply.

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

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

9. ***100% Affordable Housing Projects.*** *Buildings that are Eligible Housing Developments that consist of 100% On-Site Restricted Affordable units, exclusive of a building manager's*

unit or units shall, for purposes of these Guidelines, be eligible for one increase in Tier than otherwise would be provided.

The project is not seeking eligibility for an increase in one Tier than otherwise would be provided.

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

    The project seeks two (2) Additional Incentives. The proposed development conforms to the Citywide Design Guidelines and has been conditioned to ensure a well-designed development and compliance with the Design Guidelines. The project has been designed to incorporate visually interesting variations in building material and massing and has been conditioned to provide a more pedestrian-friendly and higher-quality streetscape through the use of glazing, windows, and articulation along the main building façade. Additionally, the project has been conditioned to provide landscaping and buffers around all utilities such as transformers and to completely enclose any visible automobile parking to minimize impacts on surrounding properties. These design features do not preclude the provision of the permitted density of residential units. Thus, the project conforms to the applicable design guidelines and conditions have been imposed accordingly.

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

Pursuant to Section 12.22 A.31(e) of the LAMC, the Director 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) of the LAMC, 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 record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives do not result in identifiable and actual affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The list of Additional Incentives in the Transit Oriented Communities Guidelines were pre-evaluated at the time the Transit Oriented Communities Affordable Housing Incentive Program Ordinance was adopted to include types of relief that minimize

restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the Additional Incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

Yards/Setbacks. The requested incentive to utilize the side yard setback requirements of the RAS3 Zone for a project in a commercial zone is expressed in the Menu of Incentives in the TOC Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. In this case, the applicant has requested to utilize the side yard setback requirements of the RAS3 Zone for both the northerly and southerly side yards. The RAS3 Zone permits smaller yard setbacks on the sides of the building than what would otherwise be required for a residential project in a commercial zone. The requested incentive allows the developer to expand the building footprint and allow for the construction of more units, including affordable units, while remaining in compliance with all other applicable zoning regulations. The provision of additional housing units at higher income levels offsets costs associated with providing affordable housing units at the Extremely Low Income level and enables the provision of additional units set aside for Extremely Low Income households. Therefore, the incentive further supports the applicant's decision to reserve nine units for Extremely Low Income Households and facilitates the creation of affordable housing units.

Open Space. The requested incentive for a reduction in the required amount of open space is expressed in the Menu of Incentives in the TOC Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. The requested incentive allows the developer to utilize more of the total building square footage for residential units, which facilitates the creation of more affordable units, while remaining in compliance with all other applicable zoning regulations. The provision of additional housing units at higher income levels offsets costs associated with providing affordable housing units at the Extremely Low Income level and enables the provision of additional units set aside for Extremely Low Income households. Therefore, the incentive further supports the applicant's decision to reserve nine units for Extremely Low Income Households and facilitates the creation of affordable housing units.

Therefore, all two Additional Incentives result in identifiable and actual cost reductions to provide for affordable housing.

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

There is no evidence that the proposed incentives will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). The project does not involve a contributing structure in a designated Historic

Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. Accordingly, the project will not have a significant impact on any on-site resource or any resource in the surrounding area. The property is not located on a substandard street in a Hillside area, a Very High Fire Hazard Severity Zone, a Methane zone, a Liquefaction Zone, or any other special hazard area. The project is required to comply with all other pertinent regulations including those governing construction, use, and maintenance, and will not create any significant direct impacts on public health and safety. Therefore, there is no substantial evidence that the proposed project, and thus the requested incentive, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource.

c. The Incentives are contrary to state or federal law.

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

SITE PLAN REVIEW FINDINGS

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

The project site is located within the Wilshire Community Plan, which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the site for General Commercial land uses corresponding to the C1.5, C2, C4, RAS3, and RAS4 zones. The subject property is zoned C2-1, and is thus consistent with the land use designation on the site. The project site is also located within the Wilshire Center / Koreatown Redevelopment Project Area, a Transit Priority Area in the City of Los Angeles, and the Los Angeles State Enterprise Zone. The project site is not subject to any other overlay or located within any other special hazard zone, methane zone, liquefaction zone, or flood, landslide, or tsunami inundation zone.

The project site is located within the Wilshire Center / Koreatown Redevelopment Project Area; accordingly, the project has been reviewed for consistency and compliance with the Wilshire Center / Koreatown Redevelopment Plan. The project is consistent with the goals of the Redevelopment Plan, which seeks to enhance the physical appearance of the area and encourage the development and provision of housing, among other goals. The project proposes to redevelop two existing underutilized and unattractive commercial buildings with a new modern mixed-use building with interesting architectural features and materials, thereby enhancing the appearance of a major arterial corridor while providing much-needed new high-quality housing. Therefore, the project is substantially consistent with and will not conflict with the Wilshire Center / Koreatown Redevelopment Plan. There are no specific plans or any other overlays pertaining to the project site.

With the exception of the requests herein, which enable the provision of affordable housing units, the proposed project is otherwise consistent with the requirements of the underlying zone. The project proposes a new mixed-use residential and commercial development on a site designated for such uses. The requested Incentives are permissible by the provisions of the TOC program and the project will comply with all other applicable provisions of the zoning code.

The project is also consistent with the following goals and objectives of the Wilshire Community Plan:

GOAL 1: "PROVIDE A SAFE, SECURE, AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE, AND ETHNIC SEGMENTS OF THE WILSHIRE COMMUNITY."

Objective 1-1: "Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010."

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

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

GOAL 2: "ENCOURAGE STRONG AND COMPETITIVE COMMERCIAL SECTORS WHICH PROMOTE ECONOMIC VITALITY AND SERVE THE NEEDS OF THE WILSHIRE COMMUNITY THROUGH WELL-DESIGNED, SAFE AND ACCESSIBLE AREAS, WHILE PRESERVING HISTORIC AND CULTURAL CHARACTER."

Objective 2-1: "Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas."

Objective 2-2: "Promote distinctive commercial districts and pedestrian-oriented areas."

Objective 2-3: "Enhance the visual appearance and appeal of commercial districts."

The project is further consistent with other elements of the General Plan, including the Framework Element, the Housing Element, and the Mobility Element. The Framework Element was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The project supports the following goals and objectives of the Framework Element:

GOAL 4A: "AN EQUITABLE DISTRUBTION OF HOUSING OPPORTUNITIES BY TYPE AND COST ACCESSIBLE TO ALL RESIDENTS OF THE CITY."

Objective 4.1: "Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City sub-region to meet the projected housing needs by income level of the future population..."

The Housing Element of the General Plan provides land use policies and programs that encourage development of affordable housing across the City. The project also supports the following goals and objectives of the Housing Element:

GOAL 1: "HOUSING PRODUCTION AND PRESERVATION."

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

GOAL 2: "SAFE, LIVEABLE, AND SUSTAINABLE NEIGHBORHOODS."

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

Objective 2.5: "Promote a more equitable distribution of affordable housing opportunities throughout the City."

The Mobility Element of the General Plan, also known as Mobility Plan 2035, provides policies with the ultimate goal of developing a balanced transportation network for all users. The project supports the following policies of the Mobility Element:

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

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

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

The project proposes the development of a new mixed-use multi-family and commercial development that will provide much-needed housing, including affordable housing, and neighborhood-serving commercial uses. Accordingly, the project fulfills the Community Plan, Framework Element, and Housing Element goals and objectives of providing quality housing for all persons in the community, including those at all income levels. The project utilizes development incentives to provide a higher number of residential units than would otherwise be permitted, thereby facilitating the creation of a higher number of affordable units and addressing the need for affordable housing in the City.

The project is located on Vermont Avenue, a major arterial roadway designated in the Community Plan as a desired "mixed-use boulevard"; as such, the project fulfills this goal with the exact type of development envisioned and desired for this location. Additionally, the project is located in central Los Angeles in a heavily urbanized and bustling neighborhood developed with extensive jobs, services, and transit, and less than one block from a subway station. Thus, by locating higher-density development along major transit corridors and by providing commercial services and jobs in proximity to residences, the project will contribute towards the creation of sustainable neighborhoods and a reduction in vehicle trips and VMT. The project will further promote mobility and sustainable environments by providing active and transparent building facades, amenities such as outdoor open space, and incorporating new and additional landscaping, all of which will significantly improve pedestrian movement and the quality of the streetscape in the area. The proposed improvements represent a significant improvement over the

existing site conditions which consist of a surface parking lot and help realize the City's goals. The project will also implement any dedications and improvements as required by the Bureau of Engineering, which will further facilitate and enhance movement of all forms across the neighborhood.

In addition, the project has been conditioned to include automobile parking spaces both ready for immediate use by electric vehicles (e.g. with electric vehicle chargers installed) and capable of supporting electric vehicles in the future, as well as to provide solar infrastructure, all in conformance with current building code requirements. Together, these conditions further support applicable policies in the Health and Wellness Element, Air Quality Element, and Mobility Element of the General Plan by reducing the level of pollution/greenhouse gas emissions, ensuring new development is compatible with alternative fuel vehicles, and encouraging the adoption of low emission fuel sources and supporting infrastructure. These conditions also support good planning practice by promoting overall sustainability and providing additional benefits and conveniences for residents, workers, and visitors.

The project contributes to and furthers the relevant goals, objectives, and policies of the plans that govern land use and development in the City. In addition, the project does not substantially conflict with any applicable plan or other regulation. Therefore, the project substantially conforms with the purpose, intent, and provisions of the General Plan, the applicable Community Plan, and the applicable redevelopment plan.

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

The project site consists of three existing contiguous lots encompassing a total of approximately 20,568 square feet of lot area. The property is rectangular-shaped and is located midblock along Vermont Avenue, between San Marino Street to the north and Olympic Boulevard to the south. An alleyway abuts the subject property to the east/rear.

The subject property is currently developed with two two-story commercial buildings which will be demolished through development of the proposed project. The proposed project involves the construction of a new six-story, approximately 89 feet-high mixed-use building with 90 residential units above approximately 2,915 square feet of commercial space on the ground floor. The project proposes to provide 85 automobile parking spaces in two subterranean parking levels and on a portion of the ground floor.

The project and all of its pertinent improvements will be compatible with neighboring properties. The project is a desirable mixed-use residential and commercial development in a location and neighborhood zoned and designated for such uses. The project site is located in a heavily developed area in close proximity to high-quality transit options. The project will provide much-needed affordable housing and will not preclude any future development on the subject property or on any adjacent property. Accordingly, the project has been designed such that its significant features and improvements will be compatible with the surrounding area, as follows:

Height, Bulk, Setbacks

As depicted in Exhibit "A", the proposed project consists of the demolition of all existing improvements on the subject property for the construction of a new six-story mixed-use building. At completion, the building will encompass a total of approximately 77,130 square feet of total floor area and will rise to a height of approximately 89 feet (with limited exceptions for roof structures, per the LAMC).

The City's zoning regulations, specifically those that govern building height, mass, and location on a property, are intended to ensure that a development is compatible with its surroundings and is appropriate for its location. The underlying C2-1 Zone limits the project to a maximum FAR of 1.5:1; although it does not prescribe any building height limits. However, as a TOC development the project is eligible for Incentives to increase the FAR; accordingly, the project is seeking Incentives to permit the maximum FAR as proposed.

The C2-1 Zone also prescribes front yard setback requirements of zero feet, rear yard setback requirements of 15 feet plus one foot for every additional story above the third level, and side yard setback requirements of zero feet for commercial uses and five feet for residential uses plus one foot for every additional story above the second level. However, the project is able to request to utilize any of the yard requirements of the RAS3 Zone for a development located in a commercial zone, as an additional Incentive under the TOC program. Accordingly, the project is seeking an Incentive to permit side yard setbacks of five feet at the lowest residential level, per the requirements of the RAS3 Zone. Furthermore, the LAMC permits mixed-use residential and commercial properties abutting a street or alley in a commercial zone to provide rear yard setbacks of zero feet (LAMC Section 12.22 A.18); accordingly, the project is proposing to build to the rear property line.

The proposed building height, mass, and setbacks are all consistent/permissible with all applicable zoning regulations and the TOC Guidelines, and as a result will be compatible with adjacent properties. The project will be similar in scale and density to existing multi-family developments in the area. The proposed building's active and transparent façade along Vermont Avenue will enhance a street that is currently lined with visually unappealing building facades and auto-oriented commercial developments. Additionally, as the project site is located near a Major Transit Stop, the project will enhance and encourage pedestrian mobility and access. The project further varies building mass with interesting architectural features as well as the provision of open space, including a central outdoor courtyard which will both provide valuable outdoor space and minimize potential impacts on adjacent properties as it provides additional variation and setbacks in building mass. The project meets all required setback requirements. Therefore, the project's height, mass, and setbacks will be compatible with adjacent properties.

Site Layout – Parking, Trash Collection, Landscaping, and Lighting

At the ground floor, the project proposes commercial tenant space, residential lobby, and an interior amenity space prominently located along the Vermont Avenue street frontage, with an additional interior amenity space proposed at the rear of the ground floor. Vehicle parking will be provided in the remainder of the ground floor to the rear, with an ingress-only driveway off Vermont Avenue and two-way access from the alley to the rear. A separate vehicle ramp to the subterranean parking levels, as well as a loading zone, are all located off of the alley. Trash collection will be entirely enclosed within the building footprint and accessed via the alley as well.

The proposed site layout is thoughtful and will minimize any potential impacts to the project's surroundings. The main street frontage along Vermont Avenue is activated with transparent semi-public and commercial uses and is further enhanced with landscaping and interesting architectural materials; these design elements will enhance the project's surroundings, encourage pedestrian activity along the street, and facilitate movement and access along a major arterial commercial and mixed-use corridor. Additionally, vehicle access is provided primarily via the alley to the rear, providing convenience while minimizing the number of curb cuts along the street.

Short-term bicycle parking is proposed along the street frontage at the ground level, while long-term bicycle parking is stored in dedicated enclosures at the rear of the ground level; both locations maximize convenience and enable residents and guests to safely and easily access an alternative mode of transportation. The proposed trash collection location is also easily accessible yet fully enclosed within the building footprint, thereby shielding the trash enclosures from view by adjacent properties.

The project includes a roof deck as the primary and most distinctive open space feature, along with a central outdoor courtyard on the second level. These areas will be landscaped with planters and provide valuable outdoor recreation and amenity space. The upper levels of the building are designed around the outdoor courtyard area, resulting in a more open building massing with more access to light and landscaping below. The landscaping provided will also enhance the appearance of the building both internally and from various external angles, and will thus be compatible with other improvements on the subject property and abutting properties.

Furthermore, appropriate lighting and additional landscaping have been conditioned and will be provided in accordance with the requirements of the LAMC. The project has been designed to provide adequate lighting for operation and safety and to meet all regulations while limiting potential impacts. Additional landscaping such as street trees will be provided throughout the property per the requirements of the applicable City agencies. Therefore, for all of these reasons, the project will significantly improve the physical appearance of the property and will be compatible with existing and future development on the subject property and on surrounding properties.

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

The project proposes a minimum of 7,219 square feet of open space to the meet the requirements of the LAMC and the TOC Guidelines. Proposed recreation and amenity spaces include private balconies, a central outdoor courtyard, multiple indoor recreation and amenity spaces, and a rooftop deck.

The project will provide a wide array of high-quality recreational and service amenities for residents of the development. The central outdoor courtyard on the second floor and the rooftop deck will provide landscaping, seating, casual dining, and other amenities for residents and guests; the courtyard will further provide sunlight and air for the residential units above which have been oriented around this open space. Various indoor fitness center and lounge spaces will provide further unique and valuable amenities for residents and guests. The project will also provide private outdoor spaces in the form of balconies accessible through most individual units, thereby adding quality and value to individual

residences. Therefore, the project provides many different recreational and service amenities which will improve habitability for residents, and will minimize impacts on neighboring properties.

FLOOD HAZARD FINDING

5. 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 in an area outside of a flood zone.

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 1/2 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; a project in closer proximity to significant rail stops or the intersection of major bus rapid transit lines is rated a higher tier. The largest bonuses are reserved for those projects in the highest tiers. Required percentages of affordable housing are also 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.

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

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles 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, (818) 374-5050, or through the Department of City Planning website at http://cityplanning.lacity.org. The applicant is further advised to notify any consultant representing you of this requirement as well.

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

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

TRANSFERABILITY

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

APPEAL PERIOD - EFFECTIVE DATE

The Determination in this matter will become effective after November 29, 2022 unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at www.cityplanning.lacity.org.

Planning Department public offices are located at:

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

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

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5,

only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

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:

More Song
City Planner

Attachments:
Exhibit A: Architectural Plans

EXHIBIT A

DIR-2022-4433-TOC-SPR-HCA

PAGE 1 OF 29

05/06/2022 (UPDATED 07/23/2022)

PROJECT RENDERING - SOUTH WEST CORNER 0.00

966 S. VERMONT

SCHEMATIC DESIGN

EXHIBIT A

DIR-2022-4433-TOC-SPR-HCA

PAGE 2 OF 29

AERIAL CONTEXTUAL - LOOKING NORTH EAST 0.01

966 S. VERMONT

SCHEMATIC DESIGN

EXHIBIT A

DIR-2022-4433-TOC-SPR-HCA

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AERIAL CONTEXTUAL - LOOKING NORTH WEST 0.02

966 S. VERMONT

SCHEMATIC DESIGN

EXHIBIT A

DIR-2022-4433-TOC-SPR-HCA

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05/06/2022 (UPDATED 07/23/2022)

AERIAL CONTEXTUAL - LOOKING SOUTH WEST 0.03

966 S. VERMONT

SCHEMATIC DESIGN

EXHIBIT A

DIR-2022-4433-TOC-SPR-HCA

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AERIAL CONTEXTUAL - LOOKING SOUTH EAST 0.04

966 S. VERMONT

SCHEMATIC DESIGN

05/06/2022 (UPDATED 07/23/2022)

PROJECT NARRATIVE

The proposed mixed-use project will be providing 90 units, including a variety of unit types from studio, one, and two bedroom units, along with 2,815 square feet of ground level commercial space.

The mixed-use project appropriately serves as a transition from the neighboring low and mid-rise commercial buildings to the residential apartment buildings scattered throughout this section of Vermont Avenue.

The building's ground level includes commercial stores along with a driveway for convenient access to residential guest and commercial patron parking. Multiple ground level residential uses, including a street fronting lobby and resident lounge space will also front on Vermont. Access to the lower 2 level subterranean garage will be provided from the alley. The upper portion of the building will consist of 6 levels of residential units that wrap around a second level landscaped courtyard that fronts on Vermont. The units have been designed to maximize light and ventilation with all units enjoying large windows or glass doors opening to generous balconies.

The upper portion of the building's façade has been designed to complement Vermont's, vibrant commercial scene, with accents of dramatic angled "chartreuse" colored metal panels and grey horizontal siding set against white stucco walls accented with loft style windows and balconies. The ground level exterior design features a white metal canopy over the commercial storefront windows with individual commercial signage above while the garage and residential portion will be clad in a grey plank tile with sidewalk fronting raised planters.

The project will feature many outdoor residential amenities including a second level central courtyard and large rooftop deck with outdoor living, firepit, tv wall and dining areas with multiple barbecues.

BIKE PARKING SUMMARY

RESIDENTIAL BIKE PARKING REQUIRED:

LONG TERM

01- 25 UNITS	25	1/1.0 UNIT	=	25.00
26-100 UNITS	65	1/1.5 UNITS	=	43.33
SUB TOTAL	68.33	ROUND DN	=	68

SHORT TERM

01- 25 UNITS	25	1/10 UNITS	=	2.50
26-100 UNITS	65	1/15 UNITS	=	4.33
SUB TOTAL	6.83	ROUND UP	=	7.0

TOTAL RESIDENTIAL BIKE REQUIRED: 75

COMMERCIAL BIKE PARKING REQUIRED:

LONG TERM:
1/2000 SF X 2,815 SF = 1.41 ROUND UP = 2

SHORT TERM:
1/2000 SF X 2,815 SF = 1.41 ROUND UP = 2

TOTAL COMMERCIAL BIKE REQUIRED: = 4

TOTAL BIKE PARKING REQUIRED: 75 + 4 = 79

BIKE PARKING PROVIDED:

TOTAL LONG TERM BIKE PARKING PROVIDE: 70
TOTAL SHORT TERM BIKE PARKING PROVIDE: 09
TOTAL BIKE PARKING PROVIDE: 79

PARKING SUMMARY

PARKING REQUIRED:

RESIDENTIAL:
90 UNITS X 0.5 = 45

COMMERCIAL 2/1000 X 2,815 SF = 5.63 ROUND UP = 06
(LESS TOC 30%) = 4.2 ROUND UP = 05

TOTAL REQUIRED: 50

PARKING PROVIDED:

RESIDENTIAL	
1ST/GROUND LEVEL	
STD	4
STD ACC	1
VAN ACC	1
	6
SUB PARKING LEVEL P1	
STD	32
COMP	2
VAN ACC	1
	35
SUB PARKING LEVEL P2	
STD	31
COMP	8
	39
	80
COMMERCIAL	
1ST/GROUND LEVEL	
STD	3
COMP	1
VAN ACC	1
	5
	5
TOTAL PARKING PROVIDED	85

TOTAL PARKING TYPES PROVIDED:

STD	70
COMP	11
STD ACC	1
VAN ACC	3
TOTAL PARKING PROVIDED	85

THE FOLLOWING IS REQUIRED OF THE TOTAL PARKING PROVIDED:

RESIDENTIAL ACCESSIBLE:
2% OF THE RESIDENTIAL PARKING PROVIDED (1 VAN MIN)

80 SPACE 0.02 1.60 ROUND UP 2 SPACES
TOTAL RESIDENTIAL ACCESSIBLE PROVIDED: 2

COMMERCIAL ACCESSIBLE:
1-25 SPACES 1 SPACE (1 VAN MIN) 1 SPACE
TOTAL COMMERCIAL ACCESSIBLE PROVIDED: 1

EV SPACES REQUIRED:
85 X 30% = 25.5 ROUND UP **26**

TOTAL EV PARKING PROVIDED:

STD	23
VAN ACC	3
TOTAL PARKING PROVIDED:	26

UNIT PER LEVEL

UNIT NAME	AREA	NO.UNIT
2ND/PODIUM LEVEL		
S-01	598 SF	1
1B+D-01	708 SF	1
1B-01	2,588 SF	4
1B-02	1,384 SF	2
1B-03	572 SF	1
1B-04	784 SF	1
1B-05	664 SF	1
1B-06	662 SF	1
1B-07	688 SF	1
1B-08	481 SF	1
2B-01	984 SF	1
2B-02	965 SF	1
2B-03	938 SF	1
2B-04	980 SF	1
	12,996 SF	18
3RD LEVEL		
S-01	598 SF	1
1B+D-01	708 SF	1
1B-01	2,588 SF	4
1B-02	1,384 SF	2
1B-03	572 SF	1
1B-04	784 SF	1
1B-05	664 SF	1
1B-06	662 SF	1
1B-07	688 SF	1
1B-08	575 SF	1
2B-01	984 SF	1
2B-02	965 SF	1
2B-03	938 SF	1
2B-04	980 SF	1
	13,090 SF	18
4TH LEVEL		
S-01	598 SF	1
1B+D-01	708 SF	1
1B-01	2,588 SF	4
1B-02	1,384 SF	2
1B-03	572 SF	1
1B-04	784 SF	1
1B-05	664 SF	1
1B-06	662 SF	1
1B-07	688 SF	1
1B-08	575 SF	1
2B-01	984 SF	1
2B-02	965 SF	1
2B-03	938 SF	1
2B-04	980 SF	1
	13,090 SF	18
5TH LEVEL		
S-01	598 SF	1
1B+D-01	708 SF	1
1B-01	2,588 SF	4
1B-02	1,384 SF	2
1B-03	572 SF	1
1B-04	784 SF	1
1B-05	664 SF	1
1B-06	662 SF	1
1B-07	688 SF	1
1B-08	575 SF	1
2B-01	984 SF	1
2B-02	965 SF	1
2B-03	938 SF	1
2B-04	980 SF	1
	13,090 SF	18
6TH LEVEL		
S-01	598 SF	1
1B+D-01	708 SF	1
1B-01	2,588 SF	4
1B-02	1,384 SF	2
1B-03	572 SF	1
1B-04	784 SF	1
1B-05	664 SF	1
1B-06	662 SF	1
1B-07	688 SF	1
1B-08	575 SF	1
2B-01	984 SF	1
2B-02	965 SF	1
2B-03	938 SF	1
2B-04	980 SF	1
	13,090 SF	18
TOTAL	65,356 SF	90

UNIT SUMMARY

UNIT NAME	AREA	NO.UNIT
STUDIO		
S-01	2,990 SF	5
	2,990 SF	5
1 BEDROOM		
1B+D-01	3,540 SF	5
1B-01	12,940 SF	20
1B-02	6,920 SF	10
1B-03	2,860 SF	5
1B-04	3,920 SF	5
1B-05	3,320 SF	5
1B-06	3,310 SF	5
1B-07	3,440 SF	5
1B-08	2,781 SF	5
	43,031 SF	65
2 BEDROOM		
2B-01	4,920 SF	5
2B-02	4,825 SF	5
2B-03	4,690 SF	5
2B-04	4,900 SF	5
	19,335 SF	20
TOTAL	65,356 SF	90

OPEN SPACE SUMMARY

OPEN SPACE REQUIRED:

90 UNITS			TOTAL
S (STUDIO)	5 X 100	=	500
1B	60 X 100	=	6,000
1B+	5 X 125	=	625
2B	20 X 125	=	2,500
	90		9,625
T3 25% REDUCTION		=	<2,406>
TOTAL REQUIRED:			7,219 SF

MAX. ALLOWED INDOOR OPEN SPACE
25% OF REQUIRED: 1804 SF

OPEN SPACE PROVIDED:

INDOOR

RECREATION SPACE 02	860 SF
RECREATION SPACE 01	944 SF
	1,804 SF

OUTDOOR

COURT RECREATION	1,382 SF
ROOF DECK RECREATION	2,533 SF
	3,915 SF

PRIVATE

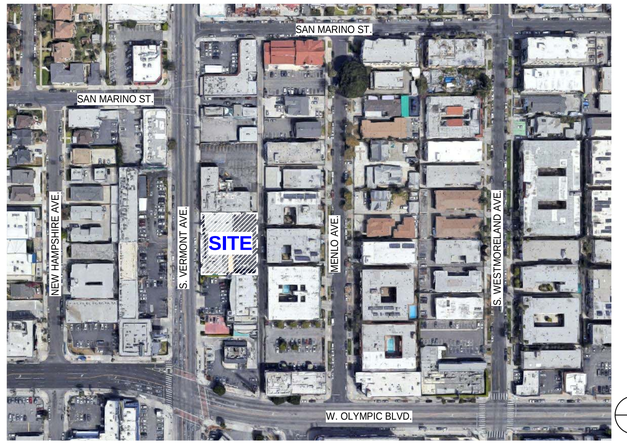
BALCONY/TERRACE (30X50 SF)	1,500 SF
	1,500 SF

TOTAL OPEN SPACE PROVIDED 7,219 SF

PROPOSED BUILDING FAR SUMMARY

1ST/GROUND LEVEL	
COMMERCIAL	50 SF
COMMERCIAL 01 (RETAIL USE)	1,520 SF
COMMERCIAL 02 (RETAIL USE)	1,295 SF
COMMON AREA	3,643 SF
	6,508 SF
2ND/PODIUM LEVEL	
RESIDENTIAL	14,068 SF
	14,068 SF
3RD LEVEL	
RESIDENTIAL	14,068 SF
	14,068 SF
4TH LEVEL	
RESIDENTIAL	14,068 SF
	14,068 SF
5TH LEVEL	
RESIDENTIAL	14,068 SF
	14,068 SF
6TH LEVEL	
RESIDENTIAL	14,068 SF
	14,068 SF
ADDITIONAL RESIDENTIAL AREA	
RESIDENTIAL	282 SF
	282 SF
TOTAL FAR PROVIDED	77,130 SF

COMMERCIAL FAR: 2,865 SF
RESIDENTIAL FAR: 74,265 SF
TOTAL FAR: 77,130 SF



VICINITY MAP

PROJECT INFORMATION

PROJECT: 90 UNIT MIXED-USE INCLUDING 9 ELI UNITS-10%
TOC: C2-1 (TIER 3)
ADDRESS: 966 S. VERMONT, LOS ANGELES, CA
APN: 5076-001021 & 5076-001031

NEIGHBORHOOD COUNCIL: MACARTHUR PARK
COUNCIL DISTRICT: CD 10

LADBS DISTRICT OFFICE: LA METRO
LEGAL DESCRIPTION:
TRACK CLARK + BRYAN'S BUNGALOW ROW, BLOCK-NONE, LOTS 192, 193 + 194
ZONING: C2-1
LOT AREA: 20,568 SF 21,768 SF (W/ 1/2 ALLEY)

FAR: 3.75 PER T3 MAX
PROPOSED FAR: 3.75 X 20,568 SF X 3.75 = 77,130 SF

OPEN SPACE: 25% T3 REDUCTION
DENSITY: 1/400 X 21,768 SF = 55 X 70%(T3) = 94 UNITS
GENERAL PLAN USE: GENERAL COMMERCIAL

SPECIFIC PLAN: NONE
RPA: WILSHIRE CENTER / KOREA TOWN
ADAPTIVE REUSE INCENTIVE AREA: NO

HEIGHT: C2 UNLIMITED (TYPE III 75' MAX)

INCENTIVES:
a. RAS 3 SETBACK REQUIREMENT
b. 25% OPEN SPACE REDUCTION
c. FAR 50% INCREASE OR 3.75:1 IN C ZONE
d. DENSITY INCREASE 1/400 SF + 70%
e. RESIDENTIAL PARKING 0.5 PER UNIT

CONSTRUCTION:
TYPE III 5 LEVEL RESIDENTIAL OVER GROUND LEVEL TYPE I AND 2 SUB LEVELS TYPE I ALL FULLY FIRE SPRINKLERED

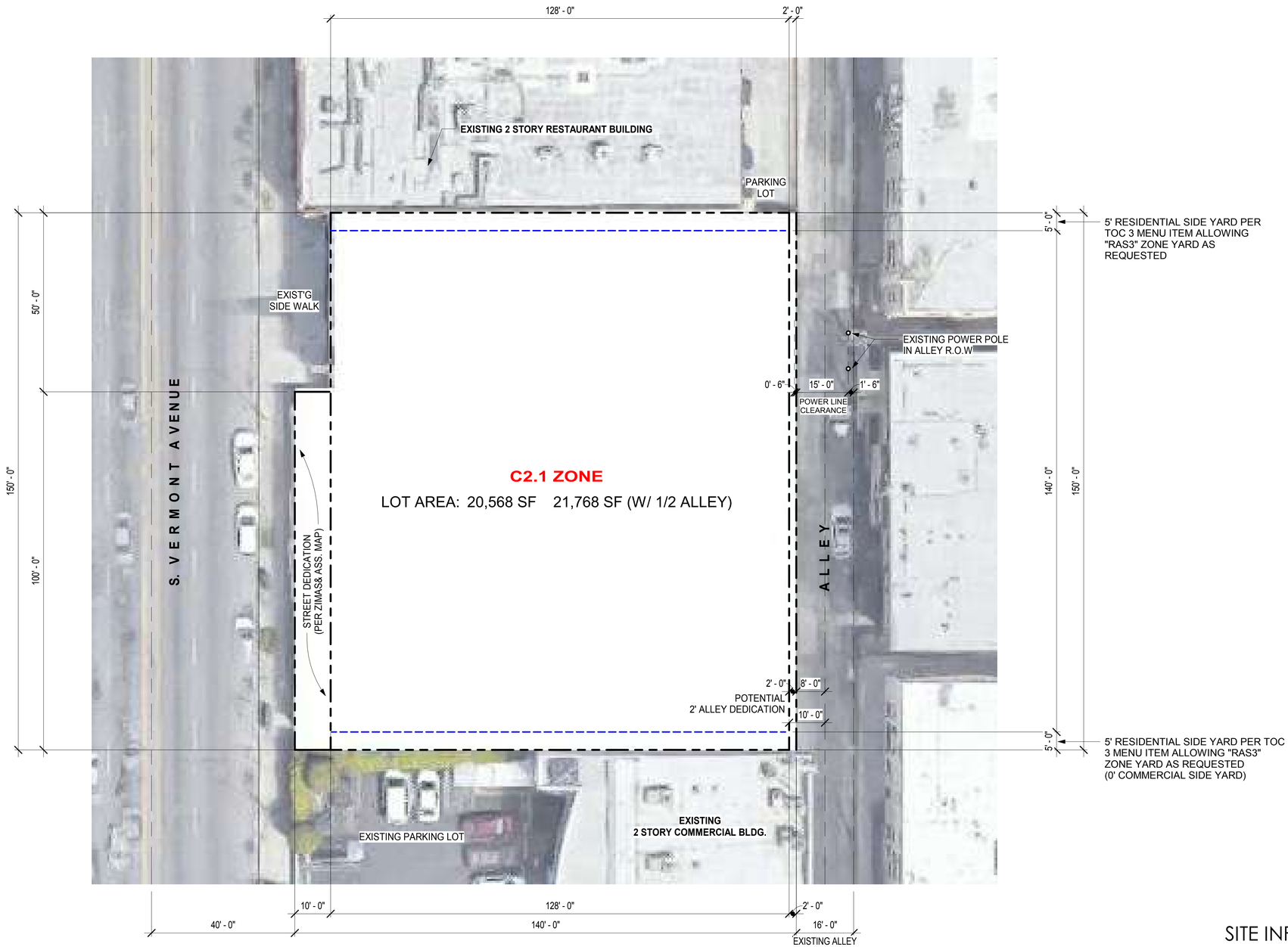
YARDS: FRONT: 0' PER C2 ZONE
SIDE: 5' RESIDENTIAL RAS 3 (PER T3)
(0' COMMERCIAL)
REAR: 0' MIXED-USE EXC. 12.22 (C3)
PARKING:
- RESIDENTIAL PARKING: 0.5 SPACE/UNIT (T3)
- COMMERCIAL PARKING: 30% REDUCTION (T3)

SHEET INDEX

SHEET TOTAL: 29

PROJECT INFORMATION
1.00

EXHIBIT A
DIR-2022-4433-TOC-SPR-HCA
PAGE 6 OF 29



0 8 16 32

SITE INFORMATION PLAN

1.01

NOTE:
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05/06/2022 (UPDATED 07/23/2022)

EXHIBIT A

DIR-2022-4433-TOC-SPR-HCA

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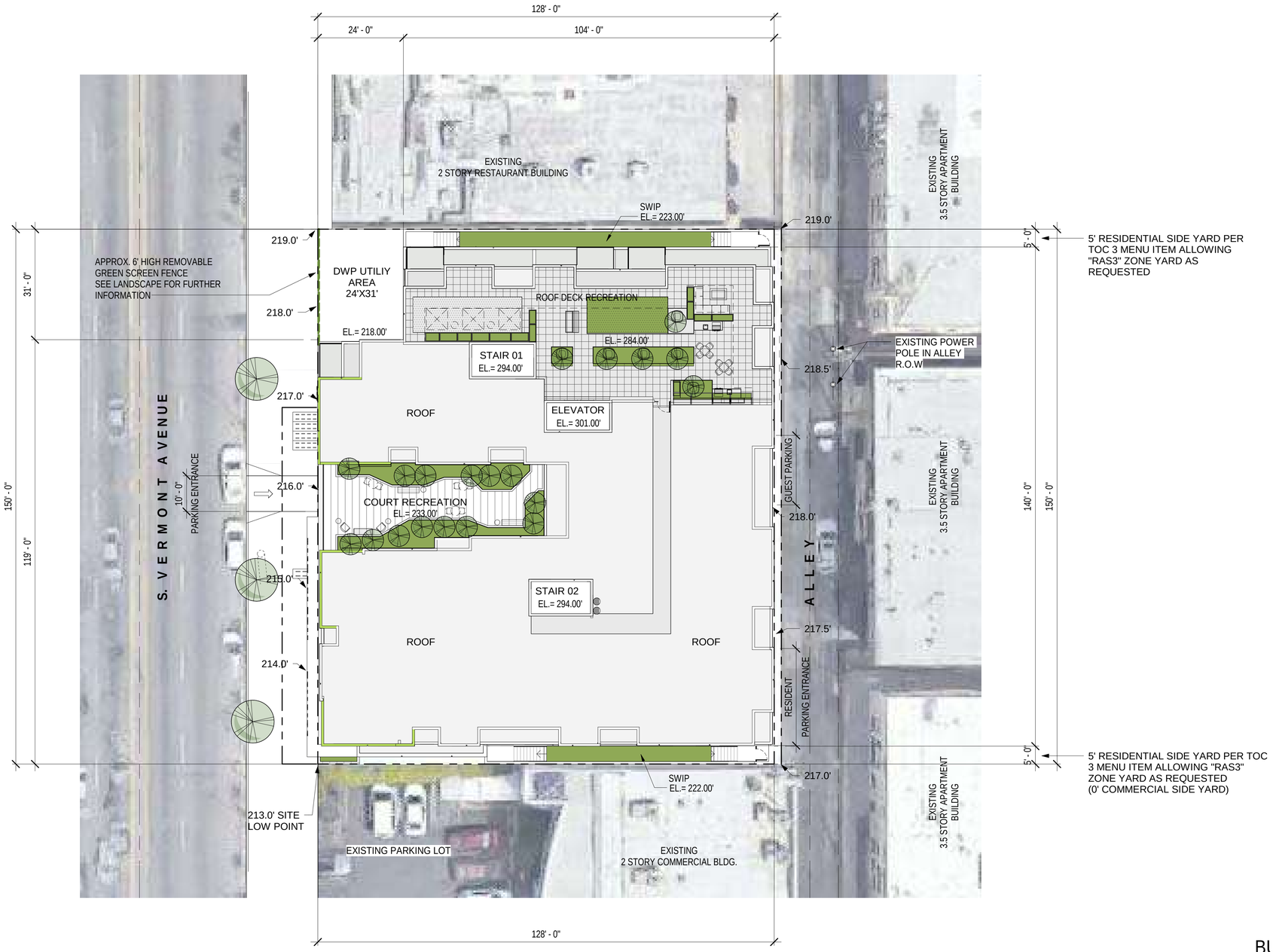
966 S. VERMONT

SCHEMATIC DESIGN



0 8 16 32

BUILDING SITE PLAN

1.02

EXHIBIT A

DIR-2022-4433-TOC-SPR-HCA

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NOTE:
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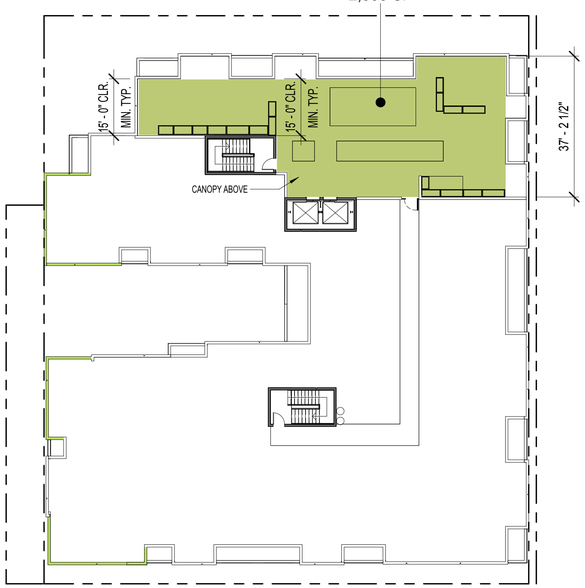
05/06/2022 (UPDATED 07/23/2022)

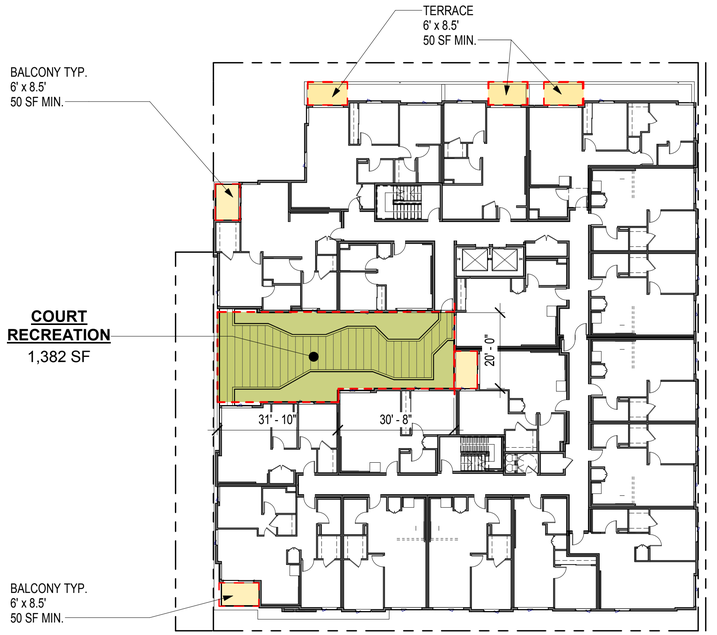
966 S. VERMONT

SCHEMATIC DESIGN



ROOF DECK RECREATION
2,533 SF

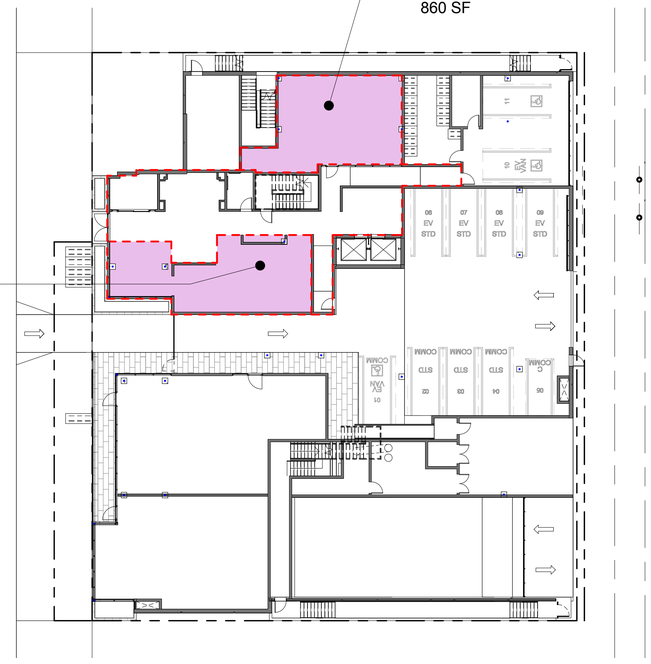
ROOF DECK 4



COURT RECREATION
1,382 SF

2ND/PODIUM LEVEL 2

3RD - 6TH LEVEL 3



1ST/GROUND LEVEL 1

OPEN SPACE SUMMARY

OPEN SPACE REQUIRED:

90 UNITS			TOTAL
S (STUDIO)	5 X 100	=	500
1B	60 X 100	=	6,000
1B+	5 X 125	=	625
2B	20 X 125	=	2,500
	90		9,625
T3 25% REDUCTION		=	<2,406>
TOTAL REQUIRED:			7,219 SF

MAX. ALLOWED INDOOR OPEN SPACE
25% OF REQUIRED: 1804 SF

OPEN SPACE PROVIDED:

INDOOR	
RECREATION SPACE 02	860 SF
RECREATION SPACE 01	944 SF
	1,804 SF

OUTDOOR	
COURT RECREATION	1,382 SF
ROOF DECK RECREATION	2,533 SF
	3,915 SF

PRIVATE	
BALCONY/TERRACE (30X50 SF)	1,500 SF
	1,500 SF
TOTAL OPEN SPACE PROVIDED	7,219 SF

0 15 30 60

OPEN SPACE DIAGRAMS & SUMMARY
1.05

EXHIBIT A

DIR-2022-4433-TOC-SPR-HCA

05/06/2022 (UPDATED 07/23/2022)

966 S. VERMONT
SCHEMATIC DESIGN

Building Area Analysis Part 2: Calculation Table
966 S. Vermont

Applicant fills in cells with this color

Floor Area (non-parking)

	Residential Floor Area (not shared)	Non-residential Floor Area	
P-2	1482	0	
P-1	1196	0	
G-Level 1	5310	3524	
Level 2	14952	0	
Level 3	14952	0	
Level 4	14952	0	
Level 5	14952	0	
Level 6	14700	0	
Roof	0	0	
Totals	82496.00	3524.00	86020.00
Ratios	**95.90%**	**4.10%**	100.00%

Shared Floor Area (non-parking)

P-2	LEAVE BLANK	0
P-1		0
G-Level 1		323
Total Shared		323
	309.77	13.23

Floor Area (parking)

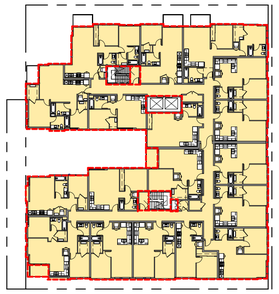
	Residential Floor Area	Non-residential Floor Area	Shared Floor Area
P-2	15300	0	0
P-1	15328	0	0
G-Level 1	2664	921	3576
Totals	33292.00	921.00	**3576**

Parking Spaces using shared facilitied

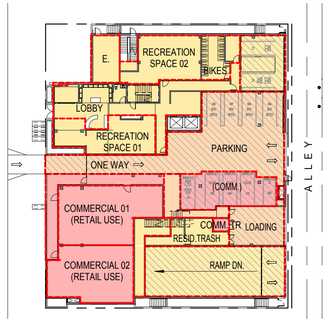
	Residential Parking Spaces	Non-residential Parking Spaces	Total Parking Spaces
Total Qty	80	5	85
Ratios	**94.12%**	**5.88%**	100.00%
	3365.65	210.35	

GRAND TOTALS

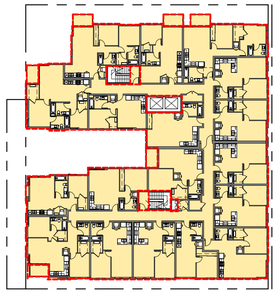
	Residential Floor Area	Non-residential Floor Area	
Total QTY	119463.41	4668.59	124132
Total Ratios	96.24%	3.76%	100.00%



6TH LEVEL
1" = 40'-0" 6

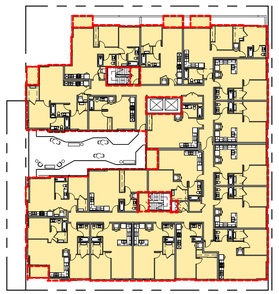


1ST/GROUND LEVEL
1" = 40'-0" 3



3RD - 5TH LEVEL
1" = 40'-0" 5

SUB PARKING LEVEL P1
1" = 40'-0" 2



2ND LEVEL
1" = 40'-0" 4

SUB PARKING LEVEL P2
1" = 40'-0" 1

KEY

NOTE: ONLY COVERED AREAS ARE INCLUDED IN AREA CALCS

- RESIDENTIAL PARKING USES
- NON-RESIDENTIAL PARKING USES (COMMERCIAL)
- SHARED PARKING USES
- RESIDENTIAL USES
- NON-RESIDENTIAL USES (COMMERCIAL)
- SHARED USES

FLOOR AREA - PARKING (INCLUDES PARKING SPACES AND DRIVE AISLES)

SUB PARKING LEVEL P2	
RESIDENTIAL PARKING USES	15,300 SF
NON-RESIDENTIAL PARKING USES	0 SF
SHARED PARKING USES	0 SF
	15,300 SF
SUB PARKING LEVEL P1	
RESIDENTIAL PARKING USES	15,328 SF
NON-RESIDENTIAL PARKING USES	0 SF
SHARED PARKING USES	0 SF
	15,328 SF
1ST/GROUND LEVEL	
RESIDENTIAL PARKING USES	2,664 SF
NON-RESIDENTIAL PARKING USES	921 SF
SHARED PARKING USES	3,576 SF
	7,161 SF
TOTAL PARKING AREA	37,789 SF

FLOOR AREA - NON PARKING (INCLUDES ALL OTHER USES OTHER THAN PARKING)

SUB PARKING LEVEL P2	
RESIDENTIAL PARKING USES	1,482 SF
NON-RESIDENTIAL USES (COMMERCIAL)	0 SF
SHARE USES	0 SF
	1,482 SF
SUB PARKING LEVEL P1	
RESIDENTIAL PARKING USES	1,196 SF
NON-RESIDENTIAL USES (COMMERCIAL)	0 SF
SHARE USES	0 SF
	1,196 SF
1ST/GROUND LEVEL	
RESIDENTIAL USES	5,310 SF
NON-RESIDENTIAL USES (COMMERCIAL)	3,524 SF
SHARE USES	323 SF
	9,157 SF
2ND/PODIUM LEVEL	
RESIDENTIAL USES	14,568 SF
RESIDENTIAL USES COVERED EXTERIOR	384 SF
	14,952 SF
3RD LEVEL	
RESIDENTIAL USES	14,568 SF
RESIDENTIAL USES COVERED EXTERIOR	384 SF
	14,952 SF
4TH LEVEL	
RESIDENTIAL USES	14,568 SF
RESIDENTIAL USES COVERED EXTERIOR	384 SF
	14,952 SF
5TH LEVEL	
RESIDENTIAL USES	14,568 SF
RESIDENTIAL USES COVERED EXTERIOR	384 SF
	14,952 SF
6TH LEVEL	
RESIDENTIAL USES	14,568 SF
RESIDENTIAL USES COVERED EXTERIOR	132 SF
	14,700 SF
ROOF DECK	
RESIDENTIAL USES	0 SF
	0 SF
TOTAL NON-PARKING AREA	86,343 SF

BLDG FLOOR TOTAL BUILDING USES AREA	
NON-PARKING	86,343 SF
PARKING	37,789 SF
TOTAL BUILDING AREA	124,132 SF

0 20 40 80

CONSTRUCTION AREA BUILDING USE SUMMARY

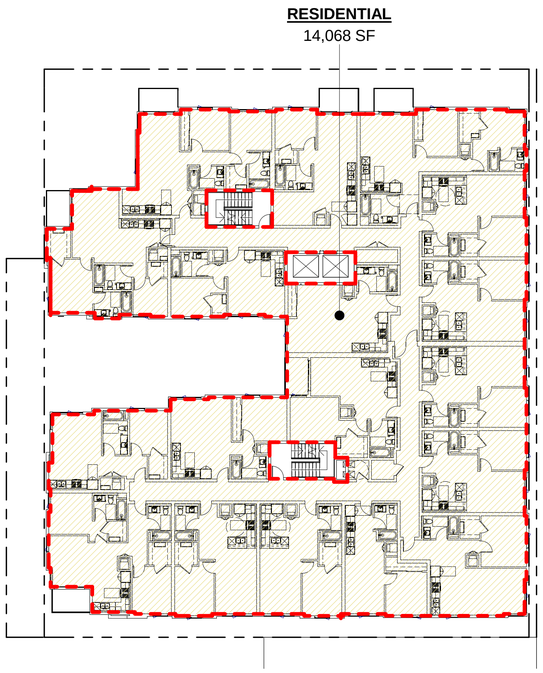
1.07

966 S. VERMONT

SCHEMATIC DESIGN

EXHIBIT A

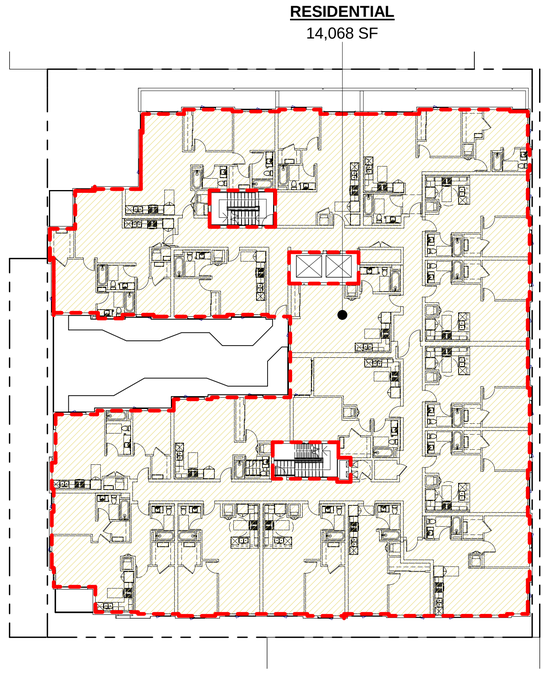
DIR-2022-4433-TOC-SPR-HCA



3RD - 6TH LEVEL

SCALE: 1" = 20'-0"

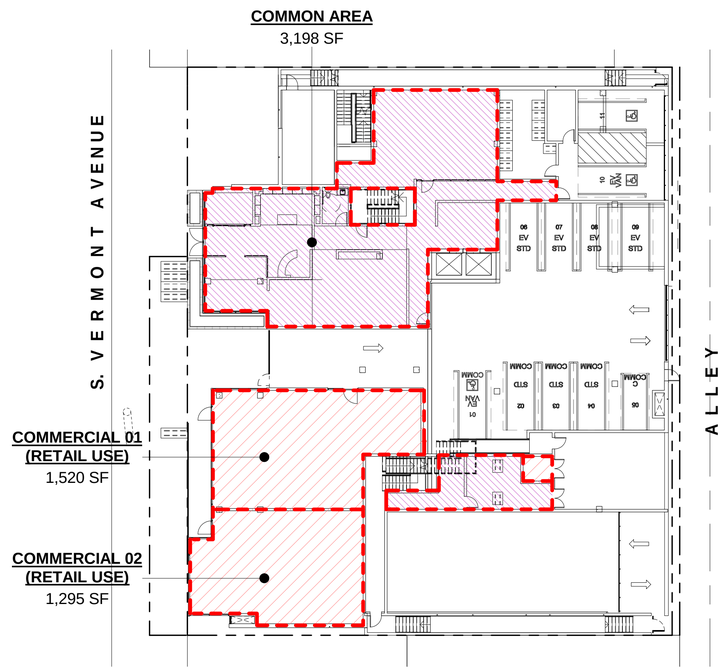
3



2ND/PODIUM LEVEL

SCALE: 1" = 20'-0"

2



1ST/GROUND LEVEL

SCALE: 1" = 20'-0"

1

PROPOSED BUILDING FAR SUMMARY	
1ST/GROUND LEVEL	
COMMERCIAL	50 SF
COMMERCIAL 01 (RETAIL USE)	1,520 SF
COMMERCIAL 02 (RETAIL USE)	1,295 SF
COMMON AREA	3,643 SF
	6,508 SF
2ND/PODIUM LEVEL	
RESIDENTIAL	14,068 SF
	14,068 SF
3RD LEVEL	
RESIDENTIAL	14,068 SF
	14,068 SF
4TH LEVEL	
RESIDENTIAL	14,068 SF
	14,068 SF
5TH LEVEL	
RESIDENTIAL	14,068 SF
	14,068 SF
6TH LEVEL	
RESIDENTIAL	14,068 SF
	14,068 SF
ADDITIONAL RESIDENTIAL AREA	
RESIDENTIAL	282 SF
	282 SF
TOTAL FAR PROVIDED	77,130 SF

FLOOR AREA. (AMENDED BY ORD. NO. 182,386, EFF. 3/13/13.) THE AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING: EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING-OPERATING EQUIPMENT OR MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE DEDICATED TO BICYCLE PARKING, SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS, AND BASEMENT STORAGE AREAS.

FAR DIAGRAMS & SUMMARY

1.08

EXHIBIT A

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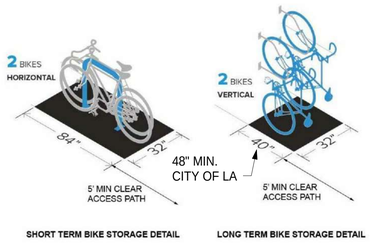
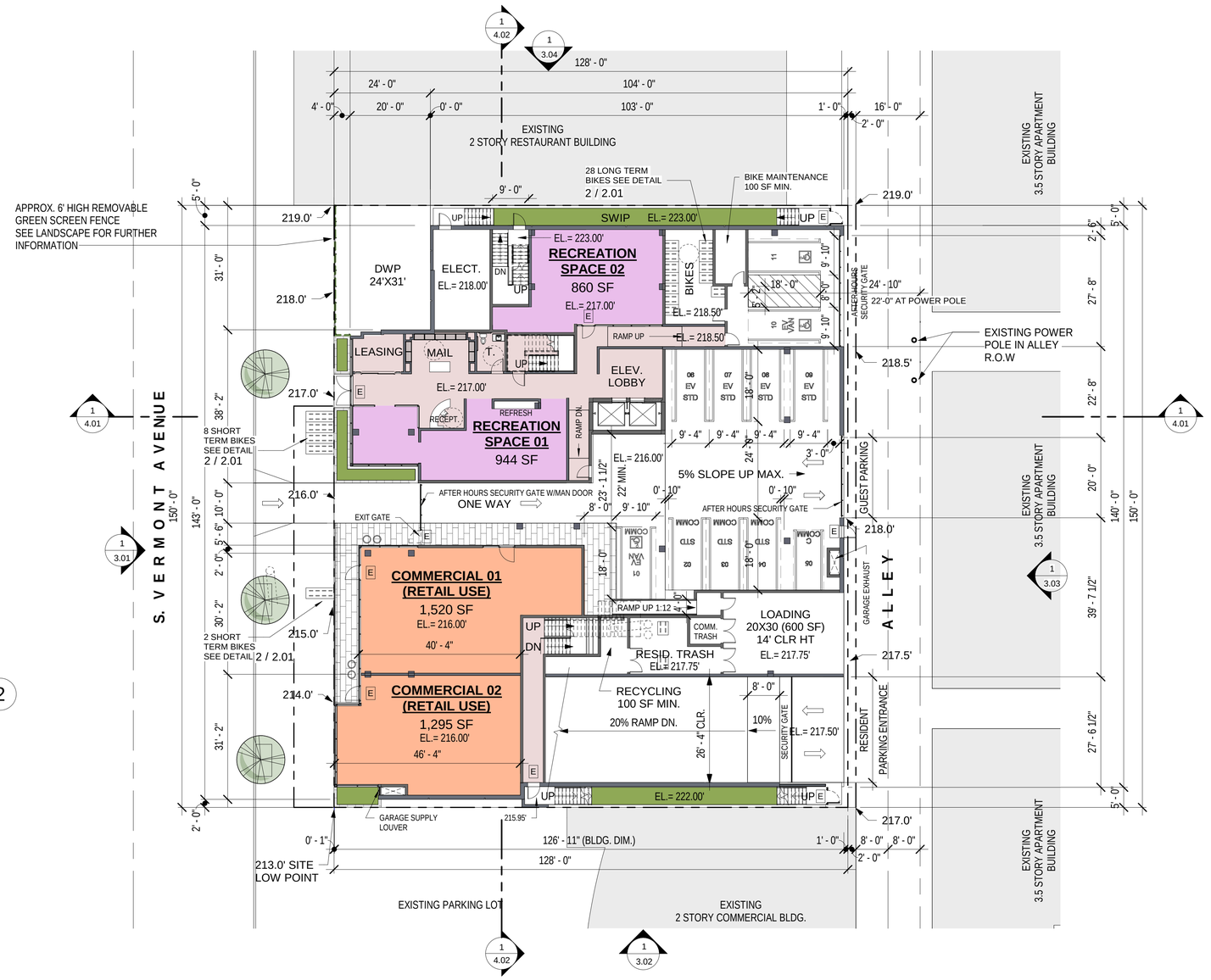


BIKE STORAGE DETAIL 2



PARKING 1ST/GROUND

RESIDENTIAL	
ACCESSIBLE	1
ACCESSIBLE VAN/EV	1
STANDARD/EV	4
	6

COMMERCIAL	
ACCESSIBLE VAN/EV	1
COMPACT	1
STANDARD	3
	5

TOTAL 11

0 8 16 32

1ST/GROUND LEVEL

2.01

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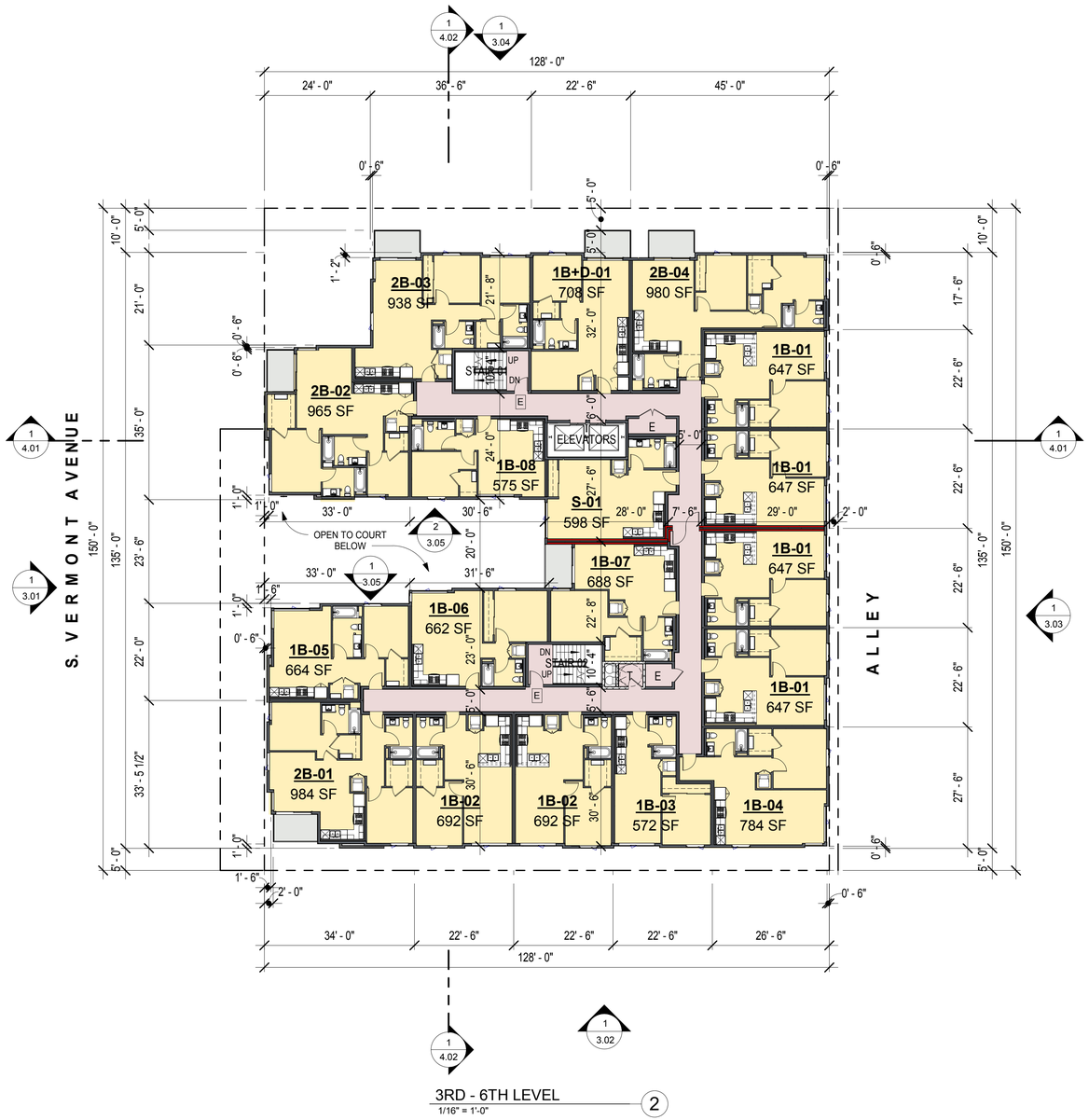
EXHIBIT A

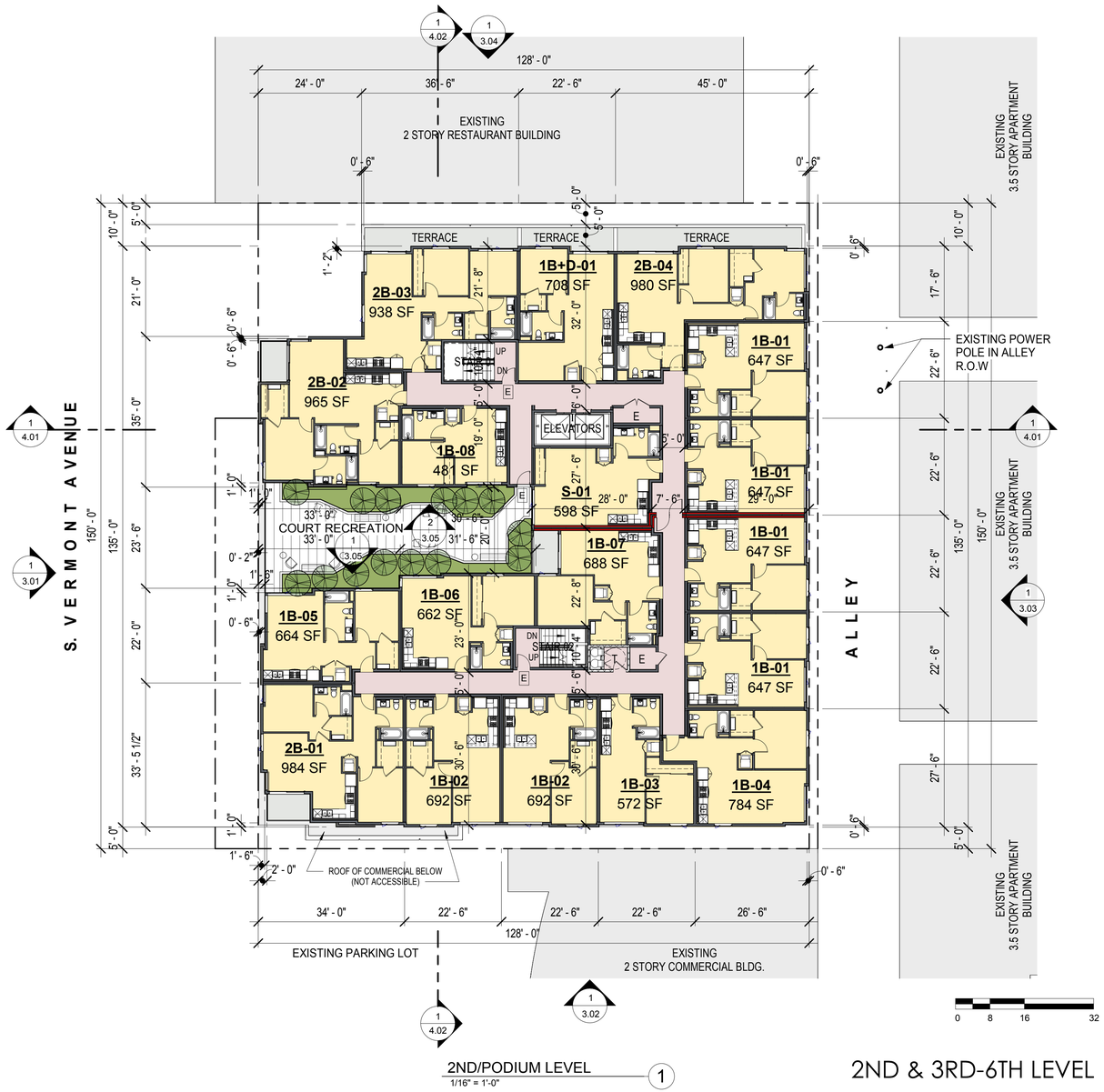
DIR-2022-4433-TOC-SPR-HCA

966 S. VERMONT

SCHEMATIC DESIGN



3RD - 6TH LEVEL
1/16" = 1'-0"



2ND/PODIUM LEVEL
1/16" = 1'-0"

2ND & 3RD-6TH LEVEL

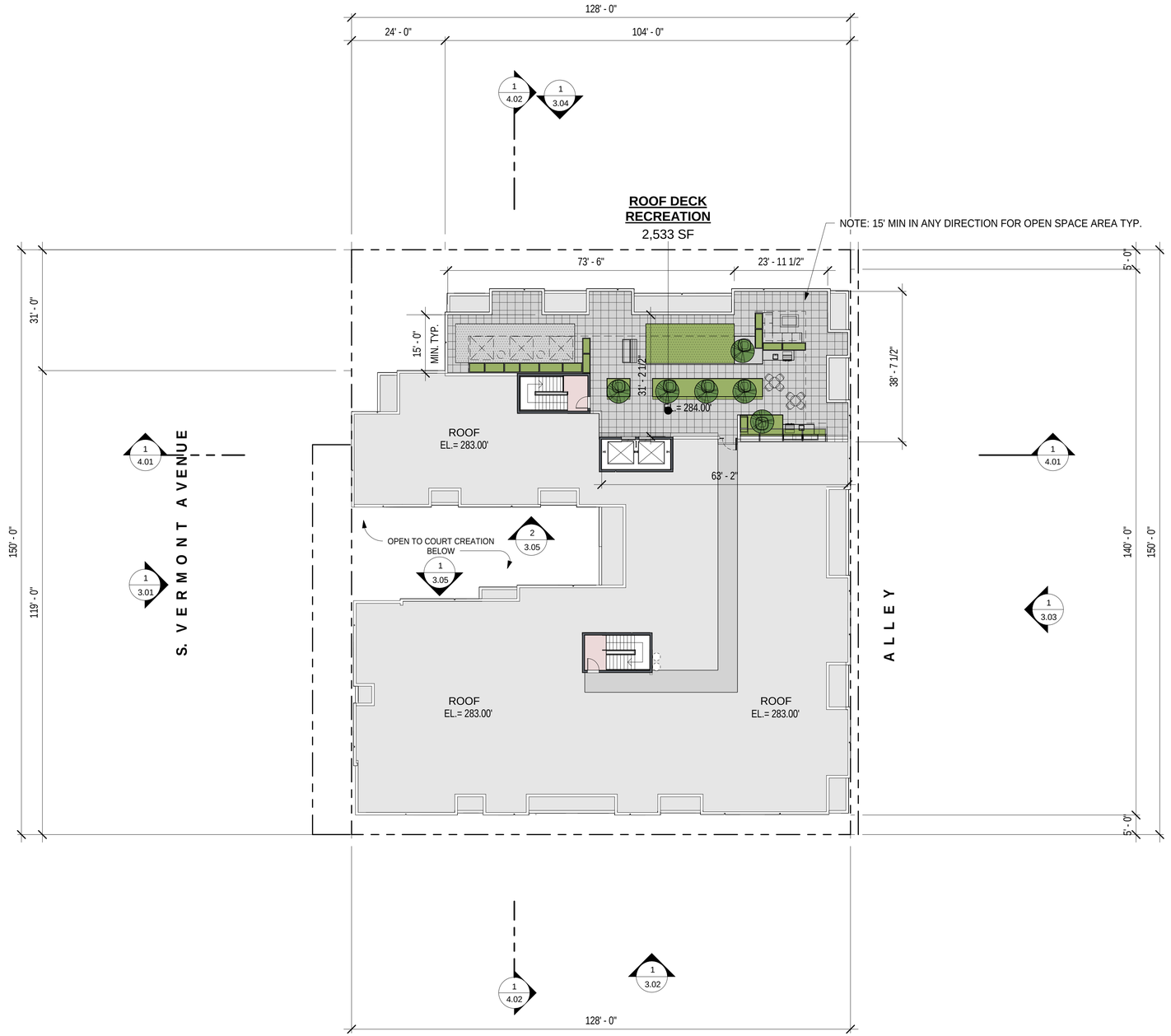
2.02

EXHIBIT A

DIR-2022-4433-TOC-SPR-HCA

966 S. VERMONT

SCHEMATIC DESIGN



0 8 16 32

ROOF LEVEL

2.03

EXHIBIT A

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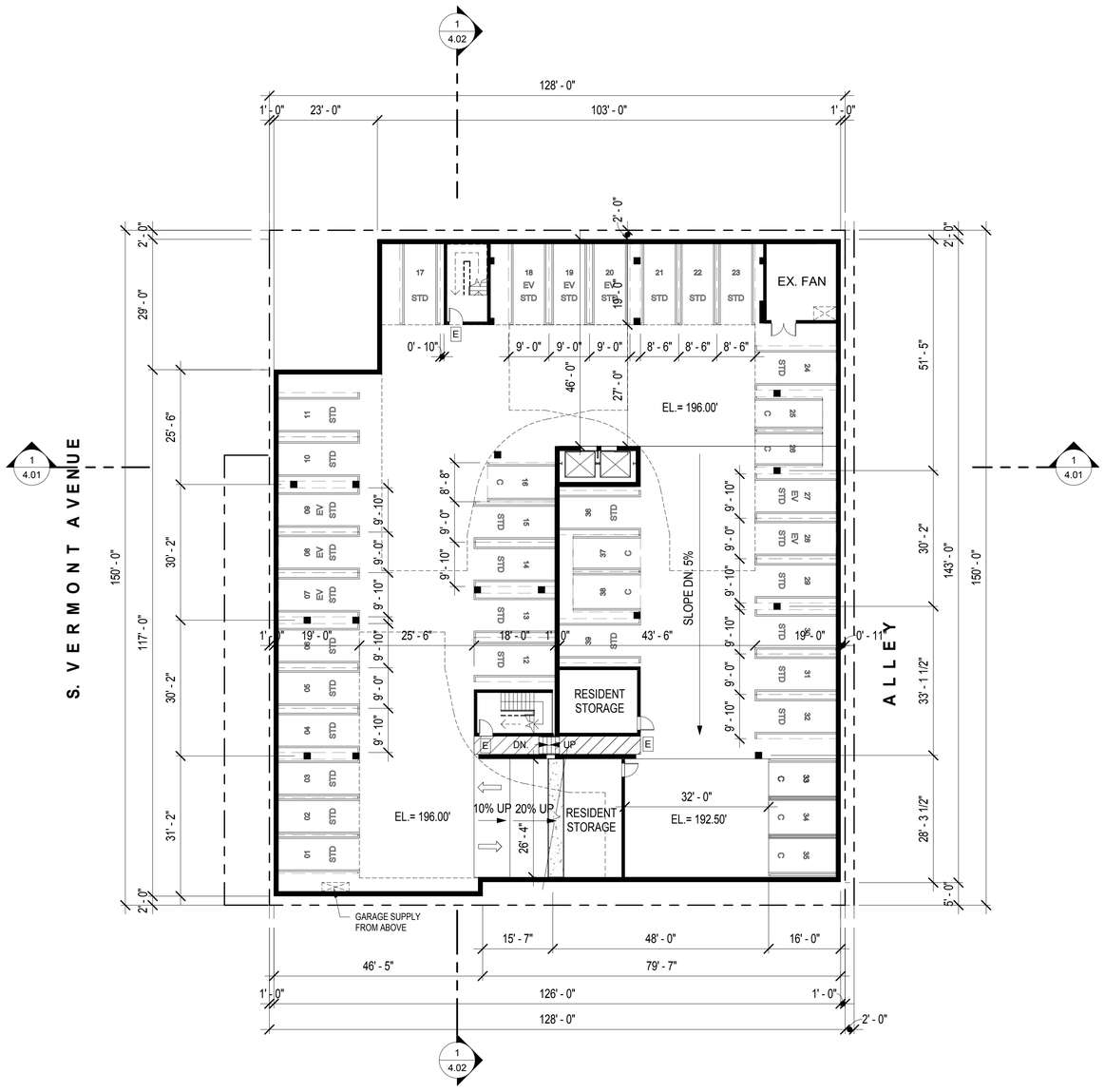
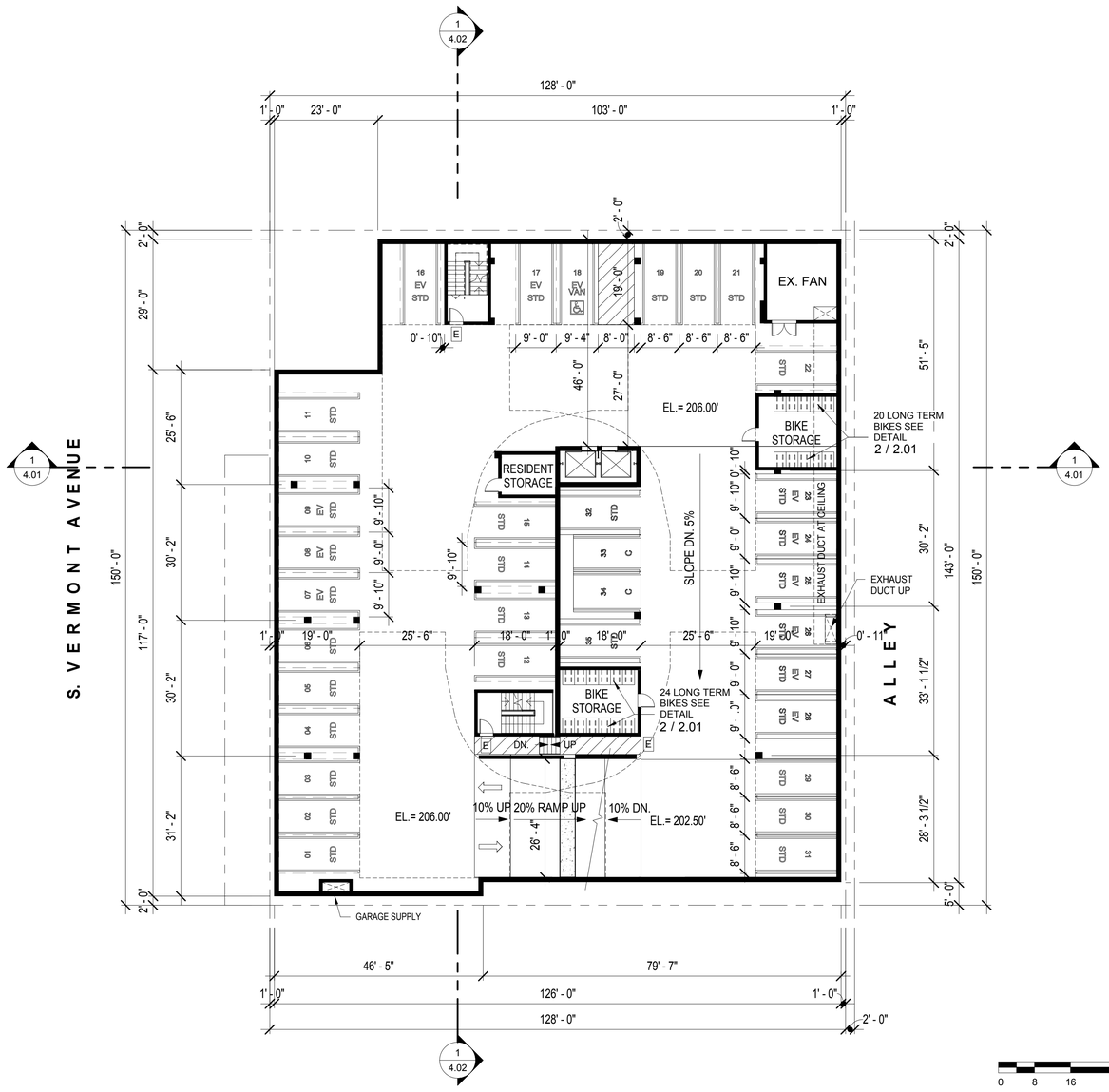




PARKING P2	
COMPACT	8
STANDARD	23
STANDARD/EV	8
TOTAL	39

SUB PARKING LEVEL P2 (2)
1/16" = 1'-0"

PARKING P1	
ACCESSIBLE VAN/EV	1
COMPACT	2
STANDARD	21
STANDARD/EV	11
TOTAL	35

SUB PARKING LEVEL P1 (1)
1/16" = 1'-0"

0 8 16 32

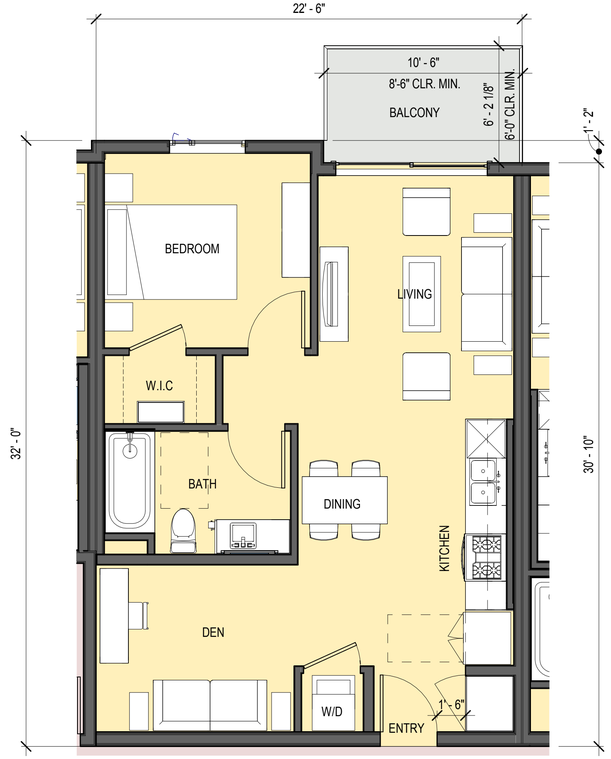
PARKING LEVEL P1 & P2

2.10

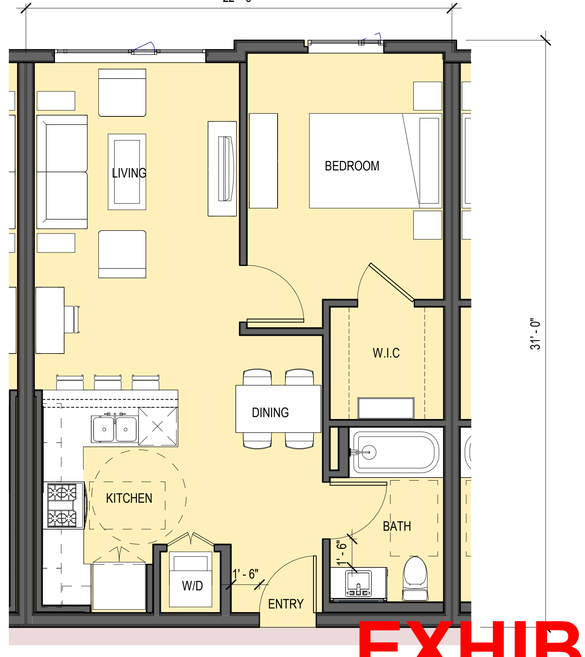
EXHIBIT A

DIR-2022-4433-TOC-SPR-HCA

5 UNIT 1B-03 ENLARGED PLAN
1/4" = 1'-0"

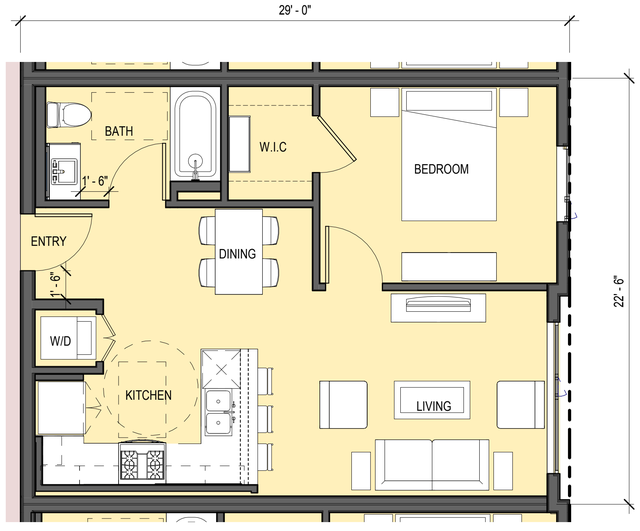


1 UNIT S.01 ENLARGED PLAN
1/4" = 1'-0"



4 UNIT 1B-02 ENLARGED PLAN
1/4" = 1'-0"

3 UNIT 1B+D-01 ENLARGED PLAN
1/4" = 1'-0"



2 UNIT 1B-01 ENLARGED PLAN
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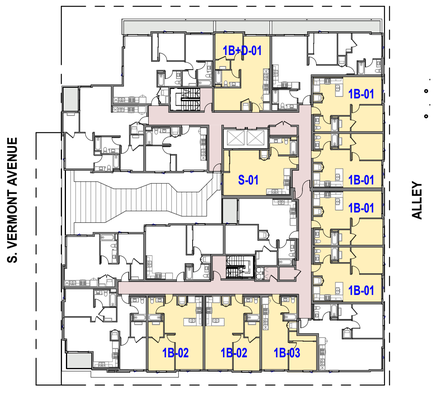


KEYPLAN

0 1 2 4 8

UNIT S & 1B ENLARGED PLANS

2.20

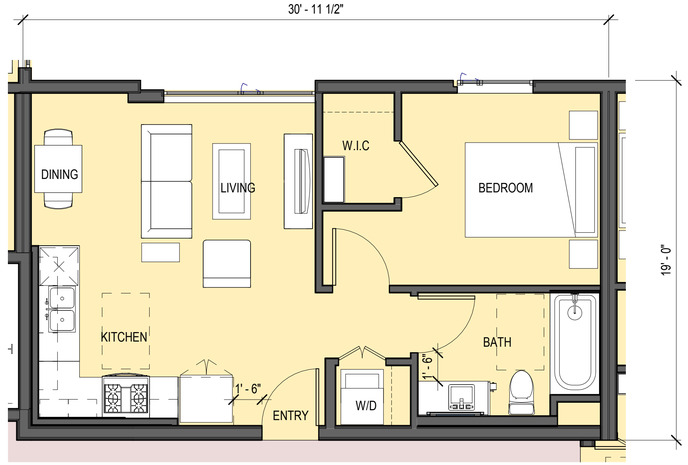
EXHIBIT A

DIR-2022-4433-TOC-SPR-HCA

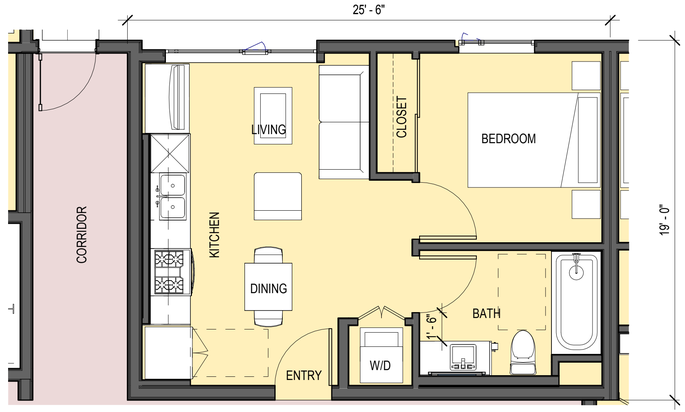
05/06/2022 (UPDATED 07/23/2022)

966 S. VERMONT

SCHEMATIC DESIGN



6 UNIT 1B-08 ENLARGED PLAN
1/4" = 1'-0"



4 UNIT 1B-08b ENLARGED PLAN
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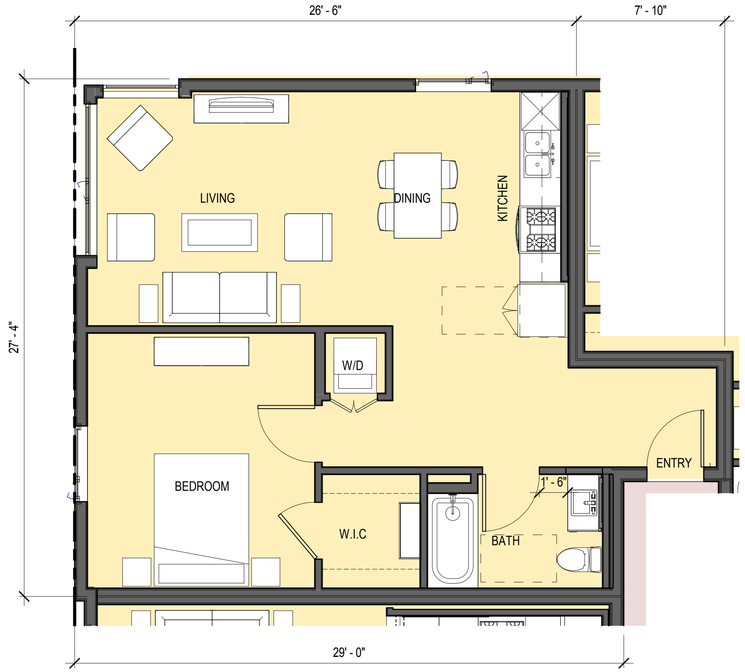
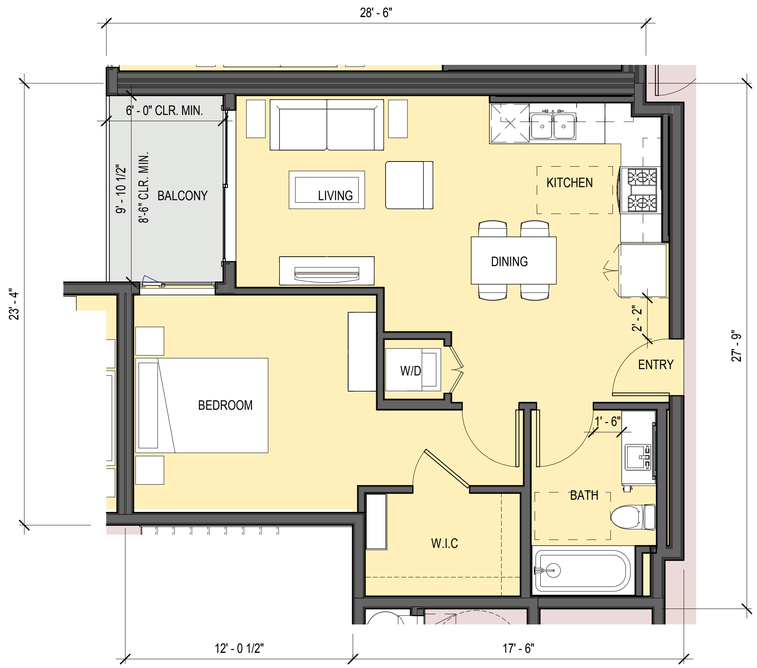
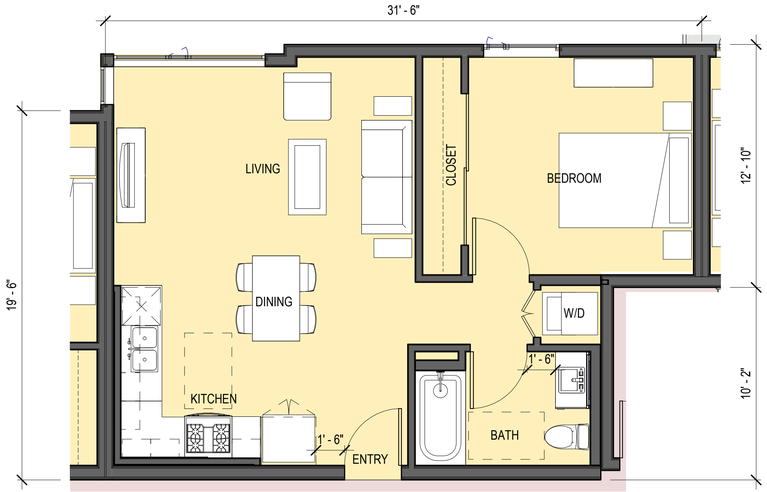


1 UNIT 1B-04 ENLARGED PLAN
1/4" = 1'-0"



5 UNIT 1B-07 ENLARGED PLAN
1/4" = 1'-0"



3 UNIT 1B-06 ENLARGED PLAN
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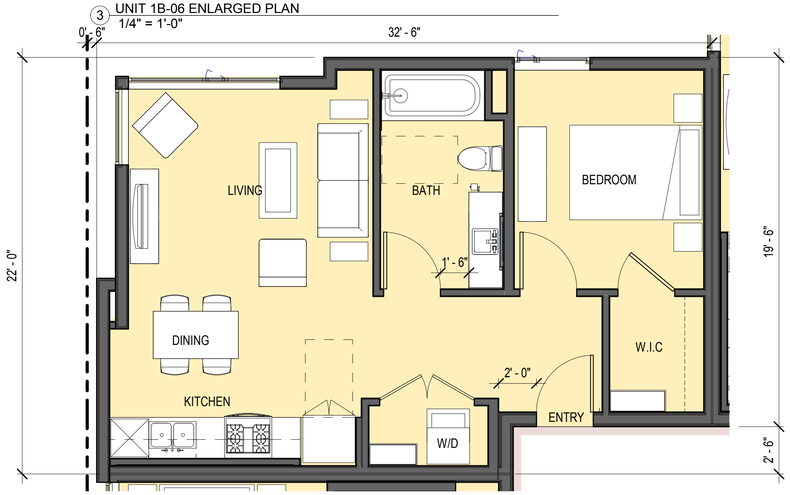
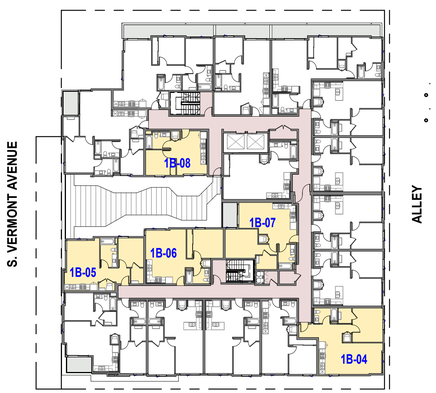


2 UNIT 1B-05 ENLARGED PLAN
1/4" = 1'-0"



KEYPLAN

0 1 2 4 8

UNIT S & 1B ENLARGED PLANS

2.21

EXHIBIT A

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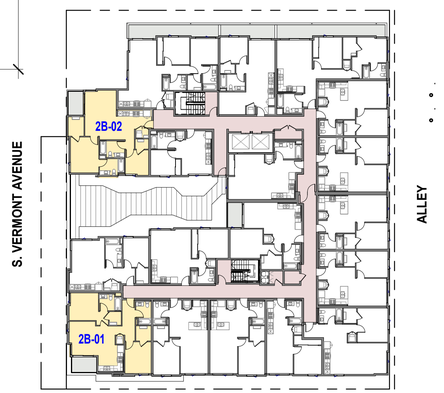
966 S. VERMONT

SCHEMATIC DESIGN

2 UNIT 2B-02 ENLARGED PLAN
1/4" = 1'-0"

1 UNIT 2B-01 ENLARGED PLAN
1/4" = 1'-0"



KEYPLAN

0 1 2 4 8

UNIT 2B ENLARGED PLANS

2.30

EXHIBIT A

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2 UNIT 2B-04 ENLARGED PLAN
1/4" = 1'-0"

1 UNIT 2B-03 ENLARGED PLAN
1/4" = 1'-0"

KEYPLAN

0 1 2 4 8

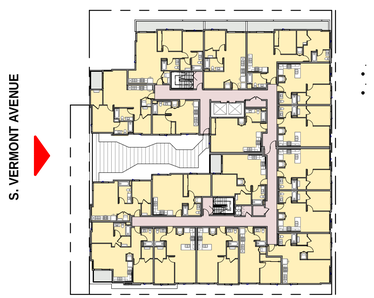
UNIT 2B ENLARGED PLANS

2.31

EXHIBIT A

DIR-2022-4433-TOC-SPR-HCA

MATERIAL KEY	
1	METAL PANEL - CUSTOM COLOR "CHARTREUSE"
2	CEMENT PLASTER GREY - FINISH SW "PORPOISE"
3	CEMENT FIBER BOARD "HARDIE" ARTISAN "V" - PAINTED SW "PORPOISE"
4	6 " X 36" PLANK PORCELAIN TILE - SLATE GREY
5	HORIZONTAL METAL SLATS/LOUVERS - FINISH SW "PORPOISE"
6	CEMENT PLASTER - BRIGHT WHITE
7	CANTILEVERED CANOPY - METAL PANEL "WHITE"



KEYPLAN

0 5 10 20

WEST / FRONT / S. VERMONT AVE. BUILDING ELEVATION

3.01

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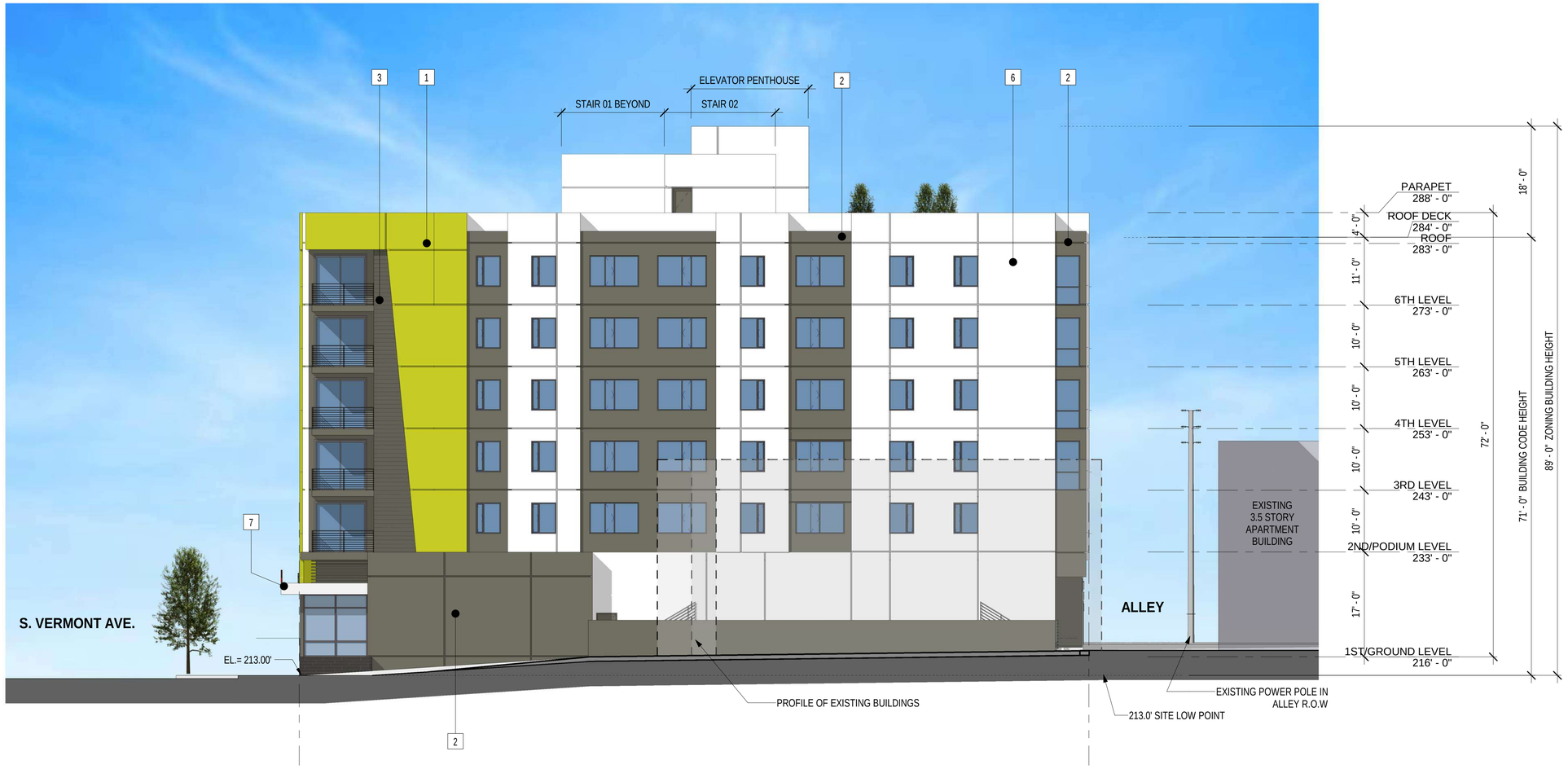
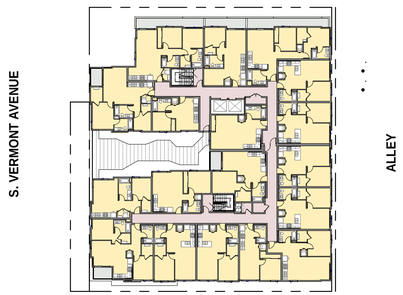


MATERIAL KEY	
1	METAL PANEL - CUSTOM COLOR "CHARTREUSE"
2	CEMENT PLASTER GREY - FINISH SW "PORPOISE"
3	CEMENT FIBER BOARD "HARDIE" ARTISAN "V" - PAINTED SW "PORPOISE"
4	6 " X 36" PLANK PORCELAIN TILE - SLATE GREY
5	HORIZONTAL METAL SLATS/LOUVERS - FINISH SW "PORPOISE"
6	CEMENT PLASTER - BRIGHT WHITE
7	CANTILEVERED CANOPY - METAL PANEL "WHITE"



KEYPLAN

0 5 10 20

SOUTH / SIDE BUILDING ELEVATION

3.02

EXHIBIT A

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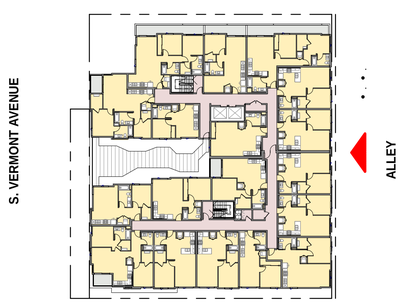
MATERIAL KEY	
1	METAL PANEL - CUSTOM COLOR "CHARTREUSE"
2	CEMENT PLASTER GREY - FINISH SW "PORPOISE"
3	CEMENT FIBER BOARD "HARDIE" ARTISAN "V" - PAINTED SW "PORPOISE"
4	6 " X 36" PLANK PORCELAIN TILE - SLATE GREY
5	HORIZONTAL METAL SLATS/LOUVERS - FINISH SW "PORPOISE"
6	CEMENT PLASTER - BRIGHT WHITE
7	CANTILEVERED CANOPY - METAL PANEL "WHITE"



KEYPLAN

0 5 10 20

EAST / ALLEY BUILDING ELEVATION

3.03

EXHIBIT A

DIR-2022-4433-TOC-SPR-HCA

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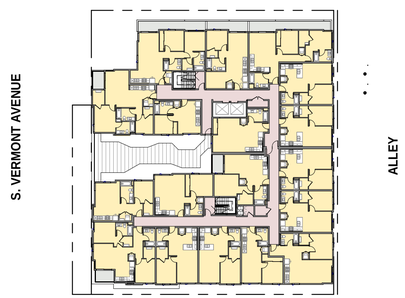
MATERIAL KEY	
1	METAL PANEL - CUSTOM COLOR "CHARTREUSE"
2	CEMENT PLASTER GREY - FINISH SW "PORPOISE"
3	CEMENT FIBER BOARD "HARDIE" ARTISAN "V" - PAINTED SW "PORPOISE"
4	6 " X 36" PLANK PORCELAIN TILE - SLATE GREY
5	HORIZONTAL METAL SLATS/LOUVERS - FINISH SW "PORPOISE"
6	CEMENT PLASTER - BRIGHT WHITE
7	CANTILEVERED CANOPY - METAL PANEL "WHITE"



KEYPLAN

0 5 10 20

NORTH / SIDE BUILDING ELEVATION

3.04

EXHIBIT A

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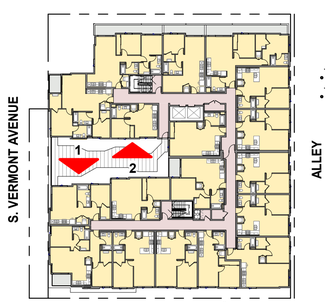
2 COURT - SOUTH ELEVATION
1" = 10'-0"

1 COURT - NORTH ELEVATION
1" = 10'-0"

MATERIAL KEY	
1	METAL PANEL - CUSTOM COLOR "CHARTREUSE"
2	CEMENT PLASTER GREY - FINISH SW "PORPOISE"
3	CEMENT FIBER BOARD "HARDIE" ARTISAN "V" - PAINTED SW "PORPOISE"
4	6 " X 36" PLANK PORCELAIN TILE - SLATE GREY
5	HORIZONTAL METAL SLATS/LOUVERS - FINISH SW "PORPOISE"
6	CEMENT PLASTER - BRIGHT WHITE
7	CANTILEVERED CANOPY - METAL PANEL "WHITE"



KEYPLAN

0 5 10 20

COURT SECTIONS / ELEVATIONS

3.05

EXHIBIT A

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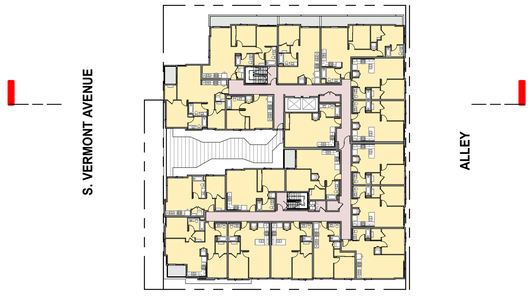

KEYPLAN

0 5 10 20

BUILDING SECTION

4.01

EXHIBIT A

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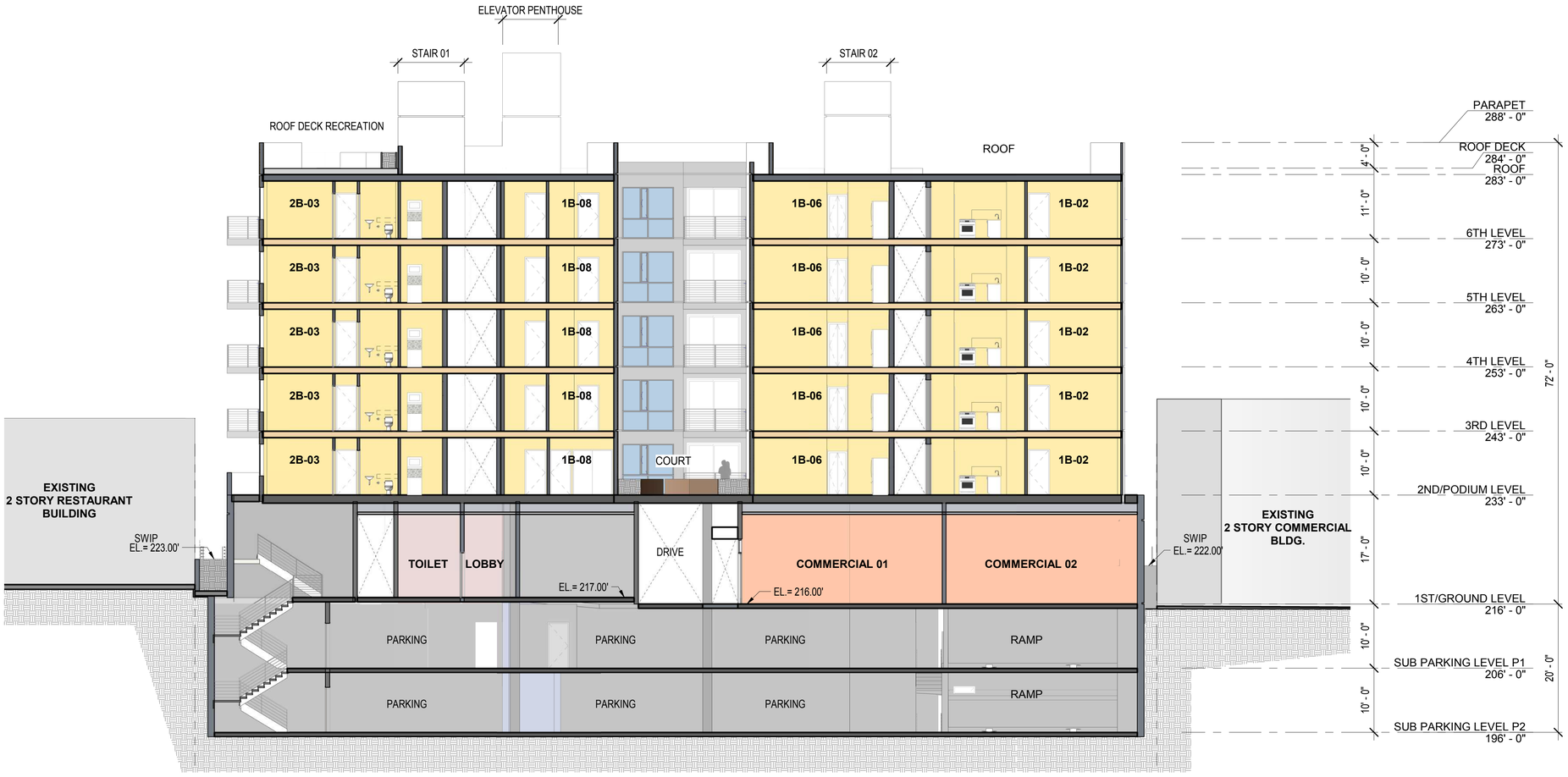

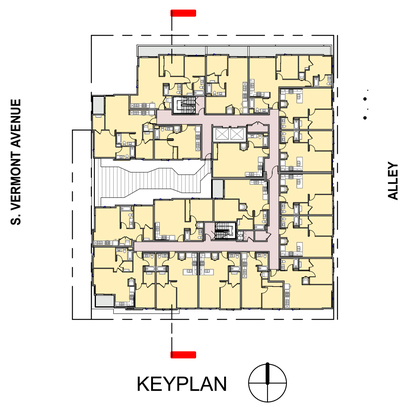

0 5 10 20

BUILDING SECTION

4.02

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05/06/2022 (UPDATED 07/23/2022)

966 S. VERMONT

SCHEMATIC DESIGN

TOTAL LANDSCAPE CALCULATION

GROUND FLOOR:	699 SF
-ON SITE:	635 SF
-OFF SITE (STREET TREE):	64 SF
2ND. LEVEL COURTYARD:	574 SF
ROOF DECK:	498 SF
TOTAL LANDSCAPE PROVIDED:	1,771 SF

COMMON OPEN SPACE CALCULATION

COMMON OPEN SPACE PROVIDED (OPEN TO SKY):

·	2ND. FLOOR COURTYARD:	1,382 SF
·	ROOF DECK:	2,378 SF
TOTAL:		3,760 SF

LANDSCAPE REQUIRED @ COMMON OPEN SPACE: 940 SF (25%)

LANDSCAPE PROVIDED @ COMMON OPEN SPACE:

·	2ND. FLOOR COURTYARD:	574 SF
·	ROOF DECK:	498 SF
TOTAL:		1,072 SF (29%)

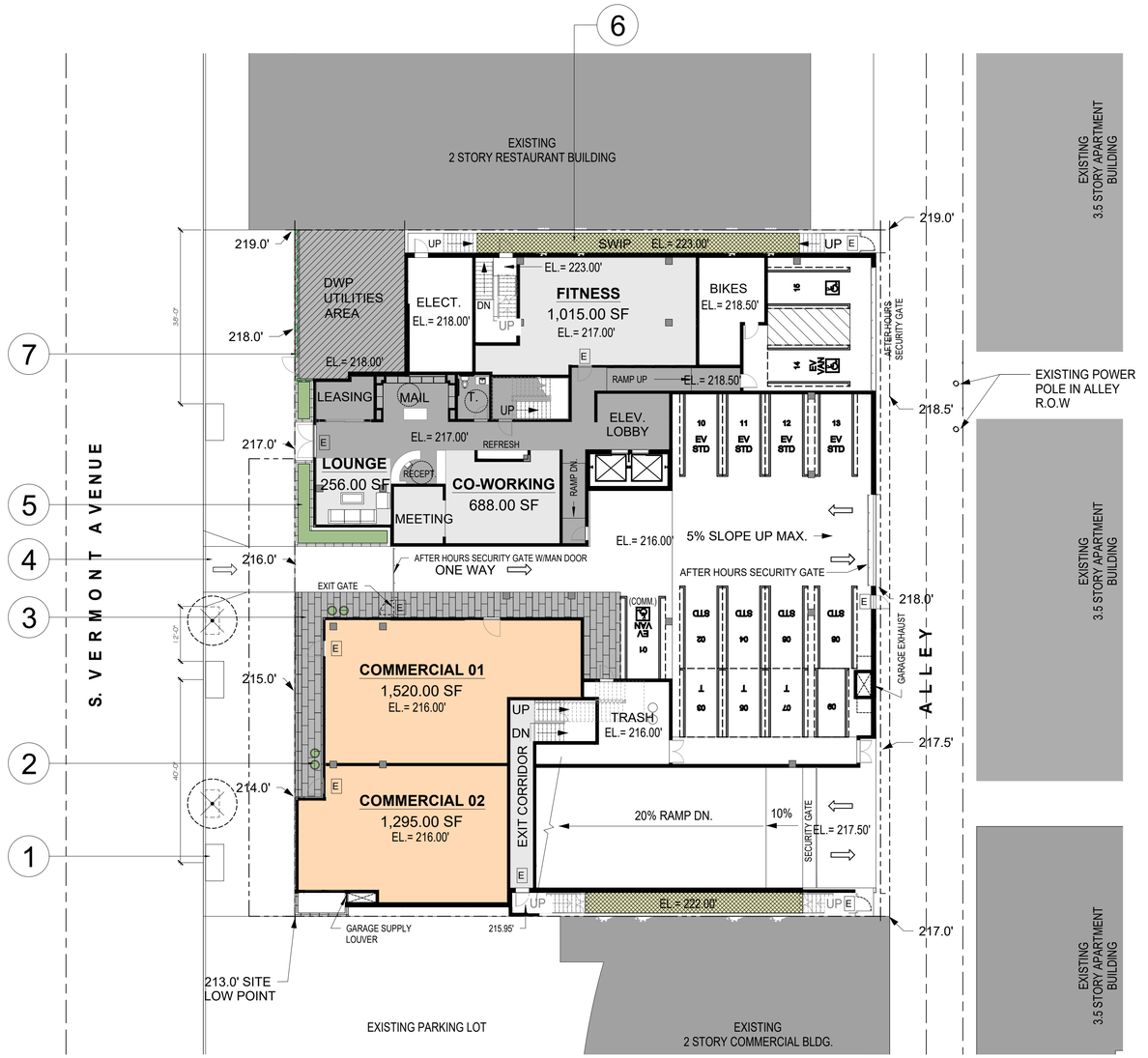
TREES REQUIRED (LAMC SECTION 12.21.G.2

24" BOX TREE REQUIRED FOR EVERY 90 DWELLING UNITS (90/4): 23 TREES

NUMBER OF TREE REQUIRED: 23 EA. (1 PER 4 UNITS)

NUMBER OF TREE PROPOSED:

- GROUND FL.:	3 EA.
- ON SITE:	0 EA.
- OFF SITE (STREET TREES):	3 EA.
- SECOND FLOOR COURTYARD:	14 EA.
- ROOF DECK:	8 EA.
TOTAL:	25 EA.



1 PRELIMINARY LANDSCAPE PLAN - GROUND FLOOR

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

KEYNOTES

1. NEW 4X8 TREE WELL PER CITY OF LA
2. DECORATIVE POT

3. COLORED CONC. PAVING
4. NEW DRIVEWWAY PER CIVIL DWG.
5. OVER-STRUCTURE CONC. PLANTER
6. GRASSCRETE W/ KURAPIA
7. 6' H DESIGNMASTER FENCE W/ ACCESS GATE AND FAUX IVY SCREENING VINES

PLANTING LEGEND

TREES	SIZE & QUAN.
NEW STREET TREE PER CITY OF L.A. URBAN FORESTRY STREET TREE DIV.	24" BOX / 3 EA.
EXISTING STREET TREES TO BE REMOVED	2 EA.

PAVING LEGEND

- COLORED CONC. PAVING TBD.
- LANDSCAPE AREA
- GRASSCRETE W/ KURAPIA

EXHIBIT A

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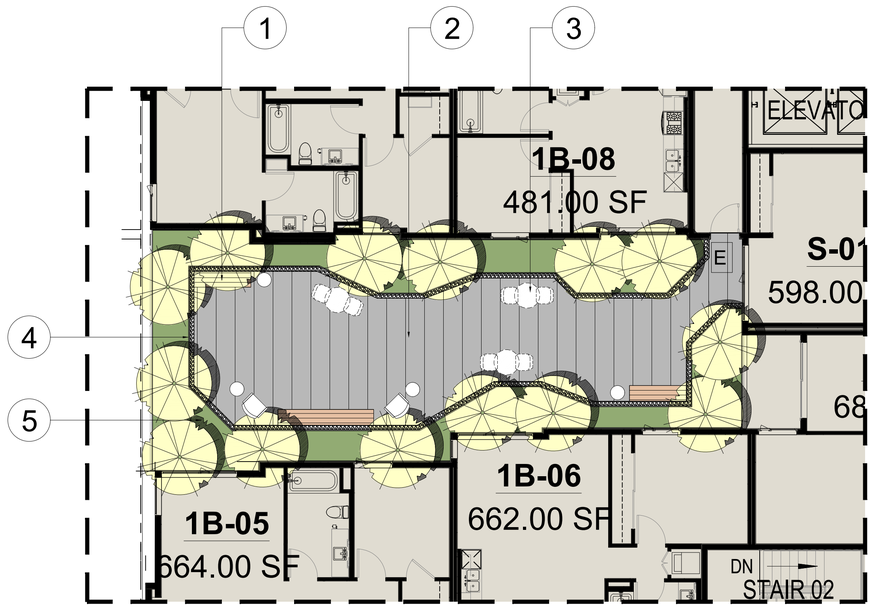
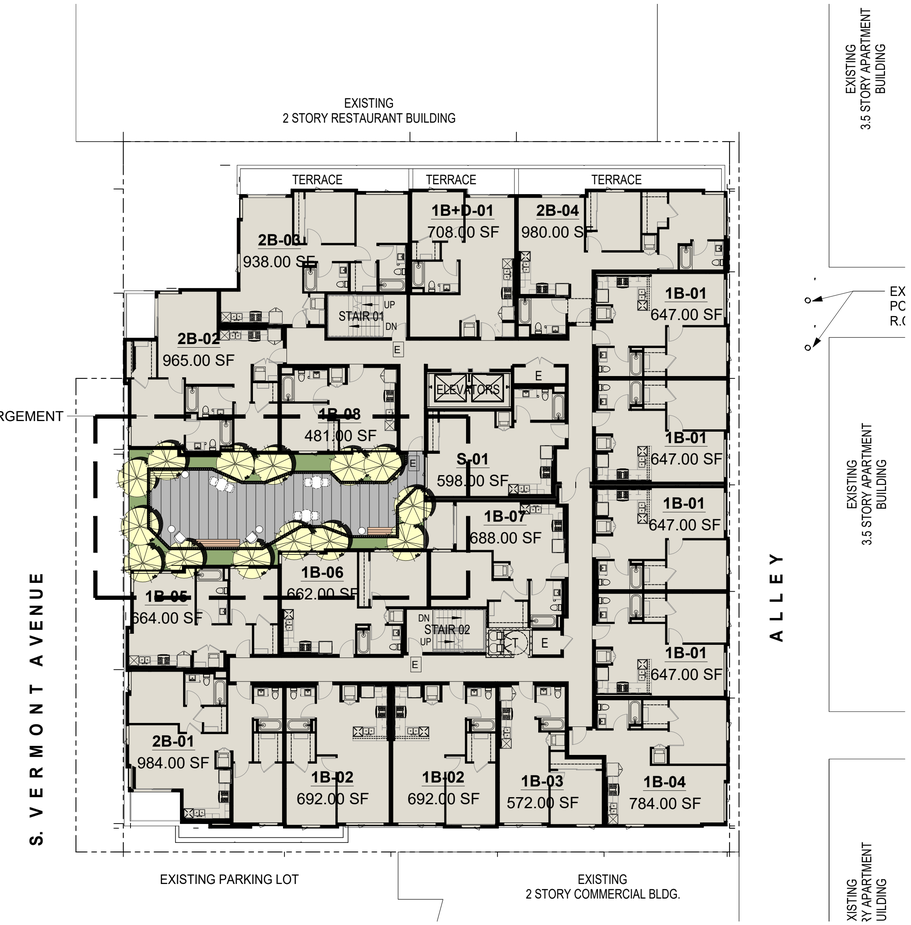


2 ENLARGEMENT - 2ND. LEVEL COURTYARD
SCALE: 1/8"= 1'-0"



1 PRELIMINARY LANDSCAPE PLAN - 2ND LEVEL COURTYARD
SCALE: 1/16"= 1'-0"

KEYNOTES

1. BENCH
2. COLORED CONC. PAVING
3. SEATING
4. BLACK PEBBLE
5. CORTEN STEEL PLANTER

PAVING LEGEND

COLORED CONC. PAVING
TBD.

LANDSCAPE AREA

PLANTING LEGEND

TREES	SIZE & QUAN.
ACER PALMATUM 'SANGOKAKU' CORAL BARK JAPANESE MAPLE	24" BOX / 14 EA.

COMMON OPEN SPACE CALCULATION

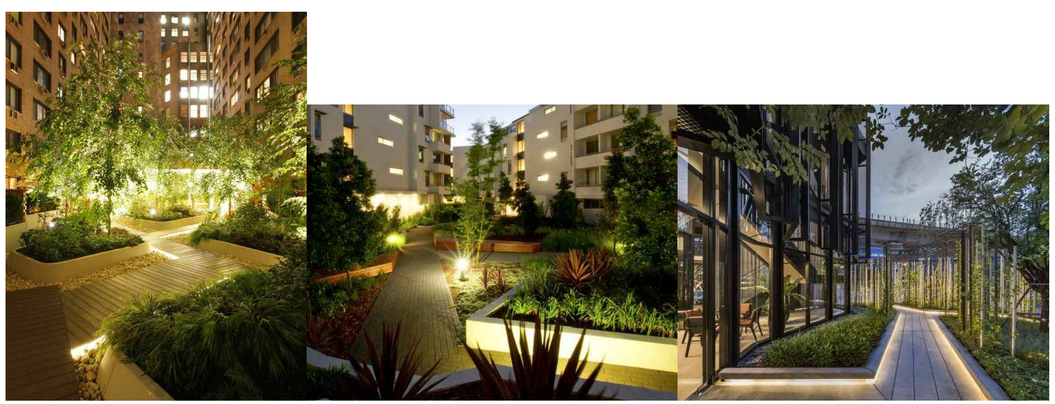
COMMON OPEN SPACE PROVIDED (OPEN TO SKY):

· 2ND. FLOOR COURTYARD:	1,382 SF
· ROOF DECK:	2,378 SF
TOTAL:	3,760 SF

LANDSCAPE REQUIRED @ COMMON OPEN SPACE: 940 SF (25%)

LANDSCAPE PROVIDED @ COMMON OPEN SPACE:

· 2ND. FLOOR COURTYARD:	574 SF
· ROOF DECK:	498 SF
TOTAL:	1,072 SF (29%)



ACER PALMATUM
'SANGOKAKU'
CORAL BARK JAPANESE MAPLE

EXHIBIT A

DIR-2022-4433-TOC-SPR-HCA

966 S VERMONT, LOS ANGELES, CA.

SQLA INC
Landscape Architects

PROJECT #: 22210 04/20/2022

2669 Saturn Street
BREA, CA, 92821
info@sqlainc.com

T. 562-905-0800
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EXHIBIT A

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COMMON OPEN SPACE CALCULATION

COMMON OPEN SPACE PROVIDED (OPEN TO SKY):
- 2ND. FLOOR COURTYARD: 1,382 SF
- ROOF DECK: 2,378 SF

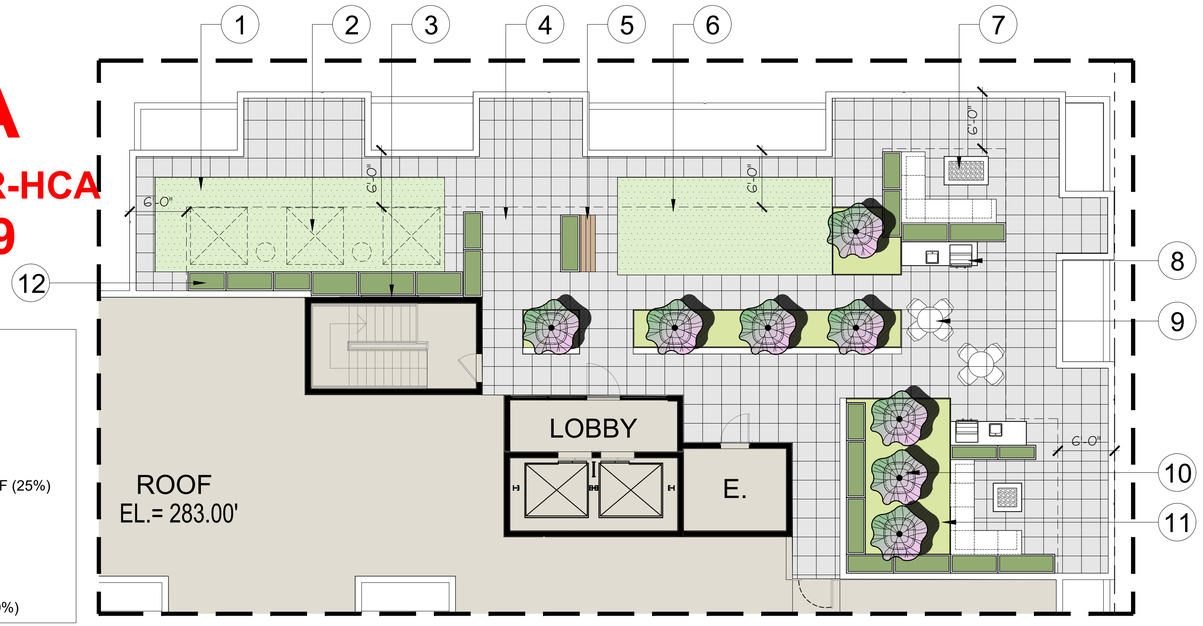
TOTAL: 3,760 SF

LANDSCAPE REQUIRED @ COMMON OPEN SPACE: 940 SF (25%)

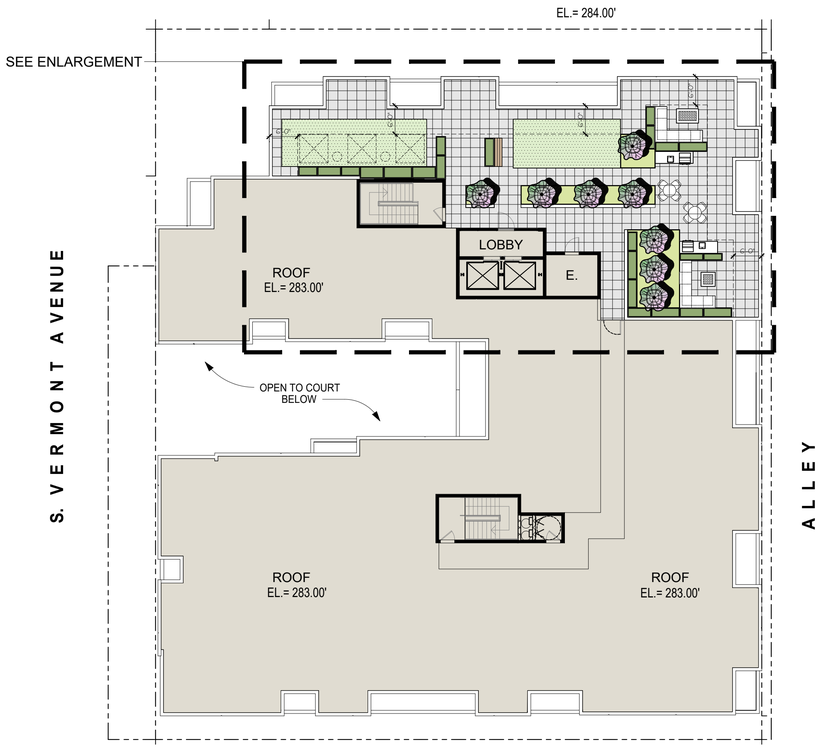
LANDSCAPE PROVIDED @ COMMON OPEN SPACE:

- 2ND. FLOOR COURTYARD: 574 SF
- ROOF DECK: 498 SF

TOTAL: 1,072 SF (29%)



1 ENLARGEMENT - ROOF DECK
SCALE: 1/8"= 1'-0"



1 PRELIMINARY LANDSCAPE PLAN - ROOF DECK
SCALE: 1/16"= 1'-0"

KEYNOTES

1. 6'X6' CABANA AREA W/ SYNTHETIC GRASS

2. 6'X6' CABANA

3. T.V. WALL
4. TILE OVER PEDESTAL SYSTEM

5. BENCH
6. SYNTHETIC GRASS CORN HOLE

7. LOUNGE SEATING AREA W/ FIREPIT

8. BBQ. BAR COUNTER W/ SINK

9. OUTDOOR SEATING
10. SQUARRO POT FOR TREE

11. GREEN ROOF

12. 24" HT. RECTANGULAR FIBERGLASS PLANTERS

PLANTING LEGEND

TREES	SIZE & QUAN.
CERCIS OCCIDENTALIS WESTERN REDBUD	24" BOX / 8 EA.

PAVING LEGEND

- TILE TECH PAVERS
- LANDSCAPE AREA
- GREEN ROOF
- SYNTHETIC GRASS AREA

CERCIS OCCIDENTALIS
WESTERN REDBUD

966 S VERMONT, LOS ANGELES, CA.

PROJECT #: 22210 04/20/2022

SQLA INC
Landscape Architects

2669 Saturn Street
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CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

Categorical Exemption

966 Vermont Project

Case Number: ENV-2022-4434-CE
Related Case Number: DIR-2022-4433-TOC-SPR-HCA

Project Location: 956, 958, 962, 964, 966 S. Vermont Avenue, Los Angeles, CA 90006

Community Plan Area: Wilshire

Council District: 10

Project Description: The Project Site is located on the east side of Vermont Avenue, midblock between San Marino Street to the north and Olympic Boulevard to the south, in the Wilshire Community Plan of the City of Los Angeles, 90010 in the County of Los Angeles. The Project Site contains two buildings with a total of 16,392 square feet. Both buildings are occupied by restaurant uses occupying a total of approximately 14,892 square feet; the remaining 1,500 square feet is vacant. There is also an approximately 8,828 square foot surface parking lot to the rear of the buildings. The Project will remove all existing uses and demolish all existing improvements for the construction of a new mixed-use 6-story building with 90 residential dwelling units and 2,815 square feet of ground floor commercial space. The Project would include 85 parking spaces as required by the Los Angeles Municipal Code (LAMC) and applicable Transit Oriented Communities (TOC) incentives.

Discretionary entitlements, reviews, permits and approvals required to implement the Project will include, but are not necessarily limited to, the following: 1. Pursuant to LAMC Section 16.05, Site Plan Review for a development Project which creates, or results in, an increase of 50 or more dwelling units. 2. Pursuant to LAMC Section 12.22.A.31, the utilization of a Tier 3 TOC Affordable Housing Incentive Program development project to allow up to a 70 percent increase in density; a Floor Area Ratio (FAR) of up to 3.75:1 in a commercial; to provide 0.5 parking spaces per unit for all residential units; and a 30 percent reduction in the nonresidential parking requirement; and with the following additional incentives: a. to utilize the side yard setbacks of the RAS3 Zone; and b. a 25 percent reduction in the required amount of open space.

Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, haul route approval and permits, excavation permits, foundation permits, building permits, and sign permits.

PREPARED FOR:	**PREPARED BY:**	**APPLICANT:**
The City of Los Angeles Los Angeles City Planning	CAJA Environmental Services, LLC 9410 Topanga Canyon Blvd., Suite 101, Chatsworth, CA 91311	Teh Jing Wang 966 S. Vermont Avenue, Los Angeles, CA 90006

October 2022

Table of Contents

Appendices

Section 1
Project Description

This section is based on the following item, which is included as **Appendix A** to this CE:

A Plans, DG Architectural Consulting, July 23, 2022

1 Project Information

Project Title: 966 Vermont Project

Document Type: Class 32 Categorical Exemption (CE) for new mixed-use in-fill development (the Project)

Environmental No.: ENV-2022-4434-CE

Related Case No.: DIR-2022-4433-TOC-SPR-HCA

Project Location: 956, 958, 962, 964, 966 S. Vermont Avenue, Los Angeles, CA 90006 (Project Site or Site)

Lead Agency: City of Los Angeles, Los Angeles City Planning
200 N. Spring Street, Room 621, Los Angeles, CA 90012
More Song, City Planner
213-978-1319, more.song@lacity.org

Applicant: Teh Jing Wang
966 S. Vermont Avenue, Los Angeles, CA 90006

Prepared By: CAJA Environmental Services, LLC
9410 Topanga Canyon Boulevard, Suite 101, Chatsworth, CA 91311
Seth Wulkan, Project Manager
310-469-6704, seth@ceqa-nepa.com

2 Regulatory Setting

California Environmental Quality Act (CEQA) Guidelines, Article 19 (Categorical Exemptions):

15300. CATEGORICAL EXEMPTIONS

Section 21084 of the Public Resources Code requires these Guidelines to include a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

In response to that mandate, the Secretary for Resources has found that the following classes of projects listed in this article do not have a significant effect on the environment, and they are declared to be categorically exempt from the requirement for the preparation of environmental documents.

15300.2. EXCEPTIONS

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

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

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

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

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

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

15332. IN-FILL DEVELOPMENT PROJECTS

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

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

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

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

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

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

3 Environmental Setting

3.1 Project Location

The Project Site is located on the east side of Vermont Avenue, midblock between San Marino Street to the north and Olympic Boulevard to the south, in the Wilshire Community Plan of the City of Los Angeles (City), 90010 in the County of Los Angeles (County).

The Site is located approximately 1.5 miles northwest of Downtown Los Angeles and 12 miles northeast of the Pacific Ocean.

See **Figure 1-1, Regional Map**, for the location of the Project within the context of the City.

See **Figure 1-2, Aerial Map**, for an aerial view of the Site and the immediate surrounding area.

3.2 Surrounding Land Uses

North adjacent to the Site is a 2-story restaurant building (currently occupied by Yongsusan Korean Restaurant, 954 Vermont Avenue). This area is zoned C2-1.

South adjacent to the Site is a surface parking lot and 2-story office building (currently occupied by Italee Optometry, 972 Vermont Avenue). This area is zoned C2-1.

West across Vermont Avenue is a 2-story commercial building occupied with retail, restaurant, and office uses (975 Vermont Avenue). This area is zoned C2-1.

East across an unnamed alley are two 3-story residential buildings (957 and 963 Menlo Avenue). This area is zoned R4-1.

The nearest residential uses:

- Multi-family buildings located at 957 and 963 Menlo Avenue, 15 feet east of the Site.

The nearest schools:

- Rainbow Child Development Center (938 Menlo Avenue), 330 feet northeast of the Site.
- Berendo Street Korean School, located at 975 Berendo Street, 700 feet west of the Site.

The nearest historic resources:[1],[2]

- None

[1] NavigateLA, Historic-Cultural Monuments layer: https://navigatela.lacity.org/navigatela, and HistoricPlacesLA: http://historicplacesla.org/map, accessed June 16, 2022.

[2] SurveyLA: https://planning.lacity.org/preservation-design/historic-resources-survey

Legend

Project Site

Source: Google Maps 2022.

Figure 1
Regional Map

Legend

Project Site

Source: Google Maps 2022.

Figure 2
Aerial Map

3.3 Regional and Local Access

Regional access is provided by:

- I-10 (Santa Monica) Freeway, 1.1 miles south of the Site
- SR-110 (Harbor) Freeway, 1.3 miles southeast of the Site
- US-101 (Hollywood) Freeway, 1.8 miles north of the Site

Local access is provided by:[3]

- Vermont Avenue (Avenue I in the Mobility Plan 2035), adjacent west of the Site
- Unnamed 16-foot wide alley, adjacent east of the Site
- Olympic Boulevard (Boulevard II), 275 feet south of the Site
- San Marino Street (Local Street Standard), 430 feet north of the Site
- Menlo Avenue (Local Street Standard), 180 feet east of the Site

3.4 Bicycle Facilities

There is a Metro Bike Share station, located at Berendo Street and Olympic Boulevard, 850 feet southwest of the Site.[4]

The following bicycle-friendly streets are nearby:[5]

- James M. Wood Boulevard, 415 feet north of the Site
- Westmoreland, 575 feet east of the Site
- Berendo Street, 650 feet west of the Site
- 11th Street, 875 feet south of the Site

3.5 Pedestrian Facilities

There are sidewalks along the Project Site's west side on Vermont Avenue.

Striped crosswalks are provided at all legs of the nearest signalized intersections:

3 NavigateLA, Mobility Plan 2035: https://navigatela.lacity.org/navigatela/, accessed June 16, 2022.

4 Metro Bike Share: https://bikeshare.metro.net/stations/

5 According to LADOT's Bike Program, Bicycle Friendly Streets (BFS) facilities parallel major corridors and provide a calmer, safer alternative for bicyclists of all ages and skill levels. BFS are multi-modal streets, which means that they accommodate all neighborhood users from cars, to bikes, to pedestrians. https://ladotbikeblog.wordpress.com/bfs/

- Vermont Avenue / San Marino Street, 250 north of the Site
- Vermont Avenue / Olympic Boulevard, 275 south of the Site

3.6 Public Transit

The Site is within a High Quality Transit Area (HQTA),[6] which are areas within one-half mile of a high quality transit corridor, which is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.[7]

Los Angeles County Metropolitan Transportation Authority (Metro),[8] and Los Angeles Department of Transportation (LADOT)[9] operates public transit in the area, as shown in **Table 1-1, Public Transit**.

Table 1-1
Public Transit

Line	Type	Direction	Stop	Distance to Site	Service (Peak Period)
Metro					
28	Bus	East-west	Olympic / Vermont	275 feet south	10 minutes
204	Bus	North-south	Olympic / Vermont	275 feet south	12 minutes
Rapid 754	Bus	North-south	Olympic / Vermont	275 feet south	12 minutes
66	Bus	East-west	8th / Vermont	1,450 feet north	14 minutes
30	Bus	East-west	8th / Vermont	2,150 feet south	10 minutes
B (Red) and D (Purple)	Subway	North-south	Wilshire / Vermont	3,150 feet north	15 minutes
LADOT DASH					
Wilshire Ctr/Koreatown	Bus	North-south	Olympic / Vermont	275 feet south	20 minutes
Measurement from Site boundary to nearest station or stop point. Metro schedule (June 26, 2022) for 28 Line: https://www.metro.net/riding/schedules/?line=28-13157 Metro schedule (June 26, 2022) for 204 Line: https://www.metro.net/riding/schedules/?line=204-13157 Metro schedule (June 26, 2022) for 754 Line: https://www.metro.net/riding/schedules/?line=754-13157 Metro schedule (June 26, 2022) for 66 Line: https://www.metro.net/riding/schedules/?line=66-13157 Metro schedule (June 26, 2022) for 30 Line: https://www.metro.net/riding/schedules/?line=30-13157 Metro schedule (February 20, 2022) for B and D Line: https://www.metro.net/riding/schedules/?line=802 LADOT schedule (August 3, 2020): https://www.ladottransit.com/dash/routes/wckt/wckt.html					

3.7 Planning and Zoning

Table 1-2, Project Site, lists the Site's APNs, zoning and General Plan land use designation:

6 SCAG, HQTA 2016 based on the 2020-2045 RTP/SCS: https://gisdata-scag.opendata.arcgis.com/datasets/high-quality-transit-areas-hqta-2016-scag-region?geometry=-121.570%2C33.364%2C-114.731%2C34.954, accessed June 20, 2022.

7 SCAG, Connect SoCal, Active Transportation Technical Report, page 26: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_active-transportation.pdf?1606001530, accessed June 20, 2022.

8 Metro System Map: https://www.dropbox.com/s/x5fdstsf6z5rc5m/22-1003_web_MSysMap2_CenLAWestside_35x17_DCR.pdf?dl=0, accessed June 20, 2022.

9 LADOT System Map: https://www.ladottransit.com/dash/, accessed June 20, 2022.

- C2-1 (Commercial zone in Height District 1) and General Commercial designation.[10]

Table 1-2
Project Site

Address	Lot	APN	Size (sf)	Zone	Land Use
966 S. Vermont Avenue	192	5076-001-021	7,014.7	C2-1	General Commercial
962, 864 S. Vermont Avenue	193		7,015.0		
956, 958 S. Vermont Avenue	194	5076-001-031	6,538.7		
Source: Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org, June 2022.					

The Project Site has the following zoning classifications:

- 2374 State Enterprise Zone: Los Angeles
- ZI-2488 Redevelopment Project Area: Wilshire Center / Koreatown
- ZI-2498 Local Emergency Temporary Regulations - Time Limits and Parking Relief - LAMC 16.02.1
- ZI-2452 Transit Priority Area in the City of Los Angeles

The Project Site is also located in a Transit Oriented Communities (TOC) Incentives Program Area. The Project Site is identified in ZIMAS as a TOC Tier 3 based on the shortest distance between any point on the lot and a qualified Major Transit Stop at the intersection of Olympic Boulevard and Vermont Avenue, 275 feet south of the Site).[11]

The Site is not within a Special Grading Area.[12]

The Site is not within a Methane Hazard Site.[13]

3.8 Existing Conditions

The lot area is 20,568 square feet (0.472 acres), and the lot area with ½ alley area is 21,768 square feet (0.5 acres).[14] In the C2 zone, the buildable area equals the lot area.

The Project Site contains two buildings with a total of 16,392 square feet, as listed in **Table 1-3, Existing Buildings**.

Both buildings are occupied by restaurant uses occupying a total of approximately 14,892 square feet. This number will be used for existing trip and utilities credits. The remaining 1,500 square

10 Los Angeles Zoning Summary: https://planning.lacity.org/zoning/regulations-summary

11 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).

12 Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org, June 20, 2022.

13 Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org, June 20, 2022.

14 Plans, DG Architectural Consulting, July 23, 2022.

feet is vacant.[15]

There is also an approximately 8,828 square foot[16] surface parking lot to the rear of the buildings.

The Project will remove all existing uses and demolish all existing improvements.

Table 1-3
Existing Buildings

Address	Use	Stories	Size (sf)
956-958 Vermont	Restaurants	2	5,898
962-966 Vermont	Restaurants	2	10,494
Total			**16,392**
Source: Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org, June 2022.			

The Site is not listed in HistoricPlacesLA[17] and not listed in SurveyLA.[18]

There are 2 street trees on the sidewalk at Vermont Avenue. None of the trees[19] constitute a protected tree[20] or shrub.[21]

4. Project Description

4.1 Project Overview

The Project would construct a new mixed-use 6-story building with 90 residential dwelling units and 2,815 square feet of ground floor commercial space. The Project would include 85 parking spaces as required by the Los Angeles Municipal Code (LAMC) and applicable TOC incentives.

The Project includes 5 studio units, 65 1-bedroom units, and 20 2-bedroom units.

The building will be a 5-level type III over 1 level of commercial and 2 levels of below grade parking.

See **Figure 1-3, First Floor Plan**, for the ground level of the Project.

15 Technical Memorandum, Raju Associates, May 13, 2022.

16 Google Maps approximate area.

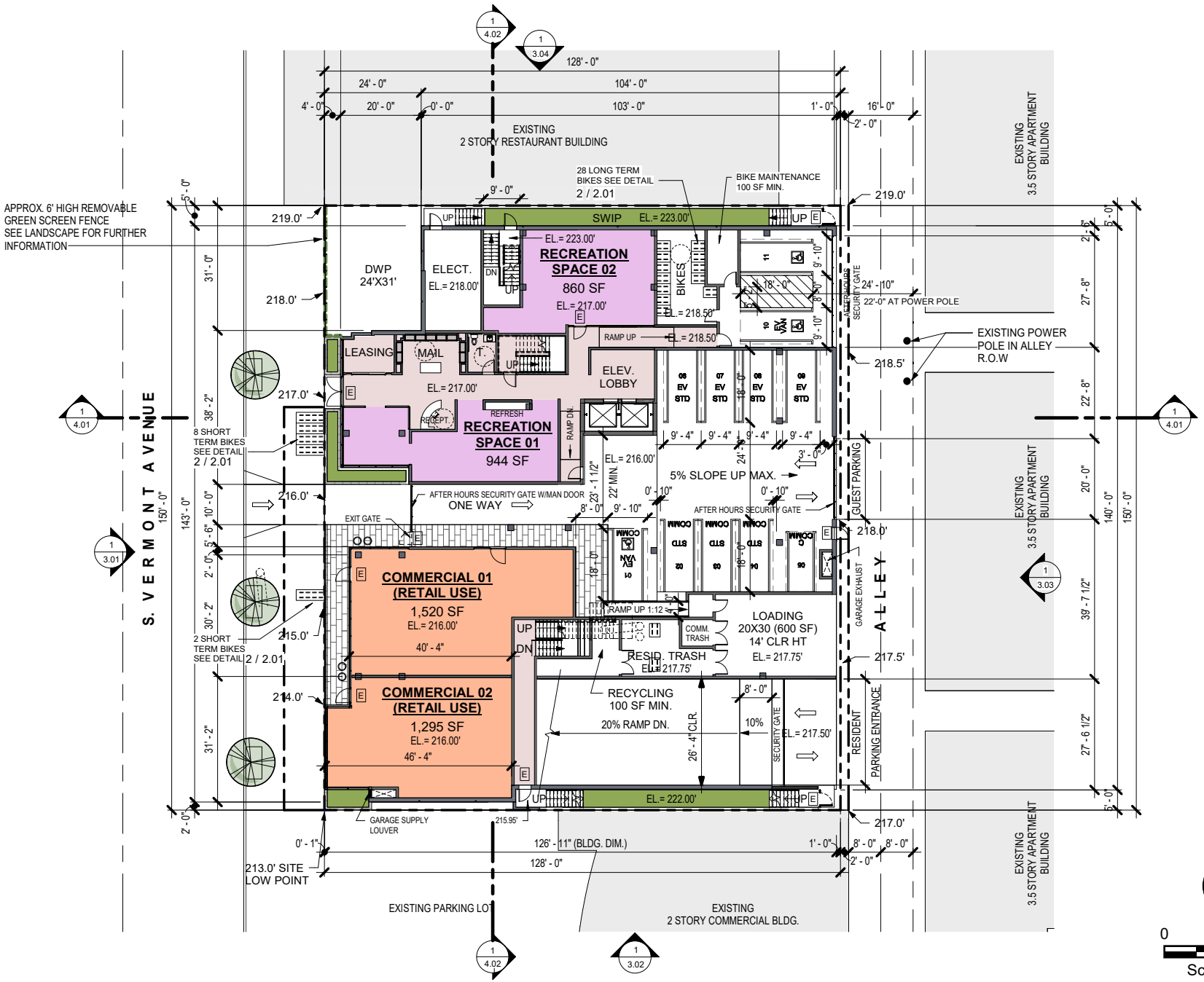
17 Los Angeles Historic Places: http://historicplacesla.org/map, accessed June 20, 2022.

18 SurveyLA: https://planning.lacity.org/preservation-design/historic-resources-survey, accessed June 20, 2022.

19 Tree Letter, SQLA, April 19, 2022.

20 LAMC Section 46.01: "PROTECTED TREE" means any of the following Southern California native tree species which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree: (a) Oak tree including Valley Oak (Quercus lobata) and California Live Oak (Quercus agrifolía), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (Quercus dumosa). (b) Southern California Black Walnut (Juglans californica var. californica) (c) Western Sycamore (Platanus racemosa) (d) California Bay (Umbellularia californica) This definition shall not include any tree grown or held for sale by a licensed nursery, or trees planted or grown as a part of a tree planting program.

21 Effective February 4, 2021 in Ordinance No 186,873, the City added Mexican elderberry and toyon shrubs to the list of protected species.



Source: Schematic Design, 2022.

Figure 3
First Floor Plan

4.1.1 Density

See **Table 1-4** for the density calculation. Pursuant to the City's General Plan and LAMC Sections 12.14 A.4, 12.13.5 A.1, and 12.11 C.4, the maximum residential density within the C2 zone is generally one dwelling unit for every 400 square feet of lot area.

The lot area with ½ alley area is 21,768 square feet. The Project therefore provides a base density of 55 units per the LAMC.

The Project is requesting a TOC Base Incentive per Tier 3 (TOC Guidelines Section VI.1.a.iii) to allow an increase in number of dwelling units by 70%, or 39 units. This would allow a total of 94 units.

The Project proposes 90 units, of which 10% (9 units) would be reserved for Extremely Low Income (ELI) households. The remaining 81 units will be market-rate.

Table 1-4
Density

Zone	Site Area	LAMC Density		TOC Density		Provided
		Rate	Base	Incentive	Max	
C2	21,768 sf	1 unit / 400 sf	55 units	+70% (+39)	94 units	90 units
TOC rounds up (TOC Guidelines V.2.a.). Plans, DG Architectural Consulting, July 23, 2022.						

4.1.2 Floor Area

See **Table 1-5** for the floor area and floor area ratio (FAR). Under the LAMC, the FAR is limited to 1.5:1. With a buildable area of 20,568 square feet, the floor area is limited to 30,852 square feet.

The Project is requesting a TOC Base Incentive Per Tier 3 (TOC Guidelines, Section VI.1.b.iii) to allow an increase in the FAR by 50% or to 3.75:1 in commercial zones, whichever is greater. This would allow 77,130 square feet of floor area.

The Project would include 77,130 square feet of floor area and a 3.75:1 FAR. Of this total, 74,315 square feet is residential floor area and 2,815 square feet is commercial. The commercial floor area is located at the ground floor of the Project.

Table 1-5
Floor Area

Zone	Buildable Area	LAMC Max		TOC Max		Provided	
		FAR	Floor Area	FAR	Floor Area	FAR	Floor Area
C2	20,568 sf	1.5:1	30,852	3.75:1	77,130 sf	3.75:1	77,130 sf
LAMC rounds down. TOC rounds up (TOC Guidelines V.2.a.) Plans, DG Architectural Consulting, July 23, 2022.							

4.1.3 Height

The LAMC does not impose a maximum building height limit for the C2-1 zone.

The Project proposes a building of 6-stories with a total height of 89 feet.

4.1.4 Setbacks

See **Table 1-6** for the setbacks.

In the C2, C4, and C5 zones, no front yards are required. No side or rear yards are required for commercial uses. The R4 zone side and rear yards apply for residential uses at the lowest residential story.

Pursuant to LAMC Section 12.22.A.18(c)(3), no yard requirements shall apply to the residential portions of buildings located on lots in the CR, C1, C1.5, C2, C4, and C5 Zones used for combined commercial and residential uses, if such portions are used exclusively for residential uses, and abut a street, private street or alley, and the first floor of such buildings at ground level is used for commercial uses or for access to the residential portions of such buildings.

The Project is requesting a TOC Additional Incentive Per Tier 3 (TOC Guidelines, Section VII.1.a.ii.2.c) to allow in any Commercial zone, any or all of the yard requirements for the RAS3 zone per LAMC 12.10.5.

The RAS3 setbacks are zero feet for ground floor commercial and 5 feet for residential.

The Project includes 5 foot north and 5 foot south side yards at the first residential levels.

Table 1-6
Setbacks

Location	Required per LAMC	Required Per TOC RAS3 Incentive	Provided
Front (Vermont)	0 ft.	N/A	0 sf.
Side (north)	0 ft. (commercial) 9 ft. (residential)	0 ft. (commercial) 5 ft. (residential)	0 ft. (commercial) 5 ft. (residential)
Side (south)	0 ft. (commercial) 9 ft. (residential)	0 ft. (commercial) 5 ft. (residential)	0 ft. (commercial) 5 ft. (residential)
Rear (east)	0 ft.	N/A	0 ft.
Per Mixed Use Exemption From LAMC Section 12.22.A.18 Plans, DG Architectural Consulting, July 23, 2022.			

4.2 Design and Architecture

See **Appendix A** of this CE for floor plans, elevations, sections, and renderings. The Project has been designed as an integrated single structure with articulation and variation consistent with applicable City design guidance. Parking spaces within the building (subterranean and ground levels) and residential units located within the building have been integrated into the overall architectural theme of the Project.

The building's ground level will incorporate pedestrian scale uses and design, with a street fronting commercial storefront along with the residential building entrance all with floor to ceiling glazing. In addition, the building's proposed design, architecturally differentiates the base of the building from the residential above by including horizontal breaks in material and colored elements.

The upper residential portions of the building incorporate varied articulation including recessed balconies.

The Project is designed with a façade that utilizes a variety of materials, including metal, cement panel and plastering, and glass in order to add visual interest through different textures and colors. This variation, along with insets and offsets, and street-facing residential window contrasted with storefront glazing at the ground floor, separates the residential portions of the building from the commercial, avoids a dull or repetitive façade, and contributes to neighborhood safety by activating the ground floor and putting more “eyes on the street.”

The building provides volume articulation with carved out sections that break down the massing and allow light and air into the building. The ground floor has glass openings that provide a pedestrian-friendly experience for Project residents and the public. Ground floor commercial activates the street.

The building provides façade treatments with balconies that highlight the residential nature of the building. All sides of the proposed building are articulated with colored elements, glass and metal, windows, and inset and offset architectural elements to create visual interest. Overall variation in building appearance is created with the use of various materials, windows of different widths, and balconies, the landscaped ground floor, and the transition of the first floor to upper levels.

An LADWP utility area and transformer will be located on the northwest corner of the Project Site along Vermont Avenue. It will be screened from view with an approximately 6 foot high removal fence with access gate covered with faux ivy screening vines.

Rooftop equipment will be set back from the roof parapet edge and appropriately screened from public view.

The Project is designed to minimize the visual impact of building mechanics and maintenance areas. Electrical rooms, storage rooms, and trash and recycling areas, are located within the building and are not visible from surrounding public streets and public view.

The Project Site is located in an urbanized and fully developed portion of the City. The built environment is characterized by a variety of architectural styles, age of buildings, type of developments, and size.

4.3 Open Space

Table 1-7, Open Space, provides the amount of required open space under the LAMC and the open space proposed to be provided by the Project.

The Project is requesting a TOC Additional Incentive per Tier 3 (TOC Guidelines, Section VII.1.b.ii) to allow a reduction of 25% of the required open space. This would allow a reduction of 2,406 square feet. With application of the TOC reduction, the Project would be required to provide

7,219 square feet.

The Project would provide 7,219 square feet through courtyards, recreation rooms, roof deck, and balconies.

Table 1-7
Open Space

Use	Quantity	Rate	Total (sf)
Required			
< 3 habitable rooms	5 units	100 sf / unit	500
= 3 habitable rooms	60 units	125 sf / unit	6,000
> 3 habitable rooms	25 units	175 sf / unit	3,125
		Subtotal	**9,625**
		TOC Reduction (25%)	**-2,406**
		Total	**7,219**
Provided			
Common and open to the sky		Court	1,382
		Roof Deck	2,533
		Subtotal	**3,915**
Common and indoor		Recreation Space	860
		Recreation Space	944
		Subtotal	**1,804**
Private		Balconies (30 x 50 sf)	1,500
		Total	**7,219**
Per LAMC 12.21.G.2 Studio and 1 bedroom units have < 3 habitable rooms. Kitchen is not considered a habitable room for purposes of calculating open space. Plans, DG Architectural Consulting, July 23, 2022.			

4.4 Landscaping

Per LAMC Section 12.21.G.a.3, A minimum of 25 percent of the common open space area shall be planted with ground cover, shrubs or trees. At least one 24-inch box tree for every four dwelling units shall be provided on site and may include street trees in the parkway.

The Project is required to provide 25 percent of its 3,915 square feet of outdoor common open space as landscaping, or 979 square feet. The Project would provide 1,072 square feet of landscaped common open space at the second floor courtyard and roof deck.[22]

There are a total of 2 street trees along the sidewalk of Vermont Avenue that would be removed. Any tree removal will comply with the City's Tree Replacement Program (including Urban Forestry Division, Bureau of Street Services for the street trees).

The Project would be required to provide at least 23 trees (90 units / 4). The Project would provide 25 trees as follows:[23]

22 Plans, DG Architectural Consulting, July 23, 2022.

23 Plans, DG Architectural Consulting, July 23, 2022.

- Ground Level: 3 street trees (offsite)
- Level 2 courtyard: 14 trees
- Roof Deck: 8 trees

The Project would comply with LAMC requirements for trees and landscaping.

4.5 Access and Circulation

There is one curb cut at the Site, along Vermont Avenue. Additional access is provided from the rear alley. The curb cut on Vermont Avenue would be removed.

A curb cut would be added on Vermont Avenue, in the midpoint of the frontage. This would provide one-way driveway (ingress) into a ground level parking area. The ground level parking area would also be accessed from a 2-way driveway (ingress / egress) from the rear alley. Two handicapped parking spaces would also be accessed from the rear alley.

An additional 2-way driveway (ingress / egress) from the rear alley would provide a ramp down to the subterranean parking level P1. An internal ramp would provide access to subterranean parking level P2.

The residential use would be accessed from a residential lobby on Vermont Avenue.

The commercial use(s) would be accessed from Vermont Avenue.

There will be a loading area accessed from the rear alley.

4.6 Vehicle Parking

Table 1-8, Vehicle Parking, provides the amount of required and provided vehicle parking.

Table 1-8
Vehicle Parking

Use	Quantity	TOC Required		Provided
		Rate	Amount	
Residential	90 units	0.5 space / unit	45	80
Commercial	2,815 sf	1 space / 500 sf	6	5
		TOC Reduction (30%)	-1.8	
		Subtotal	**5**	
Total			**50**	**85**
Per LAMC 12.22 A.4 and TOC Guidelines. Plans, DG Architectural Consulting, July 23, 2022.				

The Project is requesting a TOC Base Incentive Per Tier 3 (TOC Guidelines, Section VI.2.a.i.4) to allow 0.5 parking spaces per residential unit.

The Project is requesting a TOC Base Incentive Per Tier 3 (TOC Guidelines, Section VI.2.e.iii) to reduce nonresidential parking by up to 30%.

The Project proposes to provide a total of 85 parking spaces (80 residential and 5 commercial spaces) in two below-grade levels (74 residential spaces) and Level 1 (6 residential and 5 commercial spaces).

4.6.1 Electric Vehicle Parking

According to LAMC Section 99.04.106.4.2, where multi-family dwelling units and other "R" occupancies are constructed on a building site, and parking is available, 30% of the total number of parking spaces provided, but in no case less than one space, shall be electric vehicle charging spaces (EV spaces) capable of supporting future electric vehicle supply equipment (EVSE). According to LAMC Section 99.04.106.4.4, the number of EVCS shall be 10% of the total number of parking spaces provided for all new multi-family dwelling units, other "R" occupancies, hotels and motels.

Calculations for the required number of EV spaces and electric vehicle charging stations (EVCS) shall be rounded up to the nearest whole number. The number of EVCS can be counted towards the total number of EV spaces required for the building required per Subsections 99.04.106.4.2 and 99.04.106.4.3.1.

LAMC Section 99.05.106.5.3.3 applies to nonresidential uses and has the same 30% EVSE requirements.

LAMC Section 99.05.106.5.3.6 applies to nonresidential uses and has the same 10% EVCS requirements.

Table 1-9, Electric Vehicle Parking, provides the amount of required and provided electric vehicle parking. The Project would provide 26 EVSE spaces, of which 9 would have EVCS.

Table 1-9
Electric Vehicle Parking

Parking Provided	Required		Provided	
	EVSE (30%)	EVCS (10%)	EVSC	EVCS
85	26	9	26	9
EVSE - electric vehicle supply equipment. EVCS – electric vehicle charging stations. Plans, DG Architectural Consulting, July 23, 2022.				

4.7 Bicycle Parking

Table 1-10, Bicycle Parking, provides the amount of required and provided bicycle parking. The Project would provide 79 bicycle parking spaces (9 short-term and 70 long-term).

The long-term bicycle parking stalls will be located at the ground level.

LAMC 12.21.A.16(a) requires new projects to provide bicycle parking spaces. Short-term bicycle parking shall consist of bicycle racks that support the bicycle frame at two points. Long-term bicycle parking shall be secured from the general public and enclosed on all sides and protect bicycles from inclement weather.

Table 1-10
Bicycle Parking

Use	Quantity	Short-Term Spaces			Long-Term Spaces		
		Rate	Required	Provided	Rate	Required	Provided
Residential	1-25 units	1 / 10 units	2.5	7	1 / 1 units	25	68
	26-100 units	1 / 15 units	4.3		1 / 1.5 units	43	
	101-200 units	1 / 20 units	0		1 / 2 units	0	
	201+ units	1 / 40 units	0		1 / 4 units	0	
Commercial	2,815 sf	1 / 2,000 sf	2	2	1 / 2,000 sf	2	2
Total			**9**	**9**		**70**	**70**

LAMC Table 12.21 A.16 (a)(1)(i) and Ordinance No. 185,480.
A minimum of two short-term bicycle parking spaces shall be provided in all cases.
Per LAMC Section 12.21.A.16(b): When the application of these regulations results in the requirement of a fractional bicycle space, any fraction up to and included on-half may be disregarded, and any fraction over one-half shall be construed as requiring one bicycle parking space. Therefore the 2.5 spaces rounds down to 2 spaces.
Plans, DG Architectural Consulting, July 23, 2022.

4.8 Lighting and Signage

Project signage would include building identification, wayfinding, and security markings. Signage would be similar to other signage in the Project's vicinity.

Exterior lighting would be shielded to reduce glare and eliminate light being cast into the night sky. Security lighting would be integrated into the overall architecture and landscaping.

The Project would also comply with LAMC lighting regulations that include approval of street lighting plans by the Bureau of Street Lighting; limited light intensity from signage to no more than three foot-candles above ambient lighting; and limited exterior lighting to no more than two foot-candles of lighting intensity or direct glare onto specified sensitive uses, under the terms of the LAMC Section 93.0117(b).

4.9 Site Security

The Project would provide a passive security program to ensure the safety of its residents, employees, and visitors. Security features to assist in crime prevention efforts and to reduce the demand for police protection services would include secured building access/design to residential areas; lighting of building entryways and areas; and possible video surveillance. The security program would include controlling access; monitoring entrances and exits of buildings; monitoring fire/life/safety systems; and security lighting.

4.10 Sustainability Features

The Project would comply with the applicable Los Angeles Green Building Code (LAGBC, 2020 version effective January 1, 2020)[24] and the applicable California Green Building Standards Code

[24] City of Los Angeles Department of Building and Safety, Green Building, available at http://ladbs.org/forms-publications/forms/green-building, accessed on June 9, 2022.

(CalGreen, 2022 version effective January 1, 2023).[25] The applicability is determined when the Project is submitted and accepted by plan check.

All building systems would meet applicable Title 24 Energy Standards. These standards would reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure. The sustainability features to be incorporated into the Project would include, but not be limited to, WaterSense-labeled plumbing fixtures and Energy Star-labeled appliances, reduction of indoor and outdoor water use, weather-based controller and drip irrigation systems, and water-efficient landscape design. In addition, the landscaping on the outdoor decks would serve to help reduce solar heat gain and facilitate possible stormwater retention on-site.

The Project would recycle and reuse building and construction materials to the maximum extent feasible.

The Project would provide EV spaces.

The Project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities. The Project's proximity to public transportation would reduce vehicle miles traveled for residents and visitors.

4.10.1 Solar Ready Roof

The 2019 Building Energy Efficiency Standards took effect on January 1, 2020. Low-rise multi-family buildings that do not have a photovoltaic system installed shall comply with the requirements of CCR Title 24, Part 6, Section 110.10(b) through 110.10(d).

LAMC Section 99.05.211.1 (Solar Ready Buildings) states that Projects must comply with California Energy Code Section 110.10. There are 2 exceptions: Additions having less than 2,000 square feet of new roof area and alterations.

The solar zone shall be located on the roof or overhang of the building or on the roof or overhang of another structure located within 250 feet of the building or on covered parking installed with the building project, and shall have a total area no less than 15 percent of the total roof area of the building excluding any skylight area. The solar zone requirement is applicable to the entire building, including mixed occupancy.

Per Exception 4 to Section 110.10(b)1B: Low-rise and high-rise multifamily buildings with all thermostats in each dwelling unit are demand response controls that comply with Section 110.12(a), and are capable of receiving and responding to Demand Response Signals prior to granting of an occupancy permit by the enforcing agency. In addition, in each dwelling unit, comply with one of the following measures: Install a dishwasher that meets or exceeds the ENERGY STAR Program requirements with either a refrigerator that meets or exceeds the ENERGY STAR Program requirements or a whole house fan driven by an electronically

[25] California Building Codes: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency, accessed on June 9, 2022.

commutated motor.[26]

Therefore, should the Project provide smart thermostats and Energy Star rated dishwashers and refrigerators in every unit, it may be exempt from solar ready roofs per CBC Title 24 Energy Code Exception 4.

4.11 Anticipated Construction Schedule

The estimated construction schedule is shown in **Table 1-11, Construction Schedule**.

Table 1-11
Construction Schedule

Phase	Schedule	Duration
Demolition	May 1, 2024 - June 30, 2024	43 days
Grading and Excavation	July 1, 2024 – August 31, 2024	45 days
Trenching	September 1, 2024 – November 30, 2025	65 days
Construction	September 1, 2024 – October 31, 2025	305 days
Architectural Coatings	November 1, 2025 – March 31, 2026	107 days

Demolition involves removing buildings or structures.
Site Preparation involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.
Grading involves the cut and fill of land to ensure that the proper base and slope is created for the foundation.
Building Construction involves the construction of the foundation, structures and buildings.)
Paving involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.
Trenching is associated with underground utilities.
Architectural Coating involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.

Construction schedule, including start, end, and duration dates are estimates only.
Some overlap of phasing may occur.
The analysis assumes that construction would start in 2024. In practice, construction could begin at a later time. However, using an earlier start date represents a worst-case scenario for the analysis of construction emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.
Estimates provided by the Applicant, June 2022.

The estimated operational year is 2027.[27]

The Project will demolish 16,392 square feet of existing buildings and approximately 8,828 square feet of surface parking lot asphalt.

For a conservative assumption, the Project will excavate at a depth of approximately 25 feet for

26 CEC, 2019 Building Energy Efficiency Standards, Section 110.10: https://energycodeace.com/site/custom/public/reference-ace-2019/index.html#!Documents/section11010mandatoryrequirementsforsolarreadybuildings.htm

27 Technical Memorandum, Raju Associates, May 13, 2022.

subterranean parking, foundation elements, and grading of soils.[28]

0 cubic yards of fill will be imported to the Site. The amount of materials exported will be up to approximately 37,563 cubic yards (accounting for swell/expansion amount).[29]

The haul route would be approximately 30 miles one-way, or 60 miles roundtrip, and could include the following:

- Full trucks: Exit Site on Vermont Avenue and travel south to I-10 East, to the CA-60 East, to the I-605 North to exit Live Oak Avenue to Arrow Highway, to Vincent Avenue, to Azusa Landfill (1211 Gladstone Street, Azusa, CA 91702).

- Empty trucks would travel in the reverse to the Site and exit I-10 West at Vermont Avenue.

Truck routes are expected to utilize the most convenient access to freeway ramps. The truck routes would comply with the approved truck routes designated within the City and/or adjacent jurisdictions. Trucks traveling to and from the Project Site must travel along the designated routes.

4.12 Discretionary Requests

Discretionary entitlements, reviews, permits and approvals required to implement the Project will include, but are not necessarily limited to, the following:[30]

1. Pursuant to LAMC Section 16.05, Site Plan Review for a development Project which creates, or results in, an increase of 50 or more dwelling units.

2. Pursuant to LAMC Section 12.22.A.31, the utilization of a Tier 3 TOC Affordable Housing Incentive Program development project to allow up to a 70 percent increase in density; a Floor Area Ratio (FAR) of up to 3.75:1 in a commercial zone; to provide 0.5 parking spaces per unit for all residential units; and a 30 percent reduction in the nonresidential parking requirement; and with the following additional incentives: a. to utilize the side yard setbacks of the RAS3 Zone; and b. a 25 percent reduction in the required amount of open space.

Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, haul route approval and permits, excavation permits, foundation permits, building permits, and sign permits.

28 Plans, DG Architectural Consulting, July 23, 2022.

29 Estimates provided by the Applicant, June 2022. Assumes 25,000 cy with a soil swell percent of 56% to the topsoil portion (1042 x 1.56 = 1,625 cy) and 50% to the dry clay portion (23,958 x 1.50 = 35,938 cy) = 37,563 cy.

30 Findings, June 2022.

Section 2
Environmental Analysis

1 Regulatory Framework

Title 14 of the California Code of Regulations, Chapter 3 (Guidelines for Implementation of the California Environmental Quality Act (CEQA), Article 19 (Categorical Exemptions), Section 15300 (Categorical Exemptions) includes a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

For the reasons discussed in detail later in this document, the Project is categorically exempt from CEQA under the Class 32 exemption, as set forth in Section 15332, Article 19, Chapter 3, Title 14 of the California Code of Regulations (CCR). The Class 32 exemption promotes infill development within urbanized areas by exempting environmentally benign urban in-fill projects that are consistent with the local general plan and zoning requirements and can be served with existing utilities and public services. The Class 32 exemption does not apply to projects that would result in significant traffic, noise, air quality, or water quality impacts. Application of this exemption, as with all categorical exemptions, is limited by the regulatory exceptions identified in Section 15300.2, listed below.

Section 15332. In-Fill Development Projects.

> *Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.*
>
> *(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*
>
> *(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*
>
> *(c) The project site has no value as habitat for endangered, rare or threatened species.*
>
> *(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*
>
> *(e) The site can be adequately served by all required utilities and public services.*

Section 15300.2. Exceptions

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

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

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

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

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

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

2 Discussion of CCR Section 15332(a)

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

In order to qualify for a Class 32 exemption, a project must be found to be consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. It is worth noting that plan inconsistencies in and of themselves are not a significant impact on the environment cognizable under CEQA, which recognizes only direct physical changes in the environment or reasonably foreseeable indirect physical changes in the environment.[1]

The legal standard that governs consistency determinations is that a project must only be in general "harmony" with the applicable land use plan to be consistent with that plan, it doesn't require perfect conformity with each and every provision and requirement of a plan, a determination over which a lead agency land use authority such as the City has significant discretion.[2]

2.1 General Plan

The General Plan consists of seven State-mandated elements: Land Use, Mobility, Noise, Safety, Housing, Open Space, and Conservation; and elements addressing Air Quality, Infrastructure Systems, Public Facilities and Services, Health and Wellness, as well as the Citywide General Plan Framework Element. The Framework Element establishes the overall policy and direction for the City's entire General Plan. It provides a citywide context and a comprehensive long-range strategy to guide the comprehensive update of the General Plan's other mandated and optional elements. The Framework Element establishes the fundamental and over-arching goals, objectives and policies for the City and its Community Plans and Specific Plans.

2.1.1 Land Use

In Los Angeles, the Land Use element of the General Plan is made up of the City's 35 Community Plans. The Project would demonstrate consistency with the Land Use Element through consistency with the Community Plan (discussed below).

1 See Guidelines Section 15064(d)-(e),

2 See Sequoyah Hills Homeowners Assn. v. City of Oakland (1993) 23 Cal.App.4th 704, 717-18 [upholding a city's determination that a subdivision project was consistent with the applicable general plan]). As the Court explained in Sequoyah, "state law does not require an exact match between a proposed subdivision and the applicable general plan." To be "consistent" with the general plan, a project must be "compatible with the objectives, policies, general land uses, and programs specified in the applicable plan," meaning, the project must be "in agreement or harmony with the applicable plan." (see also Greenebaum v. City of Los Angeles (1984) 153 Cal.App.3d 391, 406; San Franciscans Upholding the Downtown Plan v City And County Of San Francisco, 102 Cal.App.4th at p. 678.) Further, "[a]n action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment." (Friends of Lagoon Valley v. City of Vacaville (2007) 154 Cal.App.4th 807, 817.) Courts also recognize that general plans "ordinarily do not state specific mandates or prohibitions," but instead provide "policies and set forth goals." (Friends of Lagoon Valley.)

2.1.2 Mobility Element

The goals of the Transportation Chapter of the Framework Element are to provide adequate accessibility to commerce, work opportunities, and essential services, and to maintain acceptable levels of mobility for all those who live, work, travel, or move goods in the City. The Transportation Chapter includes proposals for major transportation improvements to enhance the movement of goods and to provide greater access to major intermodal facilities, such as the ports and airports. As discussed in the Transportation Chapter of the Framework Element, the goals, objectives, policies, and related implementation programs of the Transportation Chapter are set forth in the Transportation Element of the General Plan adopted by the City in September 1999.

As an update to the Transportation Element, the City Council initially adopted Mobility Plan 2035 in August 2015. The Mobility Plan 2035 was readopted in January 2016 and amended in September 2016.[3] Mobility Plan 2035 incorporates "complete streets" principles and lays the policy foundation for how the City's residents interact with their streets. Mobility Plan 2035 includes five main goals that define the City's high-level mobility priorities: (1) Safety First; (2) World Class Infrastructure; (3) Access for All Angelenos; (4) Collaboration, Communication, and Informed Choices; and (5) Clean Environments and Healthy Communities. Each of the goals contains objectives and policies to support the achievement of those goals. Accordingly, the goals of the Transportation Chapter are now implemented through Mobility Plan 2035.

2.1.3 Noise Element

The Noise Element includes programs and noise mitigation guidelines, but also recognizes that many noise sources are beyond the City's jurisdictional control. The Noise Element is implemented by the City's noise ordinances, against which the Project's noise impacts are analyzed herein.

2.1.4 Safety Element

Adopted in November 2021, the Safety Element offers a high-level overview of how the City plans for disasters. California Government Code specifies General Plan requirements that pertain to safety, which can be addressed in the Safety Element or the Local Hazard Mitigation Plan. The Local Hazard Mitigation Plan (LHMP) guides the City in reducing risks from disasters to people, property, economy and environment.[4]

The Safety Element of the General Plan provides a contextual framework for understanding the relationship between hazard mitigation, response to a natural disaster and initial recovery from a natural disaster. Chapters I and III of the Safety Element outline the scope of the City Emergency Operations Organization (EOO)'s on-going efforts to use experiences and new information to improve the City's hazard program. Chapter II outlines the City's historic commitment to improving its prevention of controllable disasters, mitigation of impacts associated with disasters and response to disaster events.

3 City of Los Angeles, Department of City Planning, Mobility Plan 2035, adopted September 2016.

4 City of Los Angeles, Department of City Planning, Safety Element, adopted November 2021.

Goals and policies of the Safety Element, relate to hazard mitigation by the City, including emergency response (multi-hazard), and disaster recovery (multi-hazard). The goals and objectives of the Safety Element provide a guideline for the City's service systems and do not relate to actions of the private developer. As such, these goals and objectives are not evaluated. However, regulations arising out of the objectives of the Safety Element are reflected in the Building and Safety Code and the Fire Code provision with which the Project must comply in order to obtain building permits and a certificate of occupancy.

2.1.5 Housing Element

Adopted in November 2021, the Housing Element 2021–2029 of the City's General Plan identifies five primary goals that will guide the Element:[5]

- Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable portions that meet existing and projected needs.
- Goal 2: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.
- Goals 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.
- Goal 4: A City that fosters racially and socially inclusive neighborhoods and corrects the harms of historic racial, ethnic, and social discrimination of the past and present.
- Goal 5: A City that is committed to preventing and ending homelessness.

The Regional Housing Needs Assessment (RHNA) is the State required process that seeks to ensure cities and counties are planning for enough housing to accommodate all economic segments of the community. For this current 2021-2029 Housing Element 6th cycle, the regional Southern California Association of Governments (SCAG) issued a target of 456,643 housing units for the entire City of Los Angeles, of which 184,721 units (40%) are designated for very low-and low-income households.

On February 22, 2022, the California Department of Housing and Community Development (HCD) rejected the 2021 Housing Element[6], telling the City that it must re-zone more quickly to comply with stricter state laws that are aimed at more development across California. Under the state's ruling, the city must rezone for 255,000 new homes by mid-October, instead of over the next three years.

Los Angeles City Planning and the Los Angeles Housing Department worked together to address feedback received from HCD and prepare revisions (targeted amendments) to programs to address the new Affirmatively Furthering Fair Housing (AFFH) requirements.

5 Los Angeles, Housing Element 2021-2029, adopted November 2021: https://planning.lacity.org/plans-policies/housing-element-update#adopted-plan

6 California Department of Housing and Community Development, https://planning.lacity.org/odocument/f058cf1b-ce3a-4e10-ad07-9972e24585e2/HCD_comment_Letter.pdf

On June 14, 2022, the Los Angeles City Council adopted the targeted amendments to the 2021-2029 Housing Element (Council File No. 21-1230-S1).

The amended Housing Element was provided to HCD immediately after its adoption for review and certification.[7]

On June 29, 2022, HCD confirmed that the amended Housing Element is in full compliance with State Housing Element Law.[8]

2.1.6 Open Space Element

The Open Space and Conservation Chapter of the Framework Element contains goals, objectives, and policies to guide the provision, management, and conservation of public open space resources; address the outdoor recreational needs of the City's residents; and guide amendments to the General Plan Open Space Element and Conservation Element.

2.1.7 Conservation Element

The City of Los Angeles General Plan includes a Conservation Element. Section 5 of the Conservation Element recognizes the City's responsibility for identifying and protecting its cultural and historical heritage. The Conservation Element established an objective to protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes and a corresponding policy to continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities.[9]

2.1.8 Consistency Analysis

Table 2-1, General Plan, lists the goals for land use that apply to developers in collaboration with local government. As shown, the Project will be consistent with the applicable (developer-controlled or focused) goals of the General Plan for each land use.

The Project's residential and commercial uses are consistent with the goals of the General Plan Framework. Therefore, there would be no significant impacts due to consistency with land use designations in the General Plan.

7 Los Angeles, Housing Element 2021-2029, news: https://planning.lacity.org/plans-policies/community-plan-update/housing-element-news/city-council-adopts-targeted-amendments

8 California Department of Housing and Community Development: https://planning.lacity.org/odocument/c30f832f-9f91-47ff-bcc0-69f33b197a11/LACityAdoptedIN062922.pdf

9 City of Los Angeles Conservation Element of the General Plan, adopted September 26, 2001, p. II-9.

Table 2-1
General Plan Framework, Mobility, Housing, Conservation, Health and Wellness, and Infrastructure and Public Services and Element Consistency Analysis

Goal, Objectives, Policies	Discussion
Framework Element Land Use Chapter	
Goal 3H: Lower-intensity highway-oriented and local commercial nodes that accommodate commercial needs outside centers and districts. **Objective 3.12:** Generally, maintain the uses, density, and character of existing low-intensity commercial districts whose functions serve surrounding neighborhoods and/or are precluded from intensification due to their physical characteristics. **Policy 3.12.1:** Accommodate the development of uses in areas designated as "General Commercial" in the community plans in accordance with Tables 3-1 and 3-7. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.	**Consistent**. The Project will result in the development of a mixed-use building that will provide 90 dwelling units and 2,185 square feet commercial space, in accordance with the density allowed under the General Plan designation and LAMC. This Project thus contributes towards and facilitates the City's long-term economic viability and vision for a more livable city. The Project is proper in relation to the site's location within the General Commercial land use designation and its proximity to bus stops and rail transit station (within 0.6 mile of the Metro B and D Lines Wilshire/Vermont subway rail stop as well as numerous bus stops). The Project allows for improvement of the under-utilized Project Site in coordination with access to mass transit. Table 3-1 allows neighborhood district uses in the community commercial area. This includes: Mixed-use structures integrating housing with commercial uses (in accordance with the LAMC, TOC and Density Bonus incentives) Therefore, the Project is in substantial conformance with the purposes, intent and provisions of the Framework Element of the General Plan.
Mobility Element	
Policy 2.3: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	**Consistent**. The Project would be located nearby a commercial corridor that is characterized by a high degree of pedestrian activity. The Project would further promote pedestrian activity by developing a mixed use residential and commercial use proximate to public transit options, with attractive streetscape improvements such as street trees and landscaping.
Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City's transportation system.	**Consistent**. The Project would promote this policy by providing adequate vehicular access, improving pedestrian access, and providing bicycle facilities. The Project includes 9 short-term and 70 long-term bicycle parking spaces, per LAMC requirements.
Policy 3.2: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	**Consistent**. The Project would be designed to provide accessibility and accommodate the needs of people with disabilities as required by the American with

	Disabilities Act (ADA) and the City's applicable related building code regulations.
Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	**Consistent**. The Project would promote equitable land use decisions that result in fewer vehicle trips by providing a new mixed-use residential and commercial development in close proximity to public transit options, jobs (including construction jobs).
Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.	**Consistent**. The Project would be located in an area well-served by public transit provided by Metro. The Site is within 0.6 mile of the Metro B and D Lines Wilshire/Vermont subway rail stop as well as numerous bus stops.
Policy 3.5: Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	**Consistent**. The Project would activate the area around major transit stops with housing and commercial use.
Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.	**Consistent**. The Project would be located in an area well-served by public transit provided by Metro.
Policy 3.8: Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.	**Consistent**. The Project provides bicycle parking spaces in accordance with LAMC requirements. The Project includes 9 short-term and 70 long-term bicycle parking spaces, per LAMC requirements.
Policy 3.9: Discourage the vacation of public rights-of-way	**Consistent**. The Project would not vacate any public rights-of-way, all associated public rights-of-way would be maintained as part of the Project.
Policy 3.10: Discourage the use of cul-de-sacs that do not provide access for active transportation options.	**Consistent**. The Project would not include the development of a cul-de-sac.
Policy 4.8 Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	**Consistent.** If the Project is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action, a transportation assessment for a Project is required.[10] Because the Project does not include over 50,000 square feet of retail use, does not generate greater than 250 net-new daily vehicle trips, and does not replace an existing number of residential units with fewer units, Project does not meet LADOT's transportation assessment guidelines for a vehicle miles traveled analysis (VMT). LADOT's VMT calculator, Version 1.3, was used to determine if the project would exceed any of the

10 Transportation Assessment Guidelines, LADOT, August 2022.

	Transportation Impact Assessment criteria which would require further transportation impact analysis. Based on the land use and size of the existing and proposed project the VMT calculator determined that the project would generate a net reduction of 557 daily trips. Therefore, the Project does not exceed the threshold (250 or more daily trips) that require preparation of a transportation assessment per LADOT's Transportation Assessment Guidelines. No further transportation (CEQA and non-CEQA) analysis is necessary.[11]
Policy 4.13 Balance on-street and off-street parking supply with other transportation and land use objectives.	**Consistent**. The Mobility Plan 2035 recognizes that an oversupply of parking can undermine broader regional goals of creating vibrant public spaces and a robust multimodal mobility system and that parking consumes a vast amount of space in the urban environment, which otherwise could be put to valuable alternative uses. Additionally, the Mobility Plan observes that large parking lots create significant environmental impacts, detract from neighborhoods' visual quality, and discourage walking by increasing the distances between services and facilities. Adequate parking would be provided on-site in accordance with LAMC requirements, including bicycle facilities. Furthermore, the Project would be located in an area well-served by public transit, which would reduce parking demand.
Policy 5.2 Support ways to reduce vehicle miles traveled (VMT) per capita.	**Consistent**. The Project would include mixed-use residential and commercial uses located in a commercial corridor characterized by a high degree of pedestrian activity. The Project would provide greater proximity to neighborhood services, jobs, and residences and would be well-served by existing public transportation. Therefore, the Project would support VMT reductions.
Policy 5.4 Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.	**Consistent**. While this policy applies to large-scale goals relative to fuel sources, technologies and infrastructure, the Project would facilitate the use of alternative-fuel, low-emitting, and fuel-efficient vehicles by providing parking spaces that are capable of supporting future installation of electric vehicle supply equipment (EVSE), per the applicable LAMC Section 99.04.106 and 99.05.106. The Project would provide 26 EVSE spaces, of which 9 would have EVCS.

[11] Traffic Technical Memorandum, Raju Associates, May 13, 2022. Based on City of Los Angeles VMT Calculator, v1.3.

Policy 5.5 Maximize opportunities to capture and infiltrate stormwater within the City's public right-of-ways.	**Consistent**. During construction, the Project would incorporate a Stormwater Pollution Prevention Plan (SWPPP) that includes the implementation of best management practices (BMPs) and other erosion control measures to minimize the discharge of pollutants in stormwater runoff in accordance with the state's General Industrial Stormwater Permit. In addition, during operation, the Project would include BMPs to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system as part of the City's Low Impact Development (LID) ordinance.
Housing Element (2021-2029)	
Objective 1.1 Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.	**Consistent.** The Project would develop a variety of floor plan layouts and bedroom types, including 90 new multi-family residential units. The Project would contribute to the total number of dwelling units as deemed necessary in the Regional Housing Needs Assessment.
Objective 1.2 Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.	**Consistent.** The Project would not involve the removal of any existing housing and would including 90 new multi-family residential units, including 9 affordable units on a commercial site.
Objective 3.1 Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.	**Consistent.** The Project promotes walkable communities near public transit. Project amenities include residential open spaces and recreational uses that will promote healthy activities for future residents. The Project would also activate the Project Site with a mix of uses that would provide a secure building, lighting, and provide "eyes on the street" with a security plan, thus promoting public safety. The Project would develop a variety of floor plan layouts and bedroom types. Project amenities would include open space/landscaped areas. The Project Site is an infill site located within walking distance to transit options and would replace a parking lot. As such, the Project would contribute to the promotion of a sustainable community.
Objective 3.2 Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.	**Consistent.** The Project would develop a variety of floor plan layouts and bedroom types. Project amenities would include open space/landscaped areas. The Project Site is an infill site located within walking distance to transit options. As such, the Project would contribute to the promotion of a sustainable community. The Project would comply with the Los Angeles Green Building Code (LAGBC). Further, pursuant to the

	California's CALGreen Building Standards, the Project Applicant would be required to recycle/divert construction waste generated on the Project Site in accordance with the LAMC. As such, the Project would contribute to the promotion of development of sustainable buildings to minimize the adverse effects on the environment and the use of non-renewable resources.
Objective 4.1 Ensure that housing opportunities are accessible to all residents without discrimination on the basis of race, color, ancestry, sex, national origin, color, religion, sexual orientation, gender identity, marital status, immigration status, family status, age, intellectual, developmental, and physical disability, source of income and student status or other arbitrary reason.	**Consistent.** The Project would comply with all federal, state, and local laws regarding equal housing without discrimination on the basis of race, ancestry, sex, national origin, color, religion, sexual orientation, marital status, familial status, age, disability (including HIV/AIDS), and student status. The Project would comply with all federal, state, and local laws regarding fair housing practices, accessibility, and the production, preservation, and operation of housing.
Objective 4.2 Promote outreach and education on fair housing practices and accessibility among residents, community stakeholders and those involved in the production, preservation and operation of housing.	**Consistent.** The Project would comply with all federal, state, and local laws regarding equal housing without discrimination on the basis of race, ancestry, sex, national origin, color, religion, sexual orientation, marital status, familial status, age, disability (including HIV/AIDS), and student status.
Conservation Element	
15.1 Objective: Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.	**Consistent.** The Project Site and surrounding area are characterized by dense urban development. Due to existing buildings in the area, views are generally obstructed, and no scenic vistas exist. Therefore, the Project would not have any adverse effect on a scenic vista for the enjoyment of present and future generations.
15.1 Policy: Continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.	**Consistent.** The Project Site does not contain any significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) or unique scenic features (historic, ocean, mountains, unique natural features). The Project Site is located in an urbanized portion of the City and topographically relatively flat. The Project Site is not a part of a scenic resource and would not obstruct any scenic views.
Health and Wellness Element	
1.5 Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	**Consistent.** The Project would provide housing opportunities to the community within walking distance to existing bus lines, helping to reduce dependence on vehicles and the air pollutants generated by vehicular traffic. In addition, the Project would be located within and near the job centers of South Los Angeles.
2.2 Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working	**Consistent.** The Project would promote pedestrian activity, with a residential and office development.

conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.	The Project would be designed to encourage pedestrian activity. Use of bicycles to and from the Project Site would be encouraged as part of the Project by the provision of ample and safe bicycle parking. The number, type of spaces, and dimensions would be provided based on LAMC Sections 12.21-A,16 and 12.21-A,4(c). The bicycle spaces would be provided in a readily accessible location(s). Appropriate lighting would be provided to increase safety and provide theft protection during nighttime parking.
2.3 Strive to eliminate barriers for individuals with permanent and temporary disabilities to access health care and health resources.	**Consistent.** Design of the Project would comply with all existing federal, state, and local regulations, including the Americans with Disabilities Act (ADA) and the state and City building codes to eliminate barriers for individuals with permanent and temporary disabilities.
2.11 Lay the foundation for healthy communities and healthy living by promoting infrastructure improvements that support active transportation with safe, attractive, and comfortable facilities that meet community needs; prioritize implementation in communities with the greatest infrastructure deficiencies that threaten the health, safety, and well-being of the most vulnerable users.	**Consistent.** See Policy 1.5 above regarding how the Project's mix of uses and location near transit would support healthy communities and healthy living.
3.8 Support public, private, and nonprofit partners in the ongoing development of new and innovative active spaces and strategies to increase the number of Angelenos who engage in physical activity across ages and level of abilities.	**Consistent.** The Project meets the LAMC requirement, including the allowed TOC reduction. This includes an outdoor deck, indoor amenities, and balconies.
5.1 Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.	**Consistent.** The Project would facilitate the use of alternative-fuel, low-emitting, and fuel-efficient vehicles by providing parking spaces that are capable of supporting future installation of electric vehicle supply equipment (EVSE), per the applicable LAMC Section 99.04.106.8. See Policy 1.5 above regarding how the Project's uses and location near transit would support healthy communities and healthy living.
5.3 Reduce exposure to second-hand smoke by promoting smoke-free environments and market and support public, private, and nonprofit cessation programs and services.	**Consistent.** The Project would reduce exposure to second-hand smoke in accordance with applicable law, such as prohibition on smoking in rental residential units (California Civil Code Section 1947.5).
5.4 Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.	**Consistent.** The Project's regional and local, construction emissions and operational emissions would be less than significant (see the air quality analysis below). The Project would comply with existing regulations pertaining to hazardous materials to ensure that no significant impacts related to upset and accident

	conditions related to hazardous materials would occur as a result of the Project. Finally, the Project does not include facilities that would use hazardous materials, such as a dry cleaner, industrial manufacturing processes, or automotive repair facilities. The Project would not result in any impacts related to odors.
5.7 Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	**Consistent.** The Project would comply with Section 2485 in CCR Title 13, which requires trucks and vehicles in loading and unloading queues to have their engines turned off after five minutes when not in use, in order to reduce vehicle emissions.
Infrastructure and Public Services Chapter	
Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.	**Consistent**. The Project would support this City policy through compliance with City grading permit regulations (Chapter IX, Division 70 of the LAMC), which requires the preparation of an erosion control plan, to reduce the effects of sedimentation and erosion. The Project would also be required to comply with the City's LID Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. Thus, Best Management Practices (BMPs) would be implemented to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system. The treatment method proposed for the Project Site is the implementation of High Efficiency Biofiltration Systems (flow-through planters) to manage stormwater runoff in accordance with current LID requirements. Thus, the Project would reduce the amount of hazardous substances and total amount of flow entering the wastewater system.
Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	**Consistent**. See Policy 9.3.1. above under Infrastructure and Public Services Chapter.
Objective 9.10: Ensure that water supply, storage, and delivery systems are adequate to support planned development.	**Consistent**. Based on LADWP's demand projections provided in its 2020 Urban Water Management Plan[12], LADWP would be able to meet the water demand of the Project, as well as the existing and planned future water demands of its service area. As the Project's water demand is accounted for in the City's future projected demands (the 2020-2045 RTP/SCS includes growth throughout the Los Angeles subregion and informs the LADWP 2020 UWMP), the Project would not require the construction or expansion of new water

[12] LADWP 2020 Urban Water Management Plan, page ES-6: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-sourcesofsupply/a-w-sos-uwmpln;jsessionid=0LnWhxdVj2JJg2Vm6Xrr4rmqyLL9GtlpLdJBQxVQgdb53TnwhJRB!-1106340359?_afrLoop=151440072116797&_afrWindowMode=0&_afrWindowId=null#%40%3F_afrWindowId%3Dnull%26_afrLoop%3D151440072116797%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dw319yjmek_4

	treatment facilities that could cause a significant environmental effect. In general, projects that conform to SCAG's 2020-2045 RTP/SCS demographic projections and are in the City's service area are considered to have been included in LADWP's water supply planning efforts in the UWMP. In terms of the City's overall water supply condition, the water requirement for any project that is consistent with the City's General Plan has been taken into account in the planned growth of the water system. Furthermore, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site.
Goal 9P: Appropriate lighting required to: (1) provide for nighttime vision, visibility, and safety needs on streets, sidewalks, parking lots, transportation, recreation, security, ornamental, and other outdoor locations; (2) provide appropriate and desirable regulation of architectural and information lighting such as building façade lighting or advertising lighting; and (3) protect and preserve the nighttime environment, views, driver visibility, and otherwise minimize or prevent light pollution, light trespass, and glare.	**Consistent.** The Project would introduce new sources of artificial light to the Project Site, including low-level exterior lights for security and way-finding purposes, as well as general accent lighting. The Project would not include electronic lighting or signs with flashing or strobe lights. All exterior lighting would be shielded or directed toward the areas to be lit to limit spill-over onto off-site uses. The Project would comply with the City's lighting and signage ordinances and would have signage approved by LADBS.
General Plan, Chapter 3-Land Use: https://planning.lacity.org/cwd/framwk/chapters/03/03207.htm City of Los Angeles, Conservation Element of the General Plan, March 2001. Housing Element: https://planning.lacity.org/plans-policies/housing-element-update City of Los Angeles, Health and Wellness Element of the General Plan, March 2015. General Plan, http://cityplanning.lacity.org/cwd/framwk/fwhome0.htm Note: This table includes only the policies that are applicable to the Project.	

2.2 Wilshire Community Plan

The Community Plan is one of 35 community plans geographically established for different areas of the City to implement the policies of the General Plan Framework Element and comprise the Land Use Element. The specific purpose of the Community Plan is to promote an arrangement of land use, circulation, and services that encourages and contributes to the economic, social and physical health, safety, welfare, and convenience of the community within the larger framework of the City. In addition, the Community Plan serves to guide the development of the community to meet existing and anticipated needs and conditions, as well as to balance growth and stability, enable economic stability and growth, responsibly manage land development and other trends, and to protect investment.

The Project Site is located within the Wilshire Community Plan. The Community Plan was adopted by City Council on September 19, 2001.[13]

[13] https://planning.lacity.org/plans-policies/community-plan-area/wilshire

The Site is currently designated C2 and General Commercial by the Community Plan.

The General Plan Framework Element is a strategy for long-term growth that sets a citywide context to guide the update of the community plan and citywide elements. As stated, the Community Plan is the Land Use Element of the City's General Plan. The Community Plan also contains policies and objectives to guide development and uses planned within the City. As addressed above, not every goal, policy, or objective is of the Community Plan applicable to the Project or the Project Site, a demonstration of consistency with the General Plan requires a finding of general harmony with the plan. The Community Plan is intended to promote an arrangement of land use, circulation, and services that will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the community within the larger framework of the City; guide the development of the Community Plan area to meet existing and anticipated needs and conditions; to balance growth and stability; regulate land development and other trends; and protect investment.

As further set forth in **Table 2-2** below, the Project would implement and be consistent with the applicable goals and policies of the Community Plan. The Project includes urban infill uses (residential and commercial) with bicycle parking and is located near public transit.

The Site is 3,150 feet south of the Metro rail B and line at the Wilshire/Vermont Station. The Site is also served by Metro bus lines 28, 204, Rapid 754, 66, 30 and DASH Wilshire Center/Koreatown.

Additionally, the Project would promote economic development by providing construction jobs. By activating the streetscape and replacing underutilized office building with an attractive, mixed-use development, the Project supports and promotes a pedestrian oriented streetscape.

Table 2-2, Community Plan, sets forth the Community Plan goals and objectives for residential and commercial land uses and discusses the Project's consistency and applicability with each objective. The Project would not conflict with any of the objectives of the Community Plan.

Table 2-2
Community Plan

Goals, Objectives	Discussion
Goal 1: Provide a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Wilshire Community. **Objective 1-1**: Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010. **Objective 1-2**: Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial	**Consistent.** The Project increases the housing stock and promotes greater individual choice in new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area by providing 90 dwelling units in a mixed-use multiple family dwelling. The Project will enhance the visual appearance of the neighborhood through architectural design and streetscape improvements, including the planting of new landscaping and numerous windows facing the street, resulting in light and eyes toward the street during the evening.

centers, subway stations and existing bus route stops. **Objective 1-3**: Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods. **Objective 1-4**: Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped and senior citizens.	The Project Site is within 1,500 feet of the intersection of the Metro Route 28 NextGen Tier 1 Rapid and the Metro Route 204 bus lines at the intersection of Olympic Boulevard and Vermont Avenue. This proximity to transit reduces vehicular trips to and from the Project and congestion around the site. Therefore, the Project is in substantial conformance with the purposes, intent and provisions of the Wilshire Community Plan.
Goal 2: Encourage strong and competitive commercial sectors which promote economic vitality and serve the needs of the Wilshire Community through well-designed, safe and accessible areas, while preserving historic and cultural character. **Objective 2-1**: Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas.	**Consistent**. The Project includes commercial uses that would serve the needs of the community.
https://planning.lacity.org/plans-policies/community-plan-area/wilshire	

2.3 Zoning Information

2.3.1 Wilshire Center/Koreatown

All applications within the Wilshire Center/Koreatown Redevelopment Project requesting a permit for construction, remodeling, improvements, alterations including seismic compliance, demolition and/or signs must be referred to the Community Redevelopment Agency (CRA) for both CEQA clearance and permit approval.[14]

On December 29, 2011, the California Supreme Court issued its decision in the California Redevelopment Association v. Matosantos case, which involved challenging the constitutionality of Assembly Bill (AB)X1 26, the bill that dissolved all redevelopment agencies in California. The decision upheld (AB)X1 26, which therefore led to the dissolution of the Community Redevelopment Agency of the City of Los Angeles (CRA/LA). The dissolution of the agencies became effective February 1, 2012. ABX1 26, however, did not dissolve adopted redevelopment plans. Therefore, the Redevelopment Plan and its requirements for development within the Redevelopment Area are still in effect. As the City of Los Angeles elected not to become the successor agency to the CRA/LA, a Designated Local Authority (DLA) was formed and the Governor appointed its three-member board to wind down the operations of the former CRA/LA.

In June 2012, the state approved AB 1484, which amended California Health and Safety Code Section 34173(i) to allow the land use related plans and functions of the former redevelopment agency to be transferred to the jurisdiction that initially authorized the creation of the redevelopment agency, upon request by that jurisdiction. On June 29, 2012, a motion (Huizar-

[14] http://zimas.lacity.org/documents/zoneinfo/ZI1940.pdf

Reyes) was introduced to request the transfer of the former redevelopment agency's land use plans from the DLA to the City.

On December 11, 2012, the Planning and Land Use Management (PLUM) Committee recommended that the motion be received and filed, pursuant to a report by the City Administrative Officer recommending that the Department of City Planning (Planning Department) be first allowed to assemble and coordinate staff to undertake the responsibilities that would accompany the land use plans and functions of the redevelopment agency, before requesting the transfer.

On December 12, 2012, the City Council adopted the PLUM Committee's recommendations, and the motion was received and filed. Ordinance 186325 was subsequently prepared to transfer the CRA land use powers to the City of Los Angeles. The Ordinance was adopted on September 20, 2019, and effective November 11, 2019. The Department of City Planning is now responsible for implementing land use provisions in active redevelopment project areas.

The Wilshire Center Redevelopment Plan sets forth an array of goals promoting business retention and expansion, attracting new businesses and developing public improvements.[15] The Project would promote the economic well-being of the area by increasing the tax revenue at the Site, redevelop the Site into a residential and retail project. The Project would enhance the safety of the area by increasing the population at the Site providing a natural surveillance around the Site into the night. The Project would add housing to the Site. The other objectives are for government policies and services.

2.3.2 State Enterprise Zone: Los Angeles

The Site is within an Enterprise Zone/Employment and Economic Incentive Program Area (EZ). The Federal, State and City governments provide economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services. EZ special provisions applicable to plan check include parking standards and height.[16]

Commercial uses will utilize the Enterprise Zone's reduced parking requirement of 2 spaces for every 1,000 square feet. The Project utilizes the reduced parking rate of 2 spaces per 1,000 square feet. The Project also utilizes the TOC parking reduction.

2.3.3 Transit Priority Area in the City of Los Angeles

On September 2013, the Governor signed into law Senate Bill (SB) 743, which instituted changes to the California Environmental Quality Act (CEQA) when evaluating environmental impacts to projects located in areas served by transit. While the thrust of SB 743 addressed a major overhaul on how transportation impacts are evaluated under CEQA, it also limited the extent to which aesthetics and parking are defined as impacts under CEQA. Specifically, Section 21099 (d)(1) of the Public Resources Code (PRC) states that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if:

15 http://www.crala.org/internet-site/Projects/WilshireCenter/upload/WilshireCenter.pdf

16 ZI-2374: http://zimas.lacity.org/documents/zoneinfo/ZI2374.pdf.

1. The project is a residential, mixed-use residential, or employment center project, and

2. The project is located on an infill site within a transit priority area.[17]

The Project contains multiple uses, including residential and commercial. The Project Site is an infill site, which is defined in pertinent part as a lot located within an urban area that has been previously developed.[18] The Project Site is within a transit priority area, which is defined in pertinent part as an area within one-half mile of an existing major transit stop.[19]

2.4 Zoning Code

The Project is consistent with the applicable use and development standards of the C2 zone, which allow multiple dwellings and commercial/retail uses.[20] The Project's multi-family uses are allowed as multiple dwelling uses.

2.5 Conclusion

For all the foregoing reasons, the Project would be consistent with the applicable goals and policies of the City's land use plans and zoning for the Project Site. Therefore, impacts with respect to applicable land use plans and zoning would be less than significant.

The Project would comply with CCR Section 15332(a).

17 http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf.

18 California Public Resources Code Section 21099(a)(4).

19 California Public Resources Code Section 21099(a)(7).

20 https://planning.lacity.org/odocument/eadcb225-a16b-4ce6-bc94-c915408c2b04/ZoningCodeSummary.pdf

3 Discussion of CCR Section 15332(b)

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

The Project Site is located in an urbanized area of the City. Urban land uses directly abut and surround the Project Site on all sides.

As defined by CEQA Section 21071: *"Urbanized area" means either of the following: (a) An incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons. (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.*

The Project Site measures 0.472 acres, which is less than five acres. The Project Site is located within the City with a population well over 100,000 persons. Therefore, the development occurs within the City limits, is of no more than five acres, and is substantially surrounded by urban uses.

Therefore, the Project would comply with CCR Section 15332(b).

4 Discussion of CCR Section 15332(c)

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

This section is based on the following item, included as **Appendix B** of this CE:

B Tree Letter, SQLA, April 19, 2022

4.1 Trees

There are a total of 2 street trees along the sidewalk of Vermont Avenue that would be removed. None of the trees[21] constitute a protected tree[22] or shrub.[23]

Any tree removal will comply with the City's Tree Replacement Program (including Urban Forestry Division, Bureau of Street Services for the street trees).

The City may require a replacement ratio of 2:1. Therefore, the removal of 2 trees would require 4 trees.

4.2 Habitat for Species

The Project Site is completely surrounded by urban uses. The Project Site is developed with buildings and surface parking lot.

The Project Site has been subject to substantial disturbance associated with the original construction of the building and ongoing regular maintenance of the landscaping and nearby surrounding areas are entirely developed. As such, the Project Site does not exhibit potential to support endangered, rare, or threatened plant species.

The Project Site is disturbed, relative to the presence of natural habitats, and surrounding areas are entirely developed; therefore, the Site does not provide potential habitat for endangered, rare, or threatened animal species. Some examples of these disturbances that deter animals include complete absence of native habitats or vegetation, substantial vehicle traffic, artificial lighting, regular vegetation maintenance, domesticated and feral dogs and cats, and pest management.

The California Natural Diversity Database (CNDDB) identifies the following special-status community terrestrial habitats as occurring within the Hollywood quadrangle: California Walnut

21 Tree Letter, SQLA, April 19, 2022.

22 LAMC Section 46.01: "PROTECTED TREE" means any of the following Southern California native tree species which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree: (a) Oak tree including Valley Oak (Quercus lobata) and California Live Oak (Quercus agrifolía), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (Quercus dumosa). (b) Southern California Black Walnut (Juglans californica var. californica) (c) Western Sycamore (Platanus racemosa) (d) California Bay (Umbellularia californica) This definition shall not include any tree grown or held for sale by a licensed nursery, or trees planted or grown as a part of a tree planting program.

23 Effective February 4, 2021 in Ordinance No 186,873, the City added Mexican elderberry and toyon shrubs to the list of protected species.

Woodland and Southern Sycamore Alder Riparian Woodland.[24]

No special status habitats are present on the Project Site and there is no potential to occur.

4.3 Migratory Birds

Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 CFR Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

The City's Bureau of Street Services, Urban Forestry Division complies with the MBTA for tree pruning and tree removal.

The Project would comply with the regulations of the CDFW[25] and USFWS.[26]

4.4 Wetlands and Riparian Areas

No federally protected wetlands (e.g., estuarine and marine deepwater, estuarine and marine, freshwater pond, lake, riverine) occur on or in the immediate vicinity of the Project Site.[27] The nearest wetland habitat is MacArthur Park, which classified as a Freshwater Pond and located approximately 4,000 feet northeast of the Project Site.[28]

No riparian or other sensitive habitat areas are located on or adjacent to the Project Site.[29] Due to the highly urbanized nature of the Project Site and surrounding area, the lack of a major water body, and the lack of trees (only palms), the Project Site is not a habitat for native resident or migratory species or contain native nurseries.

There are no City or County significant ecological areas on or around the Project Site.[30] There are no California Natural Community Conservation Plans (CNCCP) in the area. The only CNCCP in LA County is in the City of Rancho Palos Verdes.[31]

There are no Habitat Conservation Plans near the Site.[32]

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24 California Department of Fish and Wildlife, BIOS Map: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data#43018410-cnddb-quickview-tool

25 http://www.leginfo.ca.gov/.html/fgctableofcontents.html

26 https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treaty-act.php, accessed July 6, 2022.

27 U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: http://www.fws.gov/wetlands/Data/Mapper.html, accessed July 6, 2022.

28 U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Layer: http://www.fws.gov/wetlands/Data/Mapper.html, accessed July 6, 2022.

29 U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: http://www.fws.gov/wetlands/Data/Mapper.html, accessed July 6, 2022.

30 Navigate LA, Significant Ecological Areas layer: http://navigatela.lacity.org/navigatela/, accessed November 30, 2020.

31 California Natural Community Conservation Plans, April 2019, https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline, accessed July 6, 2022.

32 USFWS, Habitat Conservation Plans: https://ecos.fws.gov/ecp0/conservationPlan/region/summary?region=8&type=HCP, accessed July 6, 2022.

Thus, there exists no value for the Project Site as habitat for endangered, rare, or threatened species. Further, the Project Site is not located in an approved local, regional, or state habitat conservation plan.

4.5 Conclusion

Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, or with the provisions of an adopted Habitat Conservation Plan. Accordingly, the Site has no value as habitat for endangered, rare, or threatened species.

Therefore, the Project would comply with CCR Section 15332(c).

5 Discussion of CCR Section 15332(d): Traffic

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.[33]

This section is based on the following items, included as **Appendix C** of this CE:

C-1 Traffic Technical Memorandum, Raju Associates, May 13, 2022

C-2 Approval Letter, Los Angeles Department of Transportation, June 21, 2022

5.1 Construction

According to the LADOT, construction impacts are considered part of the non-CEQA transportation analysis.[34] The following is for informational purposes only.

Project construction would not impede access to any existing public transit stops or rerouting of a bus route. It could result in intermittent closure of the travel lane on Vermont Avenue during construction. Flag persons would be present to maintain traffic operations should the travel lane be closed. Additional temporary traffic controls would be provided to direct traffic around any closures and to maintain emergency access, as required.

Construction traffic would include worker trips and grading haul trips. Construction workers generally arrive at and depart from the worksite outside of peak traffic hours. Project construction would result in varying levels of truck and worker traffic to and from the Project Site on a daily basis. The haul trips would occur during the permissible hauling hours identified by the Department of Building and Safety. Thus, it is not anticipated that construction traffic trips would contribute to a significant increase in the overall congestion in the Project Site vicinity.

Grading activities would generate up to an estimated 463 peak hourly PCE vehicle trips, as summarized in Table 6, during the grading phase, assuming all workers travel to the worksite at the same time. This includes converting noise from heavy-duty truck trips to an equivalent number of passenger vehicle trips. This would represent about 15.5 percent of traffic volumes on Vermont Avenue, which carries about 2,990 vehicles at Olympic Boulevard in the morning peak hour of traffic.[35]

5.2 Operation

Under the Los Angeles Department of City Planning's current procedure, after filing a Planning case for a proposed project, the "Transportation Study Assessment, Department of Transportation – Referral Form" must be completed and reviewed by Planning staff. The form is intended to

33 Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section below.

34 Transportation Assessment Guidelines, LADOT, August 2022.

35 DKA Planning 2022, based on City of Los Angeles database of traffic volumes on Vermont Avenue at Olympic Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/7304_OLYVER160914.pdf, 2016 traffic counts adjusted by one percent growth factor to represent existing conditions.

screen whether a proposed project is required to conduct a full transportation assessment in accordance with Los Angeles Department of Transportation (LADOT) guidelines.

LADOT's Transportation Assessment Guidelines (July 2020) (TAG) provides screening criteria to determine whether traffic analysis is required under the California Environmental Quality Act (CEQA). CEQA analysis is based on vehicle miles traveled (VMT) that could be generated by the Project. The TAG on page 1-2 states that a development project requires preparation of a transportation assessment if it is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action by the City.[1] The Project would require a discretionary action. The Project trip generation was estimated to determine whether the other half of the criteria is satisfied. The TAG allows the use of LADOT's VMT Calculator tool (version 1.3, released July 2020) to estimate daily trips for the purpose of screening a development project. The VMT Calculator is programmed with trip generation rates from Trip Generation Manual, 9th Edition (Institute of Transportation Engineers [ITE], 2012). It also applies various adjustment factors based on the Project's proximity to transit, surrounding density of development, etc. It considers trips generated by the proposed Project uses and discounts trips generated by existing or recently operating uses that would be removed from the Project Site.

Table 5-1 summarizes daily trip generation for the Project, including the proposed and removed land uses. Utilizing the City of Los Angeles' VMT Calculator Tool (version 1.3), the Project would have a total of -557 net daily trips (a reduction of 557 daily trips). Therefore, per City's TAG, the Project's estimated trip generation does not meet or exceed the City's screening criteria for preparing a transportation assessment. Additionally, no City ordinance or regulations have been identified that require a transportation assessment for this Project. Therefore, no further analysis is needed for the Project.

Table 5-1
Trip Generation Estimates

Land Use	Size	Daily Vehicle Trips
Proposed Project		
Multi-Family Housing (Mid-Rise)	81 units	448
Multi-Family Housing (Affordable)	9 units	
General Retail	2,815 sf	
Existing Uses (removed)		
Restaurant	14,892 sf	(1,005)
	Net Total	**-557**
Traffic Technical Memorandum, Raju Associates, May 13, 2022.		

5.3 Conclusion

LADOT concurs with the conclusion of the analysis that the net project trip generation does not meet the trip threshold to require a traffic impact analysis.[36]

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to traffic.

[36] Approval Letter, Los Angeles Department of Transportation, June 21, 2022.

6 Discussion of CCR Section 15332(d): Noise

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.[37]

This section is based on the following item, included as **Appendix D** of this CE:

D Noise Technical Modeling, DKA Planning, June 2022

6.1 Fundamentals of Noise

6.1.1 Characteristics of Sound

Sound can be described in terms of its loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (i.e., dB). Because the human ear is not equally sensitive to sound at all frequencies, the A-weighted scale (dBA) is used to reflect the normal hearing sensitivity range. On this scale, the range of human hearing extends from 3 to 140 dBA. **Table 6-1** provides examples of A-weighted noise levels from common sources.

Table 6-1
A-Weighted Decibel Scale

Typical A-Weighted Sound Levels	Sound Level (dBA L_{eq})
Near Jet Engine	130
Rock and Roll Band	110
Jet flyover at 1,000 feet	100
Power Motor	90
Food Blender	80
Living Room Music	70
Human Voice at 3 feet	60
Residential Air Conditioner at 50 feet	50
Bird Calls	40
Quiet Living Room	30
Average Whisper	20
Rustling Leaves	10
Source: Cowan, James P., Handbook of Environmental Acoustics, 1993. These noise levels are approximations intended for general reference and informational use.	

6.1.2 Noise Definitions

This noise analysis discusses sound levels in terms of equivalent noise level (L_{eq}), maximum noise level (L_{max}) and the Community Noise Equivalent Level (CNEL).

6.1.2.1 Equivalent Noise Level (L_{eq})

L_{eq} represents the average noise level on an energy basis for a specific time period. Average noise level is based on the energy content (acoustic energy) of sound. For example, the L_{eq} for one hour is the energy average noise level during that hour. L_{eq} can be thought of as a continuous

[37] Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

noise level of a certain period equivalent in energy content to a fluctuating noise level of that same period.

6.1.2.2 Maximum Noise Level (L_{max})

L_{max} represents the maximum instantaneous noise level measured during a given time period.

6.1.2.3 Community Noise Equivalent Level (CNEL)

CNEL is an adjusted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 P.M. and 10:00 P.M. is as if it were actually 5 dBA higher than had it occurred between 7:00 A.M. and 7:00 P.M. From 10:00 P.M. to 7:00 A.M., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL figures are obtained by adding an additional 5 dBA to evening noise levels between 7:00 P.M. and 10:00 P.M. and 10 dBA to nighttime noise levels between 10:00 P.M. and 7:00 A.M. As such, 24-hour CNEL figures are always higher than their corresponding actual 24-hour averages.

6.1.3 Effects of Noise

The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Most human response to noise is subjective. Factors that influence individual responses include the intensity, frequency, and pattern of noise; the amount of background noise present; and the nature of work or human activity exposed to intruding noise.

According to the National Institute of Health (NIH), extended or repeated exposure to sounds above 85 dB can cause hearing loss. Sounds less than 75 dBA, even after continuous exposure, are unlikely to cause hearing loss.[38] The World Health Organization (WHO) reports that adults should not be exposed to sudden "impulse" noise events of 140 dB or greater. For children, this limit is 120 dB.[39]

Exposure to elevated nighttime noise levels can disrupt sleep, leading to increased levels of fatigue and decreased work or school performance. For the preservation of healthy sleeping environments, the WHO recommends that continuous interior noise levels not exceed 30 dBA, L_{eq} and that individual noise events of 45 dBA or higher be limited.[40] Assuming a conservative exterior to interior sound reduction of 15 dBA, continuous exterior noise levels should therefore not exceed 45 dBA L_{eq}. Individual exterior events of 60 dBA or higher should also be limited. Some epidemiological studies have shown a weak association between long-term exposure to noise levels of 65 to 70 dBA, L_{eq} and cardiovascular effects, including ischaemic heart disease and hypertension. However, at this time, the relationship is largely inconclusive.

People with normal hearing sensitivity can recognize small perceptible changes in sound levels of approximately 3 dBA while changes of 5 dBA can be readily noticeable. Sound level increases

38 National Institute of Health, National Institute on Deafness and Other Communication, www.nidcd.nih.gov/health/noise-induced-hearing-loss.

39 World Health Organization, Guidelines for Community Noise, 1999.

40 Ibid.

of 10 dBA or greater are perceived as a doubling in loudness and can provoke a community response.[41] However, few people are highly annoyed by noise levels below 55 dBA L_{eq}.[42]

6.1.4 Noise Attenuation

Noise levels decrease as the distance from noise sources to receivers increases. For each doubling of distance, noise from stationary sources can decrease by about 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt and grass). For example, if a point source produces a noise level of 89 dBA at a reference distance of 50 feet and over an asphalt surface, its noise level would be approximately 83 dBA at a distance of 100 feet, 77 dBA at 200 feet, etc. Noises generated by mobile sources such as roadways decrease by about 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of distance. It should be noted that because decibels are logarithmic units, they cannot be added or subtracted. For example, two cars each producing 60 dBA of noise would not produce a combined 120 dBA.

Noise is most audible when traveling by direct line of sight, an unobstructed visual path between noise source and receptor. Barriers that break line of sight between sources and receivers, such as walls and buildings, can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. As a result, sound barriers can generally reduce noise levels by up to 15 dBA.[43] The effectiveness of barriers can be greatly reduced when they are not high or long enough to completely break line of sight from sources to receivers.

6.2 Regulatory Framework

6.2.1 Federal

No federal noise standards regulate environmental noise associated with short-term construction activities or long-term operations of development projects. As such, temporary and long-term noise impacts produced by the Project would be largely regulated or evaluated by State and City of Los Angeles standards designed to protect public well-being and health.

6.2.2 State

6.2.2.1 2017 General Plan Guidelines

The State's 2017 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities. **Table 6-2** illustrates State compatibility considerations between land uses and exterior noise levels.

California Government Code Section 65302 also requires each county and city to prepare and adopt a comprehensive long-range general plan for its physical development. Section 65302(f) requires a noise element to be included in the general plan. This noise element must identify and

41 Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2018.

42 World Health Organization, Guidelines for Community Noise, 1999.

43 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

appraise noise problems in the community, recognize Office of Noise Control guidelines, and analyze and quantify current and projected noise levels.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that are subject to relatively high levels of noise from transportation. The noise insulation standards, collectively referred to as the California Noise Insulation Standards (Title 24, California Code of Regulations) set forth an interior standard of 45 dBA CNEL for habitable rooms. The standards require an acoustical analysis which indicates that dwelling units meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Local jurisdictions typically enforce the California Noise Insulation Standards through the building permit application process.

Table 6-2
State of California Noise/Land Use Compatibility Matrix

Land Use Compatibility	Community Noise Exposure (dBA, CNEL)							
	<	55	60	65	70	75	80	>
Residential – Low Density Single-Family, Duplex Mobile Homes	NA	CA			NU			
Residential – Multi-Family	NA		CA		NU			
Transient Lodging – Motels, Hotels	NA		CA		NU			
Schools, Libraries, Churches, Hospitals, Nursing Homes	NA		CA		NU			
	CA							
Sports Arenas, Outdoor Spectator Sports	CA							
Playgrounds, Neighborhood Parks	NA			NU				
Golf Courses, Riding Stables, Water Recreation, Cemeteries	NA			NU				
Office Buildings, Business Commercial and Professional	NA			CA				
						NU		
Industrial, Manufacturing, Utilities, Agriculture	NA			CA				
						NU		

NA = Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
CA = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.
NU = Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
CU = Clearly Unacceptable - New construction or development should generally not be undertaken.
Source: CA Office of Planning and Research, General Plan Guidelines - Noise Element Guidelines (Appendix D), Figure 2, 2017.

6.2.3 Los Angeles County

6.2.3.1 Airport Land Use Commission Comprehensive Land Use Plan

In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission and for coordinating the airport planning of public agencies within the County. The Airport Land Use Commission coordinates planning for the areas surrounding public use airports. The Comprehensive Land Use Plan provides for the orderly expansion of Los Angeles County's public use airports and the areas surrounding them. It is intended to provide for the adoption of land use measures that will minimize the public's exposure to excessive noise and safety hazards. In formulating the Comprehensive Land Use Plan, the Los Angeles County Airport Land Use Commission has established provisions for safety, noise insulation, and the regulation of building height within areas adjacent to each of the public airports in the County.

6.2.4 City of Los Angeles

6.2.4.1 General Plan Noise Element

The City of Los Angeles General Plan includes a Noise Element that includes policies and standards in order to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. There are also references to programs applicable to construction projects that call for protection of noise sensitive uses and use of best practices to minimize short-term noise impacts. However, the Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise impacts. Instead, it adopts the State's guidance on noise and land use compatibility, shown in **Table 6-2** above, "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels."

It also includes the following objective and policy that are relevant for the Proposed Project:

> **Objective 2** (Non-airport): Reduce or eliminate non-airport related intrusive noise, especially relative to noise sensitive uses.

Policy 2.2: Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.

6.2.4.2 Los Angeles Municipal Code

The City of Los Angeles Municipal Code (LAMC) contains regulations that would regulate noise from the Project's temporary construction activities.

Section 41.40(a) would prohibit specific Project construction activities from occurring between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c) would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday, or at any time on any Sunday. These restrictions serve to limit specific Project construction activities to Monday through Friday 7:00 A.M. to 9:00 P.M., and 8:00 A.M. to 6:00 P.M. on Saturdays or national holidays.

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated in a residential zone or within 500 feet of any residential zone. Of particular importance to construction activities is subdivision (a), which institutes a maximum noise limit of 75 dBA as measured at a distance of 50 feet from the activity for the types of construction vehicles and equipment that would likely be used in the construction of the Project. However, the LAMC notes that these limitations would not necessarily apply if it can be proven that the Project's compliance would be technically infeasible despite the use of noise-reducing means or methods.

In addition, the LAMC regulates long-term operations of land uses, including but not limited to the following regulations.

Section 111.02 discusses the measurement procedure and criteria regarding the sound level of "offending" noise sources. A noise source causing a 5 dBA increase over the existing average ambient noise levels of an adjacent property is considered to create a noise violation. However, Section 111.02(b) provides a 5 dBA allowance for noise sources lasting more than five but less than 15 minutes in any 1-hour period, and a 10 dBA allowance for noise sources causing noise lasting 5 minutes or less in any 1-hour period. In accordance with these regulations, a noise level increase from certain city-regulated noise sources of five dBA over the existing or presumed ambient noise level at an adjacent property is considered a violation.

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Any amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the Project's property line, as the Project is located within 500 feet of residential zones.

Section 112.02 would prevent Project heating, ventilation, and air conditioning (HVAC) systems and other mechanical equipment from elevating ambient noise levels at neighboring residences by more than 5 dBA.

The LAMC also provides regulations regarding vehicle-related noise, including Sections 114.02, 114.03, and 114.06. Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City in a manner that would cause the noise level on the premises of any

occupied residential property to exceed the ambient noise level by more than 5 dBA. Section 114.03 prohibits loading and unloading causing any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10 P.M. and 7 A.M. Section 114.06 requires vehicle theft alarm systems to be silenced within five minutes.

6.3 Existing Conditions

6.3.1 Noise-Sensitive Receptors

The Project Site is located in the Koreatown neighborhood, which has a broad mix of residential, medical, and institutional uses. Sensitive receptors within 1,000 feet of the Project Site include, but are not limited to, the following representative sampling:

- Multi-family residences, 957 and 963 Menlo Avenue, 15 feet east of the Project Site.
- Multi-family residences, New Hampshire Avenue (9900 block); 200 feet west of the Site.
- Rainbow Child Development Center, 938 Menlo Avenue; 330 feet northeast of the Site.
- Multi-family residences, San Marino Street (2800 block); 500 feet north of the Project Site.
- Multi-family residences, 1025 Menlo Avenue; 600 feet south of the Project Site.
- Berendo Street Korean School, 975 Berendo Street; 700 feet west of the Site.

6.3.2 Existing Ambient Noise Levels

The Project Site is improved with 16,392 square feet of restaurant space, of which 14,892 square feet are occupied. Minor sources of on-site operational noise include roof-top units providing air conditioning for the building that occasionally generate minor levels of noise (approximately 81.9 dBA at one foot of distance).[44] These units comply with LAMC Section 112.02, which limits noise from HVAC equipment.

On the Project Site, there is minor noise from the operation of the parking lot that is accessed from the rear alley. Noise includes tire friction as vehicles navigate to and from parking spaces, minor engine acceleration, doors slamming, and occasional car alarms. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. Intermittent noise from solid waste management and collection activities are of short duration, as are occasional loading of goods that must comply with LAMC Section 114.03, as the Project Site is within 200 feet of residences.

Most off-site noise from the Project Site are associated with the 1,005 daily vehicle trips traveling to and from the Project Site.[45] Transportation noise is the main source of noise in urban environments, largely from the operation of vehicles with internal combustion engines and frictional contact with the ground and air.[46] The major source of vehicle noise in the area is traffic

44 City of Pomona, Pomona Ranch Plaza WalMart Expansion Project, Table 4.4-5; August 2014. Source was cluster of mechanical rooftop condensers including two Krack MXE-04 four-fan units and one MXE-02 two-fan unit. Reference noise level based on 30 minutes per hour of activity.

45 Traffic Technical Memorandum, Raju Associates, May 13, 2022.

46 World Health Organization, https://www.who.int/docstore/peh/noise/Comnoise-2.pdf accessed March 18, 2021.

on Vermont Avenue, which carries about 2,990 vehicles at Olympic Boulevard in the A.M. peak hour.[47]

In July 2021 and March 2022, DKA Planning took short-term noise measurements near the Project site to determine the ambient noise conditions of the neighborhood near sensitive receptors.[48] As shown in **Table 6-3**, noise levels along roadways near the Project Site ranged from 57.0 to 66.7 dBA L_{eq}, which was generally consistent with the traffic volumes on the applicable street(s).

Figure 6-1 illustrates where ambient noise levels were measured near the Project Site to establish the noise environment and their relationship to the applicable sensitive receptor(s). 24-hour CNEL noise levels are generally considered "Normally Acceptable" and Conditionally Acceptable" for the types of land uses near the Project Site.

Table 6-3
Existing Noise Levels

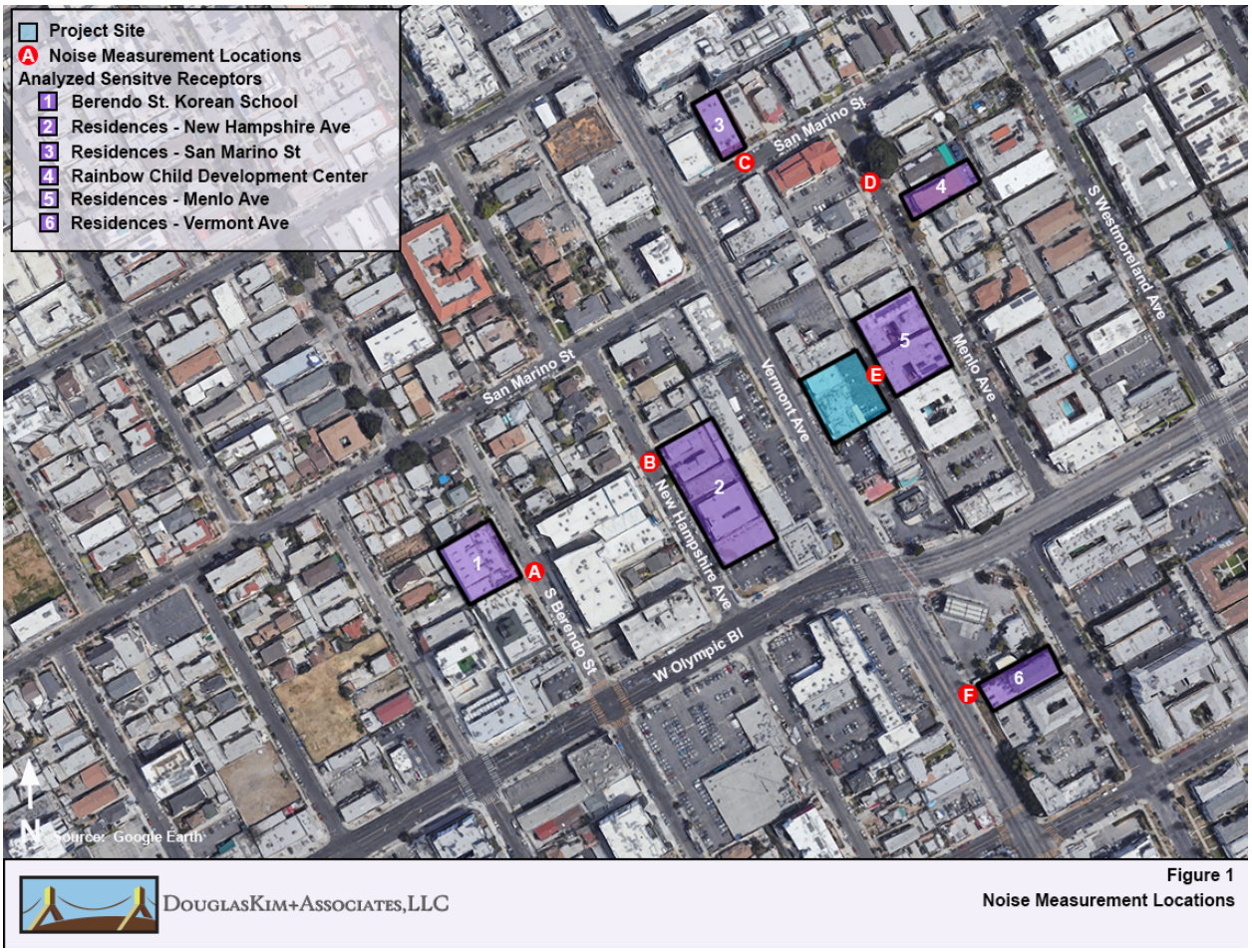
Noise Measurement Locations	Primary Noise Source	Sound Levels		Nearest Sensitive Receptor(s)	Noise/Land Use Compatibility[b]
		dBA (L_{eq})	dBA (CNEL)[a]		
A. Berendo St. Korean School	Traffic on Berendo St.	57.0	55.0	Berendo St. Korean School	Normally Acceptable
B. 964 New Hampshire Ave.	Traffic on New Hampshire Ave.	57.9	55.9	Residences – New Hampshire Ave.	Normally Acceptable
C. 2877 San Marino St.	Traffic on San Marino St.	59.4	57.4	Residences – San Marino St.	Normally Acceptable
D. World Mission Church	Traffic on Menlo Ave.	61.8	59.8	Rainbow Child Development Center	Normally Acceptable
E. 957 Menlo Ave. (alley)	Traffic on Vermont Ave.	64.7	62.7	Residences – Menlo Ave.	Conditionally Acceptable
F. 1025 Menlo Ave.	Traffic on Vermont Ave.	66.7	64.7	Residences – Vermont Ave.	Conditionally Acceptable

[a] Estimated based on short-term (15-minute) noise measurement using Federal Transit Administration procedures from 2016 Transit Noise and Vibration Impact Assessment Manual, Appendix E, Option 4.
[b] Pursuant to California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines, 2017. When noise measurements apply to two or more land use categories, the more noise-sensitive land use category is used. See Table 2 above for definition of compatibility designations.
Source: DKA Planning, 2022.

47 DKA Planning 2022, based on City of Los Angeles database of traffic volumes on Vermont Avenue at Olympic Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/7304_OLYVER160914.pdf, 2016 traffic counts adjusted by one percent growth factor to represent existing conditions.

48 Noise measurements were taken using a Quest Technologies Sound Examiner SE-400 Meter. The Sound Examiner meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground.

Figure 6-1
Noise Measurement Locations



6.4 Methodology

6.4.1 On-Site Construction Activities

Construction noise levels at off-site sensitive receptors were modeled employing the ISO 9613-2 sound attenuation methodologies using the SoundPLAN Essential model (version 5.1). This software package considers reference equipment noise levels, noise management techniques, distance to receptors, and any attenuating features to predict noise levels from sources like construction equipment. Construction noise sources were modeled as area sources to reflect the mobile nature of construction equipment. These vehicles would not operate directly where the Project's property line abuts adjacent structures, as they would retain some setback to preserve maneuverability. This equipment would also occasionally operate at reduced power and intensity to maintain precision at these locations.

6.4.2 Off-Site Construction Activities

The Project's off-site construction noise impact from haul trucks, vendor deliveries, and other vehicles accessing the Project Site was analyzed by considering the Project's anticipated vehicle trip generation with existing traffic and roadway noise levels along local roadways, particularly

those likely to be part of any haul route. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA,[49] the analysis focused on whether truck and auto traffic would double traffic volumes on key roadways to be used for hauling soils to and/or from the Project Site during construction activities. Because haul trucks generate more noise than traditional passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a reference level conversion to an equivalent number of passenger vehicles.[50]

It should be noted that because an official haul route has not been approved as of the preparation of this analysis, assumptions were made about logical routes that would minimize haul truck traffic on local streets in favor of major arterials that can access regional-serving freeways.

6.4.3 On-Site Operational Noise Sources

The Project's potential to result in significant noise impacts from on-site operational noise sources was evaluated by identifying sources of on-site noise sources and considering the impact that they could produce given the nature of the source (i.e., loudness and whether noise would be produced during daytime or more-sensitive nighttime hours), distances to nearby sensitive receptors, ambient noise levels near the Project Site, the presence of similar noise sources in the vicinity, and maximum noise levels permitted by the LAMC.

6.4.4 Off-Site Operational Project Traffic Noise Sources

The Project's off-site noise impact from Project-related traffic was evaluated based its potential to increase traffic volumes on local roadways that serve the Project Site. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA, the analysis focused on whether auto trips generated by the Project would double traffic volumes on key roadways to be used to access the Project Site.

6.5 Thresholds of Significance

6.5.1 State CEQA Guidelines

In accordance with CEQA Guidelines Section 15332(d), approval of the project would not result in any significant effects relating to noise.

6.5.2 Construction Noise Threshold

Based on guidelines from the City of Los Angeles City Department of Planning, the on-site construction noise impact would be considered significant if:

- Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA (hourly L_{eq}) or more at a noise-sensitive use;

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

[50] Caltrans, Technical Noise Supplement Table 3-3, 2013.

- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly L_{eq}) or more at a noise-sensitive use; or

- Construction activities of any duration would exceed the ambient noise level by 5 dBA (hourly L_{eq}) at a noise-sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.

6.5.3 Operational Noise Thresholds

In addition to applicable City standards and guidelines that would regulate or otherwise moderate the Project's operational noise impacts, the following criteria are adopted to assess the impact of the Project's operational noise sources:

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, as defined by the State's 2017 General Plan Guidelines.

- Project operations would cause any 5 dBA or greater noise increase.[51]

6.6 Analysis of Project Impacts

6.6.1 Construction

6.6.1.1 On-Site Construction Activities

Construction would generate noise during the construction process that would span 23 months of demolition, grading, utilities trenching, building construction, and application of architectural coatings, as shown in **Table 6-4**.

During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with LAMC Section 41.40(a). On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M.

Noise levels would generally peak during the demolition and grading phases, when diesel-fueled heavy-duty equipment like excavators and dozers are used to move large amounts of debris and dirt, respectively. This equipment is mobile in nature and does not always operate at in a steady-state mode full load, but rather powers up and down depending on the duty cycle needed to conduct work. As such, equipment is occasionally idle during which time no noise is generated.

[51] As a 3 dBA increase represents a slightly noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use's "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. In instances where the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a readily noticeable 5 dBA increase is still to be significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be less than significant.

Table 6-4
Construction Schedule Assumptions

Phase	Duration	Notes
Demolition	Months 1-2	Removal of 16,392 square feet of building floor area and 8.900 square feet of asphalt/concrete parking lot hauled 30 miles to an Azusa landfill in 10-cubic yard capacity trucks.
Grading	Months 3-4	Approximately 37,563 cubic yards of soil (including swell factors for topsoil and dry clay) hauled 30 miles to Azusa landfill in 10-cubic yard capacity trucks.
Trenching	Months 5-7	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 5-18	Footings and Foundation work (e.g., pouring concrete pads, drilling for piers), framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, interior painting, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 19-23	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2022.		

During other phases of construction (e.g., trenching, building construction, paving, architectural coatings), noise impacts are generally lesser than during grading because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, and various powered hand tools and pneumatic equipment would generally be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks. **Figure 6-2** illustrates how noise would propagate from the construction site during the demolition and grading phase.

Because the Project's construction phase would occur for more than three months, the applicable City threshold of significance for the Project's construction noise impacts is an increase of 5 dBA over existing ambient noise levels. As shown in **Table 6-5**, when considering ambient noise levels, the use of multiple pieces of powered equipment simultaneously would increase ambient noise negligibly. This assumes the use of best practices techniques required by the City's Building and Safety code, such as temporary sound barriers. These construction noise levels would not exceed the City's significance threshold of 5 dBA. Therefore, the Project's on-site construction noise impact would be less than significant.

Table 6-5
Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Significant ?
1. Berendo St. Korean School	36.4	57.0	57.0	0.0	No
2. Residences – New Hampshire Ave.	37.3	57.9	57.9	0.0	No
3. Residences – San Marino St.	36.9	59.4	59.4	0.0	No
4. Rainbow Child Development Center	42.6	61.8	61.9	0.1	No
5. Residences – Menlo Ave.	62.7	64.7	66.8	2.1	No
6. Residences – Vermont Ave.	39.8	66.7	66.7	0.0	No
Source: DKA Planning, 2022.					

Figure 6-2
Construction Noise Sound Contours

6.6.1.2 Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving debris and soil from the Project Site during demolition and grading activities, respectively; vendor and contractor trips; and worker commute trips. These activities would generate up to an estimated 463 peak hourly PCE vehicle trips, as summarized in **Table 6-6**, during the grading phase, assuming all workers travel to the worksite at the same time. This includes converting noise from heavy-duty truck trips to an equivalent number of passenger vehicle trips. This would represent about 15.5 percent of traffic volumes on Vermont Avenue, which carries about 2,990 vehicles at Olympic Boulevard in the morning peak hour of traffic.[52]

Vermont Avenue would likely serve as part of the ultimate haul route for any soil exported from the Project Site given its direct access to the Santa Monica Freeway to the south. Because the Project's construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase) on Vermont Avenue, the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more. Therefore, the Project's noise impacts from construction-related traffic would be less than significant.

52 DKA Planning 2022, based on City of Los Angeles database of traffic volumes on Vermont Avenue at Olympic Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/7304_OLYVER160914.pdf, 2016 traffic counts adjusted by one percent growth factor to represent existing conditions.

Table 6-6
Construction Vehicle Trips (Maximum Hourly)

Construction Phase	Worker Trips [a]	Vendor Trips	Haul Trips	Total Trips	Percent of Peak A.M. Hour Trips on Vermont Ave.[e]
Demolition	10	0	45[b]	**55**	1.8
Grading	8	0	456[c]	**463**	15.5
Trenching	5	0	0	**5**	0.2
Building Construction	80	43[d]	0	**123**	4.1
Architectural Coating	16	0	0	**16**	0.5

[a] Assumes all worker trips occur in the peak hour of construction activity.
[b] The project would generate 711 haul trips over a 43-day period with seven-hour work days. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent
[c] The project would generate 7,513 haul trips over a 45-day period with seven-hour work days. Assumes a 19.1 PCE.
[d] This phase would generate about 16 vendor truck trips daily over a seven-hour work day. Assumes a 19.1 PCE.
[e] Percent of existing traffic volumes on Vermont Avenue at Olympic Boulevard.
Source: DKA Planning, 2022.

6.6.2 Operation

6.6.2.1 On-Site Operational Noise Sources

During long-term operations, the Project would produce noise from both on- and off-site sources. As discussed below, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Project would also not increase surrounding noise levels by more than 5 dBA CNEL, the minimum threshold of significance based on the noise/land use category of sensitive receptors near the Project Site. As a result, the Project's on-site operational noise impacts would be considered less than significant.

Mechanical Equipment. The Project would operate mechanical equipment on the roof that would generate incremental long-term noise impacts. HVAC equipment in the form of large rooftop units suitable for cooling large volumes of a building would be located on the rooftop, approximately 67 feet above grade. This equipment would include a number of sound sources, including compressors, condenser fans, supply fans, return fans, and exhaust fans that could generate a sound pressure level of up to 81.9 dBA at one foot.[53]

However, noise impacts from rooftop mechanical equipment on nearby sensitive receptors would be negligible for several reasons. First, there would be no line-of-sight from these rooftop units to the sensitive receptors. Because the residences adjacent to the Project Site to the east are two- to three-stories in height, there would be no sound path from the HVAC equipment to residences that would be up to 45 feet lower than the roof of the Proposed Project. Second, the presence of the Project's roof edge creates an effective noise barrier that further reduces noise levels from rooftop HVAC units by 8 dBA or more. A four-foot high parapet would further shield sensitive

[53] City of Pomona, Pomona Ranch Plaza WalMart Expansion Project, Table 4.4-5; August 2014. Source was cluster of mechanical rooftop condensers including two Krack MXE-04 four-fan units and one MXE-02 two-fan unit. Reference noise level based on 30 minutes per hour of activity.

receptors near the Project Site. These design elements would be helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and weekends.

As a result, noise from HVAC units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts. Compliance with LAMC Section 112.02 would further limit the impact of HVAC equipment on noise levels at adjacent properties.

Booster (supply and exhaust) fans that ventilate the subterranean garage could be located on the above-ground garage levels. Otherwise, all equipment would be fully enclosed within the structure, shielded from outside sources, and would therefore produce minimal noise impacts for off-site sensitive receptors. Utility fan rooms and other operational equipment would be located within the two subterranean parking levels, as would elevator equipment (including hydraulic pump, switches, and controllers). An electrical room and DWP transformer would be located toward the west side of the development fronting Vermont Avenue. All this equipment would be fully enclosed within the building's structure and shielded from nearby sensitive receptors.

Auto-Related Activities. The majority of vehicle-related noise impacts at the Project Site would come from vehicles entering and exiting the residential development from a driveway off the rear alley. The Project would result in a net reduction of 557 daily vehicle trips when it begins operation in 2027.[54] As such, the Project would reduce travel-related vehicle noise from cars entering and exiting the garage from Vermont Avenue or the rear alley.

Parking garage noise would include tire friction as vehicles navigate to and from parking spaces, doors slamming, car alarms, and minor engine acceleration. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. As such, the Project's parking garage activities would not have a significant impact on the surrounding noise environment.

Outdoor Uses. While most operations would be conducted inside the development, outdoor activities could generate noise that could impact local sensitive receptors. This would include human conversation, trash collection, landscape maintenance, and commercial loading. These are discussed below:

- Human conversation. Noise associated with everyday residential activities would largely be contained internally within the Project. Noise could include passive activities such as human conversation and socializing in outdoor spaces. This includes:

    - Second floor interior courtyard facing Vermont Avenue.

    - Private balconies on all floors.

    - Roof-top amenity deck along the northern portion of the roof.

    All these areas would be used for passive socializing and recreation. There would be intermittent activities that would produce negligible impacts from human speech, based on the Lombard effect. This phenomenon recognizes that voice noise levels in face-to-face conversations generally increase proportionally to background ambient noise levels, but only up to approximately 67 dBA at a reference distance of one meter. Specifically, vocal intensity

54 Traffic Technical Memorandum, Raju Associates, May 13, 2022. Based on City of Los Angeles VMT Calculator, v1.3.

increases about 0.38 dB for every 1.0 dB increase in noise levels above 55 dB, meaning people talk slightly above ambient noise levels in order to communicate.[55]

Noise from any socializing and passive recreation would not result in significant noise impacts. Any conversations on the private patios would be intermittent and would not elevate noise levels at the adjacent residences over a 24-hour period by 5 dBA CNEL or more. The second-floor interior courtyard is shielded on three sides by the development itself, with nominal noise toward Vermont Avenue, where ambient noise levels from traffic and the absence of any sensitive receptors across Vermont Avenue would render such noise inaudible to sensitive receptors. Any noise from passive use of the roof decks would attenuate rapidly and without a line-of-sight to adjacent residences up to 45 feet lower in height, would not elevate ambient noise levels by more than a nominal degree. The presence of the roof edge and parapet would further shield any rooftop noise from the sensitive receptors near the Project Site to the east across a rear alley.

- Trash collection. On-site trash and recyclable materials for the residents and commercial tenants would be managed from the waste collection area on the first floor of the development. Haul trucks would access solid waste from the rear alley or Vermont Avenue, where solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.[56] Intermittent solid waste management activities would operate during the day, as they current do with the existing development. Trash collection activities would not substantially elevate 24-hour noise levels at off-site locations by 5 dBA CNEL or more.

- Landscape maintenance. Noise from gas-powered leaf flowers, lawnmowers, and other landscape equipment can generated substantial bursts of noise during regular maintenance. For example, gas powered leaf blowers and other equipment with two-stroke engines can generated 100 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.[57] The landscape plan focuses on a modest palette of accent trees and raised planters in the second-floor courtyard and roof-top amenity deck that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. Any intermittent landscape equipment would operate during the day and would represent a negligible impact that would not increase 24-hour noise levels at off-site locations by 5 dBA CNEL or more.[58]

- Commercial loading. On-site loading and unloading activities would be managed in a 600 square-foot loading area accessible from the rear alley. These activities would be similar to existing loading that occurs in the parking lots along the rear alley behind the existing restaurants, resulting in no substantive change in occasional loading-related noise during the day. LAMC Section 114.03 would regulate loading and unloading activities between 10:00 P.M. and 7:00 A.M.

55 Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.

56 RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.

57 Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017

58 While AB 1346 (Berman, 2021) bans the sale of new gas-powered leaf blowers by 2024, existing equipment can continue to operate indefinitely.

Based on an assessment of these on-site sources, the impact of on-site operational noise sources would be considered less than significant.

6.6.2.2 Off-Site Operational Noise Sources

The majority of the Project's operational noise impacts would be off-site from vehicles traveling to and from the development. The Project could add up to 448 vehicle trips to the local roadway network on a peak weekday at the start of operations in 2027.[59] When the 1,005 vehicle trips to and from the existing restaurants are considered, the Project would result in a net reduction of 557 daily vehicle trips.

Because it takes a doubling of traffic volumes (i.e., 100 percent) to increase ambient noise levels by 3 dBA L_{eq}, the Project's reduction in traffic would neither increase ambient noise levels 3 dBA or more into "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, nor increase ambient noise levels 5 dBA or more. Twenty-four hour CNEL impacts would similarly be minimal, far below criterion for significant operational noise impacts, which begin at 3 dBA. As such, this impact would be considered less than significant.

6.7 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to noise.

59 Traffic Technical Memorandum, Raju Associates, May 13, 2022. Based on City of Los Angeles VMT Calculator, v1.3.

7 Discussion of CCR Section 15332(d): Air Quality

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.[60]

This section is based on the following item, included as **Appendix E** of this CE:

E Air Quality Technical Modeling, DKA Planning, June 2022

7.1 Regulatory Framework

7.1.1 Federal

7.1.1.1 Clean Air Act

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementation of some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California, the CCAA is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standards (NAAQS). These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA which are most applicable to the Project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).

NAAQS have been established for seven major air pollutants: CO (carbon monoxide), NO_2 (nitrogen dioxide), O_3 (ozone), $PM_{2.5}$ (particulate matter, 2.5 microns), PM_{10} (particulate matter, 10 microns), SO_2 (sulfur dioxide), and Pb (lead).

The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved. Title I provisions are implemented for the purpose of attaining NAAQS. The federal standards are summarized in **Table 7-1**. USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O_3, $PM_{2.5}$, and Pb.

60 Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

Table 7-1
State and National Ambient Air Quality Standards and Attainment Status for LA County

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m^3)	N/A[1]	0.070 ppm (137 µg/m^3)	Non-attainment
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m^3	Non-attainment	150 µg/m^3	Maintenance
	Annual Arithmetic Mean	20 µg/m^3	Non-attainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	35 µg/m^3	Non-attainment
	Annual Arithmetic Mean	12 µg/m^3	Non-attainment	12 µg/m^3	Non-attainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 µg /m^3)	Attainment	35 ppm (40 µg /m^3)	Maintenance
	8-hour	9.0 ppm (10 µg /m^3)	Attainment	9 ppm (10 µg /m^3)	Maintenance
Nitrogen Dioxide (NO_2)	1-hour	0.18 ppm (338 µg/m^3)	Attainment	100 ppb (188 µg/m^3)	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Attainment	53 ppb (100 µg/m^3)	Maintenance
Sulfur Dioxide (SO_2)	1-hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb (196 µg/m^3)	Attainment
	24-hour	0.04 ppm (105 µg/m^3)	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m^3	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m^3	Non-attainment
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates (SO_4)	24-hour	25 µg/m^3	Attainment	No Federal Standards	
Hydrogen Sulfide (H_2S)	1-hour	0.03 ppm (42 µg/m^3)	Unclassified	No Federal Standards	
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m^3)	N/A	No Federal Standards	

[1]N/A = not available
Source: CARB, Ambient Air Quality Standards, and attainment status, 2020. (www.arb.ca.gov/desig/adm/adm.htm).

CAA Title II pertains to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for NO_X emissions have been lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet stricter emission standards established by CARB. USEPA adopted multiple tiers of emission standards to reduce emissions from non-road diesel engines (e.g., diesel-powered construction equipment) by integrating engine and fuel controls as a system to gain the greatest emission reductions.

The first federal standards (Tier 1) for new non-road (or off-road) diesel engines were adopted in 1994 for engines over 50 horsepower, to be phased-in from 1996 to 2000. On August 27, 1998, USEPA introduced Tier 1 standards for equipment under 37 kW (50 horsepower) and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. The Tier 1 through 3 standards were met through advanced engine design, with no or only limited use of exhaust gas after-treatment (oxidation catalysts). Tier 3 standards for NO_X and hydrocarbon are similar in stringency to the 2004 standards for highway engines. However, Tier 3 standards for particulate matter were never adopted. On May 11, 2004, USEPA signed the final rule introducing Tier 4 emission standards, which were phased-in between 2008 and 2015. The Tier 4 standards require that emissions of particulate matter and NO_x be further reduced by about 90 percent. Such emission reductions are achieved through the use of control technologies, including advanced exhaust gas after-treatment.

7.1.2 State

7.1.2.1 California Clean Air Act

In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). In California, CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in **Table 7-1**.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$.

7.1.2.2 Toxic Air Contaminant Identification and Control Act

The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community" [Health and Safety Code Section 39666(f)].

The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds. CARB identified particulate emissions from diesel-fueled engines (diesel PM) TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program.

For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Board approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce diesel particulate matter (PM) emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. Breathing Hydrogen Sulfide (H_2S) at levels above the state standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

7.1.2.3 California Air Toxics Program

The California Air Toxics Program was established in 1983, when the California Legislature adopted Assembly Bill (AB) 1807 to establish a two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air.[61] In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment

61 CARB, California Air Toxics Program, www.arb.ca.gov/toxics/toxics.htm.

(OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in California. Since inception of the program, a number of such substances have been listed, including benzene, chloroform, formaldehyde, and particulate emissions from diesel-fueled engines, among others.[62] In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants as TACs.

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of airborne toxic control measures (ATCMs), both for mobile and stationary sources. In 2004, CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given time.

In addition to limiting exhaust from idling trucks, CARB adopted regulations on July 26, 2007 for off-road diesel construction equipment such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles to reduce emissions by installation of diesel particulate filters and encouraging the replacement of older, dirtier engines with newer emission-controlled models. In April 2021, CARB proposed a 2020 Mobile Source Strategy that seeks to move California to 100 percent zero-emission off-road equipment by 2035.

7.1.2.4 Assembly Bill 2588 Air Toxics "Hot Spots" Program

The AB 1807 program is supplemented by the AB 2588 Air Toxics "Hot Spots" program, which was established by the California Legislature in 1987. Under this program, facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks if present. In 1992, the AB 2588 program was amended by Senate Bill (SB) 1731 to require facilities that pose a significant health risk to the community to reduce their risk through implementation of a risk management plan.

7.1.2.5 Air Quality and Land Use Handbook: A Community Health Perspective

The *Air Quality and Land Use Handbook: A Community Health Perspective* provides important air quality information about certain types of facilities (e.g., freeways, refineries, rail yards, ports) that should be considered when siting sensitive land uses such as residences.[63] CARB provides recommended site distances from certain types of facilities when considering siting new sensitive land uses. The recommendations are advisory and should not be interpreted as defined "buffer zones." If a project is within the siting distance, CARB recommends further analysis. Where possible, CARB recommends a minimum separation between new sensitive land uses and existing sources.

CARB published the *Air Quality and Land Use Handbook* (CARB Handbook) on April 28, 2005 to serve as a general guide for considering health effects associated with siting sensitive receptors proximate to sources of TAC emissions. The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly,

62 CARB, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm.

63 California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

7.1.2.6 California Code of Regulations

The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by the state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions.

Section 2485 in CCR Title 13 states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) used during construction shall be limited to five minutes at any location.

Section 93115 in CCR Title 17 states that operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

7.1.3 Regional

7.1.3.1 South Coast Air Quality Management District

The SCAQMD was created in 1977 to coordinate air quality planning efforts throughout Southern California. SCAQMD is the agency principally responsible for comprehensive air pollution control in the region. Specifically, SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain the CAAQS and NAAQS in the district. SCAQMD has jurisdiction over an area of 10,743 square miles consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The Basin portion of SCAQMD's jurisdiction covers an area of 6,745 square miles. The Basin includes all of Orange County and the non-desert portions of Los Angeles (including the Project Area), Riverside, and San Bernardino counties. The 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 the San Diego County line to the south.

Programs that were developed by SCAQMD to attain and maintain the CAAQS and NAAQS include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to the following:

- Rule 401 Visible Emissions – This rule prohibits an air discharge that results in a plume that is as dark or darker than what is designated as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.

- Rule 402 Nuisance – This rule prohibits the discharge of "such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or 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."

- Rule 403 Fugitive Dust – This rule requires that future projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.

7.1.3.2 Air Quality Management Plan

The 2016 Air Quality Management Plan (AQMP) was adopted in April 2017 and represents the most updated regional blueprint for achieving federal air quality standards. The 2016 AQMP adapts previously conducted regional air quality analyses to account for the recent unexpected drought conditions and presents a revised approach to demonstrated attainment of the 2006 24-hour $PM_{2.5}$ NAAQS for the Basin. Additionally, the 2016 AQMP relied upon a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures to evaluate strategies for reducing NO_X emissions sufficiently to meet the upcoming ozone deadline standards.

The next AQMP is expected in 2022.[64]

The SCAQMD is updating the region's air quality attainment plan to address the "extreme" ozone non-attainment status for the Basin and the severe ozone non-attainment for the Coachella valley. In November 2021, draft control measures were released for public review that focus on strengthening many stationary source controls and addressing new sources like wildfires. The 2022 AQMP will rely on the growth assumptions in SCAG's 2020-2045 RTP/SCS.

7.1.3.3 Multiple Air Toxics Exposure Study V

To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study V (MATES-V, released in August 2021).[65] The report included refinements in aircraft and recreational boating emissions and diesel conversion factors. The report finds a Basin average cancer risk of 455 in a million (population-weighted, multi-pathway), which represents a decrease of 54% compared to the number in MATES IV (2012) (MATES-V, page ES-13). The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by a computer modeling study in which the SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data. About 88% of the risk is attributed to emissions associated with mobile sources, with the remainder attributed to toxics emitted from stationary sources, which include large industrial operations, such as refineries and metal processing facilities, as well as smaller businesses such as gas stations and chrome plating facilities (MATES-V, page ES-12).

64 http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan

65 https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v

The results indicate that diesel PM is the largest contributor to air toxics risk, accounting on average for about 50 percent of the total risk (MATES-V, Figure ES-2).

7.1.3.4 Southern California Association of Governments (SCAG)

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements, including the Transportation Conformity Rule and other applicable federal, state, and air district laws and regulations. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. In addition, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the AQMP for the Air Basin.

SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on April 7, 2016.[66,67] The 2016–2040 RTP/SCS reaffirms the land use policies that were incorporated into SCAG's prior 2012–2035 RTP/SCS. These foundational policies, which guided the development of the plan's land use strategies, include the following:

- Identify regional strategic areas for infill and investment;
- Structure the plan on a three-tiered system of centers development;
- Develop "Complete Communities";
- Develop nodes on a corridor;
- Plan for additional housing and jobs near transit;
- Plan for changing demand in types of housing;
- Continue to protect stable, existing single-family areas;
- Ensure adequate access to open space and preservation of habitat; and
- Incorporate local input and feedback on future growth.

The 2016–2040 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and continued recognition of this close relationship will help the region make choices that sustain existing resources and expand efficiency, mobility, and accessibility for people across the region. In particular, the 2016–2040 RTP/SCS draws a closer connection between where people live and work, and it offers a blueprint for how Southern California can grow more sustainably. The 2016–2040 RTP/SCS also includes strategies focused

66 SCAG, Final 2016–2040 RTP/SCS.

67 CARB, Executive Order G-16-066, SCAG 2016 SCS ARB Acceptance of GHG Quantification Determination, June 2016.

on compact infill development and economic growth by building the infrastructure the region needs to promote the smooth flow of goods and easier access to jobs, services, educational facilities, healthcare and more.

On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS was determined to conform to the federally-mandated state implementation plan (SIP), for the attainment and maintenance of NAAQS standards. On October 30, 2020, CARB also accepted SCAG's determination that the SCS met the applicable state greenhouse gas emissions targets. The 2020-2045 RTP/SCS will be incorporated into the forthcoming 2022 AQMP.

The RTP/SCS update addressed the continuing transportation and air quality challenges of adding 3.7 million additional residents, 1.6 additional households, and 1.6 million additional jobs between 2016 and 2045. The Plan calls for $639 billion in transportation investments and reducing VMT by 19 percent per capita from 2005 to 2035. The updated plan accommodates 21.3 percent regional growth in population from 2016 (3,933,800) to 2045 (4,771,300) and a 15.6 percent growth in jobs from 2016 (1,848,300) to 2045 (2,135,900). The regional plan projects several benefits:

- Decreasing drive-along work commutes by three percent
- Reducing per capita VMT by five percent and vehicle hours traveled per capita by nine percent
- Increasing transit commuting by two percent
- Reducing travel delay per capita by 26 percent
- Creating 264,500 new jobs annually
- Reducing greenfield development by 29 percent by focusing on smart growth
- Locating six more percent household growth in High Quality Transit Areas (HQTAs), which concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.
- Locating 15 percent more jobs in HQTAs
- Reducing $PM_{2.5}$ emissions by 4.1 percent
- Reducing GHG emissions by 19 percent by 2035

The 2020-2045 RTP/SCS will be incorporated into the forthcoming 2022 AQMP.

7.1.3 Local

7.1.3.1 City of Los Angeles General Plan Air Quality Element

The Air Quality Element of the City's General Plan was adopted on November 24, 1992, and sets forth the goals, objectives, and policies, which guide the City in the implementation of its air quality

improvement programs and strategies. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals. The Air Quality Element includes six key goals:

Goal 1: Good air quality in an environment of continued population growth and healthy economic structure.

Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.

Goal 3: Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.

Goal 4: Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

Goal 5: Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.

Goal 6: Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

7.1.3.2 Clean Up Green Up Ordinance

The City of Los Angeles adopted a Clean Up Green Up Ordinance (Ordinance Number 184,245) on April 13, 2016, which among other provisions, includes provisions related to ventilation system filter efficiency in mechanically ventilated buildings. This ordinance added Sections 95.314.3 and 99.04.504.6 to the Los Angeles Municipal Code (LAMC) and amended Section 99.05.504.5.3 to implement building standards and requirements to address cumulative health impacts resulting from incompatible land use patterns.

7.1.3.3 California Environmental Quality Act

In accordance with CEQA requirements, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City uses the SCAQMD's *CEQA Air Quality Handbook* and SCAQMD's supplemental online guidance/information for the environmental review of plans and development proposals within its jurisdiction.

7.1.3.4 Land Use Compatibility

In November 2012, the Los Angeles City Planning Commission (CPC) issued an advisory notice (Zoning Information 2427) regarding the siting of sensitive land uses within 1,000 feet of freeways. The CPC deemed 1,000 feet to be a conservative distance to evaluate projects that house populations considered to be more at-risk from the negative effects of air pollution caused by freeway proximity. The CPC advised that applicants of projects requiring discretionary approval, located within 1,000 feet of a freeway and contemplating residential units and other sensitive uses (e.g., hospitals, schools, retirement homes) perform a Health Risk Assessment (HRA).

The Project Site is 1.1 miles north of the westbound mainline of the Santa Monica Freeway (I-10).

On April 12, 2018, the City updated its guidance on siting land uses near freeways, resulting in an updated Advisory Notice effective September 17, 2018 requiring all proposed projects within 1,000 feet of a freeway adhere to the Citywide Design Guidelines, including those that address freeway proximity. It also recommended that projects consider avoiding location of sensitive uses like schools, day care facilities, and senior care centers in such projects, locate open space areas as far from the freeway as possible when the size of the site permits, locate non-habitable uses (e.g., parking structures) nearest the freeway, and screen project sites with substantial vegetation and/or a wall barrier. The Advisory Notice also informs project applicants of the regulatory requirements of the Clean Up Green Up Ordinance. Requirements for preparing HRAs were removed.

7.2 Existing Conditions

7.2.1 Pollutants and Effects

7.2.1.1 State and Federal Criteria Pollutants

Air quality is defined by ambient air concentrations of seven specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. These specific pollutants, known as "criteria air pollutants," are defined as pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants include carbon monoxide (CO), ground-level ozone (O_3), nitrogen oxides (NO_X), sulfur oxides (SO_X), particulate matter ten microns or less in diameter (PM_{10}), particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), and lead (Pb). The following descriptions of each criteria air pollutant and their health effects are based on information provided by the SCAQMD.[68]

Carbon Monoxide (CO). CO is primarily emitted from combustion processes and motor vehicles due to incomplete combustion of fuel. Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

Ozone (O_3). O_3 is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_X)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O_3 irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

Nitrogen Dioxide (NO_2). NO_2 is a byproduct of fuel combustion and major sources include power plants, large industrial facilities, and motor vehicles. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 absorbs blue light and results in a brownish-red cast to the

68 SCAQMD, Final Program Environmental Impact Report for the 2016 AQMP, https://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp.

atmosphere and reduced visibility. NO_2 also contributes to the formation of PM_{10}. Nitrogen oxides irritate the nose and throat, and increase one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_X is as a precursor to the formation of ozone.

Sulfur Dioxide (SO_2). Sulfur oxides (SO_X) are compounds of sulfur and oxygen molecules. SO_2 is the pre- dominant form found in the lower atmosphere and is a product of burning sulfur or burning materials that contain sulfur. Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO_2 potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

Particulate Matter (PM_{10} and $PM_{2.5}$). The human body naturally prevents the entry of larger particles into the body. However, small particles, with an aerodynamic diameter equal to or less than 10 microns (PM_{10}), and even smaller particles with an aerodynamic diameter equal to or less than 2.5 microns ($PM_{2.5}$), can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM_{10} and $PM_{2.5}$. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

Lead (Pb). Lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting or processing the metal is the primary source of lead emissions, which is primarily a regional pollutant. Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

7.2.1.2 State-only Criteria Pollutants

Visibility-Reducing Particles. Deterioration of visibility is one of the most obvious manifestations of air pollution and plays a major role in the public's perception of air quality. Visibility reduction from air pollution is often due to the presence of sulfur and NO_X, as well as PM.

Sulfates (SO_4^{2-}). Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide (H_2S). H_2S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation.

Breathing H_2S at levels above the state standard could result in exposure to a very disagreeable odor.

Vinyl Chloride. Vinyl chloride is a colorless, flammable gas at ambient temperature and pressure. It is also highly toxic and is classified as a known carcinogen by the American Conference of Governmental Industrial Hygienists and the International Agency for Research on Cancer. At room temperature, vinyl chloride is a gas with a sickly-sweet odor that is easily condensed. However, it is stored at cooler temperatures as a liquid. Due to the hazardous nature of vinyl chloride to human health, there are no end products that use vinyl chloride in its monomer form. Vinyl chloride is a chemical intermediate, not a final product. It is an important industrial chemical chiefly used to produce polyvinyl chloride (PVC). The process involves vinyl chloride liquid fed to polymerization reactors where it is converted from a monomer to a polymer PVC. The final product of the polymerization process is PVC in either a flake or pellet form. Billions of pounds of PVC are sold on the global market each year. From its flake or pellet form, PVC is sold to companies that heat and mold the PVC into end products such as PVC pipe and bottles. Vinyl chloride emissions are historically associated primarily with landfills.

7.2.2 Toxic Air Contaminants

TACs refer to a diverse group of "non-criteria" air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular). CARB and OEHHA determine if a substance should be formally identified, or "listed," as a TAC in California. A complete list of these substances is maintained on CARB's website.[69]

Diesel particulate matter (DPM), which is emitted in the exhaust from diesel engines, was listed by the state as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 micrometer (μm)), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1 μm). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory

69 CARB, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm.

and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.[70,71]

7.2.4 Project Site

The Project Site is located within the South Coast Air Basin (the Basin); named so because of its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys or basins below. The 6,745-square-mile Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south. Ambient pollution concentrations recorded in Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. USEPA has classified Los Angeles County as nonattainment areas for O_3, $PM_{2.5}$, and lead. This classification denotes that the Basin does not meet the NAAQS for these pollutants. In addition, under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The air quality within the Basin is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

Air pollutant emissions are generated in the local vicinity by stationary and area-wide sources, such as commercial activity, space and water heating, landscaping maintenance, consumer products, and mobile sources primarily consisting of automobile traffic.

7.2.4.1 Air Pollution Climatology[72]

The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cooler surface layer which inhibits the pollutants from dispersing upward. Light winds during the summer further limit ventilation. Additionally, abundant sunlight triggers photochemical reactions which produce O_3 and the majority of particulate matter.

7.2.4.2 Air Monitoring Data

The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's Central Los Angeles receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project area. Table 2 shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2018 through 2020. The one-hour State standard for O_3 was exceeded 16 times during this three-year period, including fourteen times in 2020. The federal standard was exceeded 28 times in that same period. In addition, the daily State standard for PM_{10} was exceeded 58 times, with a substantial reduction in exceedances in 2019. The daily federal

70 CARB, Overview: Diesel Exhaust and Health, www.arb.ca.gov/research/diesel/diesel-health.htm.

71 CARB, Fact Sheet: Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results, March 2008.

72 AQMD, Final Program Environmental Impact Report for the 2012 AQMP, December 7, 2012.

standard for $PM_{2.5}$ was six times. CO and NO_2 levels did not exceed the CAAQS from 2018 to 2020 for 1-hour (and 8-hour for CO).

Table 7-2
Ambient Air Quality Data

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2018	2019	2020
Ozone (O_3)			
Maximum 1-hour Concentration (ppm)	0.098	0.080	0.118
Days > 0.09 ppm (State 1-hour standard)	2	0	14
Days > 0.070 ppm (Federal 8-hour standard)	4	2	22
Carbon Monoxide (CO_2)			
Maximum 1-hour Concentration (ppm)	2.0	2.0	1.9
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	1.7	1.6	1.5
Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide (NO_2)			
Maximum 1-hour Concentration (ppm)	0.0701	0.0697	0.0618
Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM_{10}			
Maximum 24-hour Concentration ($\mu g/m^3$)	81	62	77
Days > 50 $\mu g/m^3$ (State 24-hour standard)	31	3	24
$PM_{2.5}$			
Maximum 24-hour Concentration ($\mu g/m^3$)	49.2	43.5	47.30
Days > 35 $\mu g/m^3$ (Federal 24-hour standard)	3	1	2
Sulfur Dioxide (SO_2)			
Maximum 24-hour Concentration (ppb)	17.9	10.0	3.8
Days > 0.04 ppm (State 24-hour standard)	0	0	0

ppm = parts by volume per million of air.
$\mu g/m^3$ = micrograms per cubic meter.
N/A = not available at this monitoring station.
Source: SCAQMD annual monitoring data at Central LA subregion (http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year) accessed May 28, 2022.

7.2.4.3 Existing Health Risk in the Surrounding Area

Based on the MATES-V model, the calculated cancer risk in the Project area (zip code 90006) is approximately 638 in a million.[73] The cancer risk in this area is predominately related to nearby sources of diesel particulate matter (e.g., diesel trucks and traffic on the Santa Monica Freeway 1.1 miles to the south). In general, the risk at the Project Site is higher than 96 percent of the population across the South Coast Air Basin.

The Office of Environmental Health Hazard Assessment, on behalf of the California Environmental Protection Agency (CalEPA), provides a screening tool called CalEnviroScreen

73 South Coast Air Quality Management District, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-V), MATES V Interactive Carcinogenicity Map, 2021, https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data_id=dataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A26&views=view_39%2Cview_1, accessed June 23, 2022.

that can be used to help identify California communities disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, the Project Site (Census tract 6037213401) is located in the 76th percentile, which means the Project Site has an overall environmental pollution burden higher than at least 76 percent of other communities within California.[74]

7.2.4.4 Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The California Air Resources Board (CARB) has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The Project Site is located in the Koreatown neighborhood, which has a broad mix of residential, medical, and institutional uses. Sensitive receptors within 1,000 feet of the Project Site include, but are not limited to, the following representative sampling:

- Multi-family residences, 957 and 963 Menlo Avenue, 15 feet east of the Project Site.
- Multi-family residences, New Hampshire Avenue (900 block); 200 feet west of the Project Site.
- Rainbow Child Development Center, 938 Menlo Avenue; 330 feet northeast of the Project Site.
- Multi-family residences, San Marino Street (2800 block); 500 feet north of the Project Site.
- Multi-family residences, 1025 Menlo Avenue; 600 feet south of the Project Site.
- Berendo Street Korean School, 975 Berendo Street; 700 feet west of the Site.

7.2.4.5 Existing Project Site Emissions

The Project Site is improved with 16,392 square feet of restaurant space, of which 14,892 square feet are occupied. As summarized in **Table 7-3**, most existing air quality emissions are associated with the 1,005 daily vehicle trips traveling to and from the Project Site.[75]

Table 7-3
Existing Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	0.5	<0.1	0.7	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.4	0.3	<0.1	<0.1	<0.1
Mobile Sources	6.6	2.6	26.8	<0.1	1.7	0.3
Regional Total	**7.1**	**3.0**	**27.8**	**0.1**	**1.7**	**0.4**
Source: DKA Planning, 2022 based on CalEEMod 2022.1 model runs (included in Appendix).						

74 Office of Environmental Health Hazard Assessment, https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40, accessed June 23, 2022.

75 Raju Associates, Inc. Technical Memorandum, 966 S. Vermont Avenue Mixed-Use Project Trip Generation Analysis and Transportation Assessment Screening; May 2022.

7.3 Methodology

The air quality analysis conducted for the Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air Quality Handbook, as provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod, version 2022.1) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. The analyses focus on the potential change in air quality conditions due to Project implementation. Air pollutant emissions would result from both construction and operation of the Project. Specific methodologies used to evaluate these emissions are discussed below.

7.3.1 Construction

Sources of air pollutant emissions associated with construction activities include heavy-duty off-road diesel equipment and vehicular traffic to and from the Project construction site. Project-specific information was provided describing the schedule of construction activities and the equipment inventory required from the Applicant. Details pertaining to the schedule and equipment can be found in the Technical Appendix to this analysis. The CalEEMod model provides default values for daily equipment usage rates and worker trip lengths, as well as emission factors for heavy-duty equipment, passenger vehicles, and haul trucks that have been derived by the CARB. Maximum daily emissions were quantified for each construction activity based on the number of equipment and daily hours of use, in addition to vehicle trips to and from the Project Site.

The SCAQMD recommends that air pollutant emissions be assessed for both regional scale and localized impacts. The regional emissions analysis includes both on-site and off-site sources of emissions, while the localized emissions analysis focuses only on sources of emissions that would be located on the Project Site.

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology.[76] The localized effects from on-site portion of daily emissions were evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's LST methodology, which uses on-site mass emission look-up tables and Project-specific modeling, where appropriate.[77] SCAQMD provides LSTs applicable to the following criteria pollutants: NO_X, CO, PM_{10}, and $PM_{2.5}$. SCAQMD does not provide an LST for SO_2 since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O_3 formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

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 are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate

[76] South Coast Air Quality Management District, Final Localized Significance Methodology, revised July 2008.

[77] South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-Up Table, October 2009.

look-up tables for projects with active construction areas that are less than or equal to five acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed. In accordance with SCAQMD guidance, maximum daily emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ from on-site sources during each construction activity were compared to LST values for a one-acre site having sensitive receptors within 25 meters (82 feet).[78] This is appropriate given the 0.38-acre site and the proximity of sensitive receptors as close as five feet from the Project Site.

The Basin is divided into 38 SRAs, each with its own set of maximum allowable LST values for on-site emissions sources during construction and operations based on locally monitored air quality. Maximum on-site emissions resulting from construction activities were quantified and assessed against the applicable LST values.

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD localized significance thresholds (LSTs) for NO_2, CO, and PM_{10} were initially published in June 2003 and revised in July 2008.[79] The LSTs for $PM_{2.5}$ were established in October 2006.[80] Updated LSTs were published on the SCAQMD website on October 21, 2009.[81] **Table 7-4** presents the significance criteria for both construction and operational emissions.

Table 7-4
SCAQMD Emissions Thresholds

Criteria Pollutant	Construction Emissions		Operation Emissions	
	Regional	Localized /a/	Regional	Localized /a/
Volatile Organic Compounds (VOC)	75	--	55	--
Nitrogen Oxides (NO_X)	100	74	55	74
Carbon Monoxide (CO)	550	680	550	680
Sulfur Oxides (SO_X)	150	--	150	--
Respirable Particulates (PM_{10})	150	5	150	2
Fine Particulates ($PM_{2.5}$)	55	3	55	1

/a/ Localized significance thresholds assumed a 1-acre and 25-meter (82-foot) receptor distance in the Central LA source receptor area. The SCAQMD has not developed LST values for VOC or SO_X. Pursuant to SCAQMD guidance, sensitive receptors closer than 25 meters to a construction site are to use the LSTs for receptors at 25 meters (SCAQMD Final Localized Significance Threshold Methodology, June 2008).
Source: SCAQMD, South Coast AQMD Air Quality Significance Thresholds, 2019.

7.3.2 Operation

CalEEMod also generates estimates of daily and annual emissions of air pollutants resulting from future operation of a project. Operational emissions of air pollutants are produced by mobile sources (vehicular travel) and stationary sources (utilities demand). Utilities for the Project Site

78 South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

79 South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

80 South Coast Air Quality Management District, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, October 2006.

81 South Coast Air Quality Management District, Final Localized Significance Threshold Methodology Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009.

are provided by the Los Angeles Department of Water and Power (LADWP) for electricity and Southern California Gas for natural gas. CalEEMod has derived default emissions factors for electricity and natural gas usage that are applied to the size and land use type of the Project in question. CalEEMod also generates estimated operational emissions associated water use, wastewater generation, and solid waste disposal.

Similar to construction, SCAQMD's CalEEMod software was used for the evaluation of Project emissions during operation. CalEEMod was used to calculate on-road fugitive dust, architectural coatings, landscape equipment, energy use, mobile source, and stationary source emissions. To determine if a significant air quality impact would occur, the net increase in regional and local operational emissions generated by the Project was compared against the SCAQMD's significance thresholds.[82] Details describing the operational emissions of the Project can be found in in the Technical Appendix.

7.3.3 Toxic Air Contaminants Impacts

Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with the CARB Handbook followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources. If the qualitative evaluation does not rule out significant impacts from a new source, or modification of an existing TAC emissions source, a more detailed analysis is conducted.

7.4 Thresholds of Significance

7.4.1 State CEQA Guidelines

In accordance with CEQA Guidelines Section 15332(d), approval of the project would not result in any significant effects relating to air quality.

7.4.2 SCAQMD Thresholds

In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G Thresholds. Under these thresholds, a significant threshold would occur when:[83]

7.4.2.1 Construction

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO_X; (2) 75 pounds a day for VOC; (3) 150 pounds per day for PM_{10} or SO_X; (4) 55 pounds per day for $PM_{2.5}$; and (5) 550 pounds per day for CO.

82 South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015. SCAQMD based these thresholds, in part on the federal Clean Air Act and, to enable defining "significant" for CEQA purposes, defined the setting as the South Coast Air Basin. (See SCAQMD, CEQA Air Quality Handbook, April 1993, pp. 6-1-6-2).

83 SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015.

- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 ppm [23,000 µg/m^3] over a 1-hour period or 9.0 ppm [10,350 µg/m^3] averaged over an 8-hour period) and NO_2 (0.18 ppm [339 µg/m^3] over a 1-hour period, 0.1 ppm [188 µg/m^3] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [57 µg/m^3] averaged over an annual period).

- Maximum on-site localized PM_{10} or $PM_{2.5}$ emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed the incremental 24-hour threshold of 10.4 µg/m^3 or 1.0 µg/m^3 PM_{10} averaged over an annual period.

7.4.2.2 Operation

The City bases the determination of significance of operational air quality impacts on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook.*[84] However, as discussed above, the City has chosen to use Appendix G as the thresholds of significance for this analysis. Accordingly, the following serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G thresholds. Under these thresholds, a significant threshold would occur when:

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for VOC;[85] (2) 55 pounds per day for NO_X; (3) 550 pounds per day for CO; (4) 150 pounds per day for SO_X; (5) 150 pounds per day for PM_{10}; and (6) 55 pounds per day for $PM_{2.5}$.[86]

- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-hour period or 9.0 ppm averaged over an 8-hour period) and NO_2 (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).[87]

- Maximum on-site localized operational PM_{10} and $PM_{2.5}$ emissions exceed the incremental 24-hour threshold of 2.5 µg/m^3 or 1.0 µg/m^3 PM_{10} averaged over an annual period.[88]

- The Project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively; or

- The Project creates an odor nuisance pursuant to SCAQMD Rule 402.

84 SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015.

85 For purposes of this analysis, emissions of VOC and reactive organic compounds (ROG) are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.

86 SCAQMD Air Quality Significance Thresholds, www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf, last updated March 2015.

87 SCAQMD, Final Localized Significance Threshold Methodology, revised July 2008.

88 SCAQMD, Final—Methodology to Calculate Particulate Matter (PM) 2.5 and $PM_{2.5}$ Significance Thresholds, October 2006.

7.4.2.3 Toxic Air Contaminants

The following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under Appendix G thresholds. Under these thresholds, a significant threshold would occur when:[89]

- The Project results in the exposure of sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0.[90] For projects with a maximum incremental cancer risk between 1 in one million and 10 in one million, a project would result in a significant impact if the cancer burden exceeds 0.5 excess cancer cases.

7.5 Project Impacts

7.5.1 Consistency with Plans

7.5.1.1Air Quality Management Plan

The Project's air quality emissions would not exceed any state or federal standards. Therefore, the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants. As the Project would not exceed any of the state and federal standards, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

With respect to the determination of consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2016–2040 RTP/SCS regarding population, housing, and growth trends. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these three criteria.

- Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the AQMP, in part, if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2016 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Los Angeles General Plan and SCAG's RTP. The General Plan serves as a comprehensive, long-term plan for future development of the City.

89 SCAQMD, CEQA Air Quality Handbook, April 1993, Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants).

90 Hazard index is the ratio of a toxic air contaminant's concentration divided by its Reference Concentration, or safe exposure level. If the hazard index exceeds one, people are exposed to levels of TACs that may pose noncancer health risks.

The 2016-2040 RTP/SCS provides socioeconomic forecast projections of regional population growth.[91] The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. The Project would add a residential population of approximately 211 people to the Project Site based on the 90 dwelling units proposed.[92] The Project's residential population would represent approximately 0.03 percent of the forecasted growth between 2012 and 2040 in the City and would therefore be consistent with the projections in the AQMP.

As of September 3, 2020, the 2020 RTP/SCS is the adopted metropolitan transportation plan for the region. The 2020 RTP/SCS accommodates 4,771,300 persons; 1,793,000 households; and 2,135,900 jobs in the City of Los Angeles by 2045. The Project's residential population would represent approximately 0.03 percent of the forecasted population growth between 2016 and 2045. When the AQMP is updated in 2022, it will use these growth forecasts as the basis of its attainment plan.

Development of the Project also would result in approximately six employment positions on-site, based on the 2,815 square feet of retail space proposed.[93] However, the removal of the existing restaurant would eliminate more than six positions, resulting in a net loss of jobs on-site. Thus, the Project's estimated employment impact would not help produce job growth that exceeds the capacity that is accommodated in the 2016 AQMP. As a result, the Project would be consistent with the projections in the AQMP.

- Does the project implement feasible air quality mitigation measures?

The Project would not result in any significant air quality impacts and therefore would not require mitigation. In addition, the Project would comply with all applicable regulatory standards as required by SCAQMD. Furthermore, with compliance with the regulatory requirements identified above, no significant air quality impacts would occur. As such, the Project meets this AQMP consistency criterion.

- To what extent is project development consistent with the land use policies set forth in the AQMP?

With regard to land use developments such as the Project, the AQMP's air quality policies focus on the reduction of vehicle trips and vehicle miles traveled (VMT). The Project would serve to implement a number of land use policies of the City of Los Angeles, SCAQMD, and SCAG. The Project would be designed and constructed to support and promote environmental sustainability. The Project represents an infill development within an existing urbanized area that would concentrate more housing and population within a high quality transit area (HQTA). "Green" principles are incorporated throughout the Project to comply with the City of Los Angeles Green

91 The current applicable air quality attainment plan for the region is the 2016 AQMP, which is based on the growth assumptions in the 2016 RTP/SCS. As such, the 2016 RTP/SCS was used as the basis for this analysis.

92 Raju Associates, Inc. Technical Memorandum, 966 S. Vermont Avenue Mixed-Use Project Trip Generation Analysis and Transportation Assessment Screening; May 2022. Based on City of Los Angeles VMT Calculator, v1.3.

93 Raju Associates, Inc. Technical Memorandum, 966 S. Vermont Avenue Mixed-Use Project Trip Generation Analysis and Transportation Assessment Screening; May 2022. Based on City of Los Angeles VMT Calculator, v1.3.

Building Code and the California Green Building Standards Code (CALGreen) through energy conservation, water conservation, and waste reduction features.

The air quality plan applicable to the Project area is the 2016 AQMP. The 2016 AQMP is the SCAQMD plan for improving regional air quality in the Basin. The 2016 AQMP is the current management plan for continued progression toward clean air and compliance with State and federal requirements. It includes a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on- and off-road mobile sources, and area sources. The 2016 AQMP also incorporates current scientific information and meteorological air quality models. It also updates the federally approved 8-hour O_3 control plan with new commitments for short-term NO_X and VOC reductions. The 2016 AQMP includes short-term control measures related to facility modernization, energy efficiency, good management practices, market incentives, and emissions growth management.

As demonstrated in the following analyses, the Project would not result in significant regional emissions. The 2016 AQMP adapts previously conducted regional air quality analyses to account for the recent unexpected drought conditions and presents a revised approach to demonstrated attainment of the 2006 24-hour $PM_{2.5}$ NAAQS for the Basin. Directly applicable to the Project, the 2016 AQMP proposes robust NO_X reductions from residential appliances. The Project would be required to comply with all new and existing regulatory measures set forth by the SCAQMD. Implementation of the Project would not interfere with air pollution control measures listed in the 2016 AQMP.

The Project Site is classified as "General Commercial" in the General Plan Framework, a classification that allows multi-family housing and retail uses such as that proposed by the Project. As such, the RTP/SCS' assumptions about growth in the City accommodate the projected population on the Project Site. As a result, the Project would be consistent with the growth assumptions in the City's General Plan. Because the AQMP accommodates growth forecasts from local General Plans, the emissions associated with this Project are accounted for and mitigated in the region's air quality attainment plans. The air quality impacts of development on the Project Site are accommodated in the region's emissions inventory for the 2016 RTP/SCS and 2016 AQMP. Therefore, Project impacts with respect to AQMP consistency would be less than significant.

7.5.1.2 City of Los Angeles Policies

The Project would offer convenient access to public transit and opportunities for walking and biking (including the provision of bicycle parking), thereby facilitating a reduction in VMT. In addition, the Project would be consistent with the existing land use pattern in the vicinity that concentrates urban density along major arterials and near transit options based on the following:

- The Project Site is within an HQTA[94], which reflects areas with rail transit service or bus service where lines have peak headways of less than 15 minutes.[95]

- The Project Site is considered a Transit Oriented Communities (TOC) Tier 3 based on the shortest distance between any point on the lot and qualified Major Transit Stops (intersection

94 Southern California Association of Governments Data Portal https://scag.ca.gov/sites/main/files/file-attachments/la_midcitywestsidescaghqtaeligible.pdf?1605647676

95 Southern California Association of Governments, Sustainability Program homepage, accessed January 20, 2022

of Olympic Boulevard and Vermont Avenue, 275 feet south of the Project Site).[96]

- There is substantial public transit service in the area, including:
    - Metro Line 28, local bus service that provides east-west service along Olympic Boulevard that connects Downtown Los Angeles with Century City.
    - Metro Line 204, local bus service that provides north-south service in the area along Vermont Avenue.
    - Metro Line 754, Rapid Bus line that provides north-south in the area along Vermont Avenue.
    - Metro Line 66, local bus service at a bus stop on 8th Street at Vermont Avenue.
    - Metro Line 30, local bus service at a bus stop on 8th Street at Vermont Avenue.
    - LADOT DASH (Wilshire Center/Koreatown) shuttle service at a bus stop on Vermont Avenue.
    - Metro's Wilshire/Vermont rail station is located 3,150 feet north of the Project Site, where the B (Red) Line and D (Purple) Line provide access to the region.
- The Project will provide nine short- and 70 long-term bicycle parking spaces on-site.
- Metro operates a bikeshare station on Berendo Street and Olympic Boulevard, 850 feet southwest of the Project Site.
- The Project includes a 944 square-foot recreation space that could be used for telecommuting.

The City's General Plan Air Quality Element identifies 30 policies with specific strategies for advancing the City's clean air goals. As illustrated in **Table 7-5**, the Project is consistent with the applicable policies in the Air Quality Element, as the Project would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage the use of alternative modes of transportation. Therefore, the Project would result in a less than significant impact related to consistency with the Air Quality Element.

Table 7-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
Policy 1.3.1. Minimize particulate emissions from construction sites.	**Consistent.** The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules (e.g., Rule 403, Fugitive Dust).
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	**Not Applicable.** The Project would not involve use of unpaved roads or parking lots.

[96] 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).

Table 7-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	**Consistent.** The proposed development would include retail employees that could access transportation options to driving to work. The Project Site is well-served by public transit Metro Lines 28, 204 along Olympic Boulevard and Vermont Avenue. Metro Line 754 provides north-south Rapid Bus service along Vermont Avenue. Lines 30 and 66 provide local bus service to the north on 8th Street. LADOT DASH (Wilshire Center/Koreatown) provides circulator shuttle service at a bus stop on Vermont Avenue. Metro's Wilshire/Vermont rail station is located 3,150 feet north of the Project Site, where the B (Red) Line and D (Purple) Line provide access to the region. Employees can benefit from the nine short- and 70 long-term bicycle parking spaces on-site for residents and workers. Metro operates a bikeshare station on Berendo Street and Olympic Boulevard, 850 feet southwest of the Project Site. The Project includes a 944 square-foot recreation room on the first floor that could be used for telecommuting.
Policy 2.1.2. Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	**Consistent.** Residents could use high-speed telecommunications services as an alternative to driving to work. A June 2020 study by the National Bureau of Economic Research found that 37 percent of jobs can be performed entirely from home (https://www.nber.org/papers/w26948). The Project includes a 944 square-foot recreation room on the first floor that could be used for telecommuting. As such, the Project could help reduce commuting to work through telecommuting.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	**Consistent.** As the Project Site is classified as a TOC Tier 3 site, the Project would discourage single-occupant vehicle use because of the limited parking (85 spaces) for residents and merchants. Residents, workers, and visitors can use public transit, including Metro Lines 28, 204 along Olympic Boulevard and Vermont Avenue. Metro Line 754 provides north-south Rapid Bus service along Vermont Avenue. Lines 30 and 66 provide local bus service to the north on 8th Street. LADOT DASH (Wilshire Center/Koreatown) provides circulator shuttle service at a bus stop on Vermont Avenue. Metro's Wilshire/Vermont rail station is located 3,150 feet north of the Project Site, where the B (Red) Line and D (Purple) Line provide access to the region.

Table 7-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
	The Project also provides nine short- and 70 long-term bicycle parking spaces on-site for residents and workers. Metro operates a bikeshare station on Berendo Street and Olympic Boulevard, 850 feet southwest of the Project Site. The Project includes a 944 square-foot recreation room on the first floor that could be used for telecommuting.
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	**Consistent.** As noted above, the Project Site's TOC Tier 3 status allows the garage to be limited to parking for 85 vehicles. The development would provide transportation options to residents as an option to driving.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	**Not Applicable.** The Project would not include facilities for special events.
Policy 3.2.1. Manage traffic congestion during peak hours.	**Consistent.** The Project is a low traffic generator because of the nature of residential uses, which generate peak hour vehicle trips that are lower than commercial, retail, and restaurant uses. Further, the Project would also minimize traffic congestion based on its location near transit opportunities, which would encourage the use of alternative modes of transportation. Residents, workers, and visitors can use public transit, including Metro Lines 28, 204 along Olympic Boulevard and Vermont Avenue. Metro Line 754 provides north-south Rapid Bus service along Vermont Avenue. Lines 30 and 66 provide local bus service to the north on 8th Street. LADOT DASH (Wilshire Center/Koreatown) provides circulator shuttle service at a bus stop on Vermont Avenue. Metro's Wilshire/Vermont rail station is located 3,150 feet north of the Project Site, where the B (Red) Line and D (Purple) Line provide access to the region. The Project also provides nine short- and 70 long-term bicycle parking spaces on-site for residents and workers. Metro operates a bikeshare station on Berendo Street and Olympic Boulevard, 850 feet southwest of the Project Site.
Policy 4.1.1. Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	**Consistent.** The Project is being entitled through the City of Los Angeles, which coordinates with SCAG, Metro, and other regional agencies on the coordination of land use, air quality, and transportation policies.
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level.	**Consistent.** The Project would be entitled and environmentally cleared at the local level.
Policy 4.2.1. Revise the City's General Plan/Community Plans to achieve a more	**Not Applicable.** This policy calls for City updates to its General Plan.

Table 7-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	
Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	**Consistent.** The Project would be infill development that would provide residents with proximate access to jobs, shopping, and other uses.
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	**Consistent.** The Project would promote public transit, active transportation, and alternative fuel vehicles for residents, workers, and visitors, who can use public transit, including Metro Lines 28, 204 along Olympic Boulevard and Vermont Avenue. Metro Line 754 provides north-south Rapid Bus service along Vermont Avenue. Lines 30 and 66 provide local bus service to the north on 8th Street. LADOT DASH (Wilshire Center/Koreatown) provides circulator shuttle service at a bus stop on Vermont Avenue. Metro's Wilshire/Vermont rail station is located 3,150 feet north of the Project Site, where the B (Red) Line and D (Purple) Line provide access to the region. The Project also provides nine short- and 70 long-term bicycle parking spaces on-site for residents and workers. Metro operates a bikeshare station on Berendo Street and Olympic Boulevard, 850 feet southwest of the Project Site. The Project would also include nine electric vehicle charging stations and 26 more spaces with conduits and supplies for future charging stations.
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	**Consistent.** The Project's air quality impacts are analyzed in this document, and as discussed herein, all impacts with respect to air quality would be less than significant.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	**Consistent.** The Project would support use of alternative transportation modes. The Project Site is well-served by public transit, including Metro Lines 28, 204 along Olympic Boulevard and Vermont Avenue. Metro Line 754 provides north-south Rapid Bus service along Vermont Avenue. Lines 30 and 66 provide local bus service to the north on 8th Street. LADOT DASH (Wilshire Center/Koreatown) provides circulator shuttle service at a bus stop on Vermont Avenue. Metro's Wilshire/Vermont rail station is located 3,150 feet north of the Project Site, where the B (Red) Line and D (Purple) Line provide access to the region. The Project also provides nine short- and 70 long-term bicycle parking spaces on-site for residents and workers. Metro operates a bikeshare station on Berendo Street and Olympic Boulevard, 850 feet southwest of the Project Site.

Table 7-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
	The Project includes a 944 square-foot recreation room on the first floor that could be used for telecommuting.
Policy 4.3.1. Revise the City's General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.	**Not Applicable.** This policy calls for City updates to its General Plan.
Policy 4.3.2. Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.	**Not Applicable.** This policy calls for City updates to its General Plan.
Policy 5.1.1. Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's water port and airport facilities.
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	**Not Applicable.** This policy calls for cleaner operations of the City's buildings and operations.
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's Water and Power energy plants.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	**Consistent.** The Project would be consistent with this policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste and energy consumption. This includes the City's March 2010 ordinance (Council File 09-3029) that requires all mixed construction and demolition waste be taken to City-certified waste processors.
Policy 5.2.1. Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	**Not Applicable.** This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements.
Policy 5.3.1. Support the development and use of equipment powered by electric of low-emitting fuels.	**Consistent.** The Project would be designed to meet the applicable requirements of the States Green Building Standards Code and the City of Los Angeles' Green Building Code.
Policy 6.1.1. Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	**Not Applicable.** This policy calls for the City to promote clean air awareness through its public awareness programs.
Source: DKA Planning, 2022.	

7.5.2 Emissions

7.5.2.1 Construction

Construction activity creates air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. Fugitive dust emissions would peak during grading activities, where approximately 37,563 cubic yards of soil (including swell factors for topsoil and clay) would be exported from the Project Site to accommodate a two-level subterranean structure. NO_X emissions would primarily result from the use of construction equipment and truck trips.

All construction projects in the Basin must comply with SCAQMD Rule 403 for fugitive dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional $PM_{2.5}$ and PM_{10} emissions associated with construction activities by approximately 61 percent.

During the building finishing phase, the application of architectural coatings (e.g., paints) would potentially release VOCs (regulated by SCAQMD Rule 1113). The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

As shown in **Table 7-6**, construction of the Project would produce VOC, NO_X, CO, SO_X, PM_{10} and $PM_{2.5}$ emissions that do not exceed the SCAQMD's regional thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered less than significant.

Table 7-6
Estimated Daily Construction Emissions - Unmitigated

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2024	1.6	32.3	18.9	0.1	7.6	3.0
2025	7.7	5.1	6.9	<0.1	1.3	0.5
2026	7.7	0.9	1.1	<0.1	0.2	0.1
Maximum Regional Total	**7.7**	**32.3**	**18.9**	**<0.1**	**7.6**	**3.0**
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Localized Total	**N/A**	**11.4**	**10.7**	**<0.1**	**2.6**	**1.5**
Localized Threshold	**N/A**	**74**	**680**	**N/A**	**5**	**3**
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

Table 7-6
Estimated Daily Construction Emissions - Unmitigated

The construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels. Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions)
Source: DKA Planning, 2022 based on CalEEMod 2022.1 model runs. LST analyses based on 1-acre site with 25-meter distances to receptors in Central LA source receptor area. Values reflect the summer or winter season, whichever is higher. Modeling sheets included in the Technical Appendix.

In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the Project.[97] 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 are based on the most recent background ambient air quality monitoring data (2018-2020) for the Project area.

Maximum on-site daily construction emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the Central Los Angeles SRA based on construction site acreage that is less than or equal to one acre. Potential impacts were evaluated at the closest off-site sensitive receptor, which are the residences to the east of the Project Site on Menlo Avenue. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in **Table 7-6**, above**,** the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO_2 and CO during the construction phase. Similarly, construction activities would not produce PM_{10} and $PM_{2.5}$ emissions that exceed localized thresholds recommended by the SCAQMD. These estimates assume the use of Best Available Control Measures (BACMs) that address fugitive dust emissions of PM_{10} and $PM_{2.5}$ through SCAQMD Rule 403. This would include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. Therefore, construction impacts on localized air quality are considered less than significant.

7.5.2.2 Operation

Operational emissions of criteria pollutants would come from area, energy, and mobile sources. Area sources include hearths, consumer products such as household cleaners, architectural coatings for routine maintenance, and landscaping equipment. Energy sources include electricity and natural gas use for space heating and water heating. The CalEEMod program generates estimates of emissions from energy use based on the land use type and size. The Project would also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project Site. The Project could add up to 448 vehicle trips to the local roadway network on a

[97] South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-up Table, revised October 2009.

peak weekday at the start of operations in 2027.[98] When the 1,005 vehicle trips to and from the existing restaurants are considered, the Project would result in a net reduction of 557 daily vehicle trips.

As shown in **Table 7-7**, the Project's emissions would not exceed the SCAQMD's regional or localized significance thresholds and would generally reduce criteria pollutant emission from existing conditions. Therefore, the operational impacts of the Project on regional and localized air quality are considered less than significant.

Table 7-7
Estimated Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	2.6	0.1	6.7	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.2	0.1	<0.1	<0.1	<0.1
Mobile Sources	1.4	0.9	9.7	<0.1	0.8	0.2
Regional Total	**4.0**	**1.2**	**16.5**	**<0.1**	**0.8**	**0.2**
Existing Total	-7.1	-3.0	-27.8	-0.1	-1.7	-0.4
Net Regional Total	**-3.1**	**-1.8**	**-11.3**	**<0.1**	**-0.9**	**-0.2**
Regional Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Net Localized Total	**N/A**	**-0.1**	**5.8**	**N/A**	**-<0.1**	**-<0.1**
Localized Significance Threshold	**N/A**	**74**	**680**	**N/A**	**2**	**1**
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

LST analyses based on 1-acre site with 25-meter distances to receptors in Central Los Angeles SRA
Source: DKA Planning, 2022 based on CalEEMod 2022.1 model runs (included in the Technical Appendix).
Totals reflect the summer season maximum and may not add up due to rounding.

7.5.3 Sensitive Receptors

7.5.3.1 Construction

Construction of the Project could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project Site exceeded the applicable LST values presented in **Table 7-4**, or if construction activities generated significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of 10 excess cancers per million or non-carcinogenic Hazard Index greater than 1.0, respectively. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$ to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

As shown in **Table 7-6**, during construction of the Project, maximum daily localized unmitigated emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ from sources on the Project Site would remain below each

98 Raju Associates, Inc. Technical Memorandum, 966 S. Vermont Avenue Mixed-Use Project Trip Generation Analysis and Transportation Assessment Screening; May 2022. Based on City of Los Angeles VMT Calculator, v1.3.

of the respective LST values. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are within 25 meters of the Project's construction activities. Therefore, based on SCAQMD guidance, localized emissions of criteria pollutants would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern.

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust stacks of construction equipment. The construction emissions modeling conservatively assumed that all equipment present on the Project Site would be operating simultaneously throughout most of the day, while in all likelihood this would rarely be the case. Average daily emissions of diesel PM would be less than one pound per day throughout the course of Project construction. Therefore, the magnitude of daily diesel PM emissions, would not be sufficient to result in substantial pollutant concentrations at off-site locations nearby.

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be approximately 23 months, and the magnitude of daily diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction.

Because there is such a short-term exposure period, construction TAC emissions would result in a less than significant impact. Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.

7.5.3.2 Operation

The Project Site would be redeveloped with multi-family residences, a land use that is not typically associated with TAC emissions. Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides) for the types of proposed land uses would be below thresholds warranting further study under California Accidental Release Program.

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).[99] The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.[100] Together, the CARB and SCAQMD guidelines recommend siting distances

[99] California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

[100] South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and to a lesser extent, facility operations (e.g., natural gas fired boilers). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.[101] Based on this guidance, the Project would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, the CARB-mandated airborne toxic control measures (ATCM) limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time, which would further limit diesel particulate emissions.

As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO_2, $PM_{2.5}$, or PM_{10} at nearby sensitive receptors. While long-term operations of the Project would generate traffic that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce emissions concentrations needed to trigger a CO hotspot. In fact, the Project would result in a net reduction of 557 daily vehicle trips at the start of operations in 2027.[102] As such, the Project would slightly reduce vehicle congestion near the Project Site during peak and non-peak hours.

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions.[103] However, construction activities would not produce chronic, long-term exposure to

101 South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2002.

102 Raju Associates, Inc. Technical Memorandum, 966 S. Vermont Avenue Mixed-Use Project Trip Generation Analysis and Transportation Assessment Screening; May 2022. Based on City of Los Angeles VMT Calculator, v1.3.

103 California Office of Environmental Health Hazard Assessment. Health Effects of Diesel Exhaust. www. http://oehha.ca.gov/public_info/facts/dieselfacts.html

diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs.

In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[104] The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, the Project's operational impacts on local sensitive receptors would be less than significant.

7.5.4 Odors

The Project would not result in activities that create objectionable odors. The Project is a housing and retail development that would not include any activities typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any occasional odors. As a result, any odor impacts from the Project would be considered less than significant.

7.6 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to air quality.

[104] South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

8 Discussion of CCR Section 15332(d): Water Quality

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.[105]

8.1 Surface Water Quality

8.1.1 Construction

Construction activities such as earth moving, maintenance of construction equipment, and handling of construction materials can contribute to pollutant loading in stormwater runoff. Site-specific BMPs would reduce or eliminate the discharge of potential pollutants from stormwater runoff. In addition, the Project Applicant would be required to comply with City grading permit regulations and inspections to reduce sedimentation and erosion.

During Project construction, particularly during the grading phase, stormwater runoff from precipitation events could cause exposed and stockpiled soils to be subject to erosion and convey sediments into municipal storm drain systems. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur.

As Project construction would disturb less than one acre of soil (Site is 0.472 acres), the Project would not be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. However, the Project would be required to implement Best Management Practices (BMPs) as part of the City's grading permit requirements. BMPs would include, but would not necessarily be limited to, erosion control, sediment control, non-stormwater management, and materials management BMPs (e.g., sandbags, storm drain inlets protection, stabilized construction entrance/exit, wind erosion control, and stockpile management) to minimize the discharge of pollutants in stormwater runoff during construction.

In addition, Project construction activities would occur in accordance with City grading permit regulations (LAMC Chapter IX, Division 70), such as the preparation of an Erosion Control Plan, to reduce the effects of sedimentation and erosion. With the implementation of site-specific BMPs included as part of the Erosion Control Plan required to comply with the City grading permit regulations, the Project would significantly reduce or eliminate the discharge of potential pollutants from the stormwater runoff. Therefore, with compliance with City grading regulations, construction of the Project would not violate any water quality standard or waste discharge requirements or otherwise substantially degrade surface water quality.

With compliance with regulations in place, construction of the Project would not result in discharge that would cause: (1) pollution which would alter the quality of the water of the State (i.e., Los Angeles River) to a degree which unreasonably affects beneficial uses of the waters; (2) contamination of the quality of the water of the State by waste to a degree which creates a hazard to the public health through poisoning or through the spread of diseases; or (3) nuisance that

105 Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

would be injurious to health; affect an entire community or neighborhood, or any considerable number of persons; and occurs during or as a result of the treatment or disposal of wastes. Furthermore, such mandatory compliance measures would ensure that construction of the Project would not result in discharges that would cause regulatory standards to be violated in the Los Angeles River Watershed. Therefore, temporary construction-related impacts on surface water quality would be less than significant.

8.1.2 Operation

Under the City's Low Impact Development (LID) Ordinance, post-construction stormwater runoff from new projects must be infiltrated, evapotranspirated, captured and used, and/or treated through high efficiency BMPs on-site for the volume of water produced by the greater of the 85th percentile storm event or the 0.75-inch storm event (i.e., "first flush"). Consistent with LID requirements to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of capture and use and/or biofiltration system BMPs as established by the LID Manual. The installed BMP systems would be designed with an internal bypass overflow system to prevent upstream flooding during major storm events. As the majority of potential contaminants are anticipated to be contained within the "first flush" storm event, major storms are not anticipated to cause an exceedance of regulatory standards. As is typical of most urban existing uses and proposed developments, stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater system. Anticipated and potential pollutants generated by the Project are sediment, nutrients, pesticides, metals, pathogens, and oil and grease.

The implementation of BMPs required by the City's LID Ordinance would target these pollutants that could potentially be carried in stormwater runoff. Furthermore, operation of the Project would not result in discharges that would cause regulatory standards to be violated.

The existing Site is nearly impervious (approximately 92%) and consists of several buildings, and surface parking lot. Implementation of the Project would decrease the impervious surface by adding some additional landscape areas. The Project Site does not appear to include BMPs or measures to treat stormwater runoff.

As such, stormwater currently flows from the Project Site without any treatment. However, the Project includes compliance with LID BMPs, such as the installation of a capture and use and/or biofiltration system, which would control stormwater runoff with no increase in runoff resulting from the Project. Therefore, with the incorporation of such LID BMPs, operation of the Project would not result in discharges that would violate any surface water quality standards or waste discharge requirements. Impacts to surface water quality during operation of the Project would be less than significant.

8.2 Ground Water Quality

8.2.1 Construction

In the event groundwater is encountered during construction, temporary pumps and filtration would be utilized in compliance with all applicable NPDES requirements. The treatment and

disposal of the dewatered water would occur in accordance with the Los Angeles Regional Water Quality Control Board (LARWQCB) Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. Therefore, construction could potentially improve the existing condition by removing impacted groundwater.

In addition, the construction activities would be typical of a residential and retail project and would not involve activities that could further impact the underlying groundwater quality.

Further, compliance with all applicable federal, State, and local requirements concerning the handling, storage and disposal of hazardous waste would reduce the potential for the construction of the Project to release contaminants into groundwater.

Based on the above, construction of the Project would not result in discharges that would violate any groundwater quality standard or waste discharge requirements. Therefore, construction-related impacts on groundwater quality would be less than significant.

8.2.2 Operation

The Project does not include the installation of water wells, or any extraction or recharge system that is in the vicinity of the coast, an area of known groundwater contamination or seawater intrusion, a municipal supply well or spreading ground facility. The Project Site would not increase concentrations of trash in the Los Angeles River Watershed because it would not dump trash into the storm drain system. The Project would meet the requirements of the City's LID standards. Under section 3.1.3. of the LID Manual, post-construction stormwater runoff from new projects must be infiltrated, evapotranspirated, captured and used, and/or treated through high efficiency BMPs on-site for the volume of water produced by the 85th percentile storm event.

The Project would implement either Infiltration Drywells, Capture and Use System, or Biofiltration Planters for managing stormwater runoff in accordance with current LID requirements.

Water runoff flows toward the existing storm drain system with an inlet on Vermont Avenue, adjacent to the Site.[106]

Through required compliance with the City's LID Ordinance, operation of the Project would not result in discharges that would cause: (1) pollution which would alter the quality of the waters of the State (i.e., Los Angeles River) to a degree which unreasonably affects beneficial uses of the waters; (2) contamination of the quality of the waters of the State by waste to a degree which creates a hazard to the public health through poisoning or through the spread of diseases; or (3) nuisance that would be injurious to health; affect an entire community or neighborhood, or any considerable number of persons; and occurs during or as a result of the treatment or disposal of wastes. As is typical of most urban developments, stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater system. Anticipated and potential pollutants generated by the Project include sediment, nutrients, pesticides, metals, pathogens, and oil and

106 NavigateLA, Stormwater layer: http://navigatela.lacity.org/navigatela/

grease. The release of pollutants listed above would be reduced or minimized through the implementation of approved LID BMPs.

The Project does not include the installation of water wells, or any extraction or recharge system that is in the vicinity of the coast, an area of known groundwater contamination or seawater intrusion, a municipal supply well or spreading ground facility. Operational activities, which could affect groundwater quality, include hazardous material spills and leaking underground storage tanks. No underground storage tanks will be operated by the Project. The Project would not expand any potential areas of contamination, increasing the level of contamination, or cause regulatory water quality standard violations, as defined in the California Code of Regulations, Title 22, Division 4, Chapter 15 and the Safe Drinking Water Act. The Project is not anticipated to result in releases or spills of contaminants that could reach a groundwater recharge area or spreading ground or otherwise reach groundwater through percolation. The Project does not involve drilling to or through a clean or contaminated aquifer.

Furthermore, operation of the Project would not result in discharges that would cause regulatory standards to be violated. Stormwater infrastructure on the Project Site, in compliance with LID BMP requirements, would control and treat stormwater runoff to account for the 85th percentile storm event. The installed BMP systems would be designed with an internal bypass overflow system to prevent upstream flooding during major storm events. Implementation of LID BMPs would ensure operational impacts on surface water quality are less than significant. Therefore, the Project's potential impact on surface water quality and groundwater quality is less than significant.

The Project Site does not have any LID systems Implementation of a development that complies with the current requirements of the LID ordinance and handbook would actually improve the condition of the Site. Therefore no significant impact would occur.

8.3 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to water quality.

9 Discussion of CCR Section 15332(e)

The site can be adequately served by all required utilities and public services.[107]

This section is based on the following items, included as **Appendix F** of this CE:

F-1 School Response, Los Angeles Unified School District, August 11, 2022

F-2 Parks Response, Los Angeles Department of Recreation and Parks, August 3, 2022

F-3 Wastewater Response, Los Angeles Bureau of Sanitation, July 27, 2022

F-4 Water Response, Los Angeles Department of Water and Power, September 9, 2022

9.1 Fire Protection

Within the City of Los Angeles, fire prevention and suppression services and emergency medical services are provided by the Los Angeles Fire Department (LAFD). Project impacts regarding fire protection services are evaluated on a project-by-project basis. A project's land use, fire-related needs, and whether the project site meets the recommended response distance and fire safety requirements, as well as project design features that would reduce or increase the demand for fire protection and emergency medical services, are taken into consideration.

Beyond the standards set forth in the Los Angeles Fire Code, consideration is given to the project size and components, required fire-flow, response distance for engine and truck companies, fire hydrant sizing and placement standards, access, and potential to use or store hazardous materials. The evaluation of the Project's impact on fire protection services considers whether the development of the project would create the need for a new fire station or expansion, relocation, or consolidation of an existing facility to accommodate increased demand, the construction of which would cause significant environmental impacts.

The Project would comply with all applicable regulatory standards. In particular, the Project would comply with LAMC fire safety requirements, including those established in the Building Code (Chapter 9), the Fire Code (Chapter 7) and Section 57.507.3.1 of the LAMC regarding fire flow requirements.

LAMC Chapter V, Article 7, Section 57.512.1 provides that response distances, which are based on land use and fire flow requirements and range from 0.75 mile for an engine company to 2 miles for a truck company, shall comply with Section 57.507.3.3. Where a site's response distance is greater than permitted, all structures must have automatic fire sprinkler systems.

[107] Each of these topic areas (public services [fire, police, schools, parks, libraries] and utilities [wastewater, water, solid waste]) are discussed in their own section.

According to LAMC Section 57.512.1,[108] response distances based on land use and fire-flow requirements shall comply with Table 57.507.3.3 (recreated below).[109]

This Project would be a high density development. For a high density residential land use, the maximum response distance is 1.5 mile for an engine company and 2 miles for a truck company. The maximum response distances for both fire suppression companies (engine and truck) must be satisfied. According to LAMC Section 57.512.2[110], where a response distance is greater than that shown in Table 57.507.3.3 (table recreated below), all structures shall be constructed with automatic fire sprinkler systems. Additional fire protection shall be provided as required by the Fire Chief per LAMC Section 57.512.2.

Table 57.507.3.3
Response Distances That If Exceeded Require The Installation Of An Automatic Fire Sprinklers System

* Land Use	Required Fire-Flow	Maximum Response Distance	
		Engine Co.	Truck Co.
Low Density Residential	2,000 gpm from three adjacent hydrants flowing simultaneously	1-1/2 miles	2 miles
High Density Residential and Commercial Neighborhood	4,000 gpm from four adjacent hydrants flowing simultaneously	1-1/2 miles	2 miles
Industrial and Commercial	6,000 to 9,000 gpm from four hydrants flowing simultaneously	1 mile	1-1/2 miles
High Density Industrial and Commercial or Industrial (Principal Business Districts or Centers)	12,000 gpm available to any block (where local conditions indicate that consideration must be given to simultaneous fires, an additional 2,000 to 8,000 gpm will be required)	3/4 mile	1 mile
gpm – gallons per minute Land use designations are contained in the community plan elements of the General Plan for the City of Los Angeles. The maximum response distances for both L.A.F.D. fire suppression companies (engine and truck) must be satisfied. LAMC Table 57.507.3.3.			

According to the City, the Project Site is first-served by Station No. 13,[111] located at 2401 Pico Boulevard, approximately 2,785 feet (0.53 mile) driving distance away.

108 LAMC Section 57,512.1, http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates$fn=default.htm$3.0$vid=amlegal:losangelescamc$anc=JD57.512.

109 LAMC Table 57,507.3.3, http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates$fn=default.htm$3.0$vid=amlegal:losangelescamc$anc=JDTABLE57.507.3.3

110 LAMC Section 57,512.2, http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates$fn=default.htm$3.0$vid=amlegal:losangelescamc$anc=JD57.512.2.

111 LAFD, Find Your Station: https://www.lafd.org/fire-stations/station-results

In addition, Station No. 11 is located within 1.3 miles driving distance away.

As shown in **Table 9-1**, Fire Station No. 11 has an assessment light force (composed of a truck company and one engine company).[112] Therefore, the Project Site is located within the distance identified by LAMC Section 57.512.1[113] (i.e. within 1.5 mile for an engine and 2 miles for a truck).

Since the Project Site is located within the distance identified by LAMC Section 57.507.3.3, it does not need automatic fire sprinkler systems. Additional fire protection shall be provided as required by the Fire Chief per LAMC Section 57.512.2.

Table 9-1
Fire Stations

No.	Address	Distance	Equipment	Operational Response Time	Incident Counts
13	2401 Pico Boulevard	2,785 feet	Engine Paramedic Ambulance Rescue Ambulance EMS Battalion Captain Battalion Chief	EMS: 6:20 min Non-EMS: 6:38 min	EMS: 5,856 Non-EMS: 1,488
11	1819 7th Street	1.3 miles	Assessment Light Force Assessment Engine Paramedic Ambulance Rescue Ambulance	EMS: 6:10 min Non-EMS: 5:30 min	EMS: 9,749 Non-EMS: 2,758

Response Time: (January to December 2021) average time (turnout time + travel time) in the station area.
Incident counts: (January to December 2021). Non-EMS is fire emergency. EMS is emergency medical service.
http://lafd.org/sites/default/files/pdf_files/11-03-2014_AllStations.pdf
Light Force: Truck company and single engine.
Task Force: Truck company and two fire engines.
LAFD June 2021 Fire Station Directory.
Table: CAJA Environmental Services, July 2022.

The Project Site is in an urbanized area completely surrounded by development. The Project Site is not located in a Very High Fire Hazard Severity Zone[114] or in the wildlands fire hazard Mountain Fire District.[115]

The Project Site is not within Fire District 1.[116] These are areas identified by the City that are required to meet additional developmental regulations to mitigate fire hazard related risks. There are nine areas located in Downtown, Hollywood, Wilshire, Beverly-Fairfax, Crenshaw, Century City, Westwood, Van Nuys, Venice, and San Pedro areas of the City. Fire District 1 limits the type of construction as defined in the California Building Code (CBC) to Types I, II and III, prohibits

112 LAFD: http://www.lafd.org/about/about-lafd/apparatus.

113 LAMC Section 57,512.1, http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates$fn=default.htm$3.0$vid=amlegal:losangelescamc$anc=JD57.512.

114 ZIMAS search: http://zimas.lacity.org/.

115 Los Angeles Safety Element, Exhibit D, Selected Wildfire Hazard Areas in the City of Los Angeles: https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf, accessed July 19, 2021.

116 http://zimas.lacity.org, accessed March 22, 2022.

Types IV and V construction, and provides for additional fire life safety requirements. Fire District 1 is a building code provision found in Chapter 9, Article 1, Division 72 of the LAMC (Section 91.7201.1).[117]

LAMC Section 57.507.3.1 establishes fire water flow standards, which vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas, with a minimum residual water pressure of 20 pounds per square inch (psi) remaining in the water system. Site-specific fire flow requirements are determined by the LAFD based on land use, life hazard, occupancy, and fire hazard level.

LAMC Section 57.507.3.2 addresses land use-based requirements for fire hydrant spacing and type. Regardless of land use, every first story of a residential, commercial, or industrial building must be within 300 feet of an approved hydrant. The site-specific number and location of hydrants would be determined as part of LAFD's fire/life safety plan review for each development. Final fireflow demands, fire hydrant placement, and other fire protection equipment would be determined for the Project by LAFD during the plan check process. If the Project is determined to require one or more new hydrants during plan check in accordance with city standards, the Project would have to provide them.

The following fire hydrants are near the Project Site:[118]

- Hydrant (ID 7126, size 2½ x 4D, 30-inch main), southeast corner of Vermont Avenue and San Marino Street.

- Hydrant (ID 6726, size 2½ x 4D, 6-inch main), northwest corner of Vermont Avenue and Olympic Boulevard.

Section 35 of Article XIII of the California Constitution at Subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and emergency medical services, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.[119]

117 LADBS, Report Relative to Expanding Fire District 1, May 27, 2021: https://clkrep.lacity.org/onlinedocs/2019/19-0603_rpt_dbs_%205-27-21.pdf

118 Navigate LA, DWP (Fire Hydrants) Layer: http://navigatela.lacity.org/navigatela/

119 City of Hayward v. Board Trustee of California State University (2015) 242 Cal. App. 4th 833, 847.

For all the foregoing reasons, the Project would be adequately served by the LAFD.

9.2 Police Protection

The Project Site is served by the City of Los Angeles Police Department's (LAPD) South Bureau, Olympic Community Police Station, located at 1130 Vermont Avenue.[120] The Station is approximately 1,000 feet driving distance from the Project Site. The Community is 6.2 square miles in size, has approximately 200,000 residents, and has approximate 270 sworn officers. The officer to resident ratio is 1:741.

There are no immediate plans to increase LAPD staffing or resources in those areas, which would serve the Project. The Project would add approximately 217 residents.[121] Assuming the same officer to resident ratio, the Project would represent approximately 0.3% of 1 officer.

This increase is negligible and represents less than 1% increase compared to the number of existing officers. The Project will contribute property tax revenue into the City's General Fund, which can be used to fund additional resources per the planning and deployment strategies of the LAPD.

During construction, the open sides on the Project Site would need to be secured to prevent trespass and theft of building materials. The Project Applicant would employ construction security features, such as fencing, which would serve to minimize the need for LAPD services. Temporary construction fencing would be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

The potential for crime can be reduced with site-specific designs and features. The Project would include standard security measures such as adequate security lighting, secure access to non-public areas and residential access points. Parking would be in a parking levels integrated into the building.

The LAPD will require that the commanding officer of the Station be provided a diagram of each portion of the property showing access routes, and any additional information that might facilitate police response.

Section 35 of Article XIII of the California Constitution at Subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by voters in 1993 pursuant to Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include police protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore,

120 LAPD, Olympic Community: https://www.lapdonline.org/lapd-contact/west-bureau/olympic-community-police-station/

121 The source for the 2.41 persons-per-household rate for the City is Jack Tsao, Data Analyst II, Los Angeles Department of City Planning, June 12, 2020.

an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including police protection, and that it is reasonable to conclude that the city will comply with Proposition 172 to ensure that public safety services are provided.[122]

For all the foregoing reasons, the Project would be adequately served by the LAPD.

9.3 Schools

The Project is served by the following Los Angeles Unified School District (LAUSD) schools:[123]

- Hoover Street Elementary School (grades K-5), 2726 Francis Avenue
- Berendo Middle School (grades 6-8), 1157 Berendo Street
- Young Oak Kim Academy (grades 6-8), 615 Shatto Place
- RFK Community School Zone of Choice (grades 9-12), 801 Catalina Street:[124]
    - New Open World Academy
    - Ambassador School Global Leadership
    - Los Angeles High School of the Arts
    - School for Visual Arts and Humanities
    - UCLA Community School

The residential units directly generate students and the commercial use employees indirectly generate students through their families. As shown in **Table 9-2**, the Project would generate approximately 36 students.

Hoover Street Elementary and Berendo Middle schools are projected to be over capacity in the future (5 year projection). The RFK Community School Zone of Choice is projected to have additional capacity in the future.[125] However, pursuant to the California Government Code Section 65995[126] and California Education Code Section 17620,[127] mandatory payment of the school fees established by LAUSD in accordance with existing rules and regulations regarding the calculation

122 City of Hayward v. Board Trustee of California State University (2015) 242 Cal. App. 4th 833, 847.

123 LAUSD School Finder: http://rsi.lausd.net/ResidentSchoolIdentifier/.

124 Schools & programs that are part of a "school choice area" pull enrollments from the school(s) that have resident areas, as defined by attendance boundaries.

125 School Response, Los Angeles Unified School District, August 11, 2022.

126 California Government Code Section 65995, https://leginfo.legislature.ca.gov/faces/codesdisplaySection.xhtml?lawCode=GOV&sectionNum=65995

127 California Education Code Section, 17620https://leginfo.legislature.ca.gov/faces/codesdisplaySection.xhtml?lawCode=EDC&sectionNum=17620

and payment of such fees would, by law, fully address and mitigate any potential direct and indirect impacts to schools as a result of the Project.

Table 9-2
Estimated Student Generation

Land Use	Project Amount	Student Generation			
		Elementary	Middle	High	Total
Multi-Family Dwelling Units	90 units	18	5	10	**33**
Commercial	2,815 sf	1	1	1	**3**
Total		**19**	**6**	**11**	**36**
LAUSD Developer Fee Justification Study, March 2022. Students per household: 0.1953 elementary, 0.0538 middle; 0.1071 high school. Students per 1,000 sf: 0.467 for neighborhood shopping centers, 0.195 for lodging. Since the Study does not specify the grade levels of students that are generated from non-residential land uses, such students are assumed to be divided among the residential generation factors (i.e. approximately 55 percent for elementary, 15 percent for middle, and 30 percent for high school. Table: CAJA Environmental Services, July 2022.					

Therefore, Project impacts to school services would be less than significant with compliance with regulatory requirements to pay school fees pursuant to the Government Code.

For all the foregoing reasons, the Project would be adequately served by the LAUSD.

9.4 Parks

The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipally owned and operated recreation and park facilities within the City. The Public Recreation Plan, a portion of the Service Element of the City's General Plan sets a goal of a parkland acres-to-population ratio of neighborhood and community parks of 4.0 (or 4 acres per 1,000 persons).

Table 9-3 lists the parks and recreation centers that are located near the Project Site.

Table 9-3
Parks and Recreation Centers

Name	Address	Acres	Distance to Site
Seoul International Park	3250 San Marino Street	3.5	2,750 feet west
Normandie Recreation Center	1550 Normandie Avenue	3.2	3,750 feet southwest
MacArthur Park	2223 Jefferson Boulevard	32	4.000 feet northwest
NavigateLA with Recreation and Parks Department layer: http://navigatela.lacity.org/index01.cfm			

The Project would increase the number of residents and employees at the Project Site. However, employees of commercial developments do not typically frequent parks or recreation centers during work hours, but are more likely to use facilities near their homes during non-work hours.

The Project would include common open space roof deck, and private open space balconies in compliance with the LAMC requirement. While Project residents would use the on-site open spaces and recreational facilities, it is reasonably foreseeable that Project residents would use nearby parks and recreation facilities.

According to the standards provided in the Public Recreation Plan, the 217 net new residents would require 0.87 acres to maintain the standard of four acres per 1,000 people. The City requires developers to dedicate parkland or pay applicable fees (such as dwelling unit construction tax) in lieu of parkland dedication.

In September 2016, the City adopted a Park Fee Ordinance (Ordinance), which became effective on January 11, 2017. The aim of the Ordinance is to increase the opportunities for park space creation and expand the Quimby fee program beyond those projects requiring a subdivision map to include a park linkage fee for all net new residential units. The Ordinance amends LAMC Sections 12.21, 12.33, 17.03, 17.12 and 17.58, deletes LAMC Sections 17.07 and 19.01, and adds LAMC Section 19.17. The Ordinance increases Quimby fees, provides a new impact fee for non-subdivision projects, eliminates the deferral of park fees for market rate projects that include residential units, increases the fee spending radii from the site from which the fee is collected, provides for early City consultation for subdivision projects or projects with over 50 units in order to identify means to dedicate land for park space, and updates the provisions for credits against park fees.

Thus, the Project would meet the LAMC's requirement for the provision of usable open space. The Project would be required to pay the in-lieu fee prior to the issuance of a building permit.

While Project residents would use the on-site open spaces and recreational facilities, it is reasonably foreseeable that Project residents would use nearby parks and recreation facilities. However, with the provided on-site and open space and payment of applicable fees, the Project would be adequately served by park and recreational facilities.

9.5 Other Public Facilities

The City of Los Angeles Public Library (LAPL) provides library services throughout the City through its Central Library, 8 regional branches, and 64 community branches. The LAPL collection has 7.1 million books, magazines, electronic media, 120 online databases, and 34,000 e-books and related media.[128]

On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes Criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities – 12,500 square feet for communities with less than 45,000 people, 14,500 square feet for community with more than 45,000 people, and up to 20,000 square feet for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

Table 9-4 describes the libraries that would serve the Project.

Employees of commercial developments do not typically frequent libraries during work hours, but are more likely to use facilities near their homes during non-work hours.

[128] LAPL website: https://www.lapl.org/sites/default/files/media/pdf/about/LAPLFY2017-18Backgrounder10022018.pdf

Table 9-4
Los Angeles Public Libraries

Name	Address	Size (sf)	Collection Size / Circulation	Service Population	Staff
Pio Pico Koreatown	694 Oxford Ave.	20,000	66,694 / 95,231	12,961	14
De Neve	2820 6th Street	9,723	39,992 / 39,992	111,737	9
Pico Union	1030 Alvarado Street	12,500	50,453 / 38,492	41,740	9
Staffing is full-time equivalent. Current service is estimated from LA Times Mapping LA database and branch library community boundaries.					

The Project would not directly necessitate the need for a new library facility. This is because the LAPL has indicated that there are no planned improvements to add capacity through expansion. There are no plans for the development of any other new libraries to serve this community. The LAPL uses the most recent Census figures to determine if a branch should be constructed in a given area.

The analysis considers features (on-site library facilities, direct support to LAPL) that would reduce the demand for library services. It is likely that the residents of the Project would have individual access to internet service, which provides information and research capabilities that studies have shown reduce demand at physical library locations.[129],[130],[131] Further, Measure L has provided funds to restore adequate services to the existing library system. In addition, Project residents could use any of the libraries in the area.

For all of these reasons, it is not anticipated that the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, or need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for library services.

The three nearby branches would be able to accommodate the Project's 217 residents. Therefore, the Project would be adequately served by the City's libraries.

9.6 Wastewater

The Project Site is located within the service area of the Hyperion Treatment Plant (HTP), which has been designed to treat 450 million gallons per day (mgd) to full secondary treatment. Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the LARWQCB discharge policies for the Santa

129 "To Read or Not To Read", see pg. 10: "Literary reading declined significantly in a period of rising Internet use": https://www.arts.gov/sites/default/files/ToRead.pdf.

130 "How and Why Are Libraries Changing?" Denise A. Troll, Distinguished Fellow, Digital Library Federation: http://old.diglib.org/use/whitepaper.htm.

131 "Use and Users of Electronic Library Resources: An Overview and Analysis of Recent Research Studies", Carol Tenopir: http://www.clir.org/pubs/reports/pub120/contents.html.

Monica Bay. The HTP currently treats an average daily flow of approximately 275 mgd.[132] Thus, there is approximately 175 mgd available capacity.

As shown on **Table 9-5**, the Project would generate a total of approximately 10,595 gallons of wastewater per day (or 0.011 mgd). This total does not take credit for removal of the existing uses. This total does not take any credit for any proposed sustainable and water conservation features of the Project. This is a worst-case, conservative approach.

With a remaining daily capacity of 175 mgd, the HTP would have adequate capacity to serve the Project's projected 0.011 mgd generation.

Table 9-5
Project Estimated Wastewater Generation

Land Use	Size	Rates	Total (gpd)
Residential – Studio	5 units	75 gallons / unit	375
Residential – 1-bedroom	65 units	110 gallons / unit	7,150
Residential – 2-bedroom	20 units	150 gallons / unit	3,000
Retail	2,815 sf	25 gallons / 1,000 sf	70
		Total	**10,595**

Note: sf = square feet; gpd = gallons per day
Rates: Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012.
Table: CAJA Environmental Services, May 2022.

The sewer infrastructure in the vicinity of the Project includes an existing 8-inch line on Vermont Avenue which feeds into a 16-inch line on Olympic Boulevard before discharging into a 27-inch sewer line on San Marino Street.[133]

Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow. If a deficiency or service problem is discovered during the permitting process that prevents the Project from an adequate level of service, the Project Applicant shall fund the required upgrades to adequately serve the Project. This will ensure that the Project's impacts to the wastewater conveyance system would be less than significant.

Therefore, no Project impacts related to wastewater treatment would occur and the Project would be adequately served by the City's wastewater facilities.

9.7 Water

The City receives water from five major sources: 1) the Eastern Sierra Nevada watershed, via the Los Angeles Aqueduct; 2) the Colorado River, via the Colorado River Aqueduct; 3) the Sacramento- San Joaquin Delta, via the State Water Project and the California Aqueduct; 4) local groundwater; and 5) recycled water. The amount of water obtained from these sources varies from year to year and is primarily dependent on weather conditions and demand. Los Angeles Department of Water and Power (LADWP) has adopted the 2020 Urban Water Management Plan to ensure that existing and projected water demand within its service area can be accommodated.

[132] https://www.lacitysan.org/san/faces/wcnavexternalId/s-lsh-wwd-cw-p-hwrp?adf.ctrl state=e9g2enwiy5&afrLoop=2223629005130851#!

[133] Wastewater Response, Los Angeles Bureau of Sanitation, July 27, 2022.

According to the LADWP, for any project that is consistent with the City's General Plan, the projected water demand associated with that project is considered to be accounted for in the 2020 Urban Water Management Plan.

As was shown in the Land Use analysis of this Categorical Exemption, the Project would be consistent with the City's General Plan land use designation for the Project Site. Additionally, the Project Applicant would be required to comply with the water efficiency standards outlined in City Ordinance No. 180822[134] and in the LAGBC[135] to minimize water usage. Further, prior to issuance of a building permit, the Project Applicant would be required to consult with LADWP to determine Project-specific water supply service needs and all water conservation measures that shall be incorporated into the Project. As such, the Project would not require new or additional water supply or entitlements. Therefore, no Project impacts related to water supply would occur and the Project would be adequately served by the LADWP.

The 2020 UWMP was adopted in May 2021 and projects a demand of 642,600 AFY in 2025 (average weather year).[136] The UWMP forecasts water demand by estimating baseline water consumption by use (single family, multi-family, commercial/government, industrial), then adjusting for projected changes in socioeconomic variables (including personal income, family size, conservation effects) and projected growth of different uses based on SCAG 2020-2045 RTP/SCS.[137] The 2020-2045 RTP/SCS models local and regional population, housing supply and jobs using a model accounting for job availability by wage and sector and demographic trends (including household size, birth and death rates, migration patterns and life expectancy).[138] Neither the UWMP forecasts, nor the 2020-2045 RTP/SCS include parcel-level zoning and land use designation as an input.

The Project does not materially alter socioeconomic variables or projected growth by use. Any shortfall in LADWP controlled supplies (groundwater, recycled, conservation, LA aqueduct) is offset with MWD purchases to rise to the level of demand. The UWMP demonstrates adequate capacity currently and future capacity to accommodate City growth into which the Project would easily fit.

The LADWP owns and operates the Los Angeles Aqueduct Filtration Plant (LAAFP) located in the Sylmar community of the City. The LAAFP treats City water prior to distribution throughout LADWP's Central Water Service Area. The designated treatment capacity of the LAAFP is 600 mgd, with an average plant flow of 550 mgd during the summer months and 450 mgd in the non-summer months. Thus, the facility has between approximately 50 to 150 mgd of remaining capacity depending on the season.

As shown on **Table 9-6**, the Project would demand a total of approximately 10,595 gallons of water per day (or 0.011 mgd). This total does not take credit for removal of the existing uses. This

134 http://clkrep.lacity.org/onlinedocs/2009/09-0510_ord_180822.pdf

135 http://www.ladbs.org/forms-publications/forms/green-building

136 2020 Urban Water Management Plan, Los Angeles, Exhibit ES-S.

137 2020 Urban Water Management Plan, Los Angeles, page 1-5.

138 SCAG, 2020-2045 RTP/SCS, Demographic and Growth Forecast, page 3.

total does not take any credit for any proposed sustainable and water conservation features of the Project. This is a worst-case, conservative approach.

With the remaining capacity of approximately 50 to 150 mgd, the LAAFP would have adequate capacity to serve the Project's projected demand for treatment of 0.011 mgd. Therefore, no Project impacts related to water treatment would occur and the Project would adequately be served by existing treatment facilities.

The water infrastructure in the vicinity of the Project includes an existing 30-inch main on Vermont Avenue, which can supply any requested fire or domestic service.[139]

Table 9-6
Project Estimated Water Demand

Land Use	Size	Rates	Total (gpd)
Residential – Studio	5 units	75 gallons / unit	375
Residential – 1-bedroom	65 units	110 gallons / unit	7,150
Residential – 2-bedroom	20 units	150 gallons / unit	3,000
Retail	2,815 sf	25 gallons / 1,000 sf	70
		Total	**10,595**

Wastewater generation is assumed to equal water consumption. Per the LADWP: "For estimating a project's indoor water demand, we use applicable sewer generation factors (sgf)."
Note: sf = square feet; gpd = gallons per day
Rates: Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012.
Table: CAJA Environmental Services, May 2022.

9.8 Solid Waste

9.8.1 Environmental Setting

County landfills are categorized as either Class III or unclassified landfills. Non-hazardous municipal solid waste is disposed of in Class III landfills, while inert waste such as construction waste, yard trimmings, and earth-like waste are disposed of in unclassified landfills.[140] Ten Class III landfills and one unclassified landfill with solid waste facility permits are currently operating within the County.[141]

Based on the information provided in the 2020 Countywide Integrated Waste Management Plan Annual Report, the remaining disposal capacity for the County's Class III landfills is estimated at approximately 142.67 million tons.[142]

139 Water Response, Los Angeles Department of Water and Power, September 9, 2022.

140 Inert waste is waste which is neither chemically or biologically reactive and will not decompose. Examples of this are sand and concrete.

141 County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021, Appendix E-2 Table 4: https://dpw.lacounty.gov/epd/swims/News/swims-more-links.aspx?id=4#, accessed April 21, 2022.

142 County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021, Appendix E-2 Table 4: https://dpw.lacounty.gov/epd/swims/News/swims-more-links.aspx?id=4#, accessed April 21, 2022.

In 2020, approximately 6.019 million tons of solid waste were disposed of at the County's Class III landfills, 0.244 million tons of inert waste at the County's inert landfill, and 0.338 million tons at transformation facilities.[143]

Of the remaining Class III landfill capacity in the County, approximately 74.13 million tons are available to the City.[144]

As is the case with solid waste haulers, landfills operate in a free-enterprise system. Their operating funds and profits are obtained by collecting disposal fees from the haulers on a per ton basis. Landfill capacity is regulated primarily through the amount of solid waste that each particular facility is permitted to collect on a daily basis relative to its capacity.

The 2020 Annual Report indicates that the countywide cumulative need for Class III landfill disposal capacity, approximately 154.1 million tons in 2031, will exceed the 2020 remaining permitted Class III landfill capacity of 142.67 million tons.

Wasteshed boundaries, geographic barriers, weather, and natural disasters could place further constraints on accessibility of Class III landfill capacity. Therefore, the Annual Report evaluated seven scenarios to increase capacity and determined that the County would be able to meet the disposal needs of all jurisdictions through the 15-year planning period with six of the seven scenarios. The Annual Report also concluded that in order to maintain adequate disposal capacity, individual jurisdictions must continue to pursue strategies to maximize waste reduction and recycling, expand existing landfills, promote and develop alternative technologies, expand transfer and processing infrastructure, and use out of county disposal, including waste by rail.

The County's unclassified landfill generally does not currently face capacity issues. The remaining disposal capacity for Azusa Land Reclamation is estimated at approximately 64.64 million tons. In 2020, approximately 0.244 million tons of inert waste (e.g., soil, concrete, asphalt, and other construction and demolition debris) were disposed of at this unclassified landfill. Given the remaining permitted capacity, this capacity would be exhausted in 25 years.[145] Thus, the unclassified landfill serving the County has adequate long-term capacity.

While the City's Bureau of Sanitation (BOS) generally provides waste collection services to single-family and some small multi-family developments, private haulers permitted by the City provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is either recycled, reused, or transformed at a waste-to-energy facility, or disposed of at a landfill.

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143 County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021, Appendix E-2 Table 4: https://dpw.lacounty.gov/epd/swims/News/swims-more-links.aspx?id=4#, accessed April 21, 2022.

144 Total excludes Class III landfills not open to the City of Los Angeles for disposal (i.e., Scholl Canyon, Whittier, Burbank, Pebbly Beach, and San Clemente). In addition, total excludes the Calabasas Landfill, as its wasteshed does not include the Project Site. The Chiquita Canyon Landfill Expansion permits the facility to operate until it reaches 60 million tons, or after 30 years, whichever comes first. However, since the current volume of the facility's wasteshed is unknown, the volume of waste that it would take to reach 60 million tons cannot be determined. As such, for a conservative analysis, the Chiquita Canyon Landfill Expansion is excluded from the total.

145 County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021, Appendix E-2 Table 4: https://dpw.lacounty.gov/epd/swims/News/swims-more-links.aspx?id=4#, accessed April 21, 2022.

In 2018, the City disposed of approximately 3.3 million tons of solid waste at the County's Class III landfills, approximately 1,968 tons at transformation facilities, and 214 million tons at the inert landfill.[146] The 3.3 million tons of solid waste accounts for approximately 4.4 percent of the total remaining capacity (74.13 million tons) for the County's Class III landfills open to the City.[147]

The landfills that serve the City and the capacity of these landfills are shown on **Table 9-7**. As shown, the landfills have an approximate available daily intake of 11,839 tons.

Table 9-7
Landfill Capacity

Landfill Facility	2020 Average Daily Disposal (tons/day)	Maximum Daily Disposal (tons/day)	Remaining Daily Capacity (tons/day)	Remaining Capacity (million tons)	Remaining Life (years)
Class III Landfills (Open to the City)					
Antelope Valley	2,468	5,548	3,080	10.18	9
Lancaster	402	5,100	4,698	9.87	21
Sunshine Canyon	8,039	12,100	4,061	54.08	17
Total	**10,909**	**22,748**	**11,839**	**74**	
Inert Landfill (Open to the City)					
Azusa	1,032	8,000	6,968	64.64	25
County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021, Appendix E-2 Table 4: https://dpw.lacounty.gov/epd/swims/News/swims-more-links.aspx?id=4#, accessed July 7, 2022.					

9.8.2 Project Impacts

9.8.2.1 Construction

As shown in **Table 9-8**, the Project would result in approximately 1,795 tons of construction and demolition waste, not accounting for any mandatory recycling.

Pursuant to the requirements of Senate Bill 1374[148], the Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous demolition and construction debris. Materials that could be recycled or salvaged include asphalt, glass, and concrete. Debris not recycled could be accepted at the unclassified landfill (Azusa Land Reclamation) within Los Angeles County and within the Class III landfills open to the City.

Given the remaining permitted capacity the Azusa Land Reclamation facility, as well as the remaining capacity at the Class III landfills open to the City, the landfills serving the Project Site would have sufficient capacity to accommodate the Project's construction solid waste disposal needs.

146 These numbers represent waste disposal, not generation, and thus do not reflect the amount of solid waste that was diverted via source reduction and recycling programs within the City

147 3.3 million tons ÷ 74.13 million tons x 100% = 4.4%.

148 https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/sb1374

Table 9-8
Project Demolition and Construction Waste Generation

Building	Size	Rate	Total (tons)
Demolition Waste			
Residential	0 sf	127 pounds / sf	0
Non-residential	16,392 sf	158 pounds / sf	1,295
Asphalt	8,828 sf	75 pounds / sf	331
		Demolition Total	**1,626**
Construction Waste			
Residential	74,315 sf	4.39 pounds / sf	163
Non-residential	2,815 sf	4.34 pounds / sf	6
		Construction Total	**169**
		Total	**1,795**

Over the entire total schedule of construction. Numbers have been rounded.
sf = square feet, 1 ton = 2,000 lbs
U.S. Environmental Protection Agency, Report No. EPA530-R-09-002, Estimating 2003 Demolition and Materials Amounts, March 2009, Table 2-1, Table 2-2, Table 2-3, Table 2-4: https://www.epa.gov/smm/estimating-2003-building-related-construction-and-demolition-materials-amounts
1 cubic foot of asphalt weighs 150 pounds. The asphalt at the site is assumed to be 6 inches thick.
Table: CAJA Environmental Services, July 2022.

9.8.2.2 Operation

As shown on **Table 9-9**, the Project would generate a net total of approximately 225 tons per year of solid waste. This total does not take credit for removal of the existing uses.

Table 9-9
Project Estimated Solid Waste Generation

Land Use	Size	Rates	Total (Tons per year)
Residential	90 units	2.23 tons / unit	201
Retail	8 employees	2.98 tons / employee	24
		Total	**225**

Note: 1 ton = 2,000 pounds.
Los Angeles Unified School District, 2022 Developer Fee Justification Study, March 2022, Table 14. Neighborhood Shopping Center land uses, which is 369 sf per employee.
Residential solid waste factor (City of Los Angeles CEQA Thresholds Guide, 2006, page M.3-2) is based on a rate of 12.23 pounds per household per day (or 2.23 tons per household per year).
Non-residential yearly solid waste generation factors from City of Los Angeles Bureau of Sanitation, City Waste Characterization and Quantification Study, Table 4, July 2002.
Table: CAJA Environmental Services, July 2022.

The estimated solid waste is conservative because the waste generation factors used do not account for recycling or other waste diversion measures such as compliance with Assembly Bill 341, which requires California commercial enterprises and public entities that generate 4 cubic yards or more per week of waste, and multi-family housing with five or more units, to adopt recycling practices.

Likewise, the analysis does not include implementation of the City's Zero Waste Plan, which is expected to result in a reduction of landfill disposal Citywide with a goal of reaching a Citywide recycling rate of 90 percent by the year 2025, 95% by 2035, and zero waste by 2030.[149]

The estimated annual net increase in solid waste that would be generated by the Project represents approximately 0.0003 percent of the remaining capacity for the County's Class III landfills open to the City of Los Angeles.[150]

Based on the above, the landfills that serve the Project Site have sufficient permitted capacity to accommodate the solid waste generated by the construction and operation of the Project. Therefore, no Project impacts related to solid waste would occur and the Project would adequately be served by existing facilities.

9.9 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(e) in that there would be adequate utilities and public services available to the Project Site.

149 The recycLA program divides the City into 11 zones and designates a waste collection company for each zone. Source: LA Sanitation, recycLA, Your Plan, and City of Los Angeles, L.A.'s Green New Deal, Sustainable City pLAn 2019. https://plan.lamayor.org/sites/default/files/pLAn_2019_final.pdf, accessed July 7, 2022.

150 (225 tons per year / 74.13 million tons per year) x 100 = ~0.0003%

10 Guideline 15300.2. Exceptions: (a) Location.

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

The Project is seeking a Class 32 Exemption, not a Class 3, 4, 5, 6, or 11 exemption. The Project is within an in-fill urban area of the City. There is no specific sensitive environmental condition that could occur nor environmental resource of hazardous or critical concern at the Project Site.

Therefore, this exception to a categorical exemption for the Project does not apply.

11 Guideline 15300.2. Exceptions: (b) Cumulative Impact.

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

This section is based on the following items, included as **Appendix G** of this CE:

G Related Projects List, Los Angeles Department of Transportation, June 2022

LADOT provided a list of 21 related projects within 0.5 miles of the Project Site. In addition, this analysis includes 3 construction projects that were identified and observed around the Project Site another proposed projects that are publicly known. **Table 11-1** summarizes the land uses for the related projects.

The related projects include a total of:

- 2,331 residential units
- 418 hotel rooms
- 122,052 square feet of retail
- 11,238 square feet of restaurant

The nearest related projects are listed below and shown in **Figure 11-1**:

- No. 10, 958 Menlo Avenue, 240 feet east of the Project Site.
- No. 22, 1054 Vermont Avenue, 370 feet south of the Project Site.
- No. 6, 2641 Olympic Boulevard, 410 feet southeast of the Project Site.
- No. 4, 950 Berendo Street, 520 feet west of the Project Site.
- No. 23, 905-911 Vermont Avenue, 615 feet northwest of the Project Site. This related project is fully framed as of July 2022 and is expected to be largely complete by the time the Project begins construction.
- No. 24, 904-906 New Hampshire Avenue, 700 feet northwest of the Project Site. This related project is fully excavated as of January 2022 and is expected to be largely complete by the time the Project begins construction.

The other related projects are more than 1,000 feet from the Project Site.

Figure 11-1
Related Projects Map

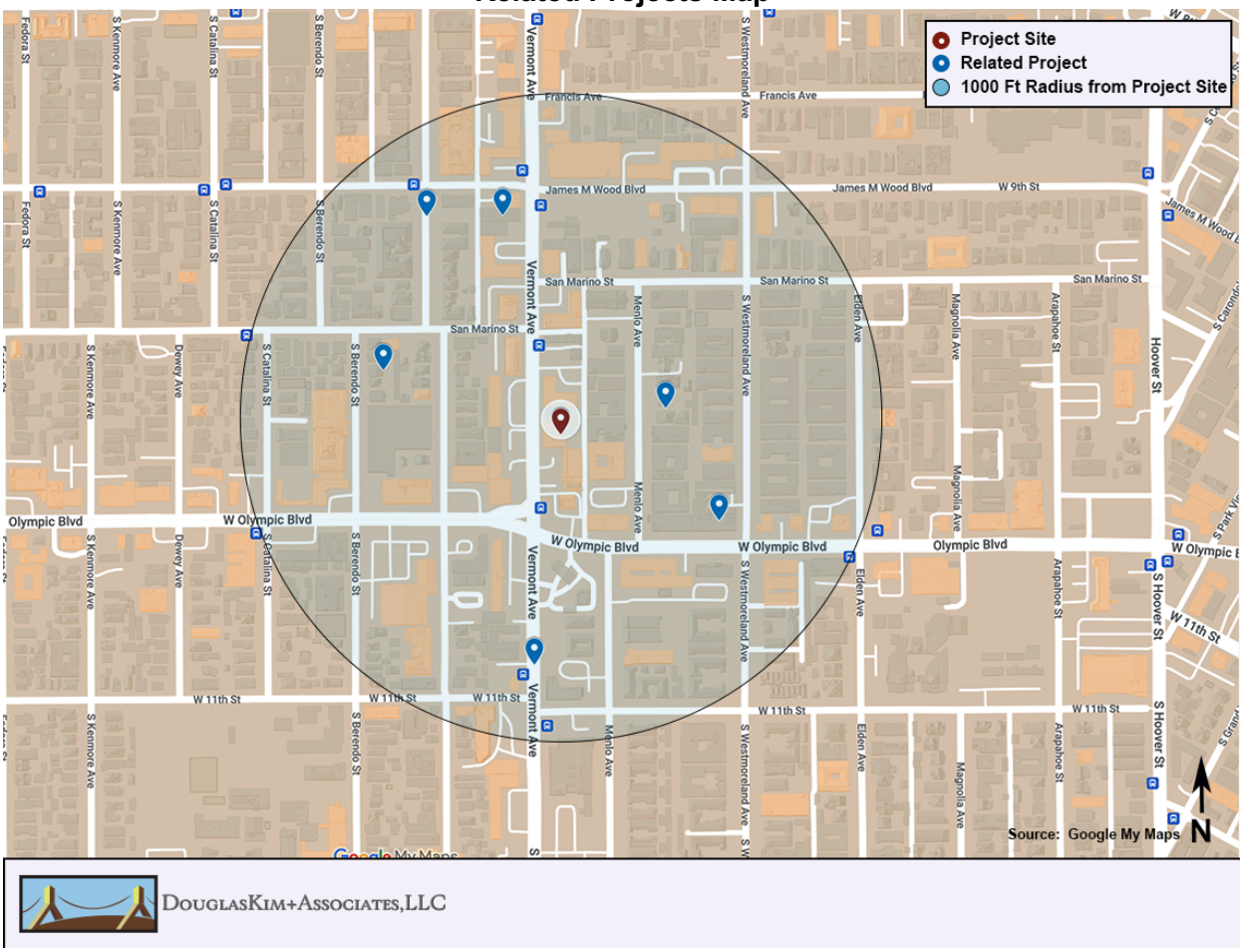


Table 11-1
Related Projects Land Uses

#	Address	Use	Size
1	3100 8th Street	Residential Retail	100 units 9,496 sf
2	966 Dewey Avenue	Hotel	99 rooms
3	2870 Olympic Boulevard	Residential Restaurant	126 units 6,000 sf
4	950 Berendo Street	Residential	77 units
5	3216 8th Street	Hotel Residential Retail	80 rooms 8 units 7,273 sf
6	2641 Olympic Boulevard	Hotel Restaurant	143 rooms 1,500 sf
7	1224 Menlo Avenue	Residential	131 units
8	2859 Francis Avenue	Residential	110 units
9	1025 Mariposa Avenue	Residential	100 units
10	958 Menlo Avenue	Hotel	96 rooms
11	923 Kenmore Avenue	Residential	68 units
12	840 Mariposa Avenue	Residential	173 units
13	2972 7th Street	Residential Retail	228 units 4,105 sf

Table 11-1
Related Projects Land Uses

		Restaurant	3,738 sf
14	825 Coronado Street	Residential	77 units
15	1017 Mariposa Avenue	Residential	100 units
16	2649 San Marino Avenue	Residential	45 units
17	2501 Olympic Boulevard	Residential Retail	173 units 36,180 sf
18	805 Catalina Street	Residential Retail	224 units 7,000 sf
19	820 Hoover Street	Residential Retail	32 units 4,500 sf
20	1011 Park View Street	Residential	108 units
21	1255 Elden Avenue	Residential	93 units
22	1054 Vermont Avenue	Residential Retail	228 units 53,498 sf
23	905-911 Vermont Avenue	Residential	67 units
24	904-906 New Hampshire Avenue	Residential	63 units

Nos.1 to 21: Related Projects List, Related Projects Summary from Case Logging and Tracking System Los Angeles Department of Transportation, June 2022.
In addition, this analysis includes construction projects that were identified and observed around the Project Site another proposed projects that are publicly known.
No. 22, 1054 Vermont, CPC-2016-3180-VCZ-MCUP-SPR: https://planning.lacity.org/pdiscaseinfo/search/encoded/MjA5NjM20
No. 23, 905-911 Vermont Avenue, https://la.urbanize.city/post/seven-story-67-unit-development-reaches-its-peak-koreatown
No. 24, 904-906 New Hampshire Avenue, DIR-2019-1200-TOC: https://planning.lacity.org/pdiscaseinfo/search/encoded/MjI3Njk00

11.1 Transportation

11.1.1 Plan Consistency

Similar to the Project, the Related Projects considered in this cumulative analysis would be individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. Thus, the Project, together with the Related Projects, would not result in cumulative impacts with respect to consistency with each of the plans, ordinances, or policies reviewed. Therefore, the Project, together with the Related Projects, would not create inconsistencies nor result in cumulative impacts with respect to the identified programs, plans, policies, and ordinances.

A cumulative impact could occur, for instance, if the Project, with other future development projects were to cumulatively preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. No cumulative impact has been identified with this project that would preclude the City's implementation of any transportation related policies, programs, or standards. Therefore, the Project does not have a significant transportation impact under CEQA Threshold T-1 (Conflicting with Plans, Programs, Ordinances, or Policies).

11.1.2 VMT

Under the TAG, Cumulative VMT impacts are evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets. The TAG states on page 2-10:

> *Projects and land use plans that are consistent with this plan (the RTP/SCS plan) in terms of development location, density and intensity, are part of the regional solution for meeting air pollution and GHG reduction goals. Projects and land use plans. Projects and land use plans that are deemed to be consistent would have a less-than-significant cumulative impact on VMT. Development in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, for projects and land use plans that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., VMT per capita, VMT per employee, or VMT per service population) in the impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulate VMT impact. Projects and land uses that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.*

This Project is consistent with SCAG goals by providing a mixed-use project with neighborhood serving retail and housing along a corridor (Vermont Avenue) with transit opportunities. As shown, the Project VMT trip generation would not exceed LADOT's screening criteria. As such, the Project's contribution is adequate to demonstrate there is no cumulative VMT impact.

11.1.3 Access

According to the TAG, evaluation of site access plans for related projects with access points proposed along the same blocks as the proposed project must be reviewed for potential cumulative access impacts.

The Project will have vehicle access from Vermont Avenue and the north-south alley parallel to Vermont Avenue spanning from San Marino Street to Olympic Boulevard. No other related projects were identified along either roadway along the same block. Related projects Nos. 22 and 23 are along Vermont Avenue, but one block south and one block north, respectively. No cumulative impacts were identified.

11.2 Noise

11.2.1 Construction

During construction of the Project, there could be other construction activity in the area that contributes to cumulative noise impacts at sensitive receptors. Noise from construction of development projects is localized and can affect noise-sensitive uses within 500 feet, based on the City's screening criteria. As such, noise from two construction sites within 1,000 feet of each other can contribute to cumulative noise impacts for receptors located between.

There are six related projects within 1,000 feet of the Project, as noted above (**Figure 11-1**).

As illustrated in **Table 11-2**, the cumulative noise impacts at the analyzed sensitive receptors would not be considered significant, as they would not exceed 5.0 dBA L_{eq}. The noise contours from these related project(s) are illustrated in **Figure 11-2**. These cumulative noise levels at analyzed sensitive receptors are marginally higher than impacts from the Project alone, as more distant related projects have minimal impact on construction noise levels due to intervening structures that shield noise from more distant construction sites. Based on this, there would not be cumulative noise impacts at any nearby sensitive uses located near the Project Site and related projects in the event of concurrent construction activities.

As with the Project, any related projects would comply with the LAMC's restrictions, including restrictions on construction hours and noise from powered equipment. Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual related project and compliance with the noise ordinance.

As a result, the reasonably foreseeable related projects that could contribute to cumulative noise impacts at the analyzed sensitive receptors would not result in cumulatively significant noise impacts at any nearby sensitive uses located near the Project Site. Cumulative construction noise impacts would be considered less than significant.

Table 11-2
Cumulative Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Potentially Significant ?
Berendo St. Korean School	60.1	57.0	61.8	4.8	No
Residences – New Hampshire Ave.	44.3	57.9	58.1	0.2	No
Residences – San Marino St.	43.1	59.4	59.5	0.1	No
Rainbow Child Development Center	58.2	61.8	63.4	1.6	No
Residences – Menlo Avenue	62.9	64.7	66.9	2.2	No
Source: DKA Planning, 2022. Note: Analyzed sensitive receptor on Vermont Avenue would be demolished with related project at 1054 South Vermont Avenue.					

Other concurrent construction activities from related projects can contribute to cumulative off-site impacts if haul trucks, vendor trucks, or worker trips for any related project(s) were to utilize the same roadways. Distributing trips to and from each related project construction site substantially reduces the potential that cumulative development could more than double traffic volumes on existing streets, which would be necessary to increase ambient noise levels by 3 dBA. The Project would contribute up to 463 PCE vehicles during a peak, would represent about 15.5 percent of traffic volumes on Vermont Avenue, which carries about 2,990 vehicles at Olympic Boulevard in the morning peak hour of traffic. Any related projects would have to add 2,527 peak hour vehicles trips to double volumes on Vermont Avenue.

The four related projects that could generate substantial construction vehicle and truck trips within 1,000 feet of the Project Site are unlikely to generate this much truck traffic, as each would need to generate an average of 632 PCE vehicle trips in the same hour onto Vermont Avenue. As such, cumulative noise due to construction truck traffic from the Project and related projects do not have the potential to exceed the ambient noise levels along the haul route by 5 dBA. As such, cumulative noise impacts from off-site construction would be less than significant.

Figure 11-2
Construction Noise Contours from Cumulative Development

11.2.2 Operation

The Project Site and Koreatown neighborhood has been developed with residential and commercial land uses that have previously generated, and will continue to generate, noise from a number of operational noise sources, including mechanical equipment (e.g., HVAC systems), outdoor activity areas, and vehicle travel. The four related projects in the vicinity of the Project Site are residential, hotel, or mixed-use in nature and would also generate stationary-source and mobile-source noise due to ongoing day-to-day operations.

Noise from on-site mechanical equipment (e.g., HVAC units) for residential, hotel, and commercial uses, along with any other human activities from related projects, would not be typically associated with excessive noise generation that could result in increases of 5 dBA or more in ambient noise levels at sensitive receptors when combined with operational noise from the Project. The presence of intervening multi-story buildings along Vermont Avenue and the neighborhoods that flank it will generally shield noise impacts from one or more projects that may

generate operational noise. Therefore, cumulative stationary source noise impacts associated with operation of the Project and related projects would be less than significant.

The Project could add up to 448 vehicle trips to the local roadway network on a peak weekday at the start of operations in 2027.[151] When the 1,005 vehicle trips to and from the existing restaurants are considered, the Project would result in a net reduction of 557 daily vehicle trips. While there are a number of related projects that would generate vehicle trips that would use Vermont Avenue and local streets, the Project's reduction in peak hour and daily vehicle trips would ensure that it does not result in any cumulatively considerable impacts on traffic-related noise.

Therefore, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA to or within their respective "Normally Unacceptable" or "Clearly Unacceptable" noise categories, or by 5 dBA or greater overall. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

11.3 Air Quality

While the Project would generate short- and long-term emissions during the construction and operations phases, respectively, the presence of any other development projects could produce cumulative impacts. There are six related projects identified by the City of Los Angeles within 1,000 feet of the Project (**Figure 11-1**):[152]

11.3.1 AQMP Consistency

Cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of the 2016 AQMP. As discussed previously, growth considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified in the 2016 RTP/SCS, implementation of the AQMP will not be obstructed by such growth.

In addition, as discussed previously, the population growth resulting from the Project would be consistent with the growth projections of the AQMP. Any related project would implement feasible air quality mitigation measures to reduce the criteria air pollutants, if required due to any significant emissions impacts. In addition, each related project would be evaluated for its consistency with the land use policies set forth in the AQMP. Therefore, the Project's contribution to the cumulative impact would not be cumulatively considerable and, therefore, would be less than significant.

11.3.2 Construction

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds

151 Raju Associates, Inc. Technical Memorandum, 966 S. Vermont Avenue Mixed-Use Project Trip Generation Analysis and Transportation Assessment Screening; May 2022. Based on City of Los Angeles VMT Calculator, v1.3.

152 City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, June 2022.

identified above also be considered cumulatively considerable.[153] Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

As summarized in **Table 7-6**, the Project would not exceed the SCAQMD's mass emissions thresholds and would not contribute to any potential cumulative impact. If any related project was projected to exceed LST thresholds (after mitigation), it could perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM_{10} and $PM_{2.5}$ that generally double with every doubling of distance.

The Project would comply with regulatory requirements, including the SCAQMD Rule 403 requirements listed above. Based on SCAQMD guidance, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As shown above, construction-related daily emissions at the Project Site would not exceed any of the SCAQMD's regional or localized significance thresholds. Therefore, the Project's contribution to cumulative air quality impacts would not be cumulatively considerable and, therefore, would be less than significant.

Similar to the Project, the greatest potential for TAC emissions at each related project would generally involve diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer, based on the use of standard risk-assessment methodology. Construction activities are temporary and short-term events, thus construction activities at each related project would not result in a long-term substantial source of TAC emissions.

Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities, which occur over relatively short durations. As such, given the short-term nature of these activities, cumulative toxic emission impacts during construction would be less than significant.

11.3.3 Operation

As discussed above, the Project's operational air quality emissions and cumulative impacts would be less than significant. According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. As operational emissions would not exceed any of the SCAQMD's

[153] White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.

regional or localized significance thresholds, the emissions of non-attainment pollutants and precursors generated by Project operations would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor any likely related projects (which are largely residential, retail/commercial in nature), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The Project and related projects would be consistent with the recommended screening level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and related projects would not result in a cumulative impact requiring further evaluation.

However, any related projects could generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to AB 1807, which directs the CARB to identify substances as TACs and adopt airborne toxic control measures to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. Therefore, the Project would not result in any substantial sources of TACs that have been identified by the CARB's Land Use Guidelines, and thus, would not contribute to a cumulative impact.

11.4 Water Quality

The Project Site and any related projects are located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban built-out environment. When new construction occurs it generally does not lead to substantial additional runoff, since new developments are required to control the amount and quality of stormwater runoff coming from their respective sites.

Additionally, all new development in the City is required to comply with the City's LID Ordinance and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized. Therefore, the cumulative water quality impact of successive projects of the same type in the same place over time would not be significant.

11.5 Public Service

11.5.1 Fire Protection

The Project, in combination with any related projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Project and related projects would contribute. Similar to the Project, the related projects would be subject to the Fire Code and other applicable regulations of the LAMC including, but not limited to, automatic fire sprinkler systems for high-density buildings and/or residential projects located farther than 1.5 miles from the nearest LAFD Engine or Truck Company to compensate for

additional response time, and other recommendations made by the LAFD to ensure fire protection safety. Through the process of compliance with existing regulations and LAMC, the ability of the LAFD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Therefore, the cumulative impact to fire protection from successive projects of the same type in the same place over time would not be significant.

11.5.2 Police Protection

The Project, in combination with any related projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Project and related projects would contribute. Similar to the Project, the related projects would be subject to the review and oversight of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. Through the process of compliance with existing regulations and LAMC, the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Therefore, the cumulative impact to police protection from successive projects of the same type in the same place over time would not be significant.

11.5.3 Schools

The Project, in combination with any related projects, is expected to result in a cumulative increase in the demand for school services. However, similar to the Project, the applicants of all the related projects would be required to pay the state mandated applicable school fees to the LAUSD to ensure that no significant impacts to school services would occur. Therefore, the cumulative impact to schools from successive projects of the same type in the same place over time would not be significant.

11.5.4 Parks

The Project, in combination with any related projects, could result in an increase in permanent residents residing in the Project area. Additional cumulative development would contribute to lowering the City's existing parkland to population ratio. However, employees generated by the commercial projects and the commercial portions of mixed-use projects on the related projects list would not typically enjoy long periods of time during the workday to visit parks and/or recreational facilities. Therefore these project-generated employees would not contribute to the future demand on park and recreational facility services. The applicants of related residential projects would be subject to the City's parkland fees (e.g., Quimby Fees and/or Park and Recreation fees for non-subdivision projects) and to minimum open space requirements, ensuring that any potential impacts to parks and recreational facilities would be less than significant. Therefore, the cumulative impact to parks from successive projects of the same type in the same place over time would not be significant.

11.5.5 Other Public Facilities

Given the geographic range of any related projects, they would be served by a variety of

libraries.[154] Development of the related projects would likely generate additional demands upon library services. However, there are no planned expansions or new libraries by the LAPL that would be considered a significant impact. As such, the demand for library services created by these residential projects could be accommodated, and impacts would be less than significant. Therefore, the cumulative impact to libraries from successive projects of the same type in the same place over time would not be significant.

11.6 Utilities

11.6.1 Wastewater

Implementation of the Project combined with the Related Projects will increase the generation for wastewater treatment, as shown in **Table 11-3**. The remaining treatment capacity of the HTP (175 mgd) will accommodate the wastewater treatment requirements of the related projects. The cumulative generation will create the need for 0.55 percent of the remaining capacity of the HTP, and not result in any significant impacts related to sewer treatment. No new or upgraded treatment facilities will be required to serve the Project, and it is unlikely that any subsequent projects will significantly impact remaining capacity. Therefore, the cumulative wastewater impact from successive projects of the same type in the same place over time will not be significant.

Table 11-3
Cumulative Estimated Wastewater Generation

Land Use	Total Size	Rate	Wastewater (gpd)
Residential	2,331 units	150 gallons / unit	349,650
Retail	122,052 sf	25 gallons / 1,000 sf	3,051
Restaurant	11,238 sf	300 gallons / 1,000 sf	3,371
Hotel	418 rooms	120 gallons / room	50,160
		Related Projects Total	**406,232**
		Project Total	**10,595**
		Cumulative Total	**416,827**
gpd = gallons per day Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012.			

11.6.2 Water

Implementation of the Project combined with the Related Projects will result in a net increase in water consumption within LADWP's service area, as shown in **Table 11-4**. Similar to the Project, the water supply needs of those related projects that are consistent with the City's General Plan have been accounted for in the 2020 UWMP.[155] However, the applicants of all projects within LADWP's service area will be required to consult with LADWP to determine the specific water supply needs of each respective project, appropriate water conservation measures to minimize water usage, and LADWP's ability to serve each related project.

154 LAPL Locations: http://www.lapl.org/branches

155 LADWP, UWMP, 2020, page II-20: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-sourcesofsupply/a-w-sos-uwmpln;jsessionid=0LnWhxdVj2JJg2Vm6Xrr4rmqyLL9GtlpLdJBQxVQgdb53TnwhJRB!-1106340359?_afrLoop=151440072116797&_afrWindowMode=0&_afrWindowId=null#%40%3F_afrWindowId%3Dnull%26_afrLoop%3D151440072116797%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dw319yjmek_4

Larger developments (e.g., residential projects with 500 or more units) will also be required to prepare and obtain approval of a Water Supply Assessment (WSA) from LADWP. Generally, a project requires a WSA if it a proposed residential development of more than 500 dwelling units, or a commercial shopping center with more than 500,000 square feet of space, or a commercial office with more than 250,000 square feet of space.

None of the related projects meet the threshold requiring a WSA.

In addition, the Project will use a small fraction of one percent of the remaining capacity of the LAAFP, and, therefore, will not result in any significant impacts related to water treatment. No new or upgraded treatment facilities will be required to serve the Project, and it is unlikely that any subsequent projects will significantly impact remaining capacity. As such, the cumulative water impact of successive projects of the same type in the same place over time will not be significant.

Table 11-4
Cumulative Estimated Water Demand

Land Use	Total Size	Rate	Water (gpd)
Residential	2,331 units	150 gallons / unit	349,650
Retail	122,052 sf	25 gallons / 1,000 sf	3,051
Restaurant	11,238 sf	300 gallons / 1,000 sf	3,371
Hotel	418 rooms	120 gallons / room	50,160
		Related Projects Total	**406,232**
		Project Total	**10,595**
		Cumulative Total	**416,827**
gpd = gallons per day Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012.			

11.6.3 Solid Waste

Implementation of the Project combined with the Related Projects will increase the need for landfill capacity, as shown in **Table 11-5**. All development in the City is required to comply with the City's Curbside Recycling Program and the Construction and Demolition Waste Recycling Ordinance to minimize the amount of solid waste generated and the need for landfill capacity.

Table 11-5
Cumulative Estimated Solid Waste Generation

Land Use	Total Size	Rate	Solid Waste (tons/yr)
Residential	2,331 units	2.23 tons / unit	5,198
Retail	122,052 sf	0.91 tons / 1,000 sf	111
Restaurant	11,238 sf	0.91 tons / 1,000 sf	10
Hotel	418 rooms	0.73 tons / room	305
		Related Projects Total	**5,624**
		Project Total	**225**
		Cumulative Total	**5,849**
1 ton = 2,000 pounds; 1 year = 365 days https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates			

As discussed previously, the landfills serving the Project area have more than adequate capacity to accommodate the Project. Therefore, cumulative solid waste impact from successive projects

of the same type in the same place over time will not be significant.

The Project's contribution to cumulative wastewater, water, and solid waste impacts will not be cumulatively considerable and, therefore, cumulative impacts will be less than significant.

12 Guideline 15300.2. Exceptions: (c) Significant Effect.

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

12.1 Introduction

The Project would not have a significant effect on the environment and there are no unusual circumstances associated with the Project, the Project Site, or the vicinity.

12.2 Unusual Circumstances

The Project Site is in an area that is highly urbanized, currently fully developed with several buildings, and flat. There are no unusual circumstances related to the development of the Project's uses at this location. The Project will be required to comply with all applicable regulatory measures.

The Project proposes an infill development that is consistent with the existing zoning, General Plan land use designation, and all provisions and regulations of the Community Plan.

The Project Site is not located in a designated significant ecological area[156] or other overlay that would denote special circumstances.

The approximate height of the proposed building (6 stories) would be comparable to other structures in the area, and thus will not introduce an incompatible scenic element into the community. This includes:

- 4-story church and school building (Korean Baptist Church School, 976 Berendo Street), 530 feet west of the Site.
- 7-story residential building, 905-911 Vermont Avenue, 615 feet northwest of the Site.
- 6-story residential building, 912 Vermont Avenue, 675 feet north of the Site.

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

12.3 Methane

The Site is not within a Methane Zone.[157]

156 NavigateLA, Special Areas layer: https://navigatela.lacity.org/navigatela/

157 http://zimas.lacity.org, accessed July 7, 2022.

12.4 Oil and Gas Fields

The Project Site is not located within a Major Oil Drilling Areas, which are 25 City designated major oil drilling areas. [158]

The California Department of Conservation has online mapping of wells. According to a review of the California Department of Geological Energy Management (CalGEM) map, the closest mapped oil well is approximately 1,100 feet southwest of the Site at 1101 Vermont Avenue.[159]

According to a review of aerial photographs, no evidence of oil wells or oil well development activities (such as oil well development pits/ponds) were identified on the Site.

12.5 Geotechnical Considerations

According to the California Department of Conservation, the Project Site:[160]

- is not located within an earthquake fault zone,
- is not located in a liquefaction zone
- is not within a landslide zone

According to the City of Los Angeles ZIMAS mapping system the Project Site is not classified within an area susceptible to liquefaction.[161]

According to the General Plan Safety Element, Local Hazard Mitigation Plan, the Project Site is not within a liquefaction area.[162]

The Project will be completed in accordance with the provisions of the most current applicable building code and requirements of the LADBS including the preparation of a soils and geology report, which will be reviewed by LADBS.

12.6 Conclusion

Therefore, there are no unusual circumstances that may result in any significant environmental effects, and this exception does not apply to the Project.

158 Geotechnical, Oil/Gas Fields layer, https://navigatela.lacity.org/navigatela/, accessed July 7, 2022.

159 California Department of Conservation Wellfinder map: https://maps.conservation.ca.gov/doggr/wellfinder/#/-118.29101/34.04983/18, accessed July 7, 2022.

160 California Department of Conservation: https://maps.conservation.ca.gov/cgs/EQZApp/, accessed July 7, 2022.

161 ZIMAS search: http://zimas.lacity.org, accessed July 7, 2022.

162 Los Angeles Safety Element, Hazard Mitigation Plan, 2018, https://emergency.lacity.org/about/hazard-mitigation-plan/city-los-angeles-hazard-mitigation-plan-revision

13 Guideline 15300.2. Exceptions: (d) Scenic Highways.

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

The closest officially designated state scenic highways are:[163]

- State Route 27, Topanga Canyon Boulevard, from Mulholland Highway to Pacific Coast Highway. This is 16 miles west of the Site.
- State Route 2, Angeles Crest Highway, from 3 miles north of I-210 in La Canada to the San Bernardino County Line. This is 15.2 miles northeast of the Site.

Vermont Avenue is not a City of Los Angeles designated scenic highway.[164]

Therefore, the Project would not damage a scenic resource within a scenic highway, and this exception does not apply to the Project.

163 Caltrans State Scenic Highways Map: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed July 7, 2022.

164 Mobility Plan 2035: https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf, accessed July 7, 2022.

14 Guideline 15300.2. Exceptions: (e) Hazardous Waste Sites.

A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to section 65962.5 of the government code.

14.1 Cortese List

In meeting the provisions in Government Code Section 65962.5, commonly referred to as the "Cortese List," database resources that provide information regarding identified facilities or sites include EnviroStor, GeoTracker, and other lists compiled by the California Environmental Protection Agency.

According to EnviroStor, there are no cleanup sites, permitted sites, or SLICS (Spills, Leaks, Investigation, and Cleanup) on the Project Site.[165]

According to GeoTracker, there are no other cleanup sites, land disposal sites, military sites WDR sites, permitted UST (Underground Storage Tanks) facilities, monitoring wells, or California Department of Toxic Substance Control (DTSC) cleanup sites or hazardous materials permits on the Project Site.[166]

The Project Site has not been identified as a solid waste disposal site having hazardous waste levels outside of the Waste Management Unit.[167]

There are no active Cease and Desist Orders or Cleanup and Abatement Orders from the California Water Resources Control Board associated with the Project Site.[168]

The Project Site is not subject to corrective action pursuant to the Health and Safety Code, as it has not been identified as a hazardous waste facility.[169]

14.2 Site History

According to the City, a Phase I Environmental Site Assessment (ESA) may be required if the project site was previously developed with a dry cleaning, auto repair, gasoline station,

165 California Department of Toxic Substance Control, EnviroStor, website: http://www.envirostor.dtsc.ca.gov/public/.

166 California State Water Resources Control Board, GeoTracker, website: http://geotracker.waterboards.ca.gov/map.

167 California Environmental Protection Agency, Cortese List Data Resources, Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit, website: https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf

168 California Environmental Protection Agency, Cortese List Data Resources, List of "Active" CDO and CAO from Water Board, website: http://www.calepa.ca.gov/sitecleanup/corteselist/.

169 California Environmental Protection Agency, Cortese List Data Resources, Cortese List: Section 65962.5(a), website: https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/

industrial/manufacturing use, or other similar type of use that may have resulted in site contamination.[170]

The current buildings were constructed in 1958 1979 and as office buildings and were converted to restaurant uses which remain today.[171]

The Site was not developed with a use that would require a Phase I.

14.3 Conclusion

Thus, the Project would not create a hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, this exemption does not apply to the Project.

[170] City of Los Angeles, Class 32 Special Requirement Criteria: https://planning.lacity.org/odocument/ad70d15e-11b8-49ef-aba3-b168f670a576/Class%2032%20Categorical%20Exemption.pdf

[171] LADBS Building Records: https://www.ladbs.org/services/check-status/online-building-records

15 Guideline 15300.2. Exceptions: (f) Historical Resources.

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

The Site is not listed in HistoricPlacesLA[172] and not listed in SurveyLA.[173]

There are no historic resources nearby.[174],[175]

The Project Site has not been listed or eligible for listing in the California Register, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).

Therefore, this exception does not apply to the Project.

172 Los Angeles Historic Places: http://historicplacesla.org/map, accessed June 20, 2022.

173 SurveyLA: https://planning.lacity.org/preservation-design/historic-resources-survey, accessed June 20, 2022.

174 NavigateLA, Historic-Cultural Monuments layer: https://navigatela.lacity.org/navigatela, and HistoricPlacesLA: http://historicplacesla.org/map, accessed June 16, 2022.

175 SurveyLA: https://planning.lacity.org/preservation-design/historic-resources-survey

PROJECT RENDERING - SOUTH WEST CORNER 0.00

05/06/2022 (UPDATED 07/23/2022)

966 S. VERMONT

SCHEMATIC DESIGN

AERIAL CONTEXTUAL - LOOKING NORTH EAST 0.01

05/06/2022 (UPDATED 07/23/2022)

966 S. VERMONT

SCHEMATIC DESIGN

AERIAL CONTEXTUAL - LOOKING NORTH WEST 0.02

05/06/2022 (UPDATED 07/23/2022)

966 S. VERMONT

SCHEMATIC DESIGN

AERIAL CONTEXTUAL - LOOKING SOUTH WEST 0.03

966 S. VERMONT

SCHEMATIC DESIGN

05/06/2022 (UPDATED 07/23/2022)

AERIAL CONTEXTUAL - LOOKING SOUTH EAST 0.04

05/06/2022 (UPDATED 07/23/2022)

966 S. VERMONT

SCHEMATIC DESIGN

PROJECT NARRATIVE

The proposed mixed-use project will be providing 90 units, including a variety of unit types from studio, one, and two bedroom units, along with 2,815 square feet of ground level commercial space.

The mixed-use project appropriately serves as a transition from the neighboring low and mid-rise commercial buildings to the residential apartment buildings scattered throughout this section of Vermont Avenue.

The building's ground level includes commercial stores along with a driveway for convenient access to residential guest and commercial patron parking. Multiple ground level residential uses, including a street fronting lobby and resident lounge space will also front on Vermont. Access to the lower 2 level subterranean garage will be provided from the alley. The upper portion of the building will consist of 6 levels of residential units that wrap around a second level landscaped courtyard that fronts on Vermont. The units have been designed to maximize light and ventilation with all units enjoying large windows or glass doors opening to generous balconies.

The upper portion of the building's façade has been designed to complement Vermont's, vibrant commercial scene, with accents of dramatic angled "chartreuse" colored metal panels and grey horizontal siding set against white stucco walls accented with loft style windows and balconies. The ground level exterior design features a white metal canopy over the commercial storefront windows with individual commercial signage above while the garage and residential portion will be clad in a grey plank tile with sidewalk fronting raised planters.

The project will feature many outdoor residential amenities including a second level central courtyard and large rooftop deck with outdoor living, firepit, tv wall and dining areas with multiple barbecues.

BIKE PARKING SUMMARY

RESIDENTIAL BIKE PARKING REQUIRED:

LONG TERM

01- 25 UNITS	25	1/1.0 UNIT	=	25.00
26-100 UNITS	65	1/1.5 UNITS	=	43.33

SUB TOTAL 68.33 ROUND DN = 68

SHORT TERM

01- 25 UNITS	25	1/10 UNITS	=	2.50
26-100 UNITS	65	1/15 UNITS	=	4.33

SUB TOTAL 6.83 ROUND UP = 7.0

TOTAL RESIDENTIAL BIKE REQUIRED: 75

COMMERCIAL BIKE PARKING REQUIRED:

LONG TERM:
1/2000 SF X 2,815 SF = 1.41 ROUND UP = 2

SHORT TERM:
1/2000 SF X 2,815 SF = 1.41 ROUND UP = 2

TOTAL COMMERCIAL BIKE REQUIRED: = 4

TOTAL BIKE PARKING REQUIRED: 75 + 4 = 79

BIKE PARKING PROVIDED:

TOTAL LONG TERM BIKE PARKING PROVIDE: 70
TOTAL SHORT TERM BIKE PARKING PROVIDE: 09
TOTAL BIKE PARKING PROVIDE: 79

PARKING SUMMARY

PARKING REQUIRED:

RESIDENTIAL:
90 UNITS X 0.5 = 45

COMMERCIAL 2/1000 X 2,815 SF = 5.63 ROUND UP = 06
(LESS TOC 30%) = 4.2 ROUND UP = 05

TOTAL REQUIRED: 50

PARKING PROVIDED:

RESIDENTIAL	
1ST/GROUND LEVEL	
STD	4
STD ACC	1
VAN ACC	1
	6
SUB PARKING LEVEL P1	
STD	32
COMP	2
VAN ACC	1
	35
SUB PARKING LEVEL P2	
STD	31
COMP	8
	39
	80
COMMERCIAL	
1ST/GROUND LEVEL	
STD	3
COMP	1
VAN ACC	1
	5
	5
TOTAL PARKING PROVIDED	85

TOTAL PARKING TYPES PROVIDED:

STD	70
COMP	11
STD ACC	1
VAN ACC	3
TOTAL PARKING PROVIDED	85

THE FOLLOWING IS REQUIRED OF THE TOTAL PARKING PROVIDED:

RESIDENTIAL ACCESSIBLE:
2% OF THE RESIDENTIAL PARKING PROVIDED (1 VAN MIN)

80 SPACE 0.02 1.60 ROUND UP 2 SPACES
TOTAL RESIDENTIAL ACCESSIBLE PROVIDED: 2

COMMERCIAL ACCESSIBLE:
1-25 SPACES 1 SPACE (1 VAN MIN) 1 SPACE
TOTAL COMMERCIAL ACCESSIBLE PROVIDED: 1

EV SPACES REQUIRED:
85 X 30% = 25.5 ROUND UP **26**

TOTAL EV PARKING PROVIDED:

STD	23
VAN ACC	3
TOTAL PARKING PROVIDED:	26

UNIT PER LEVEL

UNIT NAME	AREA	NO.UNIT
2ND/PODIUM LEVEL		
S-01	598 SF	1
1B+D-01	708 SF	1
1B-01	2,588 SF	4
1B-02	1,384 SF	2
1B-03	572 SF	1
1B-04	784 SF	1
1B-05	664 SF	1
1B-06	662 SF	1
1B-07	688 SF	1
1B-08	481 SF	1
2B-01	984 SF	1
2B-02	965 SF	1
2B-03	938 SF	1
2B-04	980 SF	1
	12,996 SF	18
3RD LEVEL		
S-01	598 SF	1
1B+D-01	708 SF	1
1B-01	2,588 SF	4
1B-02	1,384 SF	2
1B-03	572 SF	1
1B-04	784 SF	1
1B-05	664 SF	1
1B-06	662 SF	1
1B-07	688 SF	1
1B-08	575 SF	1
2B-01	984 SF	1
2B-02	965 SF	1
2B-03	938 SF	1
2B-04	980 SF	1
	13,090 SF	18
4TH LEVEL		
S-01	598 SF	1
1B+D-01	708 SF	1
1B-01	2,588 SF	4
1B-02	1,384 SF	2
1B-03	572 SF	1
1B-04	784 SF	1
1B-05	664 SF	1
1B-06	662 SF	1
1B-07	688 SF	1
1B-08	575 SF	1
2B-01	984 SF	1
2B-02	965 SF	1
2B-03	938 SF	1
2B-04	980 SF	1
	13,090 SF	18
5TH LEVEL		
S-01	598 SF	1
1B+D-01	708 SF	1
1B-01	2,588 SF	4
1B-02	1,384 SF	2
1B-03	572 SF	1
1B-04	784 SF	1
1B-05	664 SF	1
1B-06	662 SF	1
1B-07	688 SF	1
1B-08	575 SF	1
2B-01	984 SF	1
2B-02	965 SF	1
2B-03	938 SF	1
2B-04	980 SF	1
	13,090 SF	18
6TH LEVEL		
S-01	598 SF	1
1B+D-01	708 SF	1
1B-01	2,588 SF	4
1B-02	1,384 SF	2
1B-03	572 SF	1
1B-04	784 SF	1
1B-05	664 SF	1
1B-06	662 SF	1
1B-07	688 SF	1
1B-08	575 SF	1
2B-01	984 SF	1
2B-02	965 SF	1
2B-03	938 SF	1
2B-04	980 SF	1
	13,090 SF	18
TOTAL	65,356 SF	90

UNIT SUMMARY

UNIT NAME	AREA	NO.UNIT
STUDIO		
S-01	2,990 SF	5
	2,990 SF	5
1 BEDROOM		
1B+D-01	3,540 SF	5
1B-01	12,940 SF	20
1B-02	6,920 SF	10
1B-03	2,860 SF	5
1B-04	3,920 SF	5
1B-05	3,320 SF	5
1B-06	3,310 SF	5
1B-07	3,440 SF	5
1B-08	2,781 SF	5
	43,031 SF	65
2 BEDROOM		
2B-01	4,920 SF	5
2B-02	4,825 SF	5
2B-03	4,690 SF	5
2B-04	4,900 SF	5
	19,335 SF	20
TOTAL	65,356 SF	90

OPEN SPACE SUMMARY

OPEN SPACE REQUIRED:

90 UNITS			TOTAL
S (STUDIO)	5 X 100	=	500
1B	60 X 100	=	6,000
1B+	5 X 125	=	625
2B	20 X 125	=	2,500
	90		9,625
T3 25% REDUCTION		=	<2,406>
TOTAL REQUIRED:			7,219 SF

MAX. ALLOWED INDOOR OPEN SPACE
25% OF REQUIRED: 1804 SF

OPEN SPACE PROVIDED:

INDOOR

RECREATION SPACE 02	860 SF
RECREATION SPACE 01	944 SF
	1,804 SF

OUTDOOR

COURT RECREATION	1,382 SF
ROOF DECK RECREATION	2,533 SF
	3,915 SF

PRIVATE

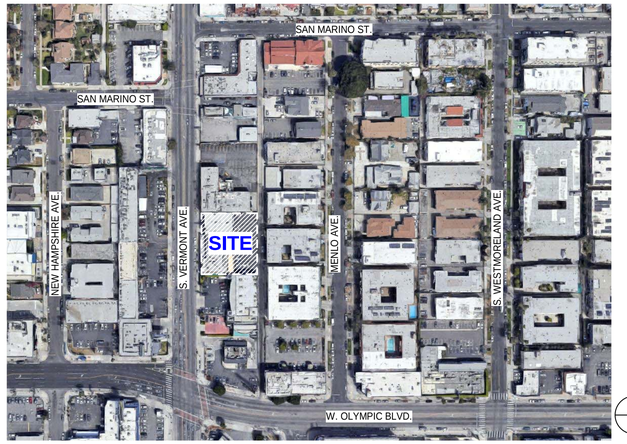
BALCONY/TERRACE (30X50 SF)	1,500 SF
	1,500 SF

TOTAL OPEN SPACE PROVIDED 7,219 SF

PROPOSED BUILDING FAR SUMMARY

1ST/GROUND LEVEL	
COMMERCIAL	50 SF
COMMERCIAL 01 (RETAIL USE)	1,520 SF
COMMERCIAL 02 (RETAIL USE)	1,295 SF
COMMON AREA	3,643 SF
	6,508 SF
2ND/PODIUM LEVEL	
RESIDENTIAL	14,068 SF
	14,068 SF
3RD LEVEL	
RESIDENTIAL	14,068 SF
	14,068 SF
4TH LEVEL	
RESIDENTIAL	14,068 SF
	14,068 SF
5TH LEVEL	
RESIDENTIAL	14,068 SF
	14,068 SF
6TH LEVEL	
RESIDENTIAL	14,068 SF
	14,068 SF
ADDITIONAL RESIDENTIAL AREA	
RESIDENTIAL	282 SF
	282 SF
TOTAL FAR PROVIDED	77,130 SF

COMMERCIAL FAR: 2,865 SF
RESIDENTIAL FAR: 74,265 SF
TOTAL FAR: 77,130 SF



VICINITY MAP

PROJECT INFORMATION

PROJECT: 90 UNIT MIXED-USE INCLUDING 9 ELI UNITS-10%
TOC: C2-1 (TIER 3)
ADDRESS: 966 S. VERMONT, LOS ANGELES, CA
APN: 5076-001021 & 5076-001031

NEIGHBORHOOD COUNCIL: MACARTHUR PARK
COUNCIL DISTRICT: CD 10

LADBS DISTRICT OFFICE: LA METRO
LEGAL DESCRIPTION:
TRACK CLARK + BRYAN'S BUNGALOW ROW, BLOCK-NONE, LOTS 192, 193 + 194
ZONING: C2-1
LOT AREA: 20,568 SF 21,768 SF (W/ 1/2 ALLEY)

FAR: 3.75 PER T3 MAX
PROPOSED FAR: 3.75 X 20,568 SF X 3.75 = 77,130 SF

OPEN SPACE: 25% T3 REDUCTION
DENSITY: 1/400 X 21,768 SF = 55 X 70%(T3) = 94 UNITS
GENERAL PLAN USE: GENERAL COMMERCIAL

SPECIFIC PLAN: NONE
RPA: WILSHIRE CENTER / KOREA TOWN
ADAPTIVE REUSE INCENTIVE AREA: NO

HEIGHT: C2 UNLIMITED (TYPE III 75' MAX)

INCENTIVES:
a. RAS 3 SETBACK REQUIREMENT
b. 25% OPEN SPACE REDUCTION
c. FAR 50% INCREASE OR 3.75:1 IN C ZONE
d. DENSITY INCREASE 1/400 SF + 70%
e. RESIDENTIAL PARKING 0.5 PER UNIT

CONSTRUCTION:
TYPE III 5 LEVEL RESIDENTIAL OVER GROUND LEVEL TYPE I AND 2 SUB LEVELS TYPE I ALL FULLY FIRE SPRINKLERED

YARDS: FRONT: 0' PER C2 ZONE
SIDE: 5' RESIDENTIAL RAS 3 (PER T3)
(0' COMMERCIAL)
REAR: 0' MIXED-USE EXC. 12.22 (C3)
PARKING:
- RESIDENTIAL PARKING: 0.5 SPACE/UNIT (T3)
- COMMERCIAL PARKING: 30% REDUCTION (T3)

SHEET INDEX

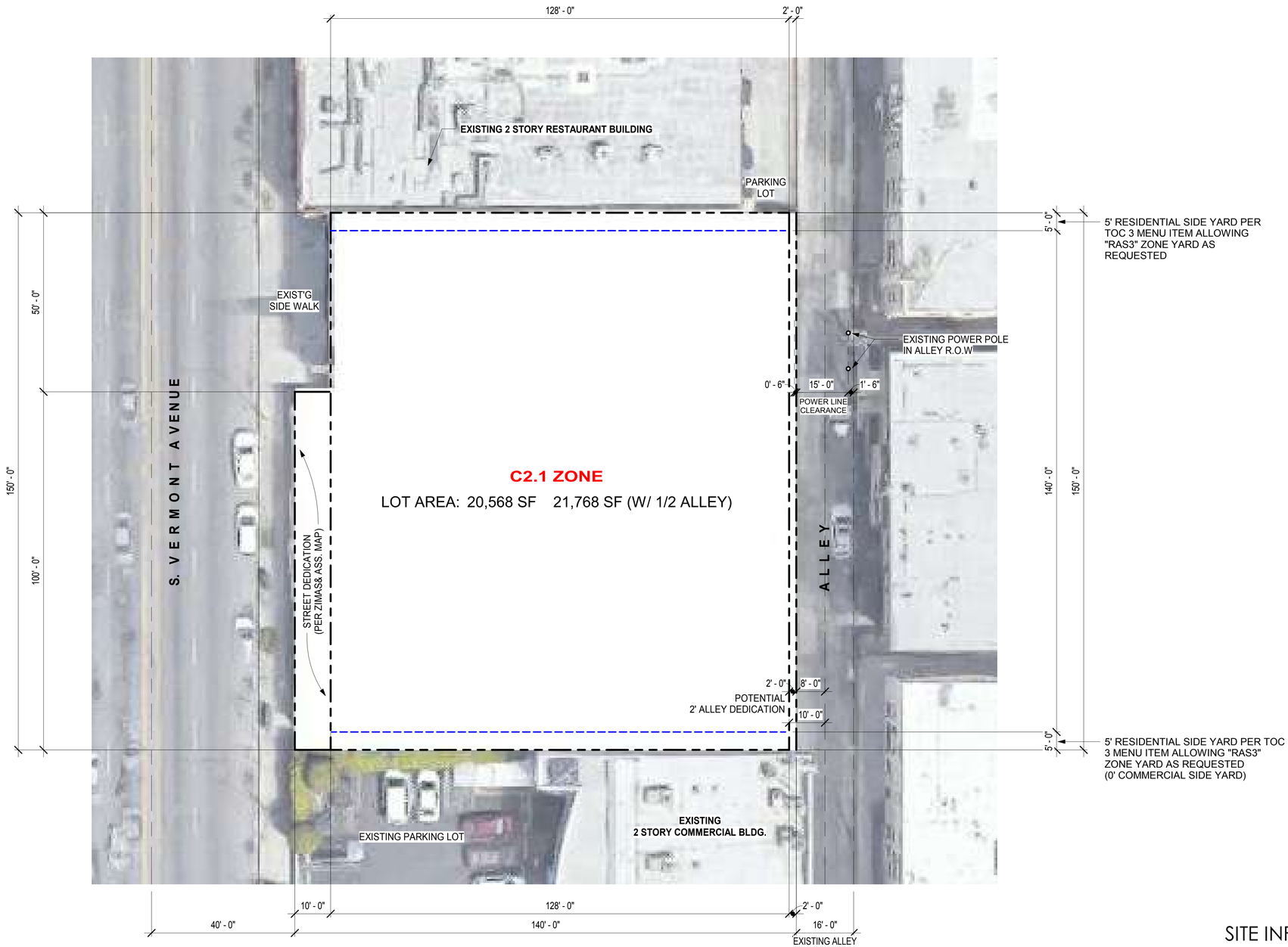
SHEET TOTAL: 29

PROJECT INFORMATION
1.00

05/06/2022 (UPDATED 07/23/2022)

966 S. VERMONT

SCHEMATIC DESIGN



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SITE INFORMATION PLAN

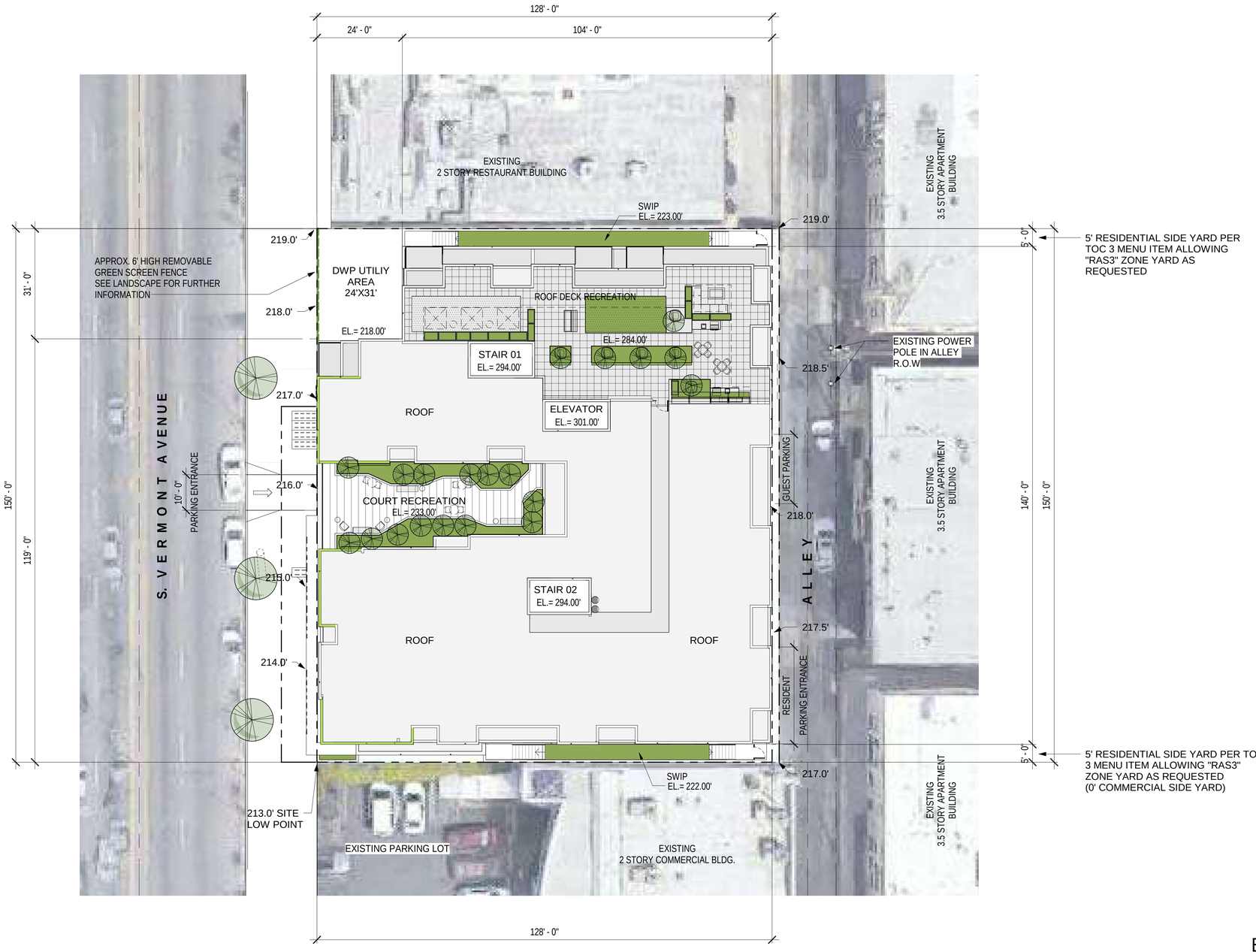
1.01

NOTE:
ALL INFORMATION SHOWN HERE TO BE VERIFIED BY CIVIL ENGINEER SURVEY

05/06/2022 (UPDATED 07/23/2022)

966 S. VERMONT

SCHEMATIC DESIGN



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BUILDING SITE PLAN

1.02

NOTE:
ALL INFORMATION SHOWN HERE TO BE VERIFIED BY CIVIL ENGINEER SURVEY

05/06/2022 (UPDATED 07/23/2022)

966 S. VERMONT

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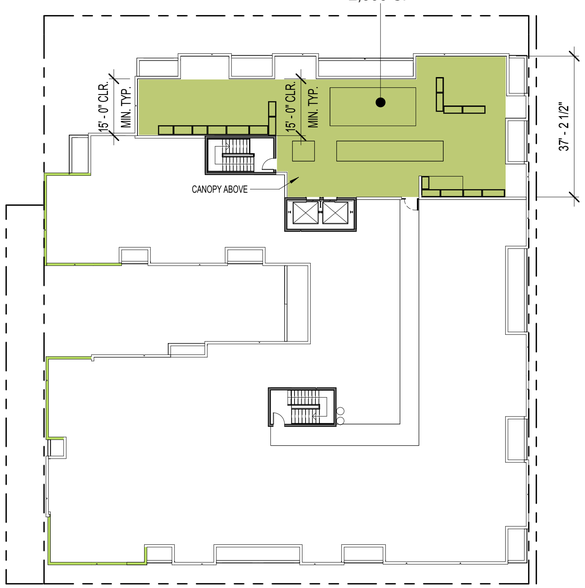
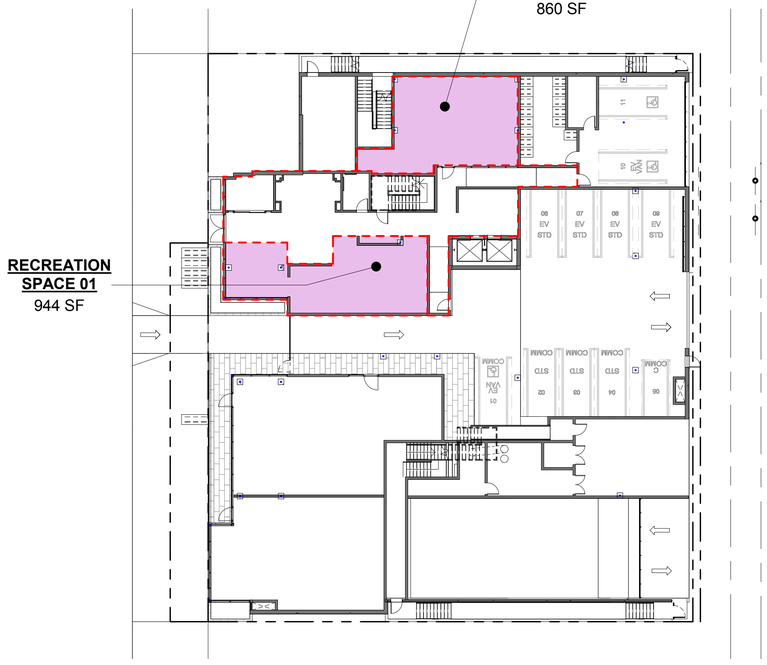


ROOF DECK 4

2ND/PODIUM LEVEL 2

3RD - 6TH LEVEL 3



1ST/GROUND LEVEL 1

OPEN SPACE SUMMARY

OPEN SPACE REQUIRED:

90 UNITS			TOTAL
S (STUDIO)	5 X 100	=	500
1B	60 X 100	=	6,000
1B+	5 X 125	=	625
2B	20 X 125	=	2,500
	90		9,625
T3 25% REDUCTION		=	<2,406>
TOTAL REQUIRED:			7,219 SF

MAX. ALLOWED INDOOR OPEN SPACE
25% OF REQUIRED: 1804 SF

OPEN SPACE PROVIDED:

INDOOR	
RECREATION SPACE 02	860 SF
RECREATION SPACE 01	944 SF
	1,804 SF
OUTDOOR	
COURT RECREATION	1,382 SF
ROOF DECK RECREATION	2,533 SF
	3,915 SF
PRIVATE	
BALCONY/TERRACE (30X50 SF)	1,500 SF
	1,500 SF
TOTAL OPEN SPACE PROVIDED	7,219 SF

0 15 30 60

OPEN SPACE DIAGRAMS & SUMMARY

1.05

Building Area Analysis Part 2: Calculation Table

966 S. Vermont

Applicant fills in cells with this color

Floor Area (non-parking)

	Residential Floor Area (not shared)	Non-residential Floor Area	
P-2	1482	0	
P-1	1196	0	
G-Level 1	5310	3524	
Level 2	14952	0	
Level 3	14952	0	
Level 4	14952	0	
Level 5	14952	0	
Level 6	14700	0	
Roof	0	0	
Totals	82496.00	3524.00	86020.00
Ratios	**95.90%**	**4.10%**	100.00%

Shared Floor Area (non-parking)

P-2	LEAVE BLANK	0
P-1		0
G-Level 1		323
Total Shared		323
	309.77	13.23

Floor Area (parking)

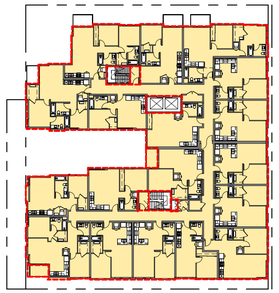
	Residential Floor Area	Non-residential Floor Area	Shared Floor Area
P-2	15300	0	0
P-1	15328	0	0
G-Level 1	2664	921	3576
Totals	33292.00	921.00	**3576**

Parking Spaces using shared facilitied

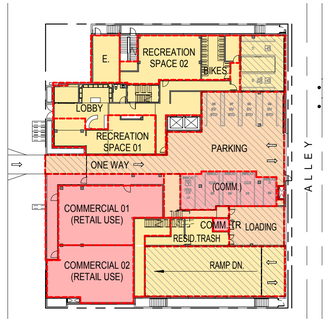
	Residential Parking Spaces	Non-residential Parking Spaces	Total Parking Spaces
Total Qty	80	5	85
Ratios	**94.12%**	**5.88%**	100.00%
	3365.65	210.35	

GRAND TOTALS

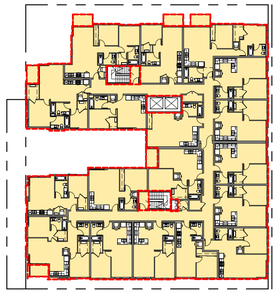
	Residential Floor Area	Non-residential Floor Area	
Total QTY	119463.41	4668.59	124132
Total Ratios	96.24%	3.76%	100.00%



6TH LEVEL 6
1" = 40'-0"

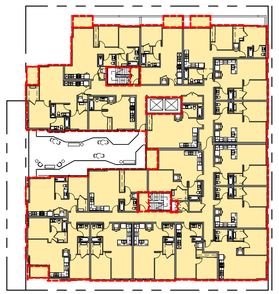


1ST/GROUND LEVEL 3
1" = 40'-0"



3RD - 5TH LEVEL 5
1" = 40'-0"

SUB PARKING LEVEL P1 2
1" = 40'-0"



2ND LEVEL 4
1" = 40'-0"

SUB PARKING LEVEL P2 1
1" = 40'-0"

KEY

NOTE: ONLY COVERED AREAS ARE INCLUDED IN AREA CALCS

- RESIDENTIAL PARKING USES
- NON-RESIDENTIAL PARKING USES (COMMERCIAL)
- SHARED PARKING USES
- RESIDENTIAL USES
- NON-RESIDENTIAL USES (COMMERCIAL)
- SHARED USES

FLOOR AREA - PARKING (INCLUDES PARKING SPACES AND DRIVE AISLES)

SUB PARKING LEVEL P2	
RESIDENTIAL PARKING USES	15,300 SF
NON-RESIDENTIAL PARKING USES	0 SF
SHARED PARKING USES	0 SF
	15,300 SF
SUB PARKING LEVEL P1	
RESIDENTIAL PARKING USES	15,328 SF
NON-RESIDENTIAL PARKING USES	0 SF
SHARED PARKING USES	0 SF
	15,328 SF
1ST/GROUND LEVEL	
RESIDENTIAL PARKING USES	2,664 SF
NON-RESIDENTIAL PARKING USES	921 SF
SHARED PARKING USES	3,576 SF
	7,161 SF
TOTAL PARKING AREA	37,789 SF

FLOOR AREA - NON PARKING (INCLUDES ALL OTHER USES OTHER THAN PARKING)

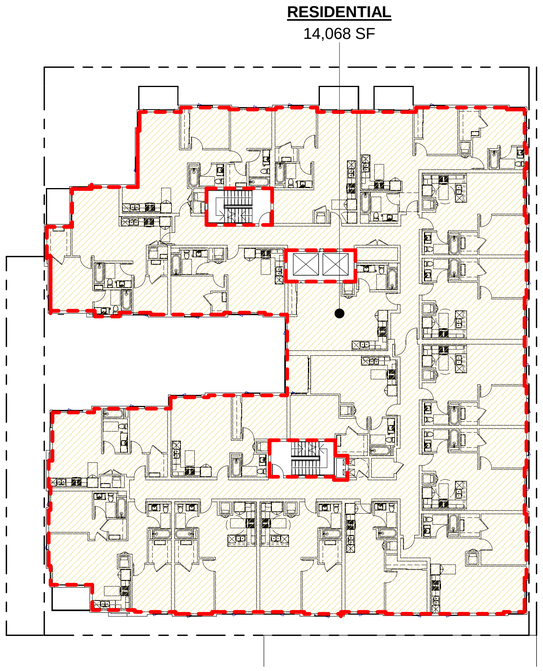
SUB PARKING LEVEL P2	
RESIDENTIAL PARKING USES	1,482 SF
NON-RESIDENTIAL USES (COMMERCIAL)	0 SF
SHARE USES	0 SF
	1,482 SF
SUB PARKING LEVEL P1	
RESIDENTIAL PARKING USES	1,196 SF
NON-RESIDENTIAL USES (COMMERCIAL)	0 SF
SHARE USES	0 SF
	1,196 SF
1ST/GROUND LEVEL	
RESIDENTIAL USES	5,310 SF
NON-RESIDENTIAL USES (COMMERCIAL)	3,524 SF
SHARE USES	323 SF
	9,157 SF
2ND/PODIUM LEVEL	
RESIDENTIAL USES	14,568 SF
RESIDENTIAL USES COVERED EXTERIOR	384 SF
	14,952 SF
3RD LEVEL	
RESIDENTIAL USES	14,568 SF
RESIDENTIAL USES COVERED EXTERIOR	384 SF
	14,952 SF
4TH LEVEL	
RESIDENTIAL USES	14,568 SF
RESIDENTIAL USES COVERED EXTERIOR	384 SF
	14,952 SF
5TH LEVEL	
RESIDENTIAL USES	14,568 SF
RESIDENTIAL USES COVERED EXTERIOR	384 SF
	14,952 SF
6TH LEVEL	
RESIDENTIAL USES	14,568 SF
RESIDENTIAL USES COVERED EXTERIOR	132 SF
	14,700 SF
ROOF DECK	
RESIDENTIAL USES	0 SF
	0 SF
TOTAL NON-PARKING AREA	86,343 SF

BLDG FLOOR TOTAL BUILDING USES AREA	
NON-PARKING	86,343 SF
PARKING	37,789 SF
TOTAL BUILDING AREA	124,132 SF

0 20 40 80

CONSTRUCTION AREA BUILDING USE SUMMARY

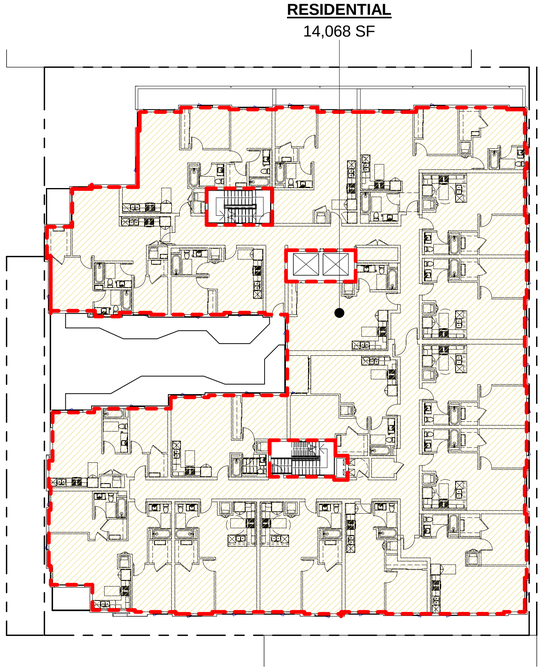
1.07



3RD - 6TH LEVEL

SCALE: 1" = 20'-0"

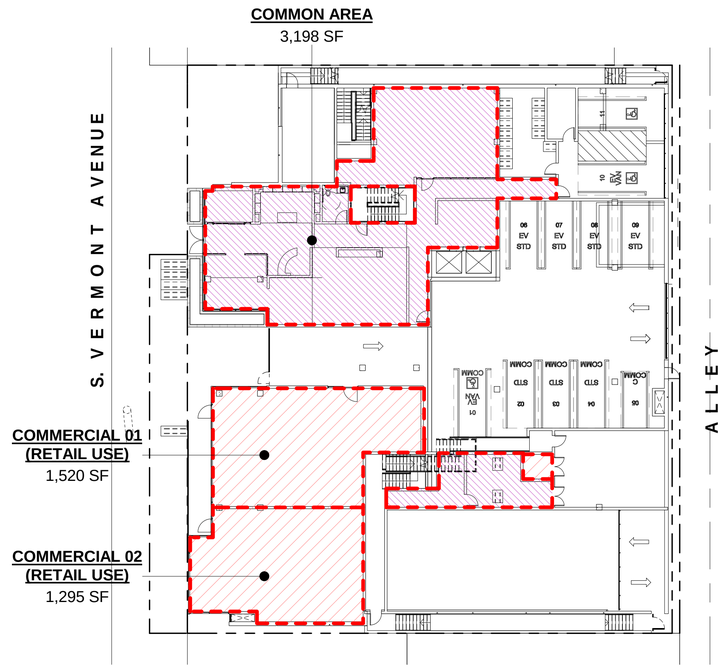
3



2ND/PODIUM LEVEL

SCALE: 1" = 20'-0"

2



1ST/GROUND LEVEL

SCALE: 1" = 20'-0"

1

PROPOSED BUILDING FAR SUMMARY	
1ST/GROUND LEVEL	
COMMERCIAL	50 SF
COMMERCIAL 01 (RETAIL USE)	1,520 SF
COMMERCIAL 02 (RETAIL USE)	1,295 SF
COMMON AREA	3,643 SF
	6,508 SF
2ND/PODIUM LEVEL	
RESIDENTIAL	14,068 SF
	14,068 SF
3RD LEVEL	
RESIDENTIAL	14,068 SF
	14,068 SF
4TH LEVEL	
RESIDENTIAL	14,068 SF
	14,068 SF
5TH LEVEL	
RESIDENTIAL	14,068 SF
	14,068 SF
6TH LEVEL	
RESIDENTIAL	14,068 SF
	14,068 SF
ADDITIONAL RESIDENTIAL AREA	
RESIDENTIAL	282 SF
	282 SF
TOTAL FAR PROVIDED	77,130 SF

FLOOR AREA. (AMENDED BY ORD. NO. 182,386, EFF. 3/13/13.) THE AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING: EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING-OPERATING EQUIPMENT OR MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE DEDICATED TO BICYCLE PARKING, SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS, AND BASEMENT STORAGE AREAS.

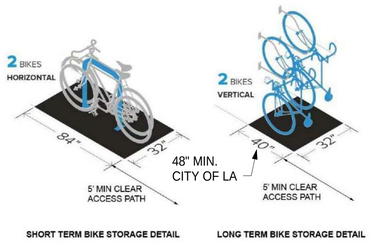
FAR DIAGRAMS & SUMMARY

1.08

05/06/2022 (UPDATED 07/23/2022)

966 S. VERMONT

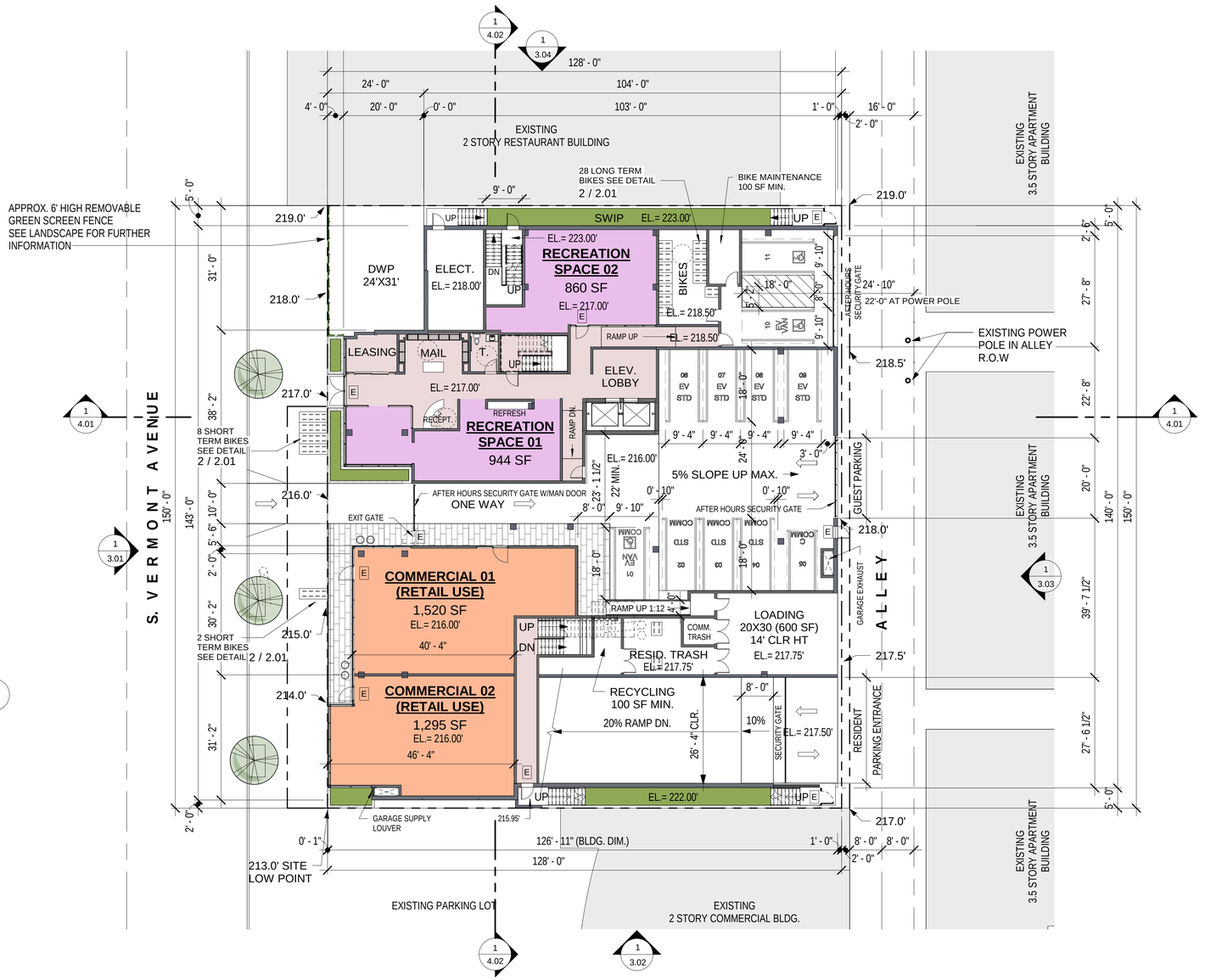
SCHEMATIC DESIGN



SHORT TERM BIKE STORAGE DETAIL

LONG TERM BIKE STORAGE DETAIL

BIKE STORAGE DETAIL 2



PARKING 1ST/GROUND

RESIDENTIAL	
ACCESSIBLE	1
ACCESSIBLE VAN/EV	1
STANDARD/EV	4
	6

COMMERCIAL	
ACCESSIBLE VAN/EV	1
COMPACT	1
STANDARD	3
	5

TOTAL 11

0 8 16 32

1ST/GROUND LEVEL

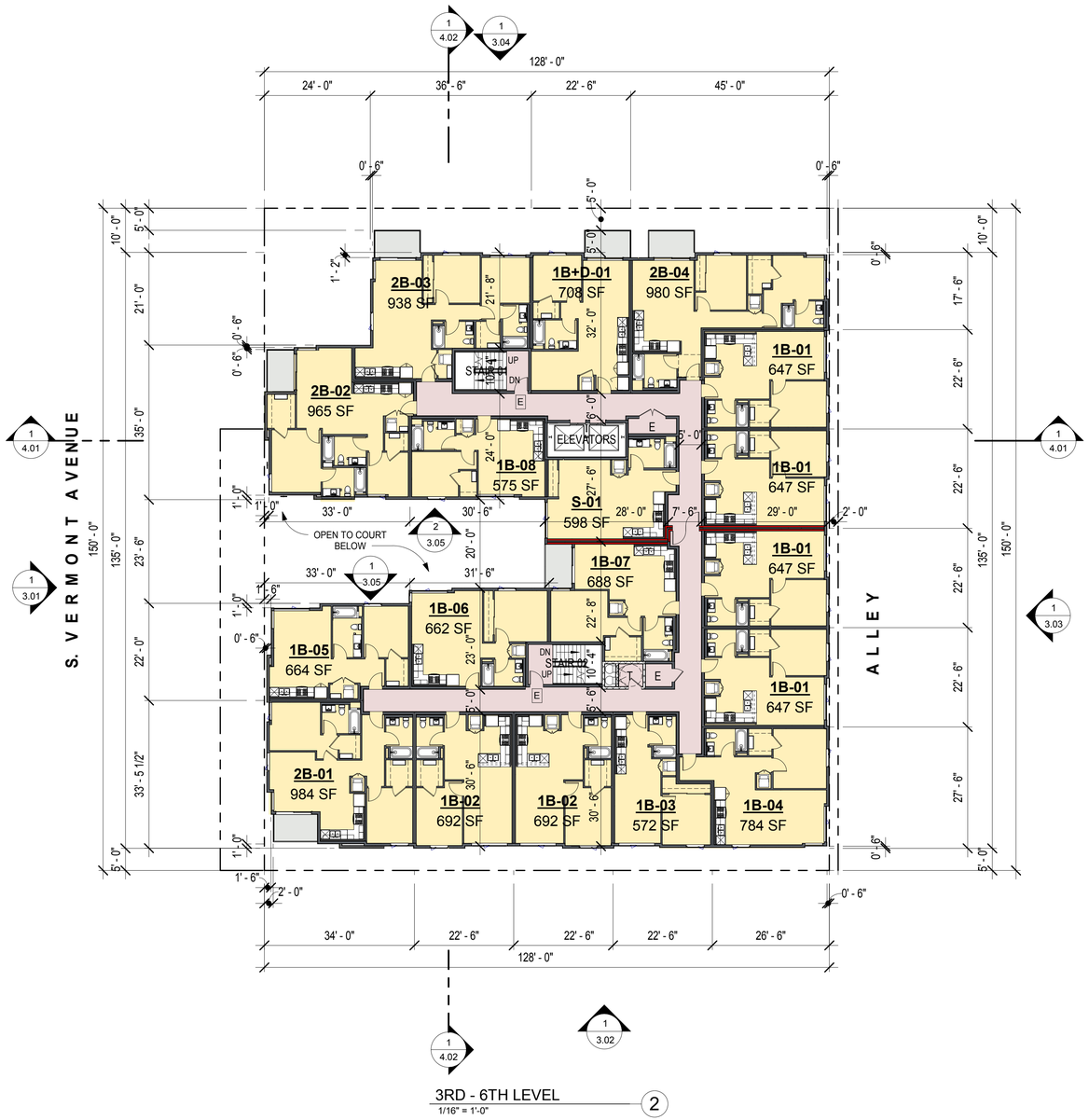
2.01

NOTE:
ALL INFORMATION SHOWN HERE TO BE VERIFIED BY CIVIL ENGINEER SURVEY

05/06/2022 (UPDATED 07/23/2022)

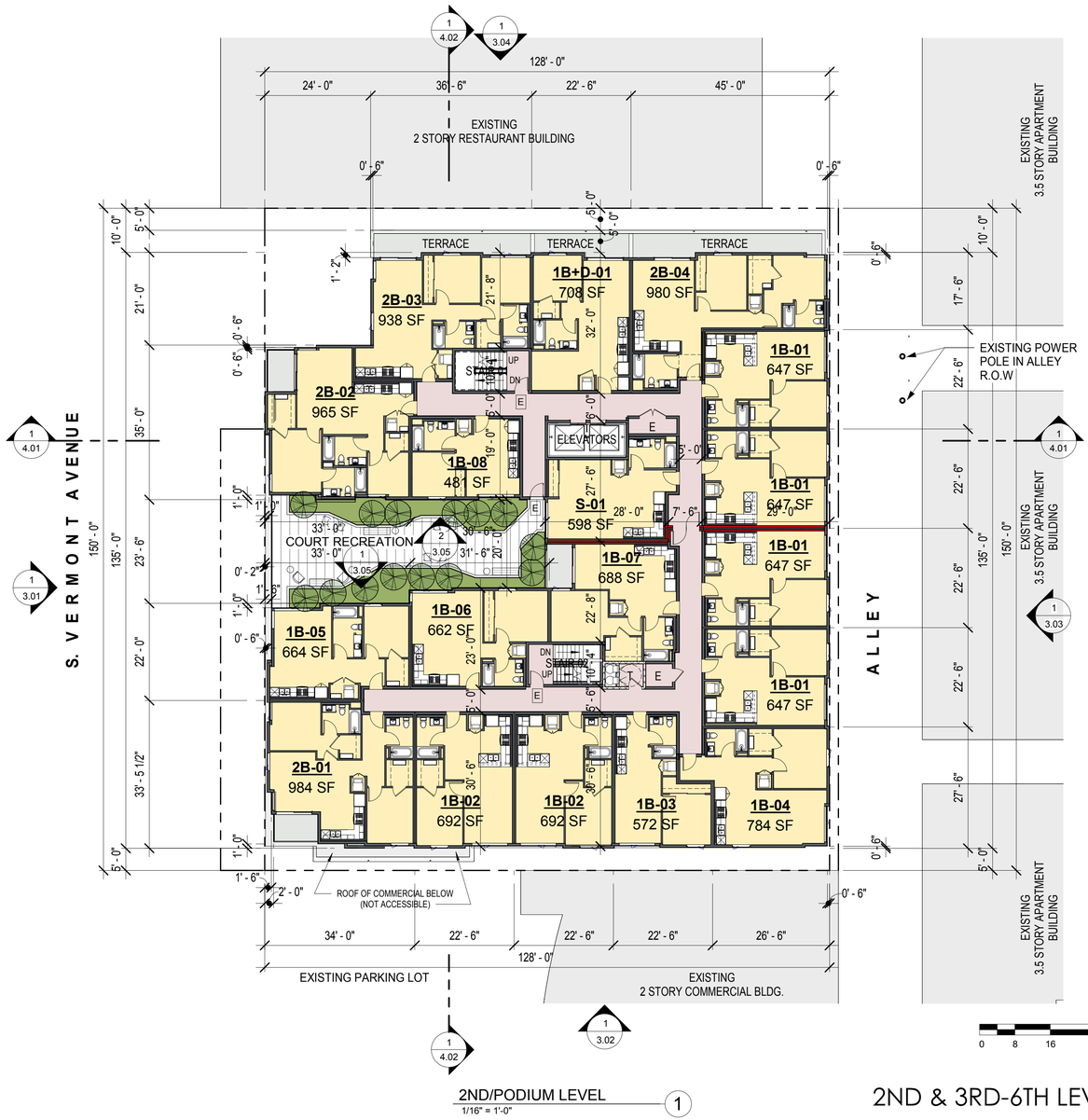
966 S. VERMONT

SCHEMATIC DESIGN



3RD - 6TH LEVEL
1/16" = 1'-0"

2



2ND/PODIUM LEVEL
1/16" = 1'-0"

1

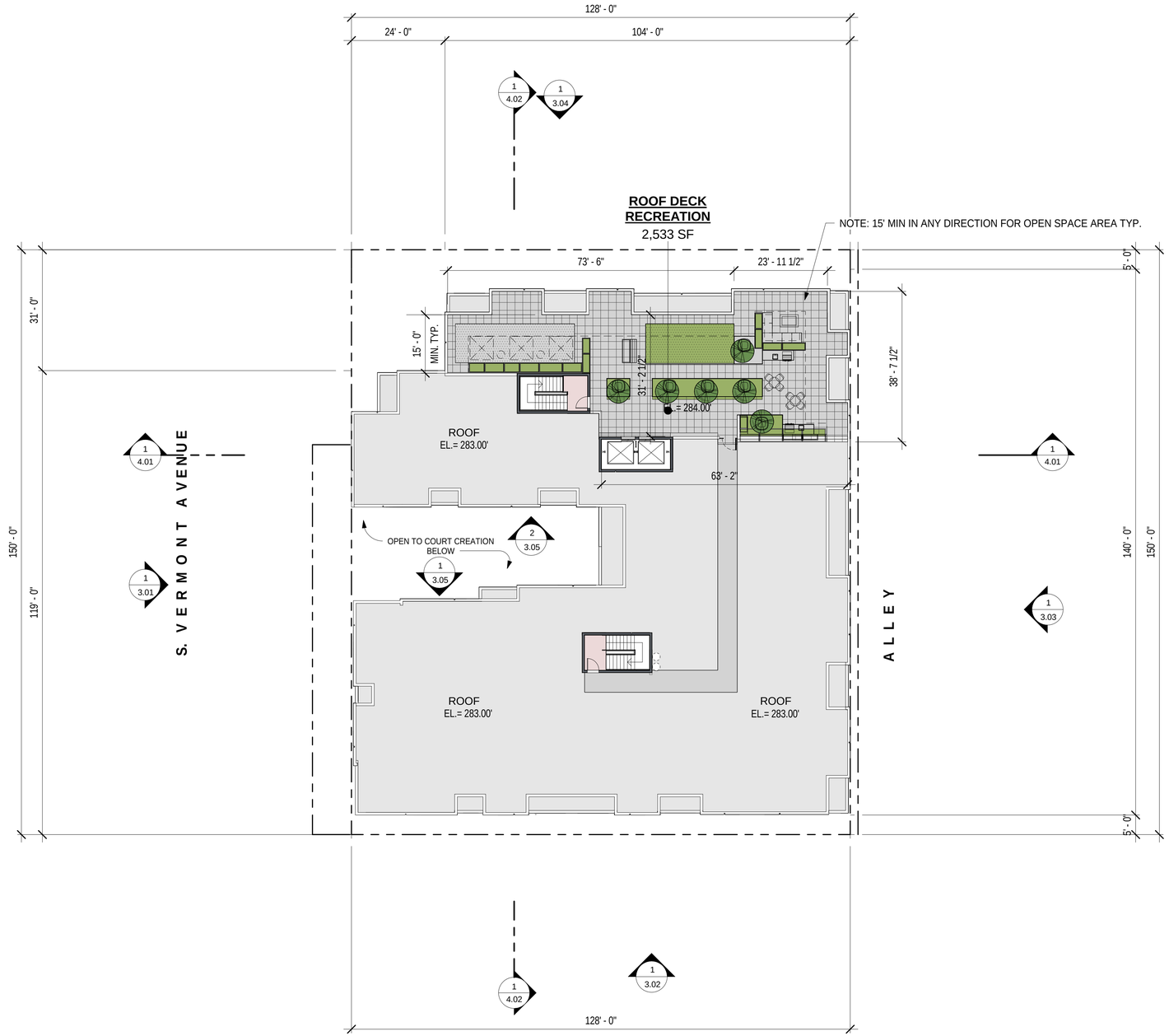
2ND & 3RD-6TH LEVEL

2.02

966 S. VERMONT

SCHEMATIC DESIGN

05/06/2022 (UPDATED 07/23/2022)



0 8 16 32

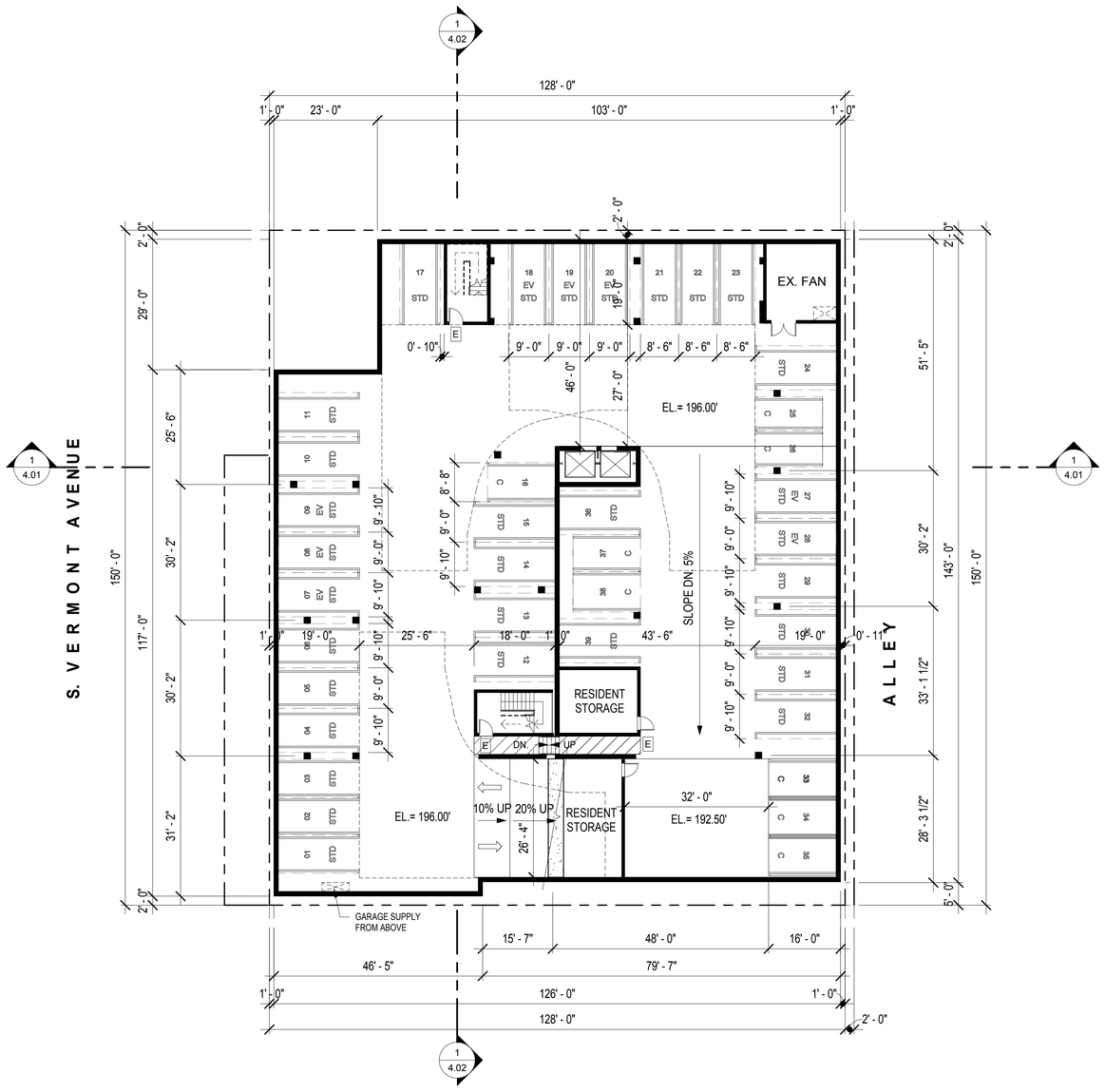
ROOF LEVEL

2.03

05/06/2022 (UPDATED 07/23/2022)

966 S. VERMONT

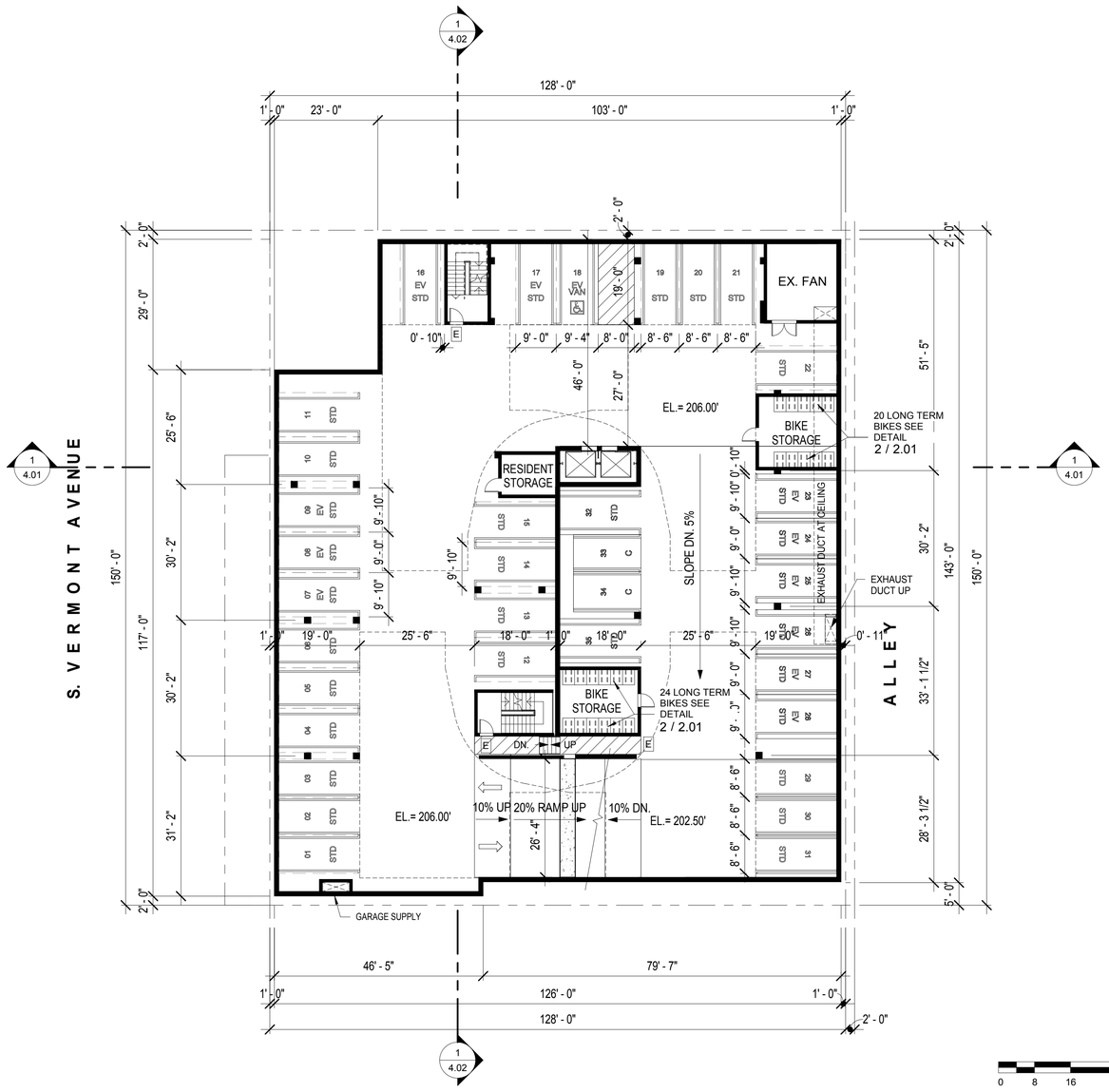
SCHEMATIC DESIGN



PARKING P2

COMPACT	8
STANDARD	23
STANDARD/EV	8
TOTAL	39

SUB PARKING LEVEL P2 (2)
1/16" = 1'-0"



PARKING P1

ACCESSIBLE VAN/EV	1
COMPACT	2
STANDARD	21
STANDARD/EV	11
TOTAL	35

SUB PARKING LEVEL P1 (1)
1/16" = 1'-0"

0 8 16 32

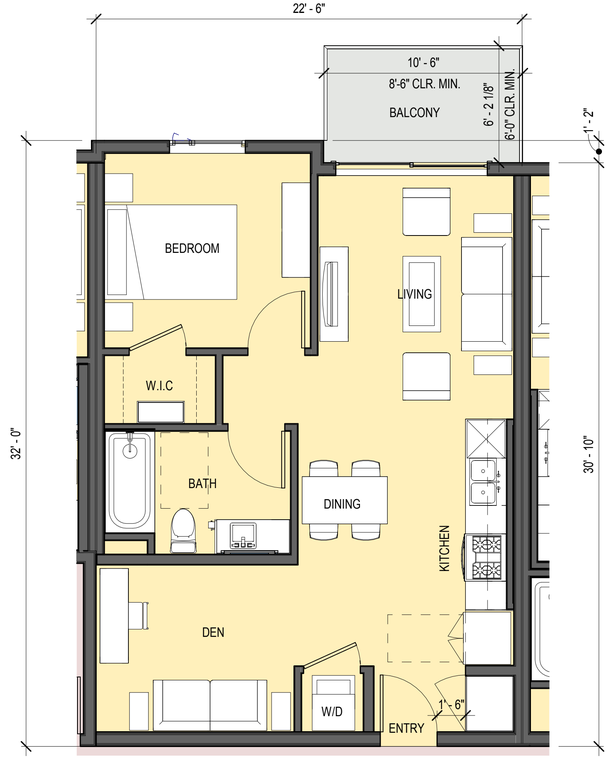
PARKING LEVEL P1 & P2

2.10

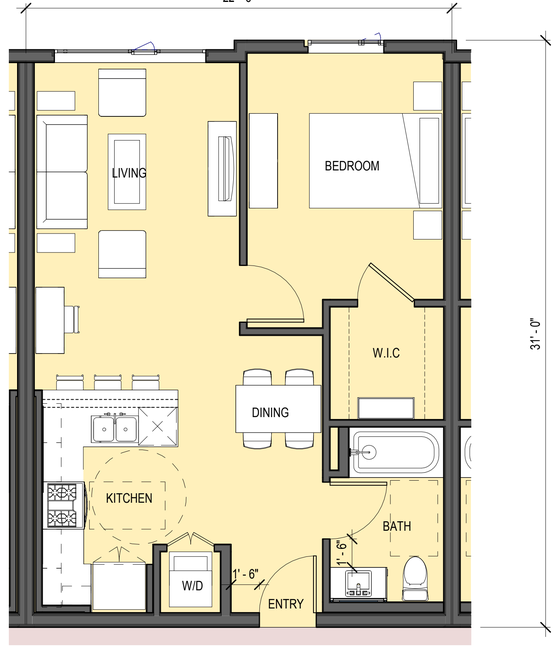
05/06/2022 (UPDATED 07/23/2022)

966 S. VERMONT
SCHEMATIC DESIGN

5 UNIT 1B-03 ENLARGED PLAN
1/4" = 1'-0"

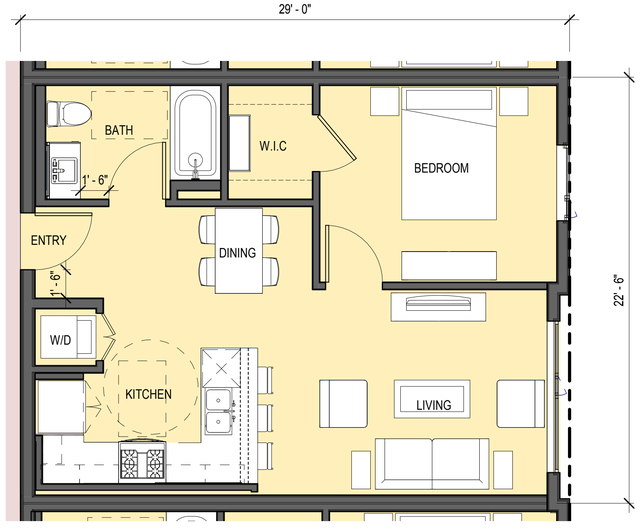


1 UNIT S.01 ENLARGED PLAN
1/4" = 1'-0"



4 UNIT 1B-02 ENLARGED PLAN
1/4" = 1'-0"

3 UNIT 1B+D-01 ENLARGED PLAN
1/4" = 1'-0"



2 UNIT 1B-01 ENLARGED PLAN
1/4" = 1'-0"

KEYPLAN

0 1 2 4 8

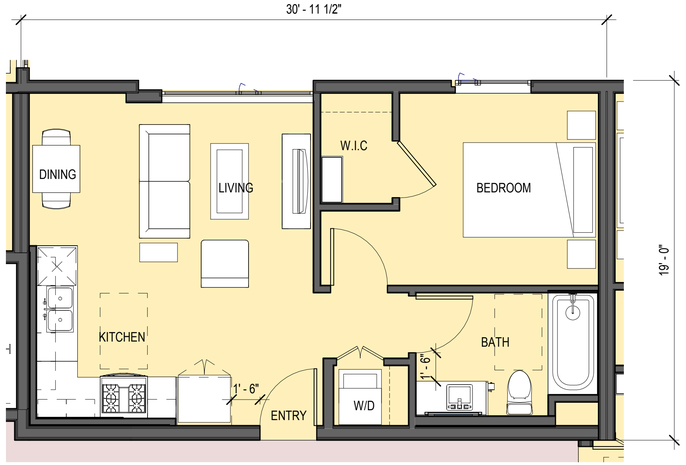
UNIT S & 1B ENLARGED PLANS

2.20

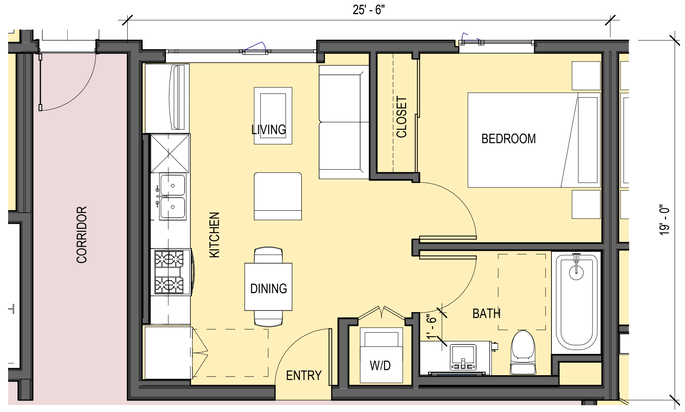
966 S. VERMONT

SCHEMATIC DESIGN

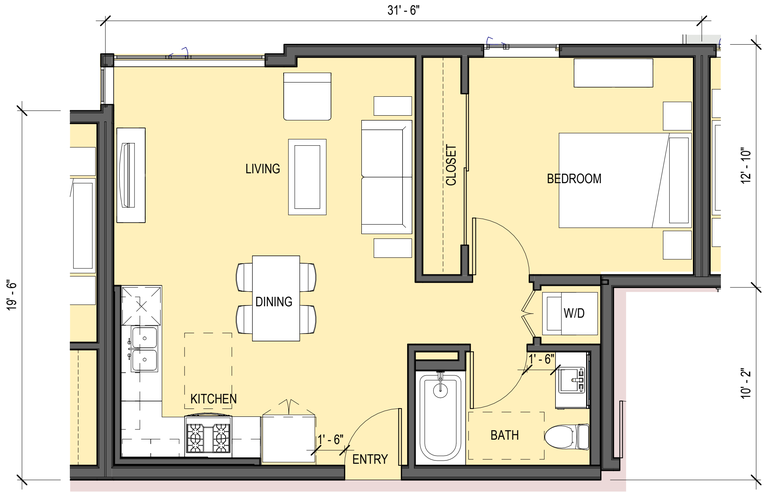
05/06/2022 (UPDATED 07/23/2022)



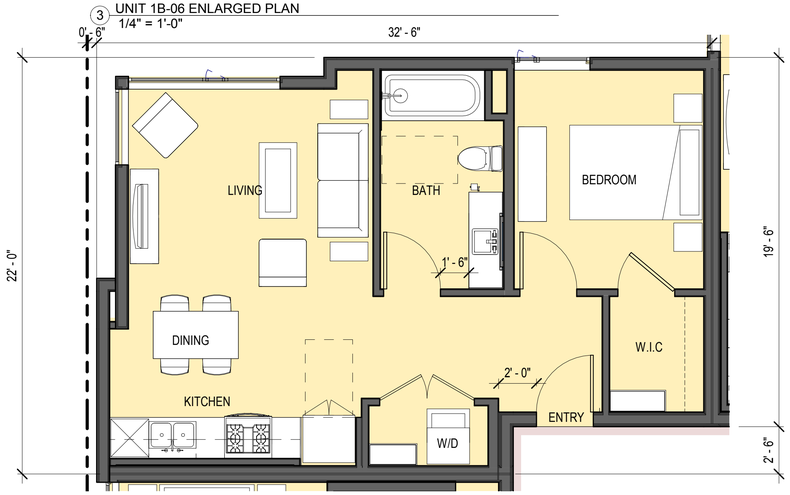
6 UNIT 1B-08 ENLARGED PLAN
1/4" = 1'-0"



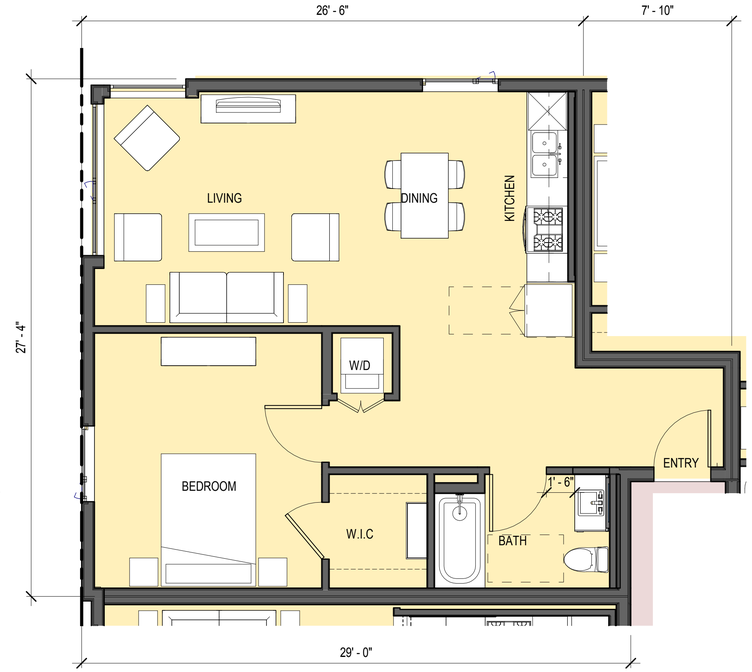
4 UNIT 1B-08b ENLARGED PLAN
1/4" = 1'-0"



3 UNIT 1B-06 ENLARGED PLAN
1/4" = 1'-0"

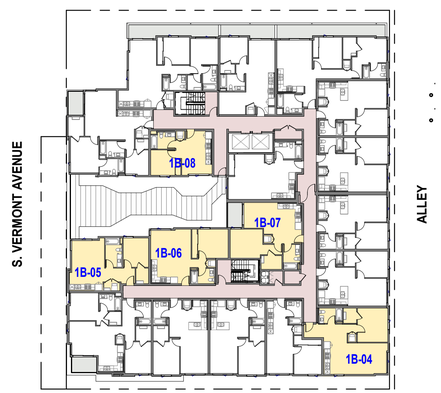


2 UNIT 1B-05 ENLARGED PLAN
1/4" = 1'-0"



1 UNIT 1B-04 ENLARGED PLAN
1/4" = 1'-0"

5 UNIT 1B-07 ENLARGED PLAN
1/4" = 1'-0"



KEYPLAN

0 1 2 4 8

UNIT S & 1B ENLARGED PLANS

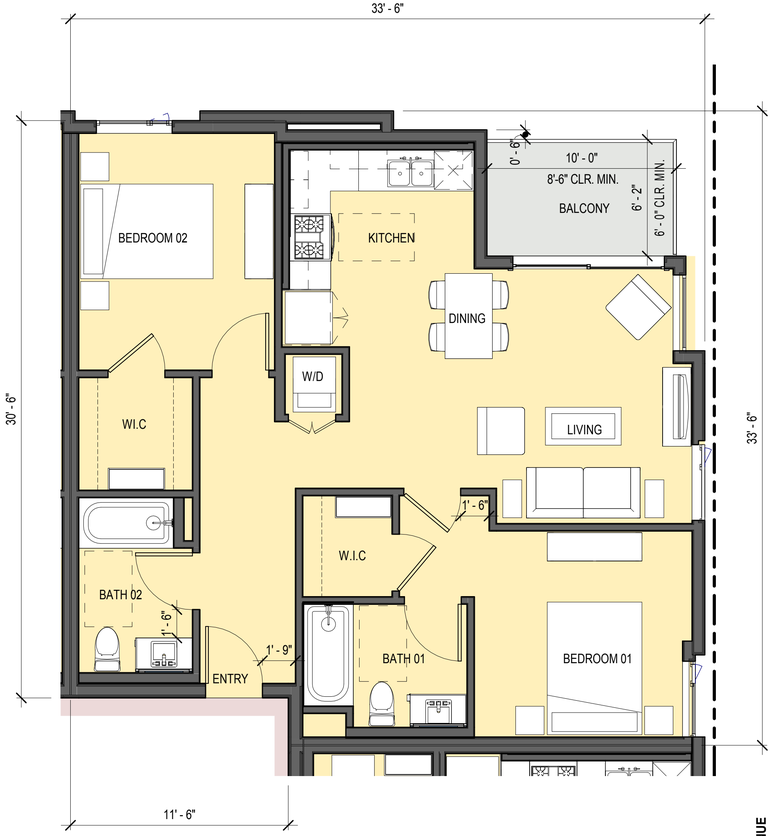
2.21

966 S. VERMONT

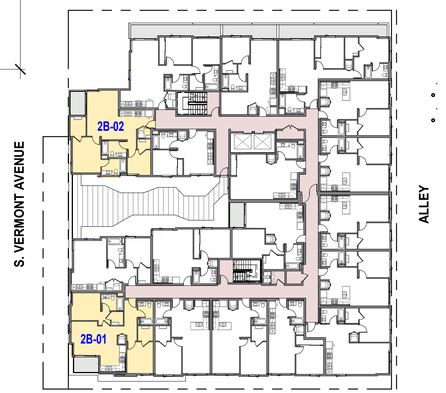
SCHEMATIC DESIGN

05/06/2022 (UPDATED 07/23/2022)

2 UNIT 2B-02 ENLARGED PLAN
1/4" = 1'-0"



1 UNIT 2B-01 ENLARGED PLAN
1/4" = 1'-0"



KEYPLAN

0 1 2 4 8

UNIT 2B ENLARGED PLANS

2.30

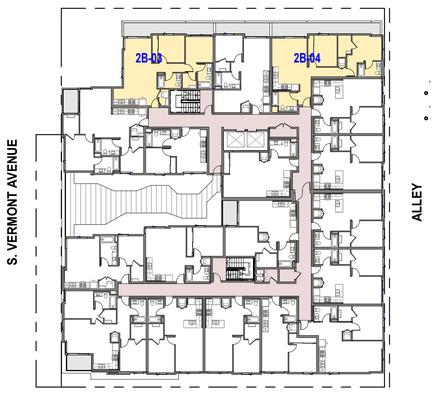
966 S. VERMONT

SCHEMATIC DESIGN

05/06/2022 (UPDATED 07/23/2022)

2 UNIT 2B-04 ENLARGED PLAN
1/4" = 1'-0"

1 UNIT 2B-03 ENLARGED PLAN
1/4" = 1'-0"



KEYPLAN

0 1 2 4 8

UNIT 2B ENLARGED PLANS

2.31

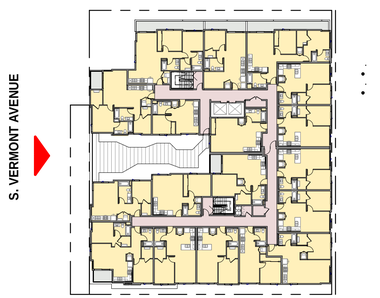
05/06/2022 (UPDATED 07/23/2022)

966 S. VERMONT

SCHEMATIC DESIGN

MATERIAL KEY

1	METAL PANEL - CUSTOM COLOR "CHARTREUSE"
2	CEMENT PLASTER GREY - FINISH SW "PORPOISE"
3	CEMENT FIBER BOARD "HARDIE" ARTISAN "V" - PAINTED SW "PORPOISE"
4	6 " X 36" PLANK PORCELAIN TILE - SLATE GREY
5	HORIZONTAL METAL SLATS/LOUVERS - FINISH SW "PORPOISE"
6	CEMENT PLASTER - BRIGHT WHITE
7	CANTILEVERED CANOPY - METAL PANEL "WHITE"



KEYPLAN

0 5 10 20

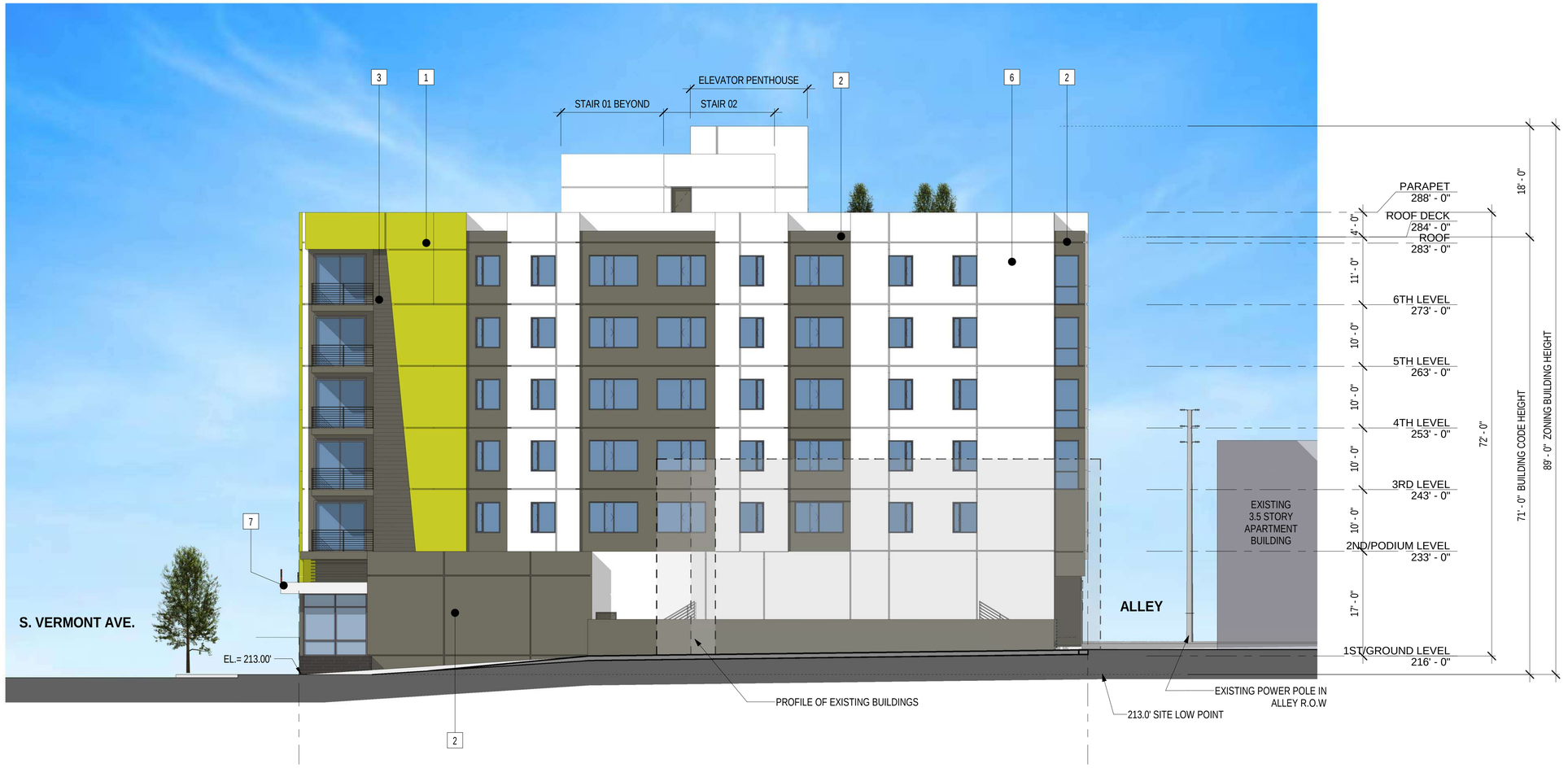
WEST / FRONT / S. VERMONT AVE. BUILDING ELEVATION

3.01

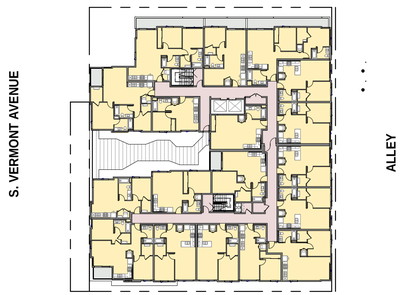
05/06/2022 (UPDATED 07/23/2022)

966 S. VERMONT

SCHEMATIC DESIGN



MATERIAL KEY	
1	METAL PANEL - CUSTOM COLOR "CHARTREUSE"
2	CEMENT PLASTER GREY - FINISH SW "PORPOISE"
3	CEMENT FIBER BOARD "HARDIE" ARTISAN "V" - PAINTED SW "PORPOISE"
4	6 " X 36" PLANK PORCELAIN TILE - SLATE GREY
5	HORIZONTAL METAL SLATS/LOUVERS - FINISH SW "PORPOISE"
6	CEMENT PLASTER - BRIGHT WHITE
7	CANTILEVERED CANOPY - METAL PANEL "WHITE"



KEYPLAN

0 5 10 20

SOUTH / SIDE BUILDING ELEVATION

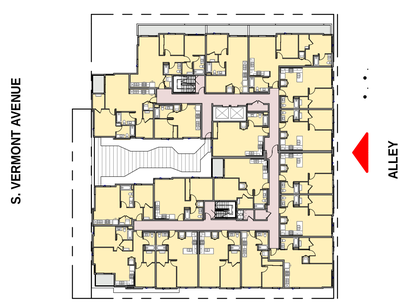
3.02

05/06/2022 (UPDATED 07/23/2022)

966 S. VERMONT

SCHEMATIC DESIGN

MATERIAL KEY	
1	METAL PANEL - CUSTOM COLOR "CHARTREUSE"
2	CEMENT PLASTER GREY - FINISH SW "PORPOISE"
3	CEMENT FIBER BOARD "HARDIE" ARTISAN "V" - PAINTED SW "PORPOISE"
4	6 " X 36" PLANK PORCELAIN TILE - SLATE GREY
5	HORIZONTAL METAL SLATS/LOUVERS - FINISH SW "PORPOISE"
6	CEMENT PLASTER - BRIGHT WHITE
7	CANTILEVERED CANOPY - METAL PANEL "WHITE"



KEYPLAN

0 5 10 20

EAST / ALLEY BUILDING ELEVATION

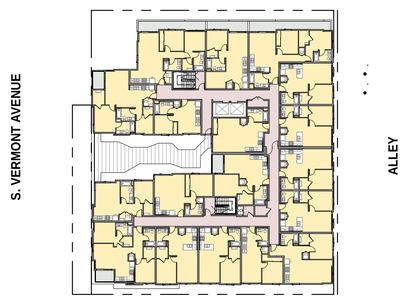
3.03

05/06/2022 (UPDATED 07/23/2022)

966 S. VERMONT

SCHEMATIC DESIGN

MATERIAL KEY	
1	METAL PANEL - CUSTOM COLOR "CHARTREUSE"
2	CEMENT PLASTER GREY - FINISH SW "PORPOISE"
3	CEMENT FIBER BOARD "HARDIE" ARTISAN "V" - PAINTED SW "PORPOISE"
4	6 " X 36" PLANK PORCELAIN TILE - SLATE GREY
5	HORIZONTAL METAL SLATS/LOUVERS - FINISH SW "PORPOISE"
6	CEMENT PLASTER - BRIGHT WHITE
7	CANTILEVERED CANOPY - METAL PANEL "WHITE"



KEYPLAN

0 5 10 20

NORTH / SIDE BUILDING ELEVATION

3.04

05/06/2022 (UPDATED 07/23/2022)

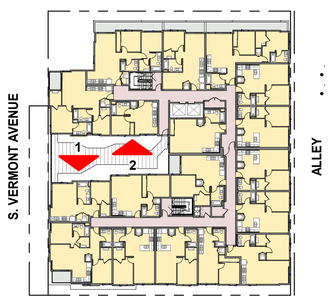
966 S. VERMONT

SCHEMATIC DESIGN

2 COURT - SOUTH ELEVATION
1" = 10'-0"

1 COURT - NORTH ELEVATION
1" = 10'-0"

MATERIAL KEY	
1	METAL PANEL - CUSTOM COLOR "CHARTREUSE"
2	CEMENT PLASTER GREY - FINISH SW "PORPOISE"
3	CEMENT FIBER BOARD "HARDIE" ARTISAN "V" - PAINTED SW "PORPOISE"
4	6 " X 36" PLANK PORCELAIN TILE - SLATE GREY
5	HORIZONTAL METAL SLATS/LOUVERS - FINISH SW "PORPOISE"
6	CEMENT PLASTER - BRIGHT WHITE
7	CANTILEVERED CANOPY - METAL PANEL "WHITE"

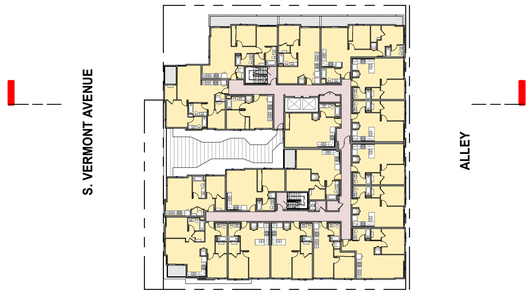


KEYPLAN

0 5 10 20

COURT SECTIONS / ELEVATIONS

3.05



KEYPLAN

0 5 10 20

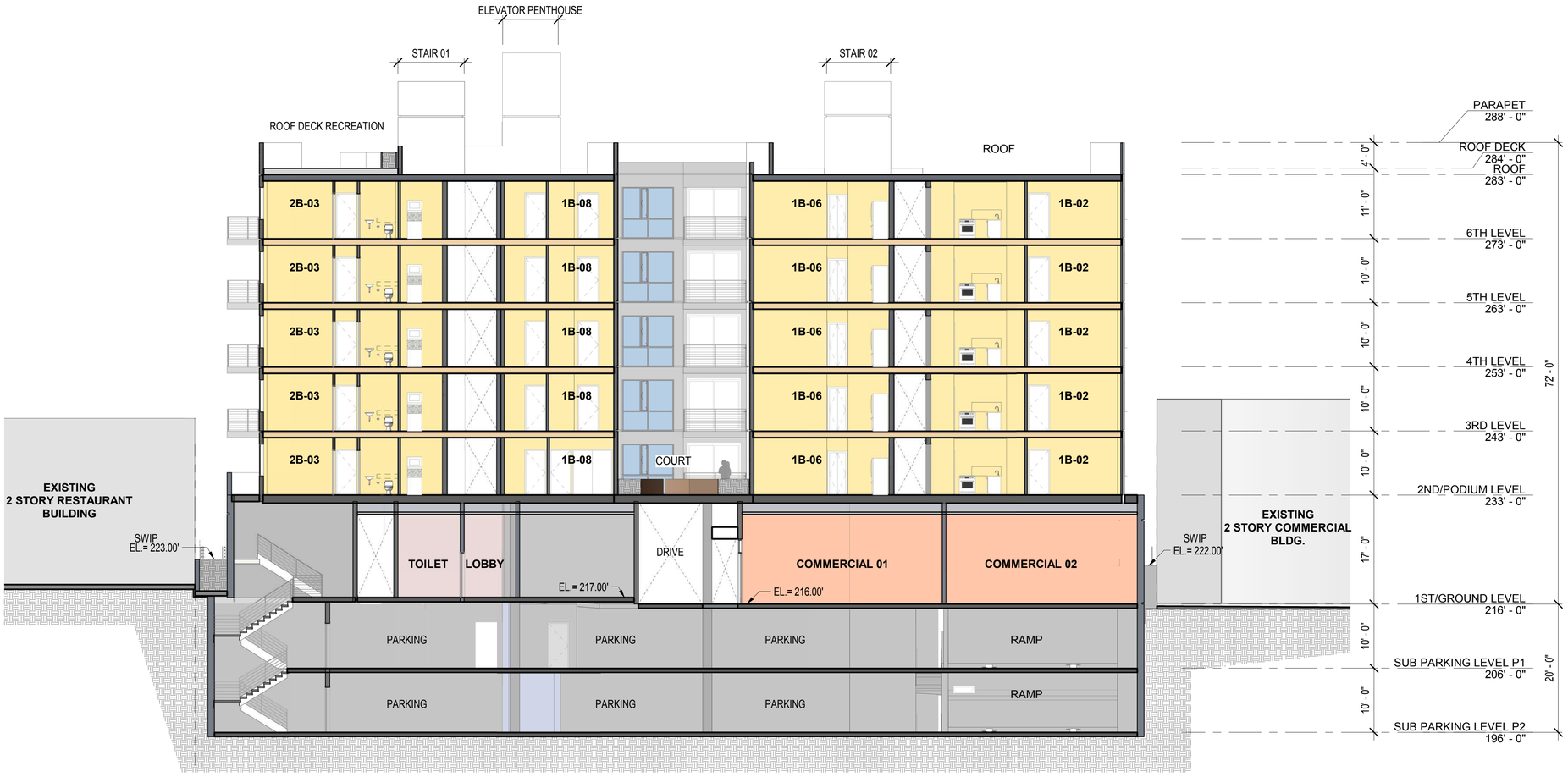
BUILDING SECTION

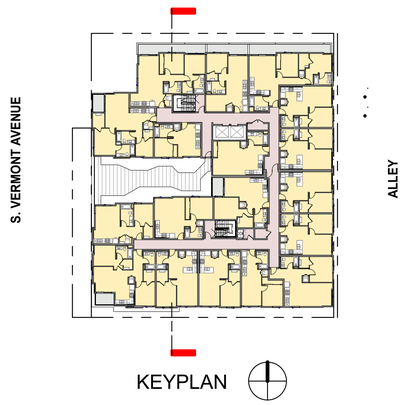
4.01

05/06/2022 (UPDATED 07/23/2022)

966 S. VERMONT

SCHEMATIC DESIGN





KEYPLAN

0 5 10 20

BUILDING SECTION

4.02

05/06/2022 (UPDATED 07/23/2022)

966 S. VERMONT

SCHEMATIC DESIGN

TOTAL LANDSCAPE CALCULATION

GROUND FLOOR:	699 SF
-ON SITE:	635 SF
-OFF SITE (STREET TREE):	64 SF
2ND. LEVEL COURTYARD:	574 SF
ROOF DECK:	498 SF
TOTAL LANDSCAPE PROVIDED:	1,771 SF

COMMON OPEN SPACE CALCULATION

COMMON OPEN SPACE PROVIDED (OPEN TO SKY):

·	2ND. FLOOR COURTYARD:	1,382 SF
·	ROOF DECK:	2,378 SF
TOTAL:		3,760 SF

LANDSCAPE REQUIRED @ COMMON OPEN SPACE: 940 SF (25%)

LANDSCAPE PROVIDED @ COMMON OPEN SPACE:

·	2ND. FLOOR COURTYARD:	574 SF
·	ROOF DECK:	498 SF
TOTAL:		1,072 SF (29%)

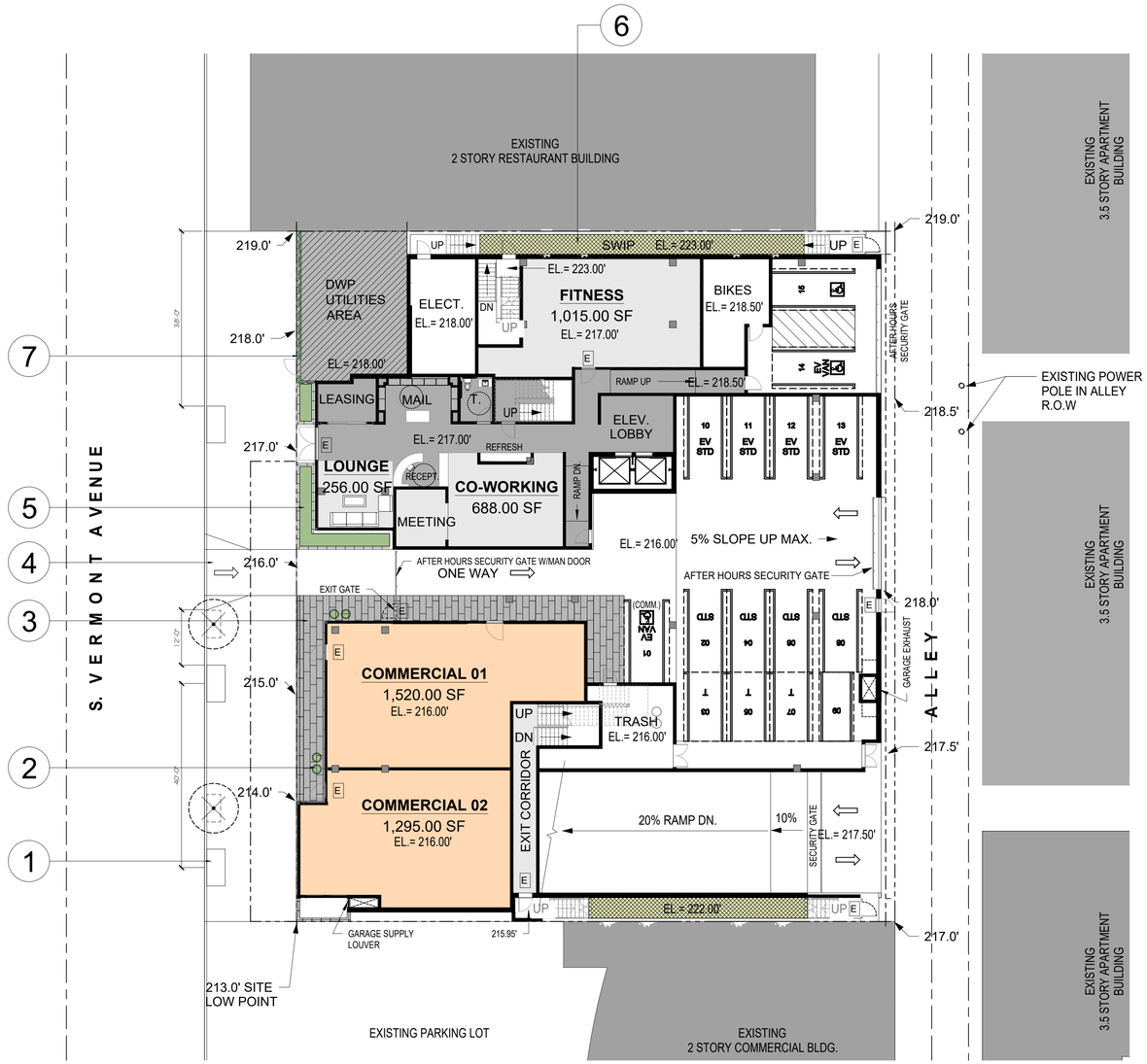
TREES REQUIRED (LAMC SECTION 12.21.G.2

24" BOX TREE REQUIRED FOR EVERY 90 DWELLING UNITS (90/4): 23 TREES

NUMBER OF TREE REQUIRED: 23 EA. (1 PER 4 UNITS)

NUMBER OF TREE PROPOSED:

- GROUND FL.:	3 EA.
- ON SITE:	0 EA.
- OFF SITE (STREET TREES):	3 EA.
- SECOND FLOOR COURTYARD:	14 EA.
- ROOF DECK:	8 EA.
TOTAL:	25 EA.



1 PRELIMINARY LANDSCAPE PLAN - GROUND FLOOR

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

Scale: 1/16" = 1'-0"

KEYNOTES

1. NEW 4X8 TREE WELL PER CITY OF LA
2. DECORATIVE POT

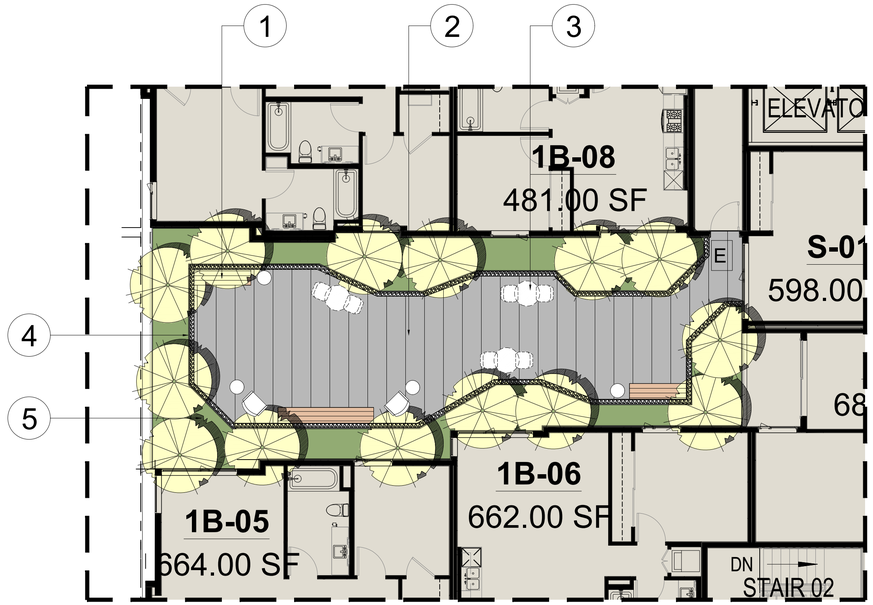
3. COLORED CONC. PAVING
4. NEW DRIVEWWAY PER CIVIL DWG.
5. OVER-STRUCTURE CONC. PLANTER
6. GRASSCRETE W/ KURAPIA
7. 6' H DESIGNMASTER FENCE W/ ACCESS GATE AND FAUX IVY SCREENING VINES

PLANTING LEGEND

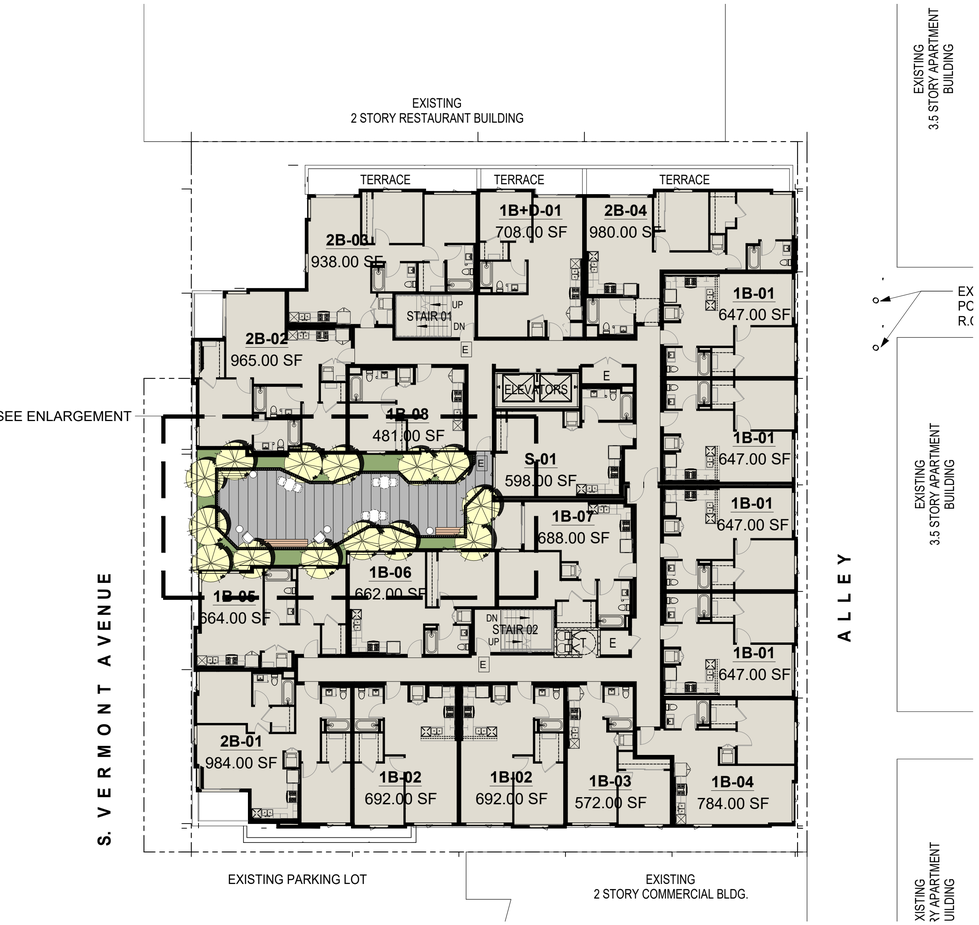
TREES	SIZE & QUAN.
NEW STREET TREE PER CITY OF L.A. URBAN FORESTRY STREET TREE DIV.	24" BOX / 3 EA.
EXISTING STREET TREES TO BE REMOVED	2 EA.

PAVING LEGEND

- COLORED CONC. PAVING TBD.
- LANDSCAPE AREA
- GRASSCRETE W/ KURAPIA



2 ENLARGEMENT - 2ND. LEVEL COURTYARD
SCALE: 1/8"= 1'-0"



1 PRELIMINARY LANDSCAPE PLAN - 2ND LEVEL COURTYARD
SCALE: 1/16"= 1'-0"

KEYNOTES

1. BENCH
2. COLORED CONC. PAVING
3. SEATING
4. BLACK PEBBLE
5. CORTEN STEEL PLANTER

PAVING LEGEND

COLORED CONC. PAVING
TBD.

LANDSCAPE AREA

PLANTING LEGEND

TREES	SIZE & QUAN.
ACER PALMATUM 'SANGOKAKU' CORAL BARK JAPANESE MAPLE	24" BOX / 14 EA.

COMMON OPEN SPACE CALCULATION

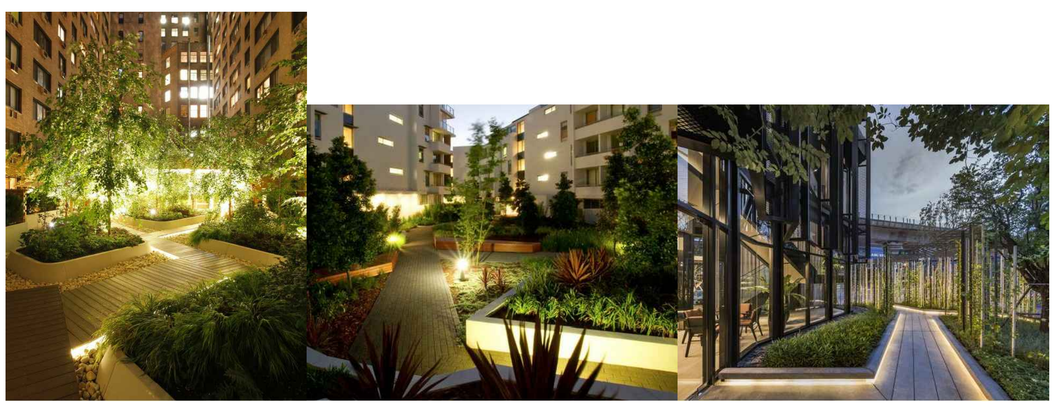
COMMON OPEN SPACE PROVIDED (OPEN TO SKY):

· 2ND. FLOOR COURTYARD:	1,382 SF
· ROOF DECK:	2,378 SF
TOTAL:	3,760 SF

LANDSCAPE REQUIRED @ COMMON OPEN SPACE: 940 SF (25%)

LANDSCAPE PROVIDED @ COMMON OPEN SPACE:

· 2ND. FLOOR COURTYARD:	574 SF
· ROOF DECK:	498 SF
TOTAL:	1,072 SF (29%)



ACER PALMATUM
'SANGOKAKU'
CORAL BARK JAPANESE MAPLE

966 S VERMONT, LOS ANGELES, CA.

PROJECT #: 22210 04/20/2022

SQLA INC
Landscape Architects

2669 Saturn Street
BREA, CA, 92821
info@sqlainc.com

T. 562-905-0800
F. 562-905-0880
www.sqlainc.com

COMMON OPEN SPACE CALCULATION

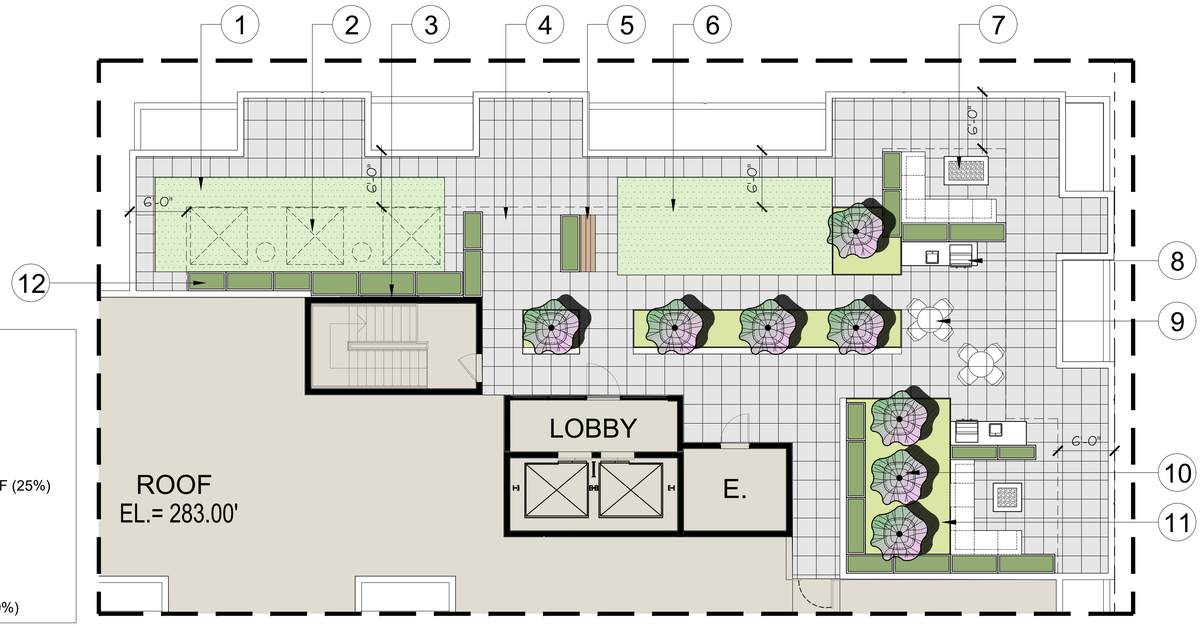
COMMON OPEN SPACE PROVIDED (OPEN TO SKY):

·	2ND. FLOOR COURTYARD:	1,382 SF
·	ROOF DECK:	2,378 SF
TOTAL:		3,760 SF

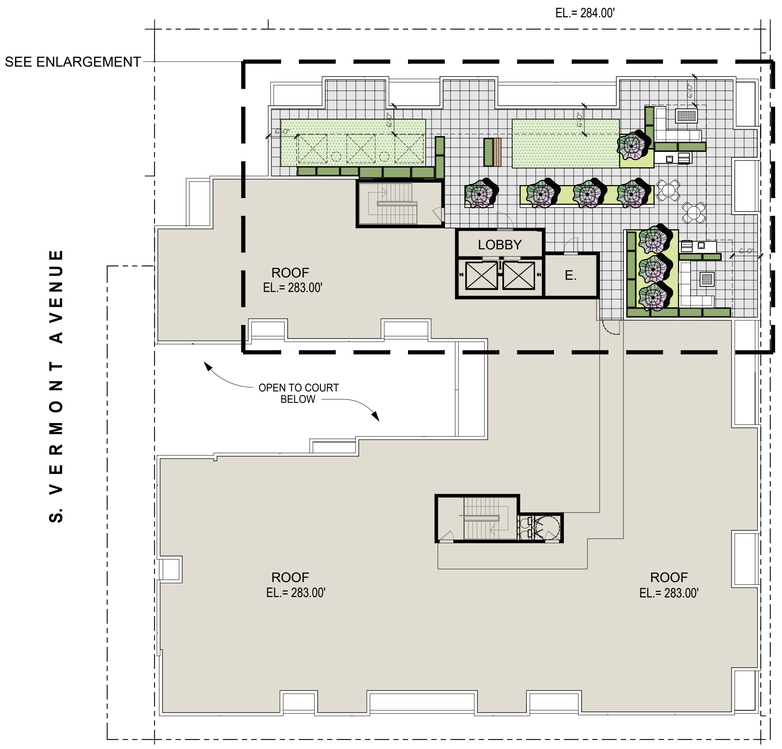
LANDSCAPE REQUIRED @ COMMON OPEN SPACE: 940 SF (25%)

LANDSCAPE PROVIDED @ COMMON OPEN SPACE:

·	2ND. FLOOR COURTYARD:	574 SF
·	ROOF DECK:	498 SF
TOTAL:		1,072 SF (29%)



1 ENLARGEMENT - ROOF DECK
SCALE: 1/8"= 1'-0"



1 PRELIMINARY LANDSCAPE PLAN - ROOF DECK
SCALE: 1/16"= 1'-0"

KEYNOTES

1. 6'X6' CABANA AREA W/ SYNTHETIC GRASS

2. 6'X6' CABANA

3. T.V. WALL
4. TILE OVER PEDESTAL SYSTEM

5. BENCH
6. SYNTHETIC GRASS CORN HOLE

7. LOUNGE SEATING AREA W/ FIREPIT

8. BBQ. BAR COUNTER W/ SINK

9. OUTDOOR SEATING
10. SQUARRO POT FOR TREE

11. GREEN ROOF

12. 24" HT. RECTANGULAR FIBERGLASS PLANTERS

PLANTING LEGEND

TREES	SIZE & QUAN.
CERCIS OCCIDENTALIS WESTERN REDBUD	24" BOX / 8 EA.


CERCIS OCCIDENTALIS
WESTERN REDBUD

PAVING LEGEND

- TILE TECH PAVERS
- LANDSCAPE AREA
- GREEN ROOF
- SYNTHETIC GRASS AREA

966 S VERMONT, LOS ANGELES, CA.

PROJECT #: 22210 04/20/2022

SQLA INC
Landscape Architects
2669 Saturn Street
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T. 562-905-0800
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April 19, 2022

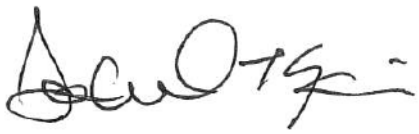
Re: 966 S. Vermont Ave., Los Angeles, CA 90006

This is to certify that the property located at 966 S. Vermont Ave., Los Angeles, CA 90006 or surrounding properties.

Does not contain the following protected trees or shrubs:

- Oaks (Quercus Spp.)
- Western Sycamore (Platanus Racemosa)
- California Bay (Umbellularia California)
- Southern California Black Walnut (Juglans California)
- Mexican Elderberry (Sambucus Mexicana)
- Toyon (Heteromeles Arbutifolia)

Respectfully Submitted,



Samuel K. Kim, ASLA
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RAJU Associates, Inc.

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Voice: (626) 792-2700
Fax: (626) 792-2772

TECHNICAL MEMORANDUM

TO: Mr. Wes Pringle, P.E., LADOT
CC: Mr. Garrett Lee, Jamison Properties

FROM: Srinath Raju, P.E.
Christopher Muñoz

SUBJECT: 966 S. Vermont Avenue Mixed-Use Project
Trip Generation Analysis and Transportation Assessment Screening

DATE: May 13, 2022 **REF:** RA 701

This technical memorandum documents the trip generation analysis and transportation assessment screening for the proposed Mixed-Use Project (the Project) located 956-966 S. Vermont Avenue (Council District 10) within the City of Los Angeles, California. The trip generation and transportation assessment screening include a comparison of estimated traffic generation between the proposed Project and the existing use on the Project site located at 956-966 S. Vermont Avenue (APN 5076-001-021 & 5076-001-031).

This evaluation and analysis includes a description of existing site conditions, a summary of the proposed Project description, a summary of the existing site and Project trip generation estimates, and a comparison of the subject trip generation estimates with the threshold that warrants preparation of a formal transportation assessment analysis per City of Los Angeles Department of Transportation (LADOT) criteria. Details of this evaluation are presented in subsequent sections of this memorandum.

The results conclude that the Project does not meet or exceed thresholds to warrant preparation of a formal transportation assessment per LADOT screening criteria. Therefore, no further analysis is required for purposes of satisfying the requirements of the California Environmental Quality Act (CEQA). The findings are discussed in more detail in the following sections.

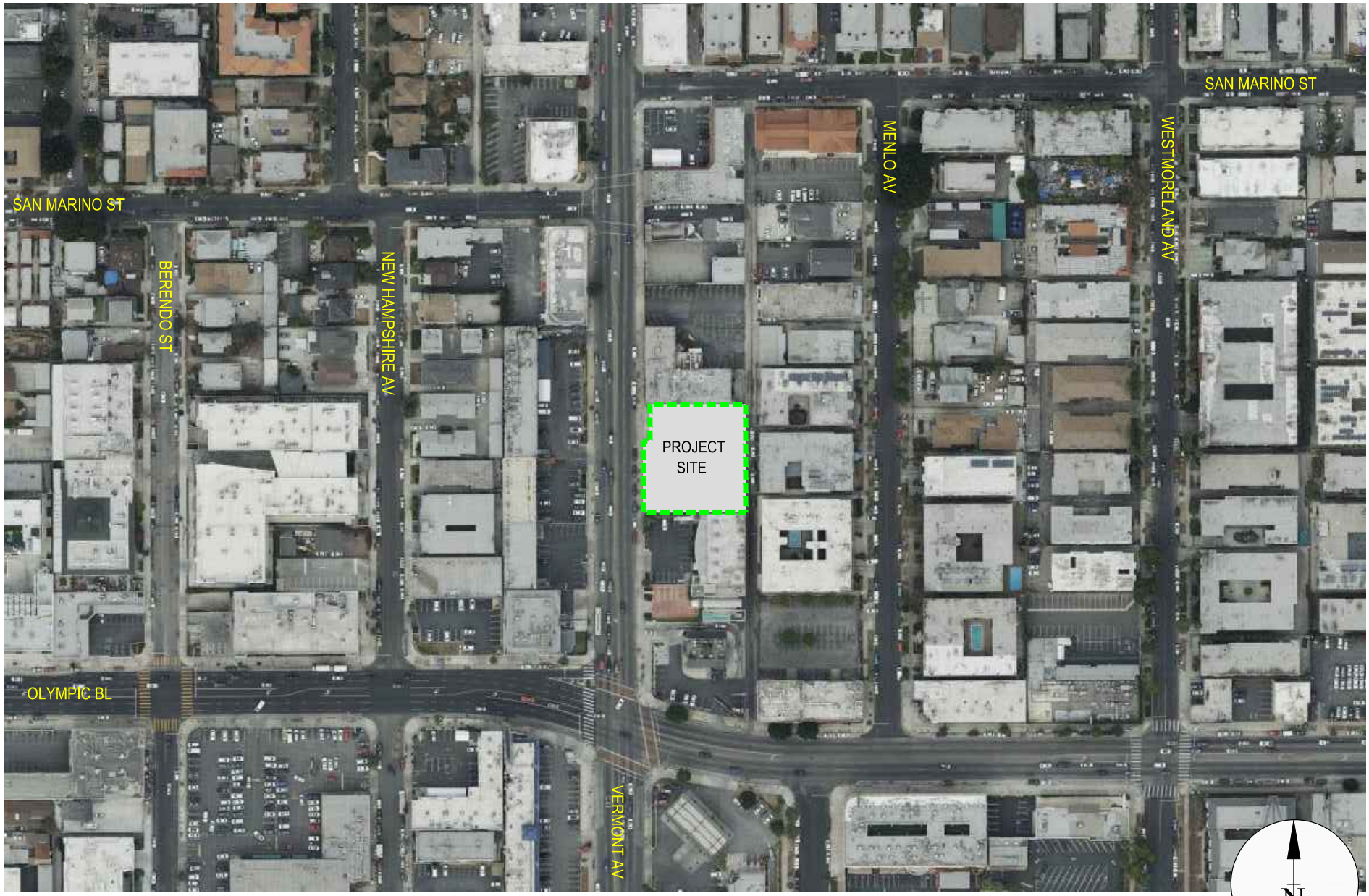
EXISTING SITE CONDITIONS

The proposed Project site is located at 956 and 966 S. Vermont Avenue in the Wilshire Community Plan area of the City of Los Angeles, California. The Project site is generally bounded by a restaurant use to the north, an optometry office to the south, Vermont Avenue to the west, and residential uses to the east. The Project site and general vicinity are shown in Figure 1. The existing Project site is shown in Figure 2.

The existing site is currently developed with two two-story buildings containing a total of 16,392 square feet. One building is located at 956 S. Vermont Avenue with approximately 5,898 square feet in size and the other building is located 966 S. Vermont Avenue with approximately 10,494 square feet in size. Both buildings are occupied by a restaurant (fine dining) use with a total of approximately 14,892 square feet. The remaining 1,500 square feet is vacant.

Based on the guidelines set forth in LADOT's transportation assessment guidelines, an existing use trip generation credit may be applied to a project to account for the vehicle trips generated by the existing use(s) if the existing use has been occupied for at least six consecutive months within the past two years. As the existing restaurant use on-site is currently occupied and operational, a trip generation credit for the existing restaurant use is appropriate for purposes of forecasting the net new project trip generation.

Robust transit service serves the vicinity of the Project site. Six bus lines including one rapid bus line and two rail lines (Metro B and Metro D) currently serve the area. Five bus lines (Lines 28, 30, 66, 204 and Rapid Bus 754) as well as the Metro B and Metro D Line are operated by the Los Angeles County Metropolitan Transportation Authority (MTA/METRO) and the remaining line (Dash Wilshire Center/Koreatown) is operated by LADOT. Bus stops are located at the corners of the intersection of Vermont Avenue / Olympic Boulevard that serve Metro Lines 28, 204, Rapid Bus 754 and DASH Wilshire Center/Koreatown Line. Bus stops serving Metro Line 30 are located at the corners of the intersection of Vermont Avenue / Pico Boulevard; while bus stops serving Metro Line 66 are located at the corners of the intersection of Westmoreland Avenue / 8th Street. Also, the Project Site is located less than a mile south of the Metro Wilshire / Vermont Station served by the Metro B and D Line.



Map Source: Bing Maps

FIGURE 1
LOCATION OF PROJECT SITE

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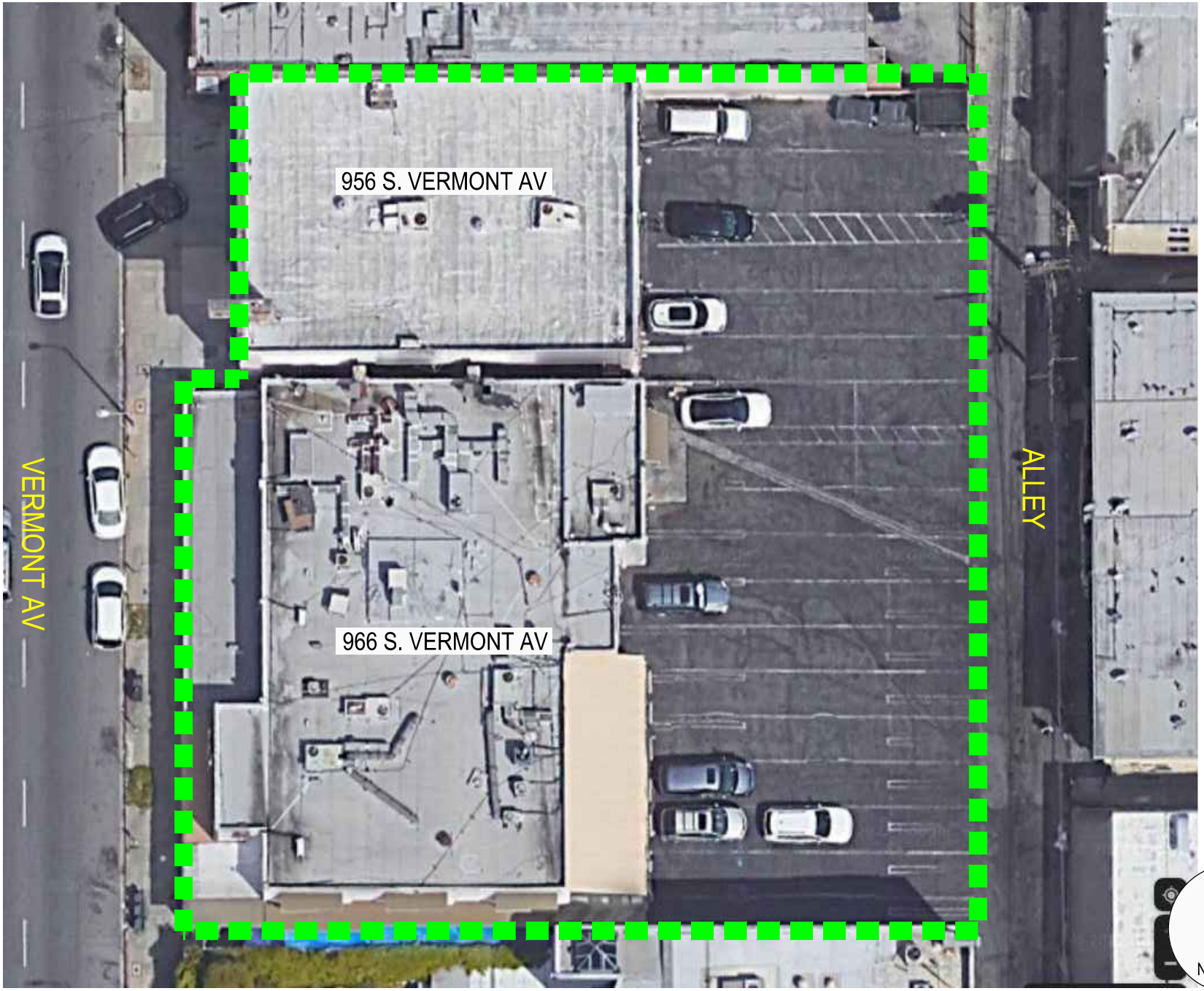


Map Source: Google Maps

FIGURE 2
EXISTING PROJECT SITE

RAJU Associates, Inc.

PROJECT DESCRIPTION

The Project consists of a mixed-use development with 90 mid-rise multifamily dwelling units (including 9 affordable units), and 2,815 square feet of retail use. The Project would provide a total of 85 vehicle parking spaces and 79 bicycle spaces (70 long-term and 9 short-term spaces). The existing buildings containing approximately 14,892 square feet of restaurant use and 1,500 square feet of vacant space will be demolished. The Project is anticipated to be completed by the Year 2027. The Project ground floor site plan is shown in Figure 3 and the parking level site plans are shown in Figure 4.

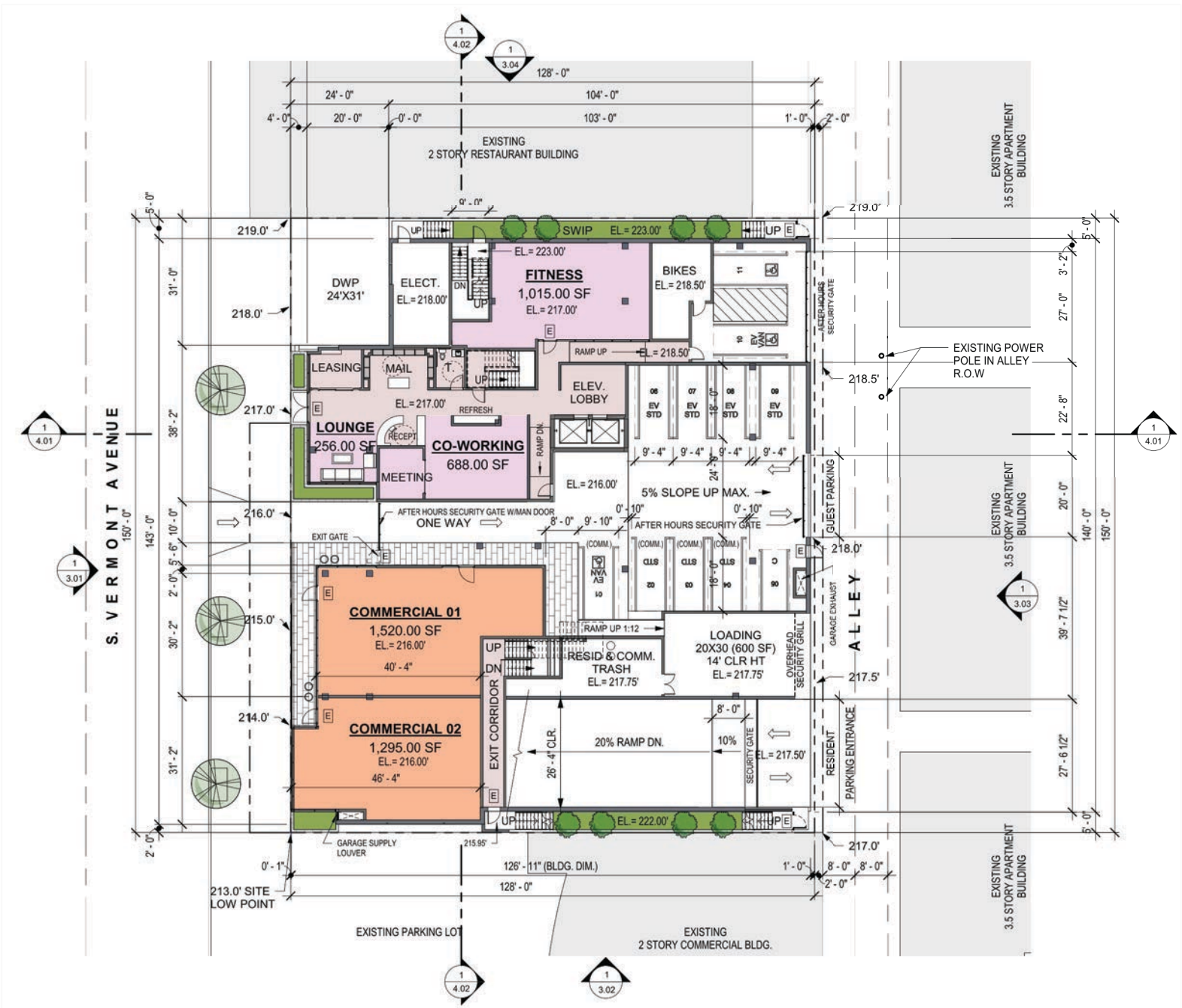
Currently, one driveway located along the east side of Vermont Avenue and a north-south alley on the east side of the Project provide access to the existing site. As proposed, the existing Vermont driveway would be removed, and a new inbound only driveway would be provided. As shown in Figure 3, two additional driveways would be provided along the alley.

Vermont Avenue would provide the main pedestrian access to the Project Site. Sidewalks are available on both sides of Vermont Avenue adjacent to and in the vicinity of the Project site. The existing sidewalk along Vermont Avenue adjacent to the Project Site is approximately 10 to 20 feet wide. Pedestrian crosswalks adjacent to the Project Site are available at the nearby intersection of Vermont Avenue / Olympic Boulevard.

Vermont Avenue currently provides a curb-to-curb roadway width of 60 feet and a 10-foot to 20-foot sidewalk along the Project's frontage, resulting in a half right-of-way width of 40 to 50 feet. Per the City of Los Angeles' Mobility Plan 2035, a designated half right-of-way width of 50 feet is identified for Vermont Avenue (Avenue I). Therefore, the Project is providing a 10-foot dedication along 100 feet of its Vermont Avenue frontage.

PROJECT TRIP GENERATION

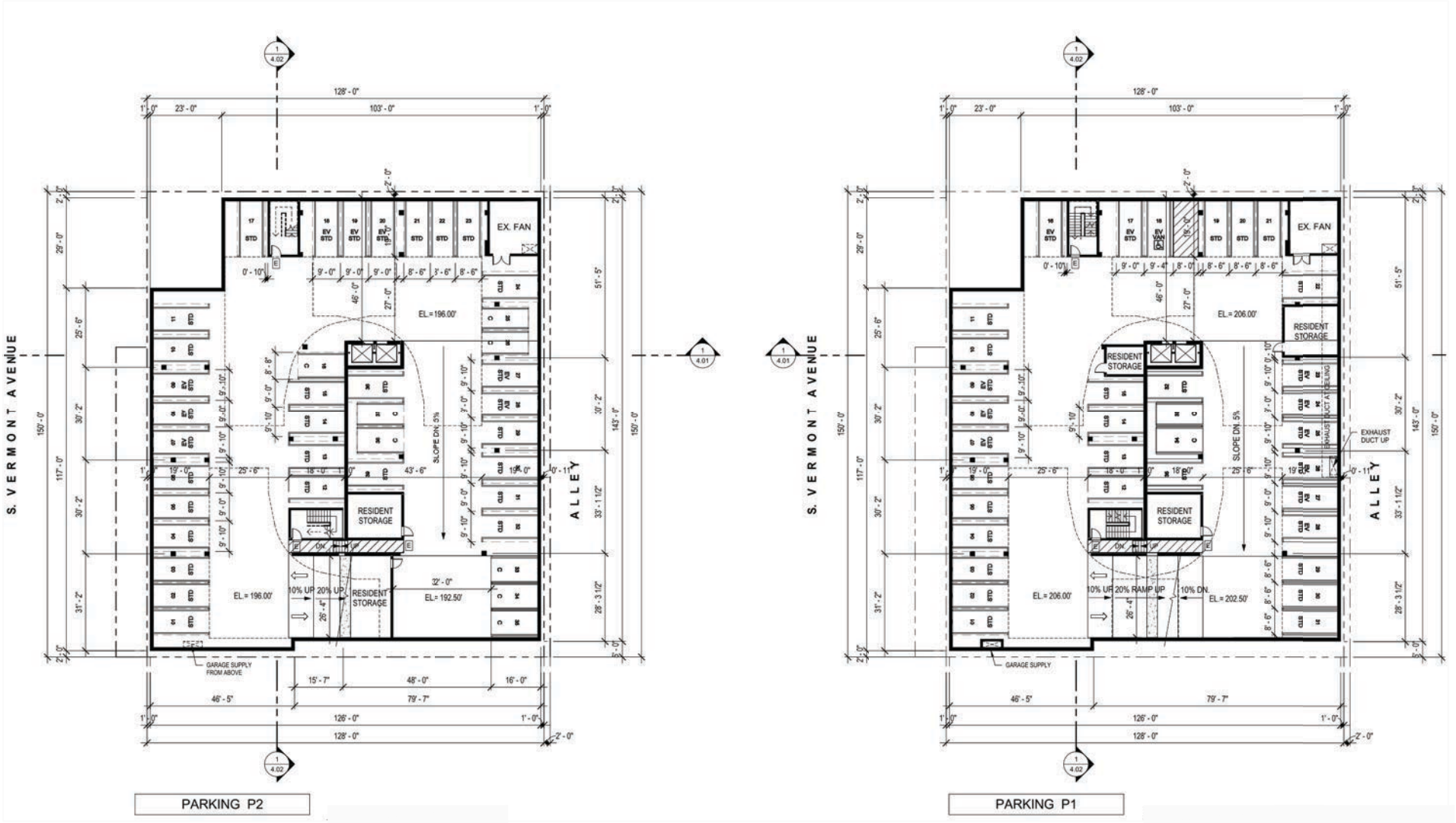
LADOT's VMT calculator tool (version 1.3) was used to determine the Project's net daily trips, while the Project's peak hour trip generation was determined using the ITE 11th Edition trip generation rates. Utilizing the ITE's Trip Generation Manual, 11th Edition trip rates, the Project's



Source: Jamison Properties

FIGURE 3
PROJECT SITE PLAN - GROUND FLOOR

RAJU Associates, Inc.



Source: Jamison Properties

N
Not to scale

FIGURE 4
PROJECT SITE PLAN - PARKING LEVELS

RAJU Associates, Inc.

peak hour trip generation was determined. Table 1 presents details of the Project's trip generation including type of use, size, applicable rate and trip generation estimates. Other calculations within the tables also provide for trip generation reductions from transit trips, pass-by trips, and existing use trips per LADOT's Transportation Assessment Guidelines.

From Table 1, it can be observed that the Project's trip generation would result in an additional net total of approximately 24 trips during the morning peak hour and -50 trips (net reduction of 50 trips) during the evening peak hour. Utilizing the City of Los Angeles' VMT Calculator Tool (version 1.3), included in Attachment A, the Project would have a total of -557 net daily trips (a reduction of 557 daily trips).

CITY OF LOS ANGELES TRANSPORTATION ASSESSMENT SCREENING

Per the current *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines*, (TAG) July 2020, the City requires the preparation and submission of a transportation assessment for Development Projects that meet the following criteria:

- If the Development Project is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action, a transportation assessment for a Development Project is required.
- A transportation assessment is required by City ordinance or regulation.

As indicated in the previous section, the Project trip generation results in a total of -557 net daily trips (a net reduction of 557 daily trips). Therefore, per City's TAG, the Project's estimated trip generation does not meet or exceed the City's screening criteria for preparing a transportation assessment. Additionally, no City ordinance or regulations have been identified that require a transportation assessment for this Project. Therefore, no further analysis is needed for the proposed Project.

TABLE 1
ESTIMATED PROJECT PEAK HOUR TRIP GENERATION

	Size	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
Apartments	81 d.u.	7	23	30	20	12	32
Affordable Housing	9 d.u.	1	3	4	2	1	3
Retail	2,815 s.f.	4	3	7	10	9	19
Project Trip Generation Total		12	29	41	32	22	54
Transit Credit (15%)		(2)	(4)	(6)	(5)	(3)	(8)
Retail - Pass-By (50%) Trips [1]		(2)	(1)	(3)	(4)	(4)	(8)
Existing Use (to be removed)							
Fine Dining Restaurant	14,892 s.f.	6	5	11	78	38	116
Existing Use Trip Generation Total		6	5	11	78	38	116
Transit Credit (15%)		(1)	(1)	(2)	(12)	(6)	(18)
Fine Dining Restaurant - Pass-By (10%) Trips [1]		(1)	0	(1)	(7)	(3)	(10)
Project Net Trip Generation Total		**4**	**20**	**24**	**(36)**	**(14)**	**(50)**
Trip Rates [2]							
Affordable Housing (LADOT) [3]	Trips per d.u.	37%	63%	0.49	56%	44%	0.35
Multifamily Mid-Rise (ITE Land Use 221)	Trips per d.u.	23%	77%	0.37	61%	39%	0.39
Retail <40ksf (ITE Land Use 822)	Trips per 1,000 s.f.	60%	40%	2.36	50%	50%	6.59
Fine Dining Restaurant (ITE Land Use 931)	Trips per 1,000 s.f.	50%	50%	0.73	67%	33%	7.80

[1] Pass-by trips determined after reduction of transit trips.

[2] *Trip Generation Manual* , 11th Edition, ITE 2021, unless otherwise noted.

[3] Affordable Housing trip generation rates from *Los Angeles Department of Transportation (LADOT) Transportation Guidelines, Table 3.3-2: Trip Generation Rates for Affordable Housing Projects,* July 2020. Trip generation rates "Inside TPA Area" were utilized.

** Utilizing the City of Los Angeles' VMT Calculator Tool (version 1.3), the Project is estimated to have a net reduction of 557 daily trips.

CONCLUSION

The daily volume threshold identified in the LADOT's TAG for requiring preparation of a transportation assessment is 250 or more trips per day. As indicated in Attachment A, the Project trip generation is estimated to result in a net reduction of 557 daily trips. Therefore, the Project does not exceed the threshold (250 or more daily trips) that require preparation of a transportation assessment per LADOT's *Transportation Assessment Guidelines*. No further transportation (CEQA and non-CEQA) analysis is necessary.

ATTACHMENT A

LADOT VMT Calculator Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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

Project Information

Project: 966 S. Vermont Mixed-Use Project

Scenario:

Address: 34.05346905476309, -118.29141086658576

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
Retail | Quality Restaurant	14.892	ksf
Retail | Quality Restaurant	14.892	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	2.815	ksf
Housing | Multi-Family	81	DU
Housing | Affordable Housing - Family	9	DU
Retail | General Retail	2.815	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
1,005 Daily Vehicle Trips	448 Daily Vehicle Trips
5,841 Daily VMT	2,745 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	-557 Net Daily Trips
The net increase in daily VMT ≤ 0	-3,096 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	2.815 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

5/10/2022

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 966 S. Vermont Mixed-Use Project

Scenario:

Address: 34.05346905476309, -118.29141086658576

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	81	DU
Housing | Affordable Housing - Family	9	DU
Retail | General Retail	2.815	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure
- **G** Neighborhood Enhancement

Traffic Calming Improvements

25 percent of streets within project with traffic calming improvements

25 percent of intersections within project with traffic calming improvements

☐ Proposed Prj ☐ Mitigation

Pedestrian Network Improvements

within project and connecting off-site

☐ Proposed Prj ☐ Mitigation

Analysis Results

Proposed Project	With Mitigation
448 Daily Vehicle Trips	**448** Daily Vehicle Trips
2,745 Daily VMT	**2,745** Daily VMT
N/A Household VMT per Capita	**N/A** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: N/A Threshold = 6.0 15% Below APC	**Household: N/A** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

5/10/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 10, 2022
Project Name: 966 S. Vermont Mixed-Use Project
Project Scenario:
Project Address: 34.05346905476309, -118.2914108665

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	81	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	9	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	2.815	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 10, 2022
Project Name: 966 S. Vermont Mixed-Use Project
Project Scenario:
Project Address: 34.05346905476309, -118.2914108665

Version 1.3

Analysis Results			
Total Employees: 6 Total Population: 211			
Proposed Project		***With Mitigation***	
448	**Daily Vehicle Trips**	**448**	**Daily Vehicle Trips**
2,745	**Daily VMT**	**2,745**	**Daily VMT**
N/A	**Household VMT per Capita**	**N/A**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	N/A	Household > 6.0	N/A
Work > 7.6	N/A	Work > 7.6	N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: May 10, 2022
Project Name: 966 S. Vermont Mixed-Use Project
Project Scenario:
Project Address: 34.05346905476309, -118.29141086658576

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE TYPE MAX:	urban	75%
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: May 10, 2022
Project Name: 966 S. Vermont Mixed-Use Project
Project Scenario:
Project Address: 34.05346905476309, -118.2914108665

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	80	-22.5%	62	7.8	624	484
Home Based Other Production	222	-48.6%	114	5.2	1,154	593
Non-Home Based Other Production	130	-4.6%	124	7.5	975	930
Home-Based Work Attraction	8	-50.0%	4	6.7	54	27
Home-Based Other Attraction	166	-42.2%	96	4.6	764	442
Non-Home Based Other Attraction	51	-5.9%	48	5.6	286	269

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	62	484	0.0%	62	484
Home Based Other Production	0.0%	114	593	0.0%	114	593
Non-Home Based Other Production	0.0%	124	930	0.0%	124	930
Home-Based Work Attraction	0.0%	4	27	0.0%	4	27
Home-Based Other Attraction	0.0%	96	442	0.0%	96	442
Non-Home Based Other Attraction	0.0%	48	269	0.0%	48	269

MXD VMT Methodology Per Capita & Per Employee

Total Population: 211
Total Employees: 6
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,077**	**1,077**
Total Home Based Work Attraction VMT	**27**	**27**
Total Home Based VMT Per Capita	**N/A**	**N/A**
Total Work Based VMT Per Employee	**N/A**	**N/A**

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

956-966 South Vermont Avenue
DOT Case No. CEN22-53515

Date: June 21, 2022

To: Susan Jimenez, Administrative Clerk
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TECHNICAL MEMORANDUM TRANSPORTATION ANALYSIS FOR THE PROPOSED MIXED-USE DEVELOPMENT PROJECT LOCATED AT 956-966 SOUTH VERMONT AVENUE (CPC-2018-6005-CA/ENV-2019-4121-ND)**

The Department of Transportation (DOT) has reviewed the technical memorandum, dated May 13, 2022, prepared by Raju Associates, Inc. for the proposed mixed-use development located at 966 South Vermont Avenue (full address: 956-966 South Vermont Avenue).

The proposed project will provide 90 mid-rise multifamily dwelling units (9 of which will be affordable units) and 2,815 square feet of retail use. The project would provide a total of 85 vehicle parking spaces and 79 bicycle spaces (70 long-term spaces and 9 short-term spaces). The existing site contains approximately 14,892 square feet of restaurant use and 1,500 square feet of vacant space – all of which will be demolished. The project is expected to be completed in year 2027. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

Project vehicular access will be provided via a one-way ingress driveway located on Vermont Avenue, which will access the guest parking lot. Two additional driveways would be provided along the adjacent alley to the project site, one will provide access to the guest parking lot and the other will provide access to the residential parking lot. Pedestrian access would be primarily located on Vermont Avenue. The conceptual site plan for the project (see **Attachment A**) is acceptable to DOT. However, the review of this study does not constitute approval of the dimensions for any new proposed driveway. This requires separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024).

The technical memorandum includes a Vehicle Miles Travelled (VMT) Screening Report, which found a net reduction in daily trips by 557 trips. This is less than the screening threshold of the net increase of 250 daily trips, so the proposed project is not required to perform a complete VMT Analysis. DOT concurs with the findings of the VMT Screening for this project (see **Attachment B**).

LADOT concurs with the conclusion of the analysis that the net project trip generation does not meet the trip threshold to require a traffic impact analysis. Therefore, LADOT will not require the

preparation of a traffic impact analysis for this project.

If you have any questions, please contact Pete Eyre of my staff at (213) 972-4913.

Attachments

N:\letters\2022\CEN22-53515_966 Vermont Tech Memo

c: Hakeem Parke-Davis, Council District 10
Bhuvan Bajaj, Hollywood/Wilshire District Office, DOT
Taimour Tanavoli, Case Management, DOT
Hokchi Chiu, Central District, BOE
Srinath Raju, PE, Raju Associates, Inc.

DouglasKim+Associates,LLC

AMBIENT NOISE MEASUREMENTS

DouglasKim+Associates,LLC

Figure 1
Noise Measurement Locations

Session Report

7/4/2021

Information Panel

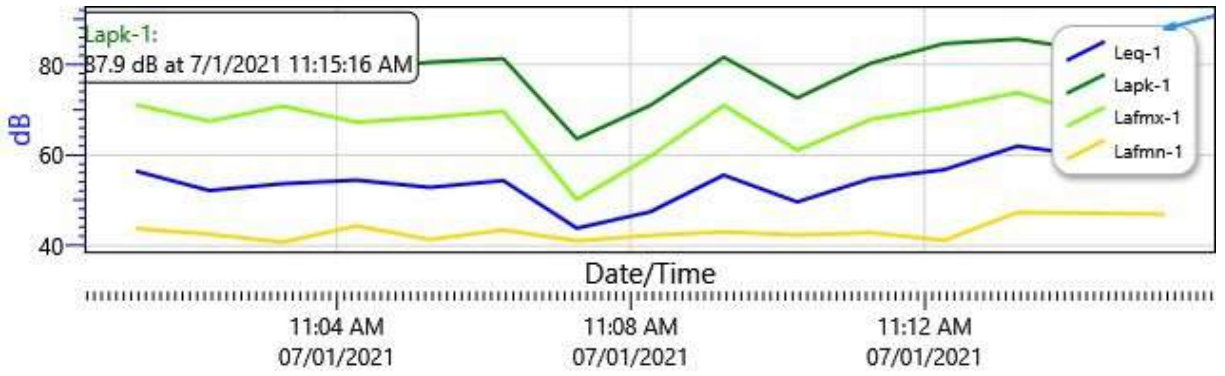
Name	Korean Baptist Church School - 964 Berendo Street
Comments	
Start Time	7/1/2021 11:00:16 AM
Stop Time	7/1/2021 11:15:25 AM
Run Time	00:15:09
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	57 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	FAST	Bandwidth	1	OFF

Logged Data Chart

Korean Baptist Church School - 964 Berendo Street: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1
7/1/2021 11:01:16 AM	90.4	43.8	71.1	56.5
11:02:16 AM	79.1	42.6	67.5	52.2
11:03:16 AM	82.3	40.8	70.8	53.7
11:04:16 AM	78.7	44.4	67.3	54.5
11:05:16 AM	80.5	41.4	68.3	52.9
11:06:16 AM	81.3	43.5	69.7	54.4
11:07:16 AM	63.6	41.1	50.2	43.9
11:08:16 AM	71	42.3	59.7	47.5
11:09:16 AM	81.6	43.1	71	55.6
11:10:16 AM	72.6	42.4	61.1	49.7
11:11:16 AM	80.3	42.9	67.9	54.8
11:12:16 AM	84.6	41.2	70.5	56.8
11:13:16 AM	85.6	47.4	73.8	62
11:14:16 AM	83.1	47.2	68.9	59.8
11:15:16 AM	87.9	47	77.1	63.5

Session Report

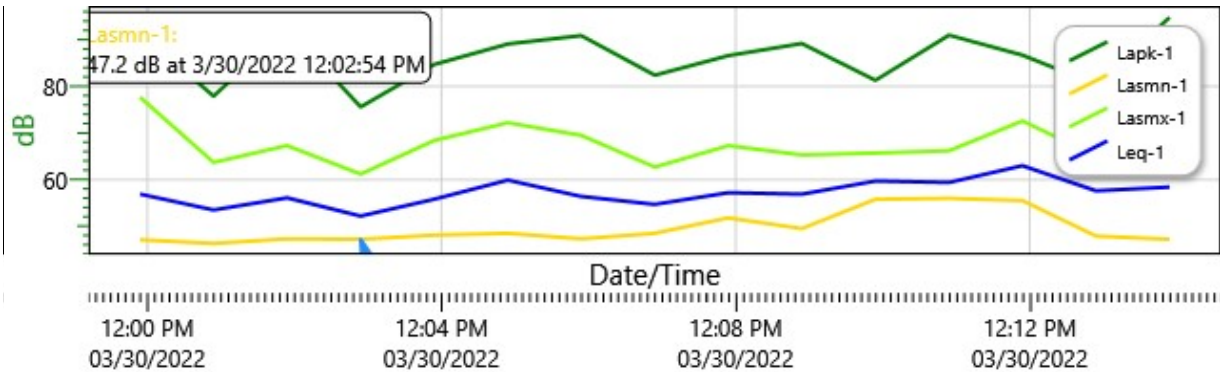
4/1/2022

Information Panel

Name	964 New Hampshire Avenue
Comments	
Start Time	3/30/2022 11:58:54 AM
Stop Time	3/30/2022 12:13:56 PM
Run Time	00:15:02
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Logged Data Chart

964 New Hampshire Avenue: Logged Data Chart



Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	57.9 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
3/30/2022 11:59:54 AM	91.6	47.1	77.7	56.9
12:00:54 PM	77.9	46.3	63.7	53.5
12:01:54 PM	92.5	47.3	67.3	56.1
12:02:54 PM	75.6	47.2	61.2	52.2
12:03:54 PM	84.7	48.1	68.4	55.8
12:04:54 PM	89.1	48.5	72.2	59.9
12:05:54 PM	90.9	47.3	69.5	56.4
12:06:54 PM	82.4	48.5	62.7	54.7
12:07:54 PM	86.6	51.8	67.3	57.2
12:08:54 PM	89.2	49.5	65.3	56.9
12:09:54 PM	81.3	55.8	65.7	59.7
12:10:54 PM	91	56	66.2	59.4
12:11:54 PM	86.7	55.5	72.6	63
12:12:54 PM	80.4	47.9	65	57.6
12:13:54 PM	94.8	47.2	69.4	58.4

Session Report

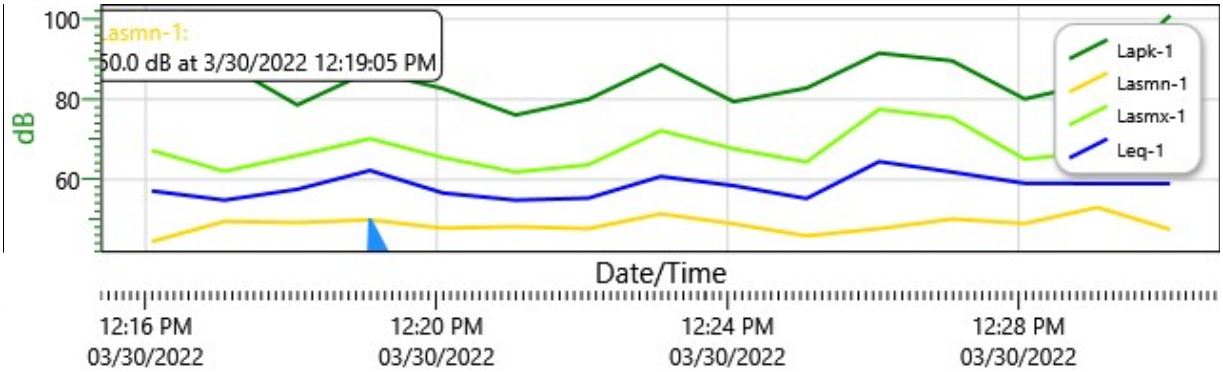
4/1/2022

Information Panel

Name	Residences 2929 San Marino St
Comments	
Start Time	3/30/2022 12:15:05 PM
Stop Time	3/30/2022 12:30:09 PM
Run Time	00:15:04
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Logged Data Chart

Residences 2929 San Marino St: Logged Data Chart



Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	59.4 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
3/30/2022 12:16:05 PM	91.3	44.6	67.3	57.2
12:17:05 PM	89	49.6	62.1	54.9
12:18:05 PM	78.6	49.3	66	57.6
12:19:05 PM	87	50	70.2	62.3
12:20:05 PM	82.7	47.9	65.5	56.7
12:21:05 PM	76.1	48.3	61.9	54.9
12:22:05 PM	80	47.8	63.7	55.4
12:23:05 PM	88.6	51.5	72.2	60.8
12:24:05 PM	79.4	49	67.7	58.5
12:25:05 PM	82.8	46	64.4	55.3
12:26:05 PM	91.5	47.8	77.5	64.5
12:27:05 PM	89.6	50.2	75.4	61.9
12:28:05 PM	80.1	49.1	65.1	59.1
12:29:05 PM	84.2	53.1	67	59
12:30:05 PM	100.9	47.6	72.1	59

Session Report

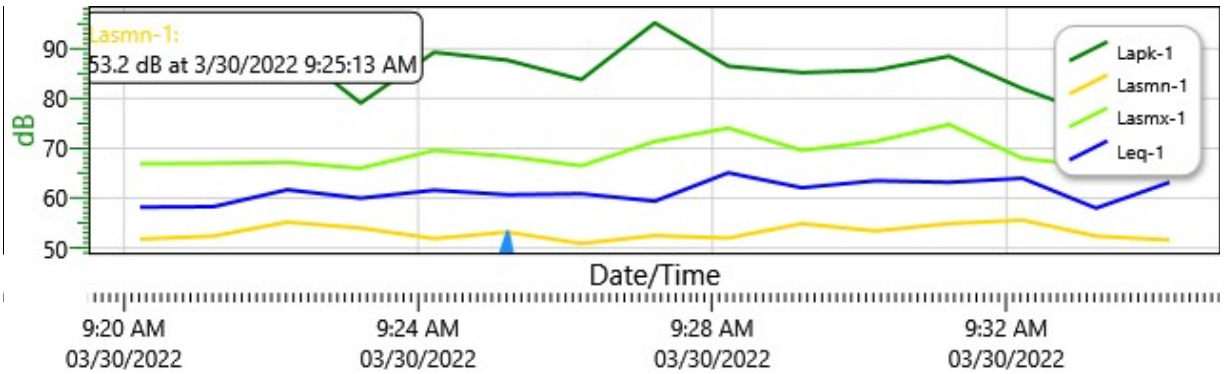
4/1/2022

Information Panel

Name	World Mission Church
Comments	
Start Time	3/30/2022 9:19:13 AM
Stop Time	3/30/2022 9:34:18 AM
Run Time	00:15:05
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Logged Data Chart

World Mission Church: Logged Data Chart



Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	61.8 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
3/30/2022 9:20:13 AM	96.3	51.8	66.9	58.2
9:21:13 AM	93.6	52.4	67	58.3
9:22:13 AM	90.7	55.2	67.2	61.7
9:23:13 AM	79.1	54	66	60
9:24:13 AM	89.3	51.9	69.6	61.6
9:25:13 AM	87.7	53.2	68.4	60.7
9:26:13 AM	83.8	50.9	66.5	60.9
9:27:13 AM	95.2	52.5	71.4	59.4
9:28:13 AM	86.5	52	74.1	65.1
9:29:13 AM	85.2	54.9	69.6	62.1
9:30:13 AM	85.7	53.4	71.4	63.5
9:31:13 AM	88.5	54.9	74.8	63.2
9:32:13 AM	82	55.6	68	64
9:33:13 AM	76.6	52.4	66.4	58
9:34:13 AM	81.1	51.6	68.7	63.2

Session Report

4/1/2022

Information Panel

Name	Residences - 963 Vermont Ave (rear alley)
Comments	
Start Time	3/30/2022 11:24:12 AM
Stop Time	3/30/2022 11:24:42 AM
Run Time	00:00:30
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	64.7 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Session Report

6/24/2022

Information Panel

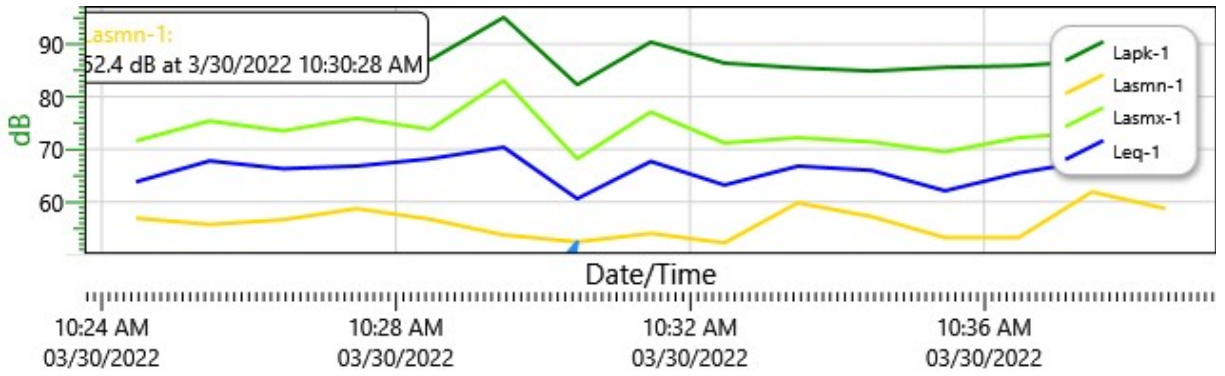
Name	Vermont Ave South of Olympic Blvd
Comments	
Start Time	3/30/2022 10:23:28 AM
Stop Time	3/30/2022 10:38:31 AM
Run Time	00:15:03
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	66.7 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

Vermont Ave South of Olympic Blvd: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
3/30/2022 10:24:28 AM	85.8	56.9	71.6	63.8
10:25:28 AM	88.8	55.7	75.4	67.8
10:26:28 AM	85	56.6	73.5	66.3
10:27:28 AM	90	58.7	75.9	66.8
10:28:28 AM	87	56.7	73.8	68.2
10:29:28 AM	95.1	53.7	83.1	70.4
10:30:28 AM	82.3	52.4	68.2	60.6
10:31:28 AM	90.4	54	77.1	67.7
10:32:28 AM	86.4	52.2	71.2	63.2
10:33:28 AM	85.5	59.8	72.2	66.8
10:34:28 AM	84.9	57.2	71.4	66
10:35:28 AM	85.6	53.2	69.5	62.1
10:36:28 AM	85.9	53.2	72.2	65.5
10:37:28 AM	86.8	61.9	73.3	67.9
10:38:28 AM	87.6	58.7	74.4	68

DouglasKim+Associates,LLC

CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

Source name	Size m/m²	Reference	Level Day dB(A)	Level Evening dB(A)	Level Night dB(A)	Corrections Cwall dB	Corrections CI dB	Corrections CT dB
Construction Site	1886 m²	Lw/unit	109.7	-	-	-	-	-

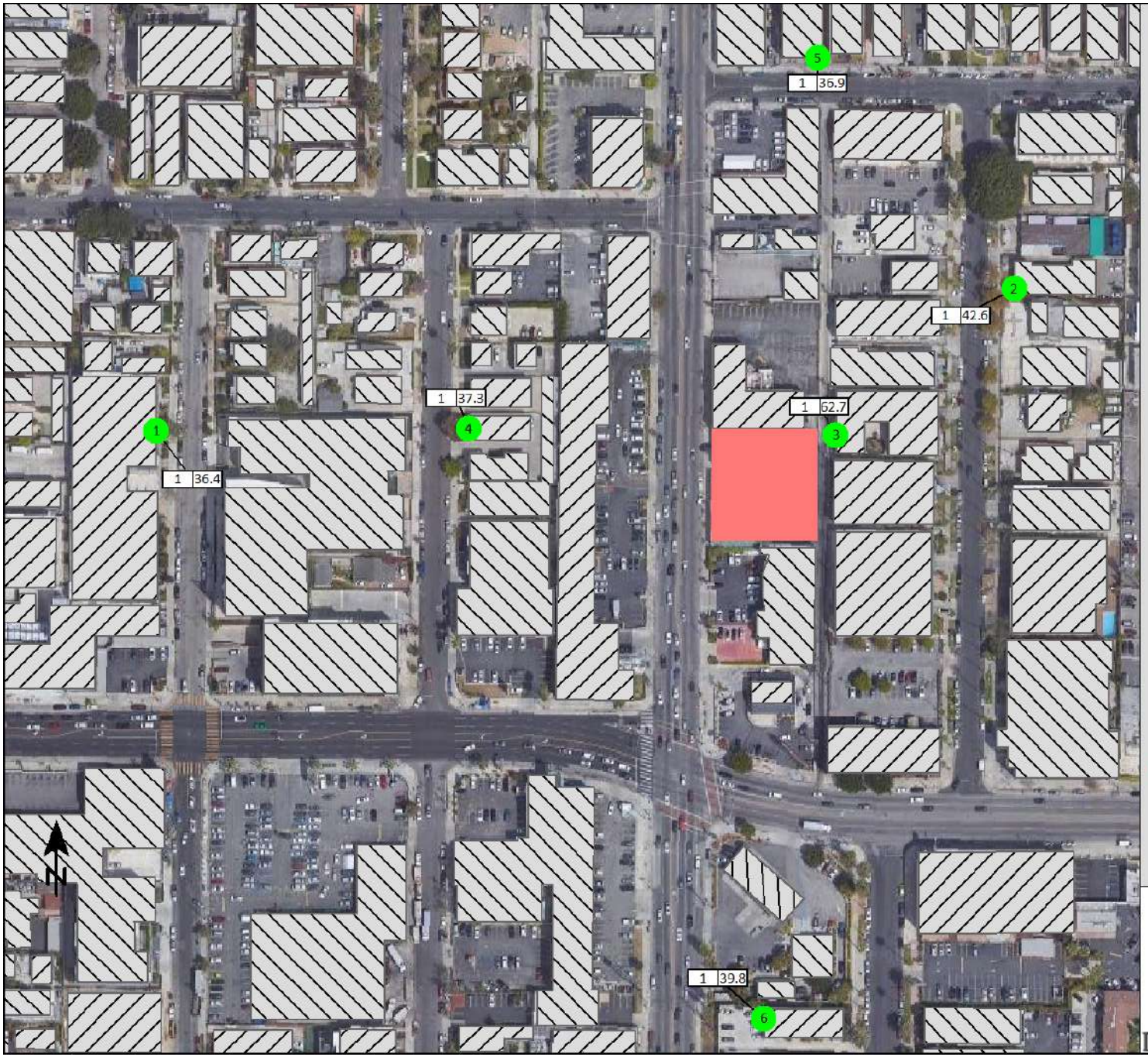
Receiver list

No.	Receiver name	Coordinates X Y in meter	Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Level Day dB(A)	Conflict Day dB
1	Berendo Street Korean School	11380584.03 3768870.01	East	GF	67.03	-	36.4	-
2	Rainbow Child Development Center	11380924.02 3768926.33	West	GF	71.47	-	42.6	-
3	Residences - Menlo Avenue	11380853.45 3768868.44	West	GF	69.31	-	62.7	-
4	Residences - New Hampshire Avenue	11380707.89 3768870.96	West	GF	71.51	-	37.3	-
5	Residences - San Marino Street	11380846.21 3769017.69	South	GF	70.03	-	36.9	-
6	Residences - Vermont Avenue	11380824.87 3768637.29	West	GF	68.34	-	39.8	-

Contribution levels of the receivers

Source name		Traffic lane	Level Day dB(A)
Berendo Street Korean School	GF		36.4
Construction Site		-	36.4
Rainbow Child Development Center	GF		42.6
Construction Site		-	42.6
Residences - Menlo Avenue	GF		62.7
Construction Site		-	62.7
Residences - New Hampshire Avenue	GF		37.3
Construction Site		-	37.3
Residences - San Marino Street	GF		36.9
Construction Site		-	36.9
Residences - Vermont Avenue	GF		39.8
Construction Site		-	39.8


966 South Vermont Avenue
Signs and symbols
Building
Construction Site
Levels in dB(A)
< 28
28 - 32
32 - 36
36 - 40
40 - 44
44 - 48
48 - 52
52 - 56
56 - 60
60 - 64
64 - 68
68 - 72
72 - 76
76 - 80
>= 80
1 : 165
0 40 80 160 240 320
feet
N
DouglasKim+Associates,LLC


966 South Vermont Avenue
1 36.4
1 37.3
1 62.7
1 42.6
1 36.9
1 39.8
Signs and symbols
Building
Analyzed Sensitive Receptor
Construction Site
1 : 165
0 40 80 160 240 320
feet
N
DouglasKim+Associates,LLC

Construction Noise Impacts

Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA
Sound Power Level (Lw)	109.7	dB

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Berendo Street Korean School	57.0	36.4	57.0	0.0	**No**
Residences - New Hampshire Avenue	57.9	37.3	57.9	0.0	**No**
Residences - San Marino Street	59.4	36.9	59.4	0.0	**No**
Rainbow Child Development Center	61.8	42.6	61.9	0.1	**No**
Residences - Menlo Avenue	64.7	62.7	66.8	2.1	**No**
Residences - Vermont Avenue	66.7	39.8	66.7	0.0	**No**

OFF-SITE CONSTRUCTION-RELATED TRAVEL VOLUMES

Construction Phase	Worker Trips	Vendor Trips	Haul Trips	Total	% of Traffic Volumes
Demolition	10	0	45.1	55	1.8%
Grading	7.5	0	455.6	463	15.5%
Trenching	5	0		5	0.2%
Building Construction	80	42.8		123	4.1%
Architectural Coatings	16	0		16	0.5%
Vendor and Haul trips represent heavy-duty truck trips with a 19.1 Passenger Car Equivalent applied					

2990 Traffic Volumes on Vermont Avenue at Olympic Boulevard

DouglasKim+Associates,LLC

TRAFFIC NOISE CALCULATIONS

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Vermont Ave

East/West Olympic Blvd

Day: Wednesday Date: September 14, 2016 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	149	154	144	186
BIKES	91	87	55	55
BUSES	94	98	74	59

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	364	7.15	337	7.45	448	8.30	427	8.00
PM PK 15 MIN	333	17.00	342	16.30	463	17.15	385	17.15
AM PK HOUR	1333	8.15	1308	7.30	1696	8.00	1597	7.45
PM PK HOUR	1242	17.00	1271	16.00	1742	16.45	1403	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	103	1193	28	1324
8-9	113	1118	58	1289
9-10	99	1138	53	1290
15-16	99	980	57	1136
16-17	105	1006	50	1161
17-18	113	1070	59	1242
TOTAL	632	6505	305	7442

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	120	1039	105	1264
8-9	153	903	152	1208
9-10	118	937	158	1213
15-16	136	908	141	1185
16-17	155	988	128	1271
17-18	140	939	117	1196
TOTAL	822	5714	801	7337

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2588	42	5	91	10
2497	36	6	55	3
2503	54	0	61	3
2321	93	26	60	26
2432	91	11	83	12
2438	70	3	103	1
14779	386	51	453	55

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	83	1126	76	1285
8-9	95	1524	77	1696
9-10	96	1079	75	1250
15-16	143	1299	106	1548
16-17	124	1425	107	1656
17-18	115	1519	84	1718
TOTAL	656	7972	525	9153

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	68	1386	78	1532
8-9	39	1476	67	1582
9-10	81	1171	79	1331
15-16	85	1012	76	1173
16-17	85	1078	92	1255
17-18	80	1246	77	1403
TOTAL	438	7369	469	8276

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2817	93	19	158	27
3278	63	6	103	33
2581	58	4	92	30
2721	108	30	124	45
2911	115	20	131	25
3121	139	9	150	4
17429	576	88	758	164

TRAFFIC VOLUME ADJUSTMENTS

North/South	Vermont Avenue
East/West	Olympic Boulevard
Year	2016
Hour	7:00-8:00 A.M.
Source	https://navigatela.lacity.org/dot/traffic_data/manual_counts/7304_OLYVER160914.pdf

	NB Approach	SB Approach	EB Approach	WB Approach		
LT						
TH						
RT						
Total	1324	1264	1285	1532		1.07%

2016	1,324	1,264	1,285	1,532	2,588	
2017	1,337	1,277	1,298	1,547	2,614	
2018	1,351	1,289	1,311	1,563	2,640	
2019	1,364	1,302	1,324	1,578	2,666	
2020	1,378	1,315	1,337	1,594	2,693	
2021	1,392	1,328	1,351	1,610	2,720	
2022	**1,405**	**1,342**	**1,364**	**1,626**	**2,747**	**2,990**

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	1,148	1,096	1,114	1,328	6,048,810	82.5%
MDT	178	170	173	206	940,092	12.8%
HDT	5	5	5	6	25,348	0.3%
Buses	2	2	2	2	9,386	0.1%
MCY	32	30	31	37	167,287	2.3%
Aux	27	26	26	31	142,856	1.9%
Total	1,392	1,328	1,351	1,610	7,333,779	100.0%

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DEMOLITION ANALYSIS

DouglasKim+Associates,LLC

CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Pounds per Cub	Tons	Truck Capacity (CY)	Truck Trips
Construction and Demolition	0			Low	Low		
General Building	16,392	12	3,391	1,000	1,695	10	678
Single Family Residence	-	12	-	1,000	-	10	-
Multi-Family Residence		12	-	1,000	-	10	-
Mobile Home				1,000	-	10	-
Mixed Debris				500	-	10	-
Vegetative Debris (Hardwoods)				500	-	10	-
Vegetative Debris (Softwoods)				333	-	10	-
Asphalt or concrete (Constructior	8,900	0.5	165	2,400	198	10	33
TOTAL			3,555		1,893		711

Source: Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010
Source (Asphalt or concrete): CalRecycle Solid Waste Cleanup Program Weights and Volumes for Project Estimes; http://www.calrecycle.ca.gov/swfacilities/cdi/Tools/Calculations.htm

DouglasKim+Associates,LLC

GRADING ANALYSIS

DouglasKim+Associates,LLC

SOIL TRANSPORT WITH SHRINK AND SWELL FACTORS

	CY	% Swell	Adjusted CY	Truck Capacity (CY)	Truck Trips
Topsoil	1,042	56%	1,625	10	325
Clay (Dry)	23,958	50%	35,938	10	7,188
Clay (Damp)		67%	-	10	-
Earth, loam (Dry)		50%	-	10	-
Earth, loam (Damp)		43%	-	10	-
Dry sand		11%	-	10	-
TOTAL	25,000		37,563		7,513

Note: Topsoil considered the top ten inches of soil (Wikipedia)
Note: Soil below topsoil assumed to be dry clay; Source: Lyngso website, https://www.lyngsogarden.com/community-resources/tips-on-modifying-your-california-soil-with-amendments/
Source: US Department of Transportation Determination of Excavation and Embankment Volumes; https://highways.dot.gov/federal-lands/pddm/dpg/earthwork-design

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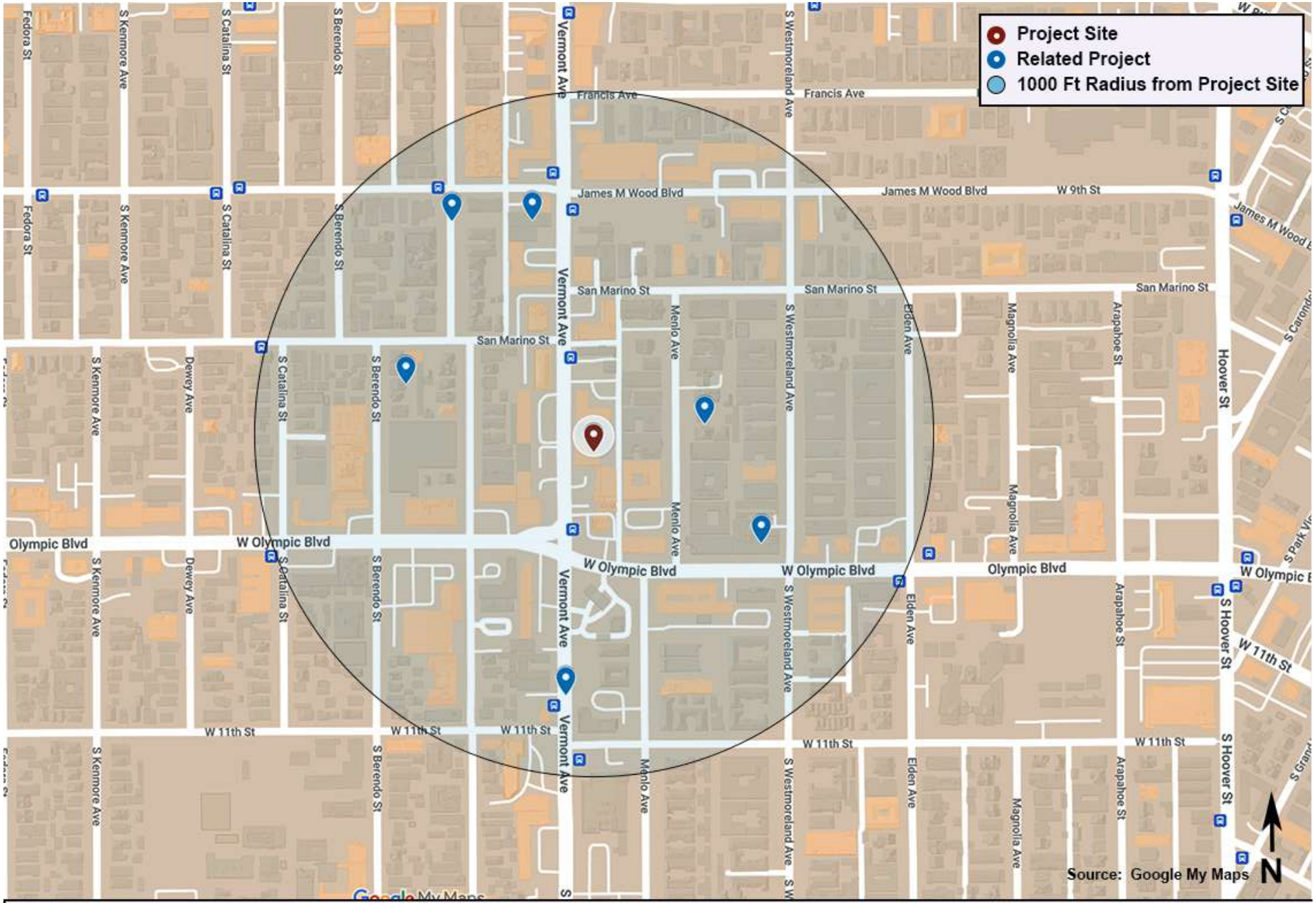
CUMULATIVE PROJECTS



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CLATS

RELATED PROJECTS

Centroid Info:
PROJ ID: 53763
Address: 956 S VERMONT AVE, LOS ANGELES, CA 90006
Lat/Long: 34.0537, -118.291

Buffer Radius: 0.5 mile

Search

Include NULL "Trip info":
Include NULL "FirstStudySubmittalDate" (latest)
Include "Inactive" projects:
Include "Do not show in Related Project":

Net_AM_Trips - Select -
Net_PM_Trips - Select -
Net_Daily_Trips - Select -

Column

Record Count: 22 | Record Per Page: All Records

Results generated since: (6/28/2022 4:32:32 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info

43101 | Metro | HWD | 10 | 2015 | Mixed-Use | 100 Apts & 9496 SF Retail; Nearing completion 2021 | 3100 W 8th St | 07/02/2015 | 0.2

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	100	51	62	100	10	41	10	41	Existing restaurant to remain.
			51	**62**	**100**		**10**	**41**	**10**	**41**

45064 | Metro | HWD | 10 | 2016 | Hotel | 99 Hotel Rooms | 966 S DEWEY AV | 01/26/2017 | 0.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	99	43	48	677	28	15	24	24	(land use=hotel) total includes credits for existing use and transit.
			43	**48**	**677**		**28**	**15**	**24**	**24**

48903 | Metro | HWD | 10 | 2019 | Mixed-Use (revised) | 126 Apartments, 6000 SF Retail/Restaurant | 2870 W Olympic bl | 10/09/2019 | 0.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	126	52	69	825	8	44	47	22	Total includes credit for transit, internal, pass-by and existing uses.
Retail	S.F. Gross Area	6000								
			52	**69**	**825**		**8**	**44**	**47**	**22**

52063 | Metro | HWD | 10 | 2021 | Berendo Apartments | 77 unit (69 market, 8 afford.) Access from S Berendo St | 950 S BERENDO ST | 12/14/2021 | 0.1

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	77	23	29	333	6	17	16	11	69 market rate units. 8 affordable.
			23	**29**	**333**		**6**	**17**	**16**	**11**

52481 | Metro | MTR | 10 | 2021 | Mixed-Use | 80 Hotel Rooms, 8 Condominiums, 7273 SF Retail | 3216 W 8th St | 11/04/2021 | 0.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	95								Hotel Rooms
Retail	S.F. Gross Area	4716								
			0	**0**	**0**		**0**	**0**	**0**	**0**

53223 | Metro | MTR | 1 | 2022 | 2641 W Olympic Blvd | 143 rm hotel, 1500 sf restaurant, 2 levels parking | 2641 W Olympic BL | 06/16/2022 | 0.1

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	143	64	81	828	36	28	44	37	Hotel Rooms
Retail	S.F. Gross Area	1500								Restaurant Space
			64	**81**	**828**		**36**	**28**	**44**	**37**

53515 | Metro | MTR | 10 | 2022 | Mixed Use 966 S Vermont | | 966 S Vermont | 05/18/2022 | 0.0

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	81	24	-50	-557	4	20	-36	-14	81 Market Rate Units
Apartments	Total Units	9								9 affordable units
Retail	S.F. Net Area	2815								
			24	**-50**	**-557**		**4**	**20**	**-36**	**-14**

49536 | Metro | MTR | 1 | 2020 | Affordable Housing | 131 Affordable Housing Units | 1224 S MENLO AVE | 07/16/2020 | 0.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Total Units	131	56	35	349	18	38	24	13	Affordable Housing Units
			56	**35**	**349**		**18**	**38**	**24**	**13**

50315 | Metro | MTR | 1 | 2020 | 2859 Francis Residential Project | 8 sty res bldg (110 units)inc affordable hsg. Pkg on 1 subter lev | 2859 W Francis ave | 11/05/2020 | 0.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	110	40	48	508	10	30	29	19	includes affordable housing
			40	**48**	**508**		**10**	**30**	**29**	**19**

50690 | Metro | MTR | 1 | 2020 | Residential | 100 Apartments | 1025 S MARIPOSA AV | 01/11/2021 | 0.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	100	26	30	392	7	19	19	11	
			26	**30**	**392**		**7**	**19**	**19**	**11**

51453 | Metro | MTR | 1 | 2021 | Hotel | 96 Room Hotel | 958 S MENLO AV | 11/01/2021 | 0.1

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	96	38	49	498	24	14	25	24	Hotel Development
			38	**49**	**498**		**24**	**14**	**25**	**24**

45860 | Metro | MTR | 10 | 2017 | Apartments | 68 Apartments | 923 S KENMORE AV | 06/28/2017 | 0.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	69	33	40	432	7	26	26	15	Total net project trips
			33	**40**	**432**		**7**	**26**	**26**	**15**

46320 | Metro | MTR | 10 | 2017 | Mariposa & Fedora | 2 Projects(Total 173 Apts):Mariposa w/98 & Fedora w/75 '21 in const. | 840 S MARIPOSA AV | 11/28/2017 | 0.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	173	75	92	978	15	60	61	31	Combination of both projects
			75	**92**	**978**		**15**	**60**	**61**	**31**

47666 | Metro | MTR | 1 | 2018 | Mixed-Use | 228 Apartments, 4105 SF Retail, 3738 SF High-Turnover Restaurant | 2972 W 7th st | 10/26/2018 | 0.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	228	93	130	1631	32	61	77	53	Total includes credits for pass-by and transit
Retail	S.F. Gross Area	4105								
Other	S.F. Gross Area	3738								land use=high turnover restaurant
			93	**130**	**1631**		**32**	**61**	**77**	**53**

47941 | Metro | MTR | 1 | 2019 | Residential | 77 Apartments | 825 s coronado st | 04/05/2019 | 0.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	77	31	39	508	7	24	24	15	Transit credit applied
			31	**39**	**508**		**7**	**24**	**24**	**15**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments

43163	Metro	MTR	1	2015	Apartments	1017-1031 S Mariposa Av Apartments	1017 S MARIPOSA AV	09/24/2015	0.5	Apartments	Total Units	79	28	35	373	5	23	23	12	Total net project trips				
													28	**35**	**373**		**5**	**23**	**23**	**12**				
43860	Metro	MTR	1	2015	2649 San Marino Apts	45 APTS	2649 W SAN MARINO AVE	03/30/2016	0.4	**Land_Use**	**Unit_ID**	**size**	**Net_AM_Trips**	**Net_PM_Trips**	**Net_Daily_Trips**	**NetAMIn**	**NetAMOut**	**NetPMIn**	**NetPMOut**	**Comments**				
										Apartments	Total Units	45	19	23	246	4	15	15	8	Total net project trips				
													19	**23**	**246**		**4**	**15**	**15**	**8**				
44481	Metro	MTR	1	2016	Olympic & Hoover Mixed Use	173 apts & 36.18 ksf commercial/retail	2501 W OLYMPIC BLVD	09/14/2016	0.4	**Land_Use**	**Unit_ID**	**size**	**Net_AM_Trips**	**Net_PM_Trips**	**Net_Daily_Trips**	**NetAMIn**	**NetAMOut**	**NetPMIn**	**NetPMOut**	**Comments**				
										Apartments	Total Units	173	99	173	1911	27	72	100	73	Total net project trips 173 apts & 36180sf retail				
										Retail	S.F. Gross Area	36180												
													99	**173**	**1911**		**27**	**72**	**100**	**73**				
33710	Metro	MTR	10	2006	Mixed-Use	224 Condominium Units 7000 SF Retail	805 S Catalina St	06/11/2007	0.4	**Land_Use**	**Unit_ID**	**size**	**Net_AM_Trips**	**Net_PM_Trips**	**Net_Daily_Trips**	**NetAMIn**	**NetAMOut**	**NetPMIn**	**NetPMOut**	**Comments**				
										Condominiums	Total Units	300												
										Retail	S.F. Gross Area	5000	137	167	1935	24	119	110	57	Trip totals reflects credits for existing uses.				
													137	**167**	**1935**		**24**	**119**	**110**	**57**				
34651	Metro	MTR	1	2008	Mixed-Use	32 Condos, 4500 SF Retail (In Const 1/2022)	820 S HOOVER ST	05/08/2008	0.5	**Land_Use**	**Unit_ID**	**size**	**Net_AM_Trips**	**Net_PM_Trips**	**Net_Daily_Trips**	**NetAMIn**	**NetAMOut**	**NetPMIn**	**NetPMOut**	**Comments**				
										Condominiums	Total Units	32												
										Retail	S.F. Gross Area	4500	22	32	414	7	15	18	14	Total reflects credit for existing office (1435 SF)				
													22	**32**	**414**		**7**	**15**	**18**	**14**				
42737	Metro	MTR	1	2014	Residential	108 Apartments	1011 S PARK VIEW ST	03/03/2015	0.5	**Land_Use**	**Unit_ID**	**size**	**Net_AM_Trips**	**Net_PM_Trips**	**Net_Daily_Trips**	**NetAMIn**	**NetAMOut**	**NetPMIn**	**NetPMOut**	**Comments**				
										Apartments	Total Units	108	46	57	594	9	38	38	19	TOTAL NEW TRIPS				
													46	**57**	**594**		**9**	**38**	**38**	**19**				
42829	Metro	MTR	1	2015	Apartments	93 Apartments	1255 E ELDEN AV	06/25/2015	0.5	**Land_Use**	**Unit_ID**	**size**	**Net_AM_Trips**	**Net_PM_Trips**	**Net_Daily_Trips**	**NetAMIn**	**NetAMOut**	**NetPMIn**	**NetPMOut**	**Comments**				
										Apartments	Total Units	93	32	38	376	0	32	28	10	Affordable housing credit and existing use applied.				
													32	**38**	**376**		**0**	**32**	**28**	**10**				

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CUMULATIVE CONSTRUCTION NOISE IMPACTS

Noise emissions of industry sources

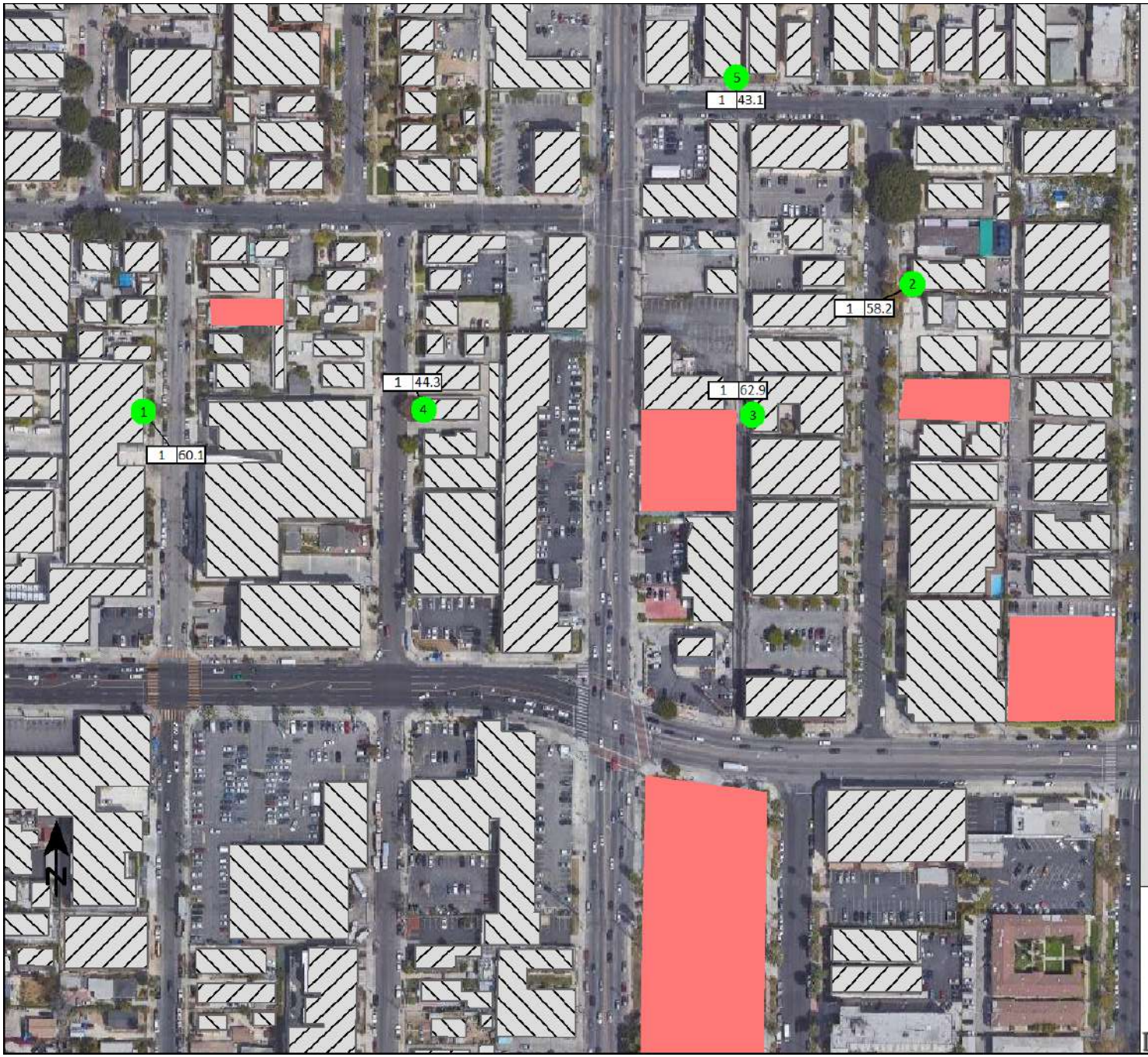
Source name	Size m/m²	Reference	Level Day dB(A)	Level Evening dB(A)	Level Night dB(A)	Corrections Cwall dB	Corrections CI dB	Corrections CT dB
Construction Site	1886 m²	Lw/unit	109.7	-	-	-	-	-
Construction Site (Related Project 958 Menlo Ave)	870 m²	Lw/unit	109.7	-	-	-	-	-
Construction Site (Related Project 1054 Vermont Ave)	8301 m²	Lw/unit	109.7	-	-	-	-	-
Construction Site (Related Project 2641 Olympic Bl)	2156 m²	Lw/unit	109.7	-	-	-	-	-
Construction Site (Related Project 950 Berendo St)	390 m²	Lw/unit	109.7	-	-	-	-	-

Receiver list

No.	Receiver name	Coordinates X Y in meter	Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Level Day dB(A)	Conflict Day dB
1	Berendo Street Korean School	11380584.03 3768870.01	East	GF	67.03	-	60.1	-
2	Rainbow Child Development Center	11380924.02 3768926.33	West	GF	71.47	-	58.2	-
3	Residences - Menlo Avenue	11380853.45 3768868.44	West	GF	69.31	-	62.9	-
4	Residences - New Hampshire Avenue	11380707.85 3768870.96	West	GF	71.51	-	44.3	-
5	Residences - San Marino Street	11380846.21 3769017.69	South	GF	70.03	-	43.1	-

Contribution levels of the receivers

Source name		Traffic lane	Level Day dB(A)
Berendo Street Korean School	GF		60.1
Construction Site		-	36.4
Construction Site (Related Project 950 B		-	60.1
Construction Site (Related Project 958 M		-	32.2
Construction Site (Related Project 1054		-	36.9
Construction Site (Related Project 2641		-	32.8
Rainbow Child Development Center	GF		58.2
Construction Site		-	42.6
Construction Site (Related Project 950 B		-	31.8
Construction Site (Related Project 958 M		-	57.8
Construction Site (Related Project 1054		-	44.7
Construction Site (Related Project 2641		-	38.5
Residences - Menlo Avenue	GF		62.9
Construction Site		-	62.7
Construction Site (Related Project 950 B		-	32.1
Construction Site (Related Project 958 M		-	39.7
Construction Site (Related Project 1054		-	48.6
Construction Site (Related Project 2641		-	33.6
Residences - New Hampshire Avenue	GF		44.3
Construction Site		-	37.3
Construction Site (Related Project 950 B		-	42.7
Construction Site (Related Project 958 M		-	29.6
Construction Site (Related Project 1054		-	30.7
Construction Site (Related Project 2641		-	29.0
Residences - San Marino Street	GF		43.1
Construction Site		-	36.9
Construction Site (Related Project 950 B		-	33.0
Construction Site (Related Project 958 M		-	38.5
Construction Site (Related Project 1054		-	35.9
Construction Site (Related Project 2641		-	34.0



966 South Vermont Avenue

Signs and symbols

Building

Analyzed Sensitive Receptor

Construction Site

1 : 184

0 45 90 180 270 360 feet

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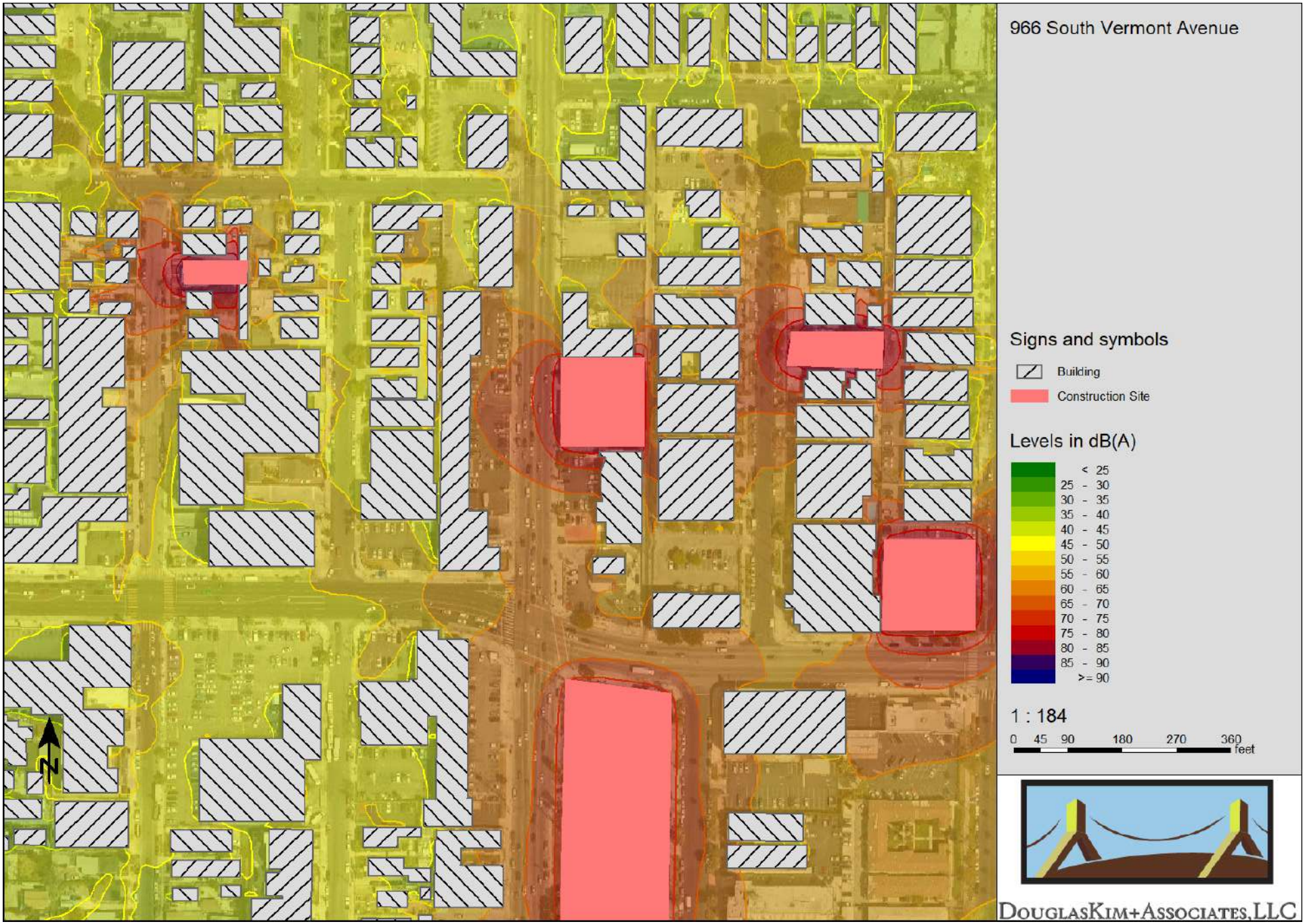
966 South Vermont Avenue
Signs and symbols
Building
Construction Site
Levels in dB(A)
< 25
25 - 30
30 - 35
35 - 40
40 - 45
45 - 50
50 - 55
55 - 60
60 - 65
65 - 70
70 - 75
75 - 80
80 - 85
85 - 90
>= 90
1 : 184
0 45 90 180 270 360
feet
N
DouglasKim+Associates,LLC

Cumulative Construction Noise Impacts

Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA
Sound Power Level (Lw)	109.7	dB

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Berendo Street Korean School	57.0	60.1	61.8	4.8	**No**
Residences - New Hampshire Avenue	57.9	44.3	58.1	0.2	**No**
Residences - San Marino Street	59.4	43.1	59.5	0.1	**No**
Rainbow Child Development Center	61.8	58.2	63.4	1.6	**No**
Residences - Menlo Avenue	64.7	62.9	66.9	2.2	**No**

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EXISTING EMISSIONS

956-966 South Vermont Avenue (Existing) Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	956-966 South Vermont Avenue (Existing)
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	18.4
Location	966 S Vermont Ave, Los Angeles, CA 90006, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4013
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
High Turnover (Sit Down Restaurant)	14.9	1000sqft	0.47	14,892	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.11	7.13	3.00	27.8	0.05	0.07	1.63	1.69	0.06	0.29	0.35	104	6,493	6,597	10.9	0.26	45.9	6,994
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.03	7.05	3.25	25.6	0.05	0.07	1.63	1.69	0.06	0.29	0.35	104	6,276	6,380	10.9	0.28	23.9	6,759
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.06	3.25	1.62	11.8	0.02	0.04	0.70	0.74	0.04	0.12	0.17	104	3,530	3,634	10.7	0.14	27.5	3,970
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.56	0.59	0.30	2.16	< 0.005	0.01	0.13	0.14	0.01	0.02	0.03	17.2	584	602	1.77	0.02	4.55	657

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	6.95	6.64	2.62	26.8	0.05	0.04	1.63	1.66	0.03	0.29	0.32	—	5,067	5,067	0.33	0.23	22.6	5,167
Area	0.12	0.46	0.01	0.65	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.66	2.66	< 0.005	< 0.005	—	2.67
Energy	0.04	0.02	0.38	0.32	< 0.005	0.03	—	0.03	0.03	—	0.03	—	1,365	1,365	0.10	0.01	—	1,371
Water	—	—	—	—	—	—	—	—	—	—	—	8.66	58.2	66.9	0.89	0.02	—	95.6
Waste	—	—	—	—	—	—	—	—	—	—	—	95.5	0.00	95.5	9.55	0.00	—	334
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	23.3	23.3
Total	7.11	7.13	3.00	27.8	0.05	0.07	1.63	1.69	0.06	0.29	0.35	104	6,493	6,597	10.9	0.26	45.9	6,994
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6.99	6.67	2.87	25.3	0.05	0.04	1.63	1.66	0.03	0.29	0.32	—	4,852	4,852	0.35	0.25	0.59	4,934
Area	—	0.36	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.04	0.02	0.38	0.32	< 0.005	0.03	—	0.03	0.03	—	0.03	—	1,365	1,365	0.10	0.01	—	1,371
Water	—	—	—	—	—	—	—	—	—	—	—	8.66	58.2	66.9	0.89	0.02	—	95.6
Waste	—	—	—	—	—	—	—	—	—	—	—	95.5	0.00	95.5	9.55	0.00	—	334
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	23.3	23.3
Total	7.03	7.05	3.25	25.6	0.05	0.07	1.63	1.69	0.06	0.29	0.35	104	6,276	6,380	10.9	0.28	23.9	6,759
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.94	2.80	1.24	11.1	0.02	0.02	0.70	0.71	0.01	0.12	0.14	—	2,104	2,104	0.15	0.11	4.19	2,144
Area	0.08	0.43	< 0.005	0.44	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.82	1.82	< 0.005	< 0.005	—	1.83
Energy	0.04	0.02	0.38	0.32	< 0.005	0.03	—	0.03	0.03	—	0.03	—	1,365	1,365	0.10	0.01	—	1,371
Water	—	—	—	—	—	—	—	—	—	—	—	8.66	58.2	66.9	0.89	0.02	—	95.6
Waste	—	—	—	—	—	—	—	—	—	—	—	95.5	0.00	95.5	9.55	0.00	—	334
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	23.3	23.3
Total	3.06	3.25	1.62	11.8	0.02	0.04	0.70	0.74	0.04	0.12	0.17	104	3,530	3,634	10.7	0.14	27.5	3,970
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.54	0.51	0.23	2.02	< 0.005	< 0.005	0.13	0.13	< 0.005	0.02	0.03	—	348	348	0.02	0.02	0.69	355
Area	0.01	0.08	< 0.005	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.30	0.30	< 0.005	< 0.005	—	0.30

Energy	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	226	226	0.02	< 0.005	—	227
Water	—	—	—	—	—	—	—	—	—	—	—	1.43	9.64	11.1	0.15	< 0.005	—	15.8
Waste	—	—	—	—	—	—	—	—	—	—	—	15.8	0.00	15.8	1.58	0.00	—	55.3
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.85	3.85
Total	0.56	0.59	0.30	2.16	< 0.005	0.01	0.13	0.14	0.01	0.02	0.03	17.2	584	602	1.77	0.02	4.55	657

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	917	917	0.06	0.01	—	922
Total	—	—	—	—	—	—	—	—	—	—	—	—	917	917	0.06	0.01	—	922
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	917	917	0.06	0.01	—	922
Total	—	—	—	—	—	—	—	—	—	—	—	—	917	917	0.06	0.01	—	922
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	152	152	0.01	< 0.005	—	153
Total	—	—	—	—	—	—	—	—	—	—	—	—	152	152	0.01	< 0.005	—	153

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	0.04	0.02	0.38	0.32	< 0.005	0.03	—	0.03	0.03	—	0.03	—	448	448	0.04	< 0.005	—	449
Total	0.04	0.02	0.38	0.32	< 0.005	0.03	—	0.03	0.03	—	0.03	—	448	448	0.04	< 0.005	—	449
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	0.04	0.02	0.38	0.32	< 0.005	0.03	—	0.03	0.03	—	0.03	—	448	448	0.04	< 0.005	—	449
Total	0.04	0.02	0.38	0.32	< 0.005	0.03	—	0.03	0.03	—	0.03	—	448	448	0.04	< 0.005	—	449
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

High Turnover (Sit Down Restaurant)	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	74.2	74.2	0.01	< 0.005	—	74.4
Total	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	74.2	74.2	0.01	< 0.005	—	74.4

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.32	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.12	0.11	0.01	0.65	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.66	2.66	< 0.005	< 0.005	—	2.67
Total	0.12	0.46	0.01	0.65	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.66	2.66	< 0.005	< 0.005	—	2.67
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.32	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	0.36	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	0.01	< 0.005	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.30	0.30	< 0.005	< 0.005	—	0.30
Total	0.01	0.08	< 0.005	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.30	0.30	< 0.005	< 0.005	—	0.30

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	8.66	58.2	66.9	0.89	0.02	—	95.6
Total	—	—	—	—	—	—	—	—	—	—	—	8.66	58.2	66.9	0.89	0.02	—	95.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	8.66	58.2	66.9	0.89	0.02	—	95.6
Total	—	—	—	—	—	—	—	—	—	—	—	8.66	58.2	66.9	0.89	0.02	—	95.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	1.43	9.64	11.1	0.15	< 0.005	—	15.8
Total	—	—	—	—	—	—	—	—	—	—	—	1.43	9.64	11.1	0.15	< 0.005	—	15.8

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	95.5	0.00	95.5	9.55	0.00	—	334
Total	—	—	—	—	—	—	—	—	—	—	—	95.5	0.00	95.5	9.55	0.00	—	334
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	95.5	0.00	95.5	9.55	0.00	—	334
Total	—	—	—	—	—	—	—	—	—	—	—	95.5	0.00	95.5	9.55	0.00	—	334

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	15.8	0.00	15.8	1.58	0.00	—	55.3
Total	—	—	—	—	—	—	—	—	—	—	—	15.8	0.00	15.8	1.58	0.00	—	55.3

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	23.3	23.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	23.3	23.3
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	23.3	23.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	23.3	23.3
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.85	3.85

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.85	3.85

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	1,005	1,005	1,005	157,211	5,841	5,841	5,841	913,699

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	22,338	7,446	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
High Turnover (Sit Down Restaurant)	485,034	690	0.0489	0.0069	1,397,910

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
High Turnover (Sit Down Restaurant)	4,520,224	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
High Turnover (Sit Down Restaurant)	177	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0

High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	7.60	annual days of extreme heat
Extreme Precipitation	5.70	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	0	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	0	0	0	N/A
Wildfire	0	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack	N/A	N/A	N/A	N/A
Air Quality	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack	N/A	N/A	N/A	N/A
Air Quality	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	48.5
AQ-PM	87.8
AQ-DPM	85.2
Drinking Water	92.5
Lead Risk Housing	72.1
Pesticides	0.00
Toxic Releases	78.3
Traffic	72.3
Effect Indicators	—
CleanUp Sites	37.6
Groundwater	4.42
Haz Waste Facilities/Generators	4.12
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	61.9
Cardio-vascular	62.4

Low Birth Weights	16.2
Socioeconomic Factor Indicators	—
Education	89.1
Housing	97.4
Linguistic	98.9
Poverty	90.9
Unemployment	59.4

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	5.273963814
Employed	76.78686
Education	—
Bachelor's or higher	24.38085461
High school enrollment	11.40767355
Preschool enrollment	27.71718209
Transportation	—
Auto Access	3.246503272
Active commuting	97.27960991
Social	—
2-parent households	31.75927114
Voting	11.79263442
Neighborhood	—
Alcohol availability	4.516874118
Park access	2.194276915

Retail density	92.30078275
Supermarket access	94.25125112
Tree canopy	34.46682921
Housing	—
Homeownership	1.167714616
Housing habitability	1.757987938
Low-inc homeowner severe housing cost burden	2.579237777
Low-inc renter severe housing cost burden	44.48864365
Uncrowded housing	0.641601437
Health Outcomes	—
Insured adults	0.423456949
Arthritis	76.8
Asthma ER Admissions	34.9
High Blood Pressure	69.1
Cancer (excluding skin)	96.0
Asthma	34.7
Coronary Heart Disease	54.4
Chronic Obstructive Pulmonary Disease	33.2
Diagnosed Diabetes	13.1
Life Expectancy at Birth	97.7
Cognitively Disabled	88.7
Physically Disabled	89.8
Heart Attack ER Admissions	63.0
Mental Health Not Good	12.4
Chronic Kidney Disease	45.1
Obesity	23.4
Pedestrian Injuries	19.6

Physical Health Not Good	9.8
Stroke	34.3
Health Risk Behaviors	—
Binge Drinking	84.3
Current Smoker	12.6
No Leisure Time for Physical Activity	6.8
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	22.0
Elderly	86.3
English Speaking	0.3
Foreign-born	99.6
Outdoor Workers	13.6
Climate Change Adaptive Capacity	—
Impervious Surface Cover	0.8
Traffic Density	86.8
Traffic Access	87.4
Other Indices	—
Hardship	93.1
Other Decision Support	—
2016 Voting	8.6

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	76.0
Healthy Places Index Score for Project Location (b)	9.00

Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health and Equity Evaluation Scorecard not completed.

8. User Changes to Default Data

Screen	Justification
Land Use	Developer information

DouglasKim+Associates,LLC

FUTURE EMISSIONS

956-966 South Vermont Avenue (Future) Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	956-966 South Vermont Avenue (Future)
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	18.4
Location	966 S Vermont Ave, Los Angeles, CA 90006, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4013
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	90.0	Dwelling Unit	0.40	74,315	1,072	—	211	—
Strip Mall	2.81	1000sqft	0.07	2,815	0.00	—	—	—
Enclosed Parking with Elevator	85.0	Space	0.00	34,000	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.68	1.55	32.3	18.9	0.13	0.75	6.82	7.57	0.71	2.30	3.01	—	19,336	19,336	0.96	2.83	41.0	20,244
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.52	7.67	9.25	16.1	0.02	0.38	1.24	1.63	0.35	0.30	0.65	—	3,445	3,445	0.15	0.13	0.16	3,487
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.76	1.35	6.98	6.84	0.02	0.20	1.26	1.46	0.19	0.38	0.57	—	3,483	3,483	0.17	0.41	3.02	3,612
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.14	0.25	1.27	1.25	< 0.005	0.04	0.23	0.27	0.03	0.07	0.10	—	577	577	0.03	0.07	0.50	598
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	Yes	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Threshol	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	Yes	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	2.68	1.55	32.3	18.9	0.13	0.75	6.82	7.57	0.71	2.30	3.01	—	19,336	19,336	0.96	2.83	41.0	20,244
2025	0.62	0.52	5.14	6.94	0.01	0.22	1.09	1.30	0.20	0.27	0.47	—	1,305	1,305	0.05	0.01	—	1,309
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.52	1.28	9.25	16.1	0.02	0.38	1.24	1.63	0.35	0.30	0.65	—	3,445	3,445	0.15	0.13	0.16	3,487
2025	0.62	7.67	5.14	6.94	0.01	0.22	1.09	1.30	0.20	0.27	0.47	—	1,305	1,305	0.05	0.01	—	1,309
2026	0.15	7.66	0.86	1.13	< 0.005	0.02	0.20	0.22	0.02	0.05	0.07	—	134	134	0.01	< 0.005	—	134
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.76	0.54	6.98	6.84	0.02	0.20	1.26	1.46	0.19	0.38	0.57	—	3,483	3,483	0.17	0.41	3.02	3,612
2025	0.39	1.22	3.16	4.26	0.01	0.13	0.66	0.79	0.12	0.17	0.29	—	792	792	0.03	0.01	—	795
2026	0.03	1.35	0.15	0.20	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	23.5	23.5	< 0.005	< 0.005	—	23.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.14	0.10	1.27	1.25	< 0.005	0.04	0.23	0.27	0.03	0.07	0.10	—	577	577	0.03	0.07	0.50	598
2025	0.07	0.22	0.58	0.78	< 0.005	0.02	0.12	0.14	0.02	0.03	0.05	—	131	131	0.01	< 0.005	—	132
2026	< 0.005	0.25	0.03	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	3.89	3.89	< 0.005	< 0.005	—	3.91

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.28	3.98	1.16	16.5	0.02	0.04	0.76	0.80	0.04	0.14	0.17	20.5	3,154	3,175	2.26	0.12	7.84	3,274
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.50	3.24	1.18	9.20	0.02	0.03	0.76	0.80	0.03	0.14	0.17	20.5	3,044	3,064	2.27	0.12	0.74	3,158
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.18	2.95	0.68	8.67	0.01	0.03	0.33	0.35	0.03	0.06	0.09	20.5	1,871	1,892	2.20	0.07	1.90	1,968
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.21	0.54	0.12	1.58	< 0.005	< 0.005	0.06	0.06	0.01	0.01	0.02	3.40	310	313	0.36	0.01	0.31	326
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.49	1.38	0.87	9.66	0.02	0.01	0.76	0.78	0.01	0.14	0.15	—	2,184	2,184	0.12	0.09	7.29	2,223
Area	0.76	2.59	0.06	6.70	< 0.005	< 0.005	—	< 0.005	0.01	—	0.01	0.00	20.2	20.2	< 0.005	< 0.005	—	20.3
Energy	0.03	0.01	0.23	0.10	< 0.005	0.02	—	0.02	0.02	—	0.02	—	903	903	0.07	0.01	—	907
Water	—	—	—	—	—	—	—	—	—	—	—	6.83	46.1	52.9	0.70	0.02	—	75.6
Waste	—	—	—	—	—	—	—	—	—	—	—	13.7	0.00	13.7	1.37	0.00	—	48.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.55	0.55
Total	2.28	3.98	1.16	16.5	0.02	0.04	0.76	0.80	0.04	0.14	0.17	20.5	3,154	3,175	2.26	0.12	7.84	3,274
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.47	1.36	0.95	9.10	0.02	0.01	0.76	0.78	0.01	0.14	0.15	—	2,095	2,095	0.13	0.10	0.19	2,127
Area	0.00	1.87	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.03	0.01	0.23	0.10	< 0.005	0.02	—	0.02	0.02	—	0.02	—	903	903	0.07	0.01	—	907
Water	—	—	—	—	—	—	—	—	—	—	—	6.83	46.1	52.9	0.70	0.02	—	75.6
Waste	—	—	—	—	—	—	—	—	—	—	—	13.7	0.00	13.7	1.37	0.00	—	48.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.55	0.55
Total	1.50	3.24	1.18	9.20	0.02	0.03	0.76	0.80	0.03	0.14	0.17	20.5	3,044	3,064	2.27	0.12	0.74	3,158
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.63	0.58	0.41	3.98	0.01	0.01	0.33	0.33	0.01	0.06	0.06	—	908	908	0.05	0.04	1.35	923
Area	0.52	2.36	0.04	4.59	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	13.9	13.9	< 0.005	< 0.005	—	13.9
Energy	0.03	0.01	0.23	0.10	< 0.005	0.02	—	0.02	0.02	—	0.02	—	903	903	0.07	0.01	—	907
Water	—	—	—	—	—	—	—	—	—	—	—	6.83	46.1	52.9	0.70	0.02	—	75.6
Waste	—	—	—	—	—	—	—	—	—	—	—	13.7	0.00	13.7	1.37	0.00	—	48.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.55	0.55
Total	1.18	2.95	0.68	8.67	0.01	0.03	0.33	0.35	0.03	0.06	0.09	20.5	1,871	1,892	2.20	0.07	1.90	1,968

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.11	0.11	0.07	0.73	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	—	150	150	0.01	0.01	0.22	153
Area	0.10	0.43	0.01	0.84	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	2.29	2.29	< 0.005	< 0.005	—	2.30
Energy	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	150	150	0.01	< 0.005	—	150
Water	—	—	—	—	—	—	—	—	—	—	—	1.13	7.63	8.76	0.12	< 0.005	—	12.5
Waste	—	—	—	—	—	—	—	—	—	—	—	2.27	0.00	2.27	0.23	0.00	—	7.94
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Total	0.21	0.54	0.12	1.58	< 0.005	< 0.005	0.06	0.06	0.01	0.01	0.02	3.40	310	313	0.36	0.01	0.31	326

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.69	5.79	0.01	0.19	—	0.19	0.17	—	0.17	—	852	852	0.03	0.01	—	855
Demolition	—	—	—	—	—	—	0.58	0.58	—	0.09	0.09	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.07	0.06	0.55	0.68	< 0.005	0.02	—	0.02	0.02	—	0.02	—	100	100	< 0.005	< 0.005	—	101
Demolition	—	—	—	—	—	—	0.07	0.07	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.10	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.6	16.6	< 0.005	< 0.005	—	16.7
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.75	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	141	141	0.01	< 0.005	0.56	143
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.11	0.03	1.94	0.71	0.01	0.02	0.12	0.14	0.02	0.04	0.06	—	1,617	1,617	0.08	0.26	3.74	1,700
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	16.0	16.0	< 0.005	< 0.005	0.03	16.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.24	0.08	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	0.01	—	191	191	0.01	0.03	0.19	200
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	2.65	2.65	< 0.005	< 0.005	< 0.005	2.69
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	31.5	31.5	< 0.005	0.01	0.03	33.1

3.3. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.41	1.19	11.4	10.7	0.02	0.53	—	0.53	0.49	—	0.49	—	1,713	1,713	0.07	0.01	—	1,719
Dust From Material Movement	—	—	—	—	—	—	2.07	2.07	—	1.00	1.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.15	1.40	1.32	< 0.005	0.07	—	0.07	0.06	—	0.06	—	211	211	0.01	< 0.005	—	212
Dust From Material Movement	—	—	—	—	—	—	0.26	0.26	—	0.12	0.12	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.26	0.24	< 0.005	0.01	—	0.01	0.01	—	0.01	—	35.0	35.0	< 0.005	< 0.005	—	35.1

Dust From Material Movemen	—	—	—	—	—	—	0.05	0.05	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.57	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	106	106	< 0.005	< 0.005	0.42	107
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	1.23	0.33	20.9	7.62	0.11	0.22	1.33	1.55	0.22	0.44	0.66	—	17,517	17,517	0.89	2.81	40.6	18,417
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.06	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	12.6	12.6	< 0.005	< 0.005	0.02	12.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.15	0.04	2.72	0.93	0.01	0.03	0.16	0.19	0.03	0.05	0.08	—	2,160	2,160	0.11	0.35	2.16	2,268
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	2.08	2.08	< 0.005	< 0.005	< 0.005	2.11
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	0.01	0.50	0.17	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	358	358	0.02	0.06	0.36	375

3.5. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.13	1.34	1.67	< 0.005	0.06	—	0.06	0.06	—	0.06	—	312	312	0.01	< 0.005	—	313
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.24	0.30	< 0.005	0.01	—	0.01	0.01	—	0.01	—	51.6	51.6	< 0.005	< 0.005	—	51.8
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.40	0.36	0.38	6.03	0.00	0.00	0.07	0.07	0.00	0.00	0.00	—	1,129	1,129	0.05	0.04	4.45	1,146
Vendor	0.04	0.02	0.59	0.29	< 0.005	0.01	0.03	0.04	0.01	0.01	0.02	—	505	505	0.02	0.07	1.37	528
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.39	0.35	0.45	5.10	0.00	0.00	0.07	0.07	0.00	0.00	0.00	—	1,070	1,070	0.05	0.04	0.12	1,083
Vendor	0.04	0.01	0.62	0.30	< 0.005	0.01	0.03	0.04	0.01	0.01	0.02	—	505	505	0.02	0.07	0.04	527
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.11	1.28	0.00	0.00	0.02	0.02	0.00	0.00	0.00	—	259	259	0.01	0.01	0.46	263
Vendor	0.01	< 0.005	0.15	0.07	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	121	121	< 0.005	0.02	0.14	126
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.23	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	42.9	42.9	< 0.005	< 0.005	0.08	43.5
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	20.0	20.0	< 0.005	< 0.005	0.02	20.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.37	0.31	3.06	4.13	0.01	0.13	—	0.13	0.12	—	0.12	—	776	776	0.03	0.01	—	779
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.56	0.75	< 0.005	0.02	—	0.02	0.02	—	0.02	—	129	129	0.01	< 0.005	—	129
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

3.9. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	7.54	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.11	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.9	15.9	< 0.005	< 0.005	—	16.0
Architectural Coatings	—	0.90	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.64	2.64	< 0.005	< 0.005	—	2.65
Architectural Coatings	—	0.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

3.11. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	7.54	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.15	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.5	23.5	< 0.005	< 0.005	—	23.6
Architectural Coatings	—	1.33	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.89	3.89	< 0.005	< 0.005	—	3.91
Architectural Coatings	—	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

3.13. Trenching (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.33	2.55	3.40	< 0.005	0.12	—	0.12	0.11	—	0.11	—	498	498	0.02	< 0.005	—	500
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.33	2.55	3.40	< 0.005	0.12	—	0.12	0.11	—	0.11	—	498	498	0.02	< 0.005	—	500
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.45	0.61	< 0.005	0.02	—	0.02	0.02	—	0.02	—	88.7	88.7	< 0.005	< 0.005	—	89.0
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.7	14.7	< 0.005	< 0.005	—	14.7
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.38	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	70.6	70.6	< 0.005	< 0.005	0.28	71.7

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.03	0.32	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	66.9	66.9	< 0.005	< 0.005	0.01	67.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.06	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	12.1	12.1	< 0.005	< 0.005	0.02	12.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	2.00	2.00	< 0.005	< 0.005	< 0.005	2.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	559	559	0.04	0.01	—	562
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	53.0	53.0	< 0.005	< 0.005	—	53.3
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	0.59	0.59	< 0.005	< 0.005	—	0.60
Total	—	—	—	—	—	—	—	—	—	—	—	—	613	613	0.04	0.01	—	615
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	559	559	0.04	0.01	—	562
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	53.0	53.0	< 0.005	< 0.005	—	53.3
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	0.59	0.59	< 0.005	< 0.005	—	0.60
Total	—	—	—	—	—	—	—	—	—	—	—	—	613	613	0.04	0.01	—	615
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	92.5	92.5	0.01	< 0.005	—	93.0
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	8.78	8.78	< 0.005	< 0.005	—	8.82
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10	< 0.005	< 0.005	—	0.10

Total	—	—	—	—	—	—	—	—	—	—	—	—	101	101	0.01	< 0.005	—	102

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.03	0.01	0.23	0.10	< 0.005	0.02	—	0.02	0.02	—	0.02	—	286	286	0.03	< 0.005	—	287
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.41	4.41	< 0.005	< 0.005	—	4.42
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.03	0.01	0.23	0.10	< 0.005	0.02	—	0.02	0.02	—	0.02	—	291	291	0.03	< 0.005	—	291
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.03	0.01	0.23	0.10	< 0.005	0.02	—	0.02	0.02	—	0.02	—	286	286	0.03	< 0.005	—	287
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.41	4.41	< 0.005	< 0.005	—	4.42
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.03	0.01	0.23	0.10	< 0.005	0.02	—	0.02	0.02	—	0.02	—	291	291	0.03	< 0.005	—	291
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	47.4	47.4	< 0.005	< 0.005	—	47.5

Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.73	0.73	< 0.005	< 0.005	—	0.73
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	48.1	48.1	< 0.005	< 0.005	—	48.3

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	1.65	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.76	0.72	0.06	6.70	< 0.005	< 0.005	—	< 0.005	0.01	—	0.01	—	20.2	20.2	< 0.005	< 0.005	—	20.3
Total	0.76	2.59	0.06	6.70	< 0.005	< 0.005	—	< 0.005	0.01	—	0.01	0.00	20.2	20.2	< 0.005	< 0.005	—	20.3
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	15.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	1.65	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.00	16.9	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	0.30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.10	0.09	0.01	0.84	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.29	2.29	< 0.005	< 0.005	—	2.30
Total	0.10	0.84	0.01	0.84	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	2.29	2.29	< 0.005	< 0.005	—	2.30

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	6.43	43.4	49.8	0.66	0.02	—	71.2
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.40	2.68	3.08	0.04	< 0.005	—	4.41

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	6.83	46.1	52.9	0.70	0.02	—	75.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	6.43	43.4	49.8	0.66	0.02	—	71.2
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.40	2.68	3.08	0.04	< 0.005	—	4.41
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	6.83	46.1	52.9	0.70	0.02	—	75.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.06	7.18	8.25	0.11	< 0.005	—	11.8
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.07	0.44	0.51	0.01	< 0.005	—	0.73
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.13	7.63	8.76	0.12	< 0.005	—	12.5

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	12.1	0.00	12.1	1.21	0.00	—	42.4
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1.59	0.00	1.59	0.16	0.00	—	5.57
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	13.7	0.00	13.7	1.37	0.00	—	48.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	12.1	0.00	12.1	1.21	0.00	—	42.4
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1.59	0.00	1.59	0.16	0.00	—	5.57
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	13.7	0.00	13.7	1.37	0.00	—	48.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	2.01	0.00	2.01	0.20	0.00	—	7.02
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.26	0.00	0.26	0.03	0.00	—	0.92
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	2.27	0.00	2.27	0.23	0.00	—	7.94

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.53	0.53
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.55	0.55
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.53	0.53
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.55	0.55
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	5/1/2024	6/30/2024	5.00	43.0	—
Grading	Grading	7/1/2024	8/31/2024	5.00	45.0	—
Building Construction	Building Construction	9/1/2024	10/31/2025	5.00	305	—
Architectural Coating	Architectural Coating	11/1/2025	3/31/2026	5.00	107	—
Trenching	Trenching	9/1/2024	11/30/2024	5.00	65.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

Trenching	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50
Trenching	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	16.5	28.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	167	30.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	80.0	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	15.7	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	16.0	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

Trenching	—	—	—	—
Trenching	Worker	5.00	18.5	LDA,LDT1,LDT2
Trenching	Vendor	—	10.2	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT
Trenching	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	150,488	50,163	55,223	18,408	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	1,893	—
Grading	—	37,563	0.47	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Strip Mall	0.00	0%
Enclosed Parking with Elevator	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	690	0.05	0.01
2025	0.00	690	0.05	0.01
2026	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	448	448	448	70,080	2,745	2,745	2,745	429,396

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—

Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	90
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
150487.875	50,163	55,223	18,408	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	295,514	690	0.0489	0.0069	893,282
Strip Mall	28,028	690	0.0489	0.0069	13,747

Enclosed Parking with Elevator	314	690	0.0489	0.0069	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	3,354,642	18,375
Strip Mall	208,514	0.00
Enclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	22.5	0.00
Strip Mall	2.96	0.00
Enclosed Parking with Elevator	0.00	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	7.60	annual days of extreme heat
Extreme Precipitation	5.70	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	0	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	0	0	0	N/A
Wildfire	0	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack	N/A	N/A	N/A	N/A
Air Quality	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack	N/A	N/A	N/A	N/A

Air Quality	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	48.5
AQ-PM	87.8
AQ-DPM	85.2
Drinking Water	92.5
Lead Risk Housing	72.1
Pesticides	0.00
Toxic Releases	78.3
Traffic	72.3
Effect Indicators	—
CleanUp Sites	37.6
Groundwater	4.42
Haz Waste Facilities/Generators	4.12
Impaired Water Bodies	0.00
Solid Waste	0.00

Sensitive Population	—
Asthma	61.9
Cardio-vascular	62.4
Low Birth Weights	16.2
Socioeconomic Factor Indicators	—
Education	89.1
Housing	97.4
Linguistic	98.9
Poverty	90.9
Unemployment	59.4

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	5.273963814
Employed	76.78686
Education	—
Bachelor's or higher	24.38085461
High school enrollment	11.40767355
Preschool enrollment	27.71718209
Transportation	—
Auto Access	3.246503272
Active commuting	97.27960991
Social	—
2-parent households	31.75927114
Voting	11.79263442

Neighborhood	—
Alcohol availability	4.516874118
Park access	2.194276915
Retail density	92.30078275
Supermarket access	94.25125112
Tree canopy	34.46682921
Housing	—
Homeownership	1.167714616
Housing habitability	1.757987938
Low-inc homeowner severe housing cost burden	2.579237777
Low-inc renter severe housing cost burden	44.48864365
Uncrowded housing	0.641601437
Health Outcomes	—
Insured adults	0.423456949
Arthritis	76.8
Asthma ER Admissions	34.9
High Blood Pressure	69.1
Cancer (excluding skin)	96.0
Asthma	34.7
Coronary Heart Disease	54.4
Chronic Obstructive Pulmonary Disease	33.2
Diagnosed Diabetes	13.1
Life Expectancy at Birth	97.7
Cognitively Disabled	88.7
Physically Disabled	89.8
Heart Attack ER Admissions	63.0
Mental Health Not Good	12.4

Chronic Kidney Disease	45.1
Obesity	23.4
Pedestrian Injuries	19.6
Physical Health Not Good	9.8
Stroke	34.3
Health Risk Behaviors	—
Binge Drinking	84.3
Current Smoker	12.6
No Leisure Time for Physical Activity	6.8
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	22.0
Elderly	86.3
English Speaking	0.3
Foreign-born	99.6
Outdoor Workers	13.6
Climate Change Adaptive Capacity	—
Impervious Surface Cover	0.8
Traffic Density	86.8
Traffic Access	87.4
Other Indices	—
Hardship	93.1
Other Decision Support	—
2016 Voting	8.6

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	76.0
Healthy Places Index Score for Project Location (b)	9.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health and Equity Evaluation Scorecard not completed.

8. User Changes to Default Data

Screen	Justification
Land Use	Developer information
Construction: Construction Phases	Developer information
Construction: Off-Road Equipment	.
Construction: Dust From Material Movement	1,042 CY of topsoil @ 56% swell factor = 1,625 CY; 23,958 CY of dry clay @50% swell factor = 35,938 CY Source: US Dept of Transportation Determination of Excavation and Embankment Volumes
Construction: Trips and VMT	30-mile one-way haul trip distance; 10 CY haul truck capacity
Operations: Hearths	Developer information

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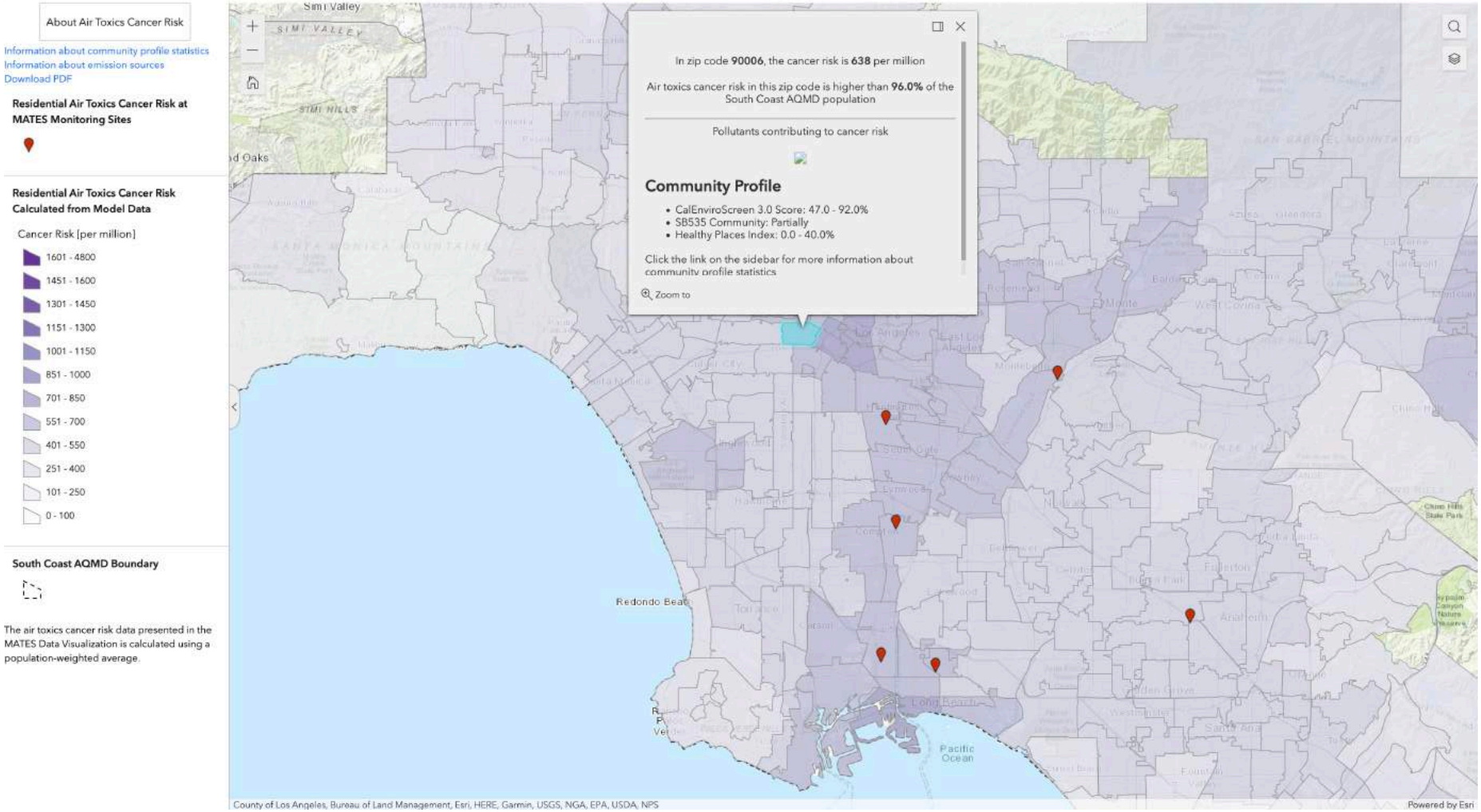
MATES V TOXIC EMISSIONS OVERVIEW


About Air Toxics Cancer Risk
Information about community profile statistics
Information about emission sources
Download PDF
Residential Air Toxics Cancer Risk at MATES Monitoring Sites
Residential Air Toxics Cancer Risk Calculated from Model Data
Cancer Risk [per million]
1601 - 4800
1451 - 1600
1301 - 1450
1151 - 1300
1001 - 1150
851 - 1000
701 - 850
551 - 700
401 - 550
251 - 400
101 - 250
0 - 100
South Coast AQMD Boundary
The air toxics cancer risk data presented in the MATES Data Visualization is calculated using a population-weighted average.
In zip code 90006, the cancer risk is 638 per million
Air toxics cancer risk in this zip code is higher than 96.0% of the South Coast AQMD population
Pollutants contributing to cancer risk
Community Profile
CalEnviroScreen 3.0 Score: 47.0 - 92.0%
SB535 Community: Partially
Healthy Places Index: 0.0 - 40.0%
Click the link on the sidebar for more information about community profile statistics
Zoom to
Simi Valley
Redondo Beach
Pacific Ocean
County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS
Powered by Esri

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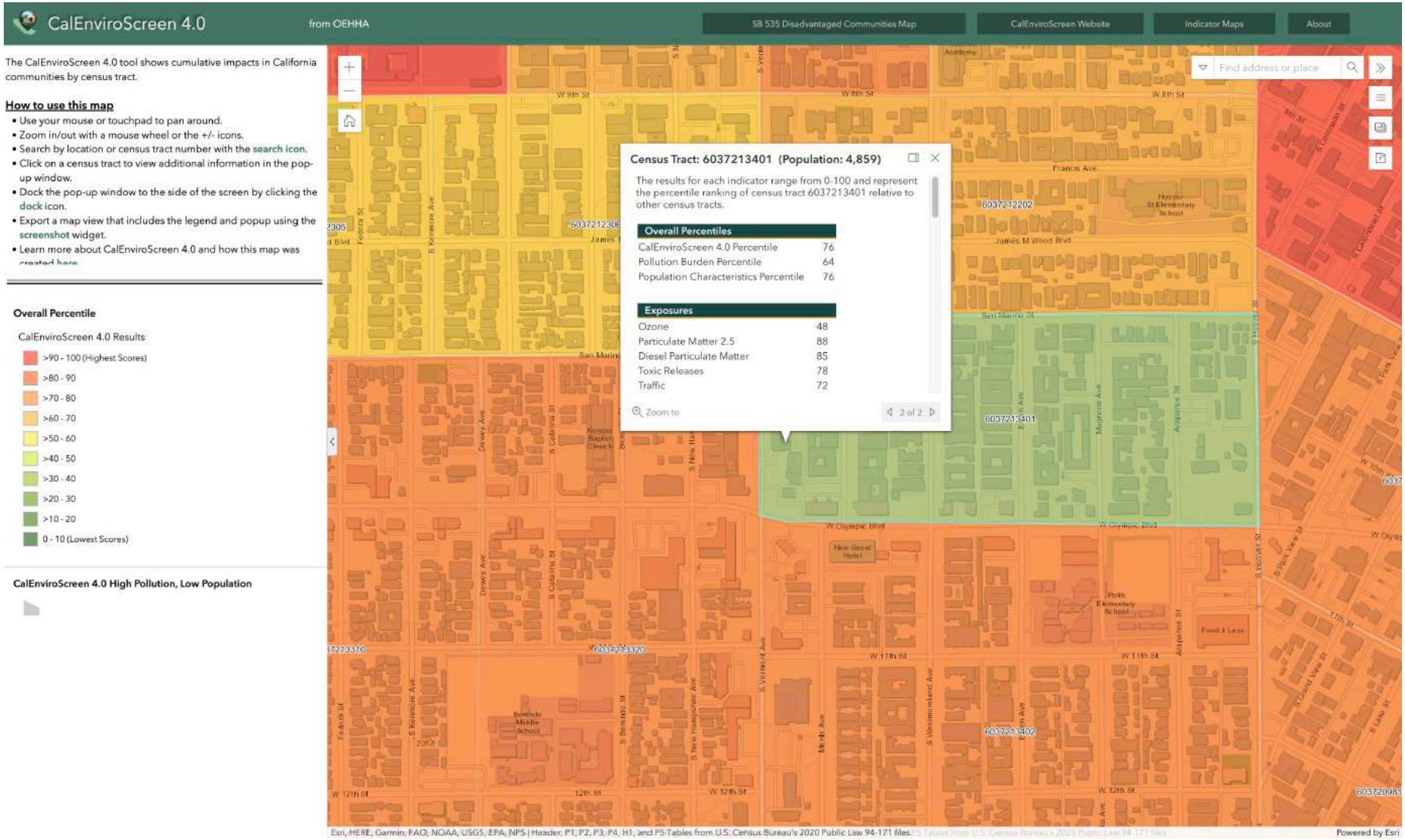
CALENVIROSCREEN 4.0 OUTPUT


CalEnviroScreen 4.0
from OEHHA
SB 535 Disadvantaged Communities Map
CalEnviroScreen Website
Indicator Maps
About
The CalEnviroScreen 4.0 tool shows cumulative impacts in California communities by census tract.
How to use this map
• Use your mouse or touchpad to pan around.
• Zoom in/out with a mouse wheel or the +/- icons.
• Search by location or census tract number with the search icon.
• Click on a census tract to view additional information in the pop-up window.
• Dock the pop-up window to the side of the screen by clicking the dock icon.
• Export a map view that includes the legend and popup using the screenshot widget.
• Learn more about CalEnviroScreen 4.0 and how this map was created here.
Overall Percentile
CalEnviroScreen 4.0 Results
>90 - 100 (Highest Scores)
>80 - 90
>70 - 80
>60 - 70
>50 - 60
>40 - 50
>30 - 40
>20 - 30
>10 - 20
0 - 10 (Lowest Scores)
CalEnviroScreen 4.0 High Pollution, Low Population
Census Tract: 6037213401 (Population: 4,859)
The results for each indicator range from 0-100 and represent the percentile ranking of census tract 6037213401 relative to other census tracts.
Overall Percentiles
CalEnviroScreen 4.0 Percentile 76
Pollution Burden Percentile 64
Population Characteristics Percentile 76
Exposures
Ozone 48
Particulate Matter 2.5 88
Diesel Particulate Matter 85
Toxic Releases 78
Traffic 72
Zoom to
2 of 2
Find address or place
6037213401
6037212202
6037213402
W 8th St
W 11th St
W 12th St
W Olympic Blvd
James M Wood Blvd
Francis Ave
Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, NPS | Header: P1, P2, P3, P4, H1, and P5 Tables from U.S. Census Bureau's 2020 Public Law 94-171 files.
Powered by Esri

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GRADING ANALYSIS

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SOIL TRANSPORT WITH SHRINK AND SWELL FACTORS

	CY	% Swell	Adjusted CY	Truck Capacity (CY)	Truck Trips
Topsoil	1,042	56%	1,625	10	325
Clay (Dry)	23,958	50%	35,938	10	7,188
Clay (Damp)		67%	-	10	-
Earth, loam (Dry)		50%	-	10	-
Earth, loam (Damp)		43%	-	10	-
Dry sand		11%	-	10	-
TOTAL	25,000		37,563		7,513

Note: Topsoil considered the top ten inches of soil (Wikipedia)
Note: Soil below topsoil assumed to be dry clay; Source: Lyngso website, https://www.lyngsogarden.com/community-resources/tips-on-modifying-your-california-soil-with-amendments/
Source: US Department of Transportation Determination of Excavation and Embankment Volumes; https://highways.dot.gov/federal-lands/pddm/dpg/earthwork-design

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DEMOLITION ANALYSIS

DouglasKim+Associates,LLC

CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Pounds per Cub	Tons	Truck Capacity (CY)	Truck Trips
Construction and Demolition	0			Low	Low		
General Building	16,392	12	3,391	1,000	1,695	10	678
Single Family Residence	-	12	-	1,000	-	10	-
Multi-Family Residence		12	-	1,000	-	10	-
Mobile Home				1,000	-	10	-
Mixed Debris				500	-	10	-
Vegetative Debris (Hardwoods)				500	-	10	-
Vegetative Debris (Softwoods)				333	-	10	-
Asphalt or concrete (Constructior	8,900	0.5	165	2,400	198	10	33
TOTAL			3,555		1,893		711

Source: Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010
Source (Asphalt or concrete): CalRecycle Solid Waste Cleanup Program Weights and Volumes for Project Estimes; http://www.calrecycle.ca.gov/swfacilities/cdi/Tools/Calculations.htm

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CUMULATIVE PROJECTS

CLATS

RELATED PROJECTS

Centroid Info:
PROJ ID: 53763
Address: 956 S VERMONT AVE, LOS ANGELES, CA 90006
Lat/Long: 34.0537, -118.291

Buffer Radius: 0.5 mile

Search

Column

Include NULL "Trip info":
Include NULL "FirstStudySubmittalDate" (latest)
Include "Inactive" projects:
Include "Do not show in Related Project":

Net_AM_Trips - Select -
Net_PM_Trips - Select -
Net_Daily_Trips - Select -

Record Count: 22 | Record Per Page: All Records

Results generated since: (6/28/2022 4:32:32 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
43101	Metro	HWD	10	2015	Mixed-Use	100 Apts & 9496 SF Retail; Nearing completion 2021	3100 W 8th St	07/02/2015	0.2	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	100	51	62	100	10	41	10	41	Existing restaurant to remain.
			51	**62**	**100**		**10**	**41**	**10**	**41**

45064	Metro	HWD	10	2016	Hotel	99 Hotel Rooms	966 S DEWEY AV	01/26/2017	0.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	99	43	48	677	28	15	24	24	(land use=hotel) total includes credits for existing use and transit.
			43	**48**	**677**		**28**	**15**	**24**	**24**

48903	Metro	HWD	10	2019	Mixed-Use (revised)	126 Apartments, 6000 SF Retail/Restaurant	2870 W Olympic bl	10/09/2019	0.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	126	52	69	825	8	44	47	22	Total includes credit for transit, internal, pass-by and existing uses.
Retail	S.F. Gross Area	6000								
			52	**69**	**825**		**8**	**44**	**47**	**22**

52063	Metro	HWD	10	2021	Berendo Apartments	77 unit (69 market, 8 afford.) Access from S Berendo St	950 S BERENDO ST	12/14/2021	0.1

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	77	23	29	333	6	17	16	11	69 market rate units. 8 affordable.
			23	**29**	**333**		**6**	**17**	**16**	**11**

52481	Metro	MTR	10	2021	Mixed-Use	80 Hotel Rooms, 8 Condominiums, 7273 SF Retail	3216 W 8th St	11/04/2021	0.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	95								Hotel Rooms
Retail	S.F. Gross Area	4716								
			0	**0**	**0**		**0**	**0**	**0**	**0**

53223	Metro	MTR	1	2022	2641 W Olympic Blvd	143 rm hotel, 1500 sf restaurant, 2 levels parking	2641 W Olympic BL	06/16/2022	0.1

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	143	64	81	828	36	28	44	37	Hotel Rooms
Retail	S.F. Gross Area	1500								Restaurant Space
			64	**81**	**828**		**36**	**28**	**44**	**37**

53515	Metro	MTR	10	2022	Mixed Use 966 S Vermont		966 S Vermont	05/18/2022	0.0

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	81	24	-50	-557	4	20	-36	-14	81 Market Rate Units
Apartments	Total Units	9								9 affordable units
Retail	S.F. Net Area	2815								
			24	**-50**	**-557**		**4**	**20**	**-36**	**-14**

49536	Metro	MTR	1	2020	Affordable Housing	131 Affordable Housing Units	1224 S MENLO AVE	07/16/2020	0.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Total Units	131	56	35	349	18	38	24	13	Affordable Housing Units
			56	**35**	**349**		**18**	**38**	**24**	**13**

50315	Metro	MTR	1	2020	2859 Francis Residential Project	8 sty res bldg (110 units)inc affordable hsg. Pkg on 1 subter lev	2859 W Francis ave	11/05/2020	0.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	110	40	48	508	10	30	29	19	includes affordable housing
			40	**48**	**508**		**10**	**30**	**29**	**19**

50690	Metro	MTR	1	2020	Residential	100 Apartments	1025 S MARIPOSA AV	01/11/2021	0.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	100	26	30	392	7	19	19	11	
			26	**30**	**392**		**7**	**19**	**19**	**11**

51453	Metro	MTR	1	2021	Hotel	96 Room Hotel	958 S MENLO AV	11/01/2021	0.1

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	96	38	49	498	24	14	25	24	Hotel Development
			38	**49**	**498**		**24**	**14**	**25**	**24**

45860	Metro	MTR	10	2017	Apartments	68 Apartments	923 S KENMORE AV	06/28/2017	0.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	69	33	40	432	7	26	26	15	Total net project trips
			33	**40**	**432**		**7**	**26**	**26**	**15**

46320	Metro	MTR	10	2017	Mariposa & Fedora	2 Projects(Total 173 Apts):Mariposa w/98 & Fedora w/75 '21 in const.	840 S MARIPOSA AV	11/28/2017	0.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	173	75	92	978	15	60	61	31	Combination of both projects
			75	**92**	**978**		**15**	**60**	**61**	**31**

47666	Metro	MTR	1	2018	Mixed-Use	228 Apartments, 4105 SF Retail, 3738 SF High-Turnover Restaurant	2972 W 7th st	10/26/2018	0.4

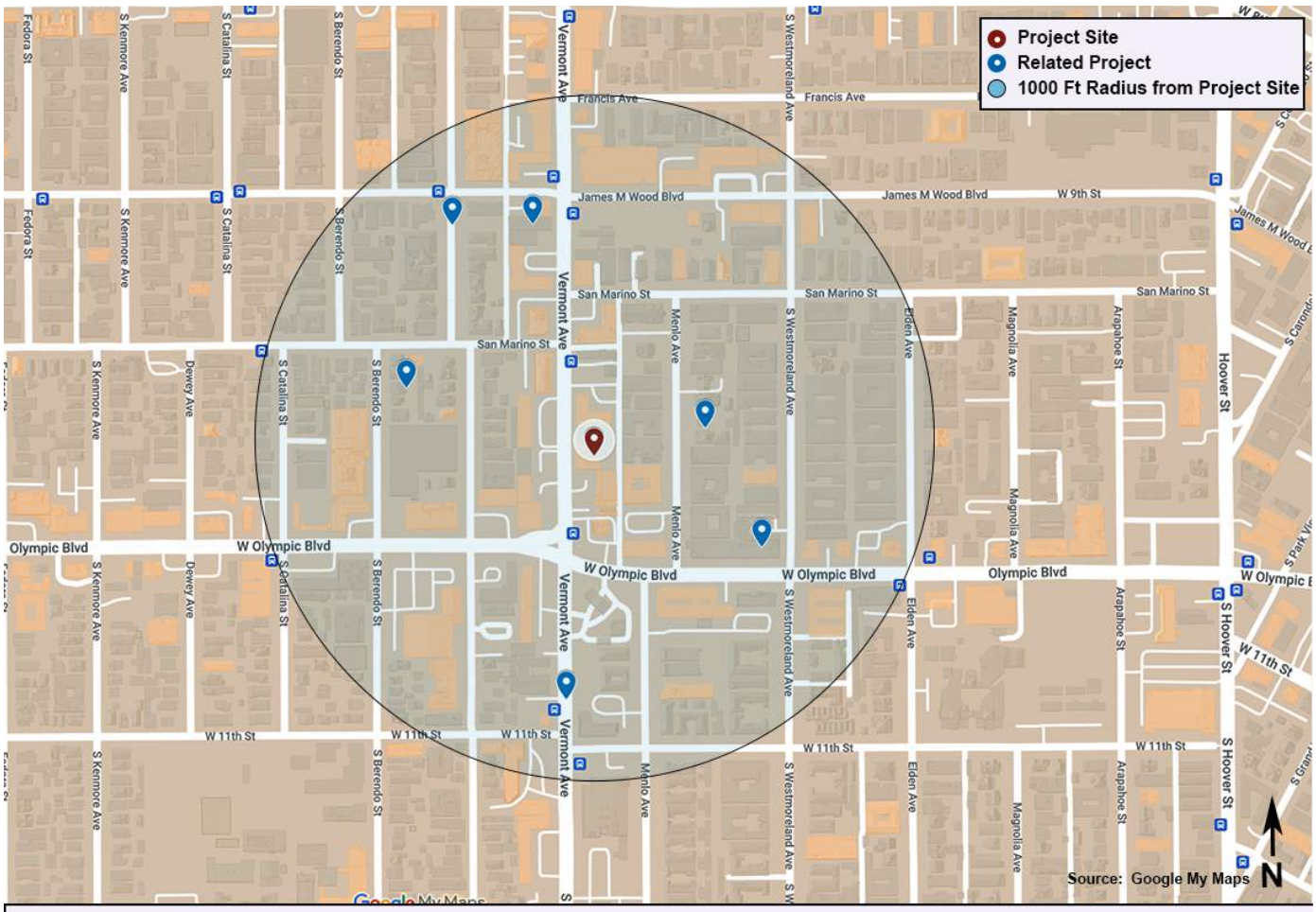
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	228	93	130	1631	32	61	77	53	Total includes credits for pass-by and transit
Retail	S.F. Gross Area	4105								
Other	S.F. Gross Area	3738								land use=high turnover restaurant
			93	**130**	**1631**		**32**	**61**	**77**	**53**

47941	Metro	MTR	1	2019	Residential	77 Apartments	825 s coronado st	04/05/2019	0.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	77	31	39	508	7	24	24	15	Transit credit applied
			31	**39**	**508**		**7**	**24**	**24**	**15**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments

43163	Metro	MTR	1	2015	Apartments	1017-1031 S Mariposa Av Apartments	1017 S MARIPOSA AV	09/24/2015	0.5	Apartments	Total Units	79	28	35	373	5	23	23	12	Total net project trips
													28	**35**	**373**	**5**	**23**	**23**	**12**	
										Land_Use	**Unit_ID**	**size**	**Net_AM_Trips**	**Net_PM_Trips**	**Net_Daily_Trips**	**NetAMIn**	**NetAMOut**	**NetPMIn**	**NetPMOut**	**Comments**
43860	Metro	MTR	1	2015	2649 San Marino Apts	45 APTS	2649 W SAN MARINO AVE	03/30/2016	0.4	Apartments	Total Units	45	19	23	246	4	15	15	8	Total net project trips
													19	**23**	**246**	**4**	**15**	**15**	**8**	
										Land_Use	**Unit_ID**	**size**	**Net_AM_Trips**	**Net_PM_Trips**	**Net_Daily_Trips**	**NetAMIn**	**NetAMOut**	**NetPMIn**	**NetPMOut**	**Comments**
44481	Metro	MTR	1	2016	Olympic & Hoover Mixed Use	173 apts & 36.18 ksf commercial/retail	2501 W OLYMPIC BLVD	09/14/2016	0.4	Apartments	Total Units	173	99	173	1911	27	72	100	73	Total net project trips 173 apts & 36180sf retail
										Retail	S.F. Gross Area	36180								
													99	**173**	**1911**		**27**	**72**	**100**	**73**
										Land_Use	**Unit_ID**	**size**	**Net_AM_Trips**	**Net_PM_Trips**	**Net_Daily_Trips**	**NetAMIn**	**NetAMOut**	**NetPMIn**	**NetPMOut**	**Comments**
										Condominiums	Total Units	300								
33710	Metro	MTR	10	2006	Mixed-Use	224 Condominium Units 7000 SF Retail	805 S Catalina St	06/11/2007	0.4	Retail	S.F. Gross Area	5000	137	167	1935	24	119	110	57	Trip totals reflects credits for existing uses.
													137	**167**	**1935**		**24**	**119**	**110**	**57**
										Land_Use	**Unit_ID**	**size**	**Net_AM_Trips**	**Net_PM_Trips**	**Net_Daily_Trips**	**NetAMIn**	**NetAMOut**	**NetPMIn**	**NetPMOut**	**Comments**
										Condominiums	Total Units	32								
34651	Metro	MTR	1	2008	Mixed-Use	32 Condos, 4500 SF Retail (In Const 1/2022)	820 S HOOVER ST	05/08/2008	0.5	Retail	S.F. Gross Area	4500	22	32	414	7	15	18	14	Total reflects credit for existing office (1435 SF)
													22	**32**	**414**		**7**	**15**	**18**	**14**
										Land_Use	**Unit_ID**	**size**	**Net_AM_Trips**	**Net_PM_Trips**	**Net_Daily_Trips**	**NetAMIn**	**NetAMOut**	**NetPMIn**	**NetPMOut**	**Comments**
42737	Metro	MTR	1	2014	Residential	108 Apartments	1011 S PARK VIEW ST	03/03/2015	0.5	Apartments	Total Units	108	46	57	594	9	38	38	19	TOTAL NEW TRIPS
													46	**57**	**594**	**9**	**38**	**38**	**19**	
										Land_Use	**Unit_ID**	**size**	**Net_AM_Trips**	**Net_PM_Trips**	**Net_Daily_Trips**	**NetAMIn**	**NetAMOut**	**NetPMIn**	**NetPMOut**	**Comments**
42829	Metro	MTR	1	2015	Apartments	93 Apartments	1255 E ELDEN AV	06/25/2015	0.5	Apartments	Total Units	93	32	38	376	0	32	28	10	Affordable housing credit and existing use applied.
													32	**38**	**376**	**0**	**32**	**28**	**10**	



DouglasKim+Associates,LLC

LOS ANGELES UNIFIED SCHOOL DISTRICT

Facilities Services Division

August 11, 2022

Sherrie Cruz
CAJA Environmental Services, LLC
9410 Topanga Canyon Boulevard, Suite 101
Chatsworth, CA 91311

Re: 966 Vermont Project

Dear Ms. Cruz,

In response to your request for information, please find a ***LAUSD Schools Enrollments and Capacities Report*** for the schools and programs serving the 966 Vermont Project, 956, 958, 962, 964, 966 S. Vermont Avenue, Los Angeles, CA 90006. The project is planned to contain 90 residential units including retail/ commercial use. At this time reporting is based on individual project address, without reporting on the combined impacts of other project addresses served by the same schools. This report contains the most recent data available on operating capacities and enrollments, and is designed to address any questions pertaining to overcrowding and factors related to school capacity. All schools operate on single track calendar.

Please note that no new school construction is planned and the data in this report *already take into account*: portable classrooms on site, additions being built onto existing schools, student permits and transfers, programs serving choice areas, and any other operational activities or educational programming affecting the operating capacities and enrollments among LAUSD schools.

Additional information on LAUSD's Capital Improvement programs can be found on the Facilities Services Division main webpage at http://www.laschools.org/new-site/. Listings of residential schools and other programs serving the project can be found using LAUSD's Residential School Finder at http://rsi.lausd.net/ResidentSchoolIdentifier/.

The Developer Fee Justification Study with student generation rates can be found online at https://achieve.lausd.net/domain/921.

MASTER PLANNING AND DEMOGRAPHICS RESPONSE TO SPECIFIC QUESTIONS

Questions: 1-2 The project is located in a MS/**HS** attendance choice/option area. Please see LAUSD Schools Enrollments and Capacities Report details;

Question: 3 Please contact the LAUSD Developer Fee Program Office (DFPO) at (213) 241-0715 if more information regarding fees and student generation rates is needed.

ATTACHMENTS

1. LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES REPORT

2. BOUNDARY DESCRIPTIONS FOR SCHOOLS SERVING PROPOSED PROJECT
   Boundary descriptions for existing schools identified as serving the proposed project

Sincerely,

Vincent Maffei, Director
School Management Services and Demographics

PROJECT SERVED: 966 Vermont Project, 956, 958, 962, 964, 966 S. Vermont Avenue, Los Angeles, CA 90006. The project is planned to contain 90 residential units, including retail/commercial use

SCHOOL YEAR: 2020-2021

1	2	3	4	5	6	7	8	9	10
Cost Center Code	School Name	Capacity	Resident Enrollment	Actual Enrollment	**Current seating overage/(shortage)**	Overcrowded **Now**?	Projected Enrollment	**Projected seating overage/(shortage)**	Overcrowding Projected in **Future**?
1458901	Hoover St El	643	843	614	(200)	**Yes**	681	(38)	**Yes**
1805701	Berendo MS	1278	1819	684	(541)	**Yes**	1453	(175)	**Yes**
1806401	Kim Academy	860	-	839	-	**-**	-	-	**-**
a	**SCHOOL CHOICE AREA TOTALS** (schools listed below)	**4624**	**4175**	**3794**	**449**	**No**	**3304**	**1320**	**No**
	RFK ZONE OF CHOICE								
1777101	RFK Ambsdr Glbl Ldsh	707	-	568	-	-	-	-	-
1778001	RFK UCLA Comm Sch	1124	-	705	-	-	-	-	-
1778301	RFK New Open Wld	1275	-	1050	-	-	-	-	-
1820601	RFK Sch Vis Arts/Hum	570	-	443	-	-	-	-	-
1850101	RFK LA SH Arts	523	-	437	-	-	-	-	-

[a] Schools & programs that are part of a "school choice area" pull enrollments from the area school(s) that have resident attendance boundaries.

Seating overage/shortage and overcrowding is calculated and reported for the school choice area as a whole; capacity and actual enrollment is reported for each individual school and/or program listed in the shaded cells.

Schools Planned to Relieve Known Overcrowding

NONE

see next page

NOTES:

[1] School's ID code.

[2] School's name

[3] School's operating capacity. The maximum number of students the school can serve with the school's classroom utilization. Excludes capacity allocated to charter co-locations. Includes capacity for dual language and magnet programs.

[4] The total number of students living in the school's attendance area and who are eligilble to be served by school programs as of the start of the school year. Includes resident students enrolled at any dual language or on-site magnet centers.

[5] The number of all students actually attending all programs at the school at the start of the reported school year. Includes all dual language and magnet students.

[6] Reported school year seating overage or (shortage): equal to (capacity) - (resident enrollment).

[7] Reported school year overcrowding status of school. The school is overcrowded if any of these conditions exist:
-There is a seating shortage.
-There is a seating overage of LESS THAN or EQUAL TO a margin of 20 seats.

[8] Projected 5-year total number of students living in the school's attendance area and who are eligible to be served by school programs as of the start of the school year. Includes resident students enrolled at any dual language or on-site magnet centers.

[9] Projected seating overage or (shortage): equal to (capacity) - (projected enrollment).

[10] Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist:
-There is a seating shortage in the future.
-There is a seating overage of LESS THAN or EQUAL TO a margin of 20 seats in the future.

° Magnet Schools with Resident Kindergarten Enrollment: Resident enrollment is reported for Kindergarten only. Actual enrollment is reported for all grades in school. Projected data not reported.

* Enrollment is by application only.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 4589 **COST CENTER:** 1458901

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR HOOVER STREET SCHOOL EFFECTIVE JULY 1, 2015 (UPDATE 7-1-2016).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2015. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K - 5)

WILSHIRE BOULEVARD * HOOVER STREET * SEVENTH STREET * RAMPART BOULEVARD (BOTH SIDES EXCLUDED) * WILSHIRE BOULEVARD * CORONADO STREET (BOTH SIDES) * SEVENTH STREET * CORONADO STREET (BOTH SIDES) * JAMES M. WOOD BOULEVARD TO PARK VIEW STREET * JAMES M. WOOD BOULEVARD (BOTH SIDES EXCLUDED) * GRAND VIEW STREET (BOTH SIDES EXCLUDED) * OLYMPIC BOULEVARD * VERMONT AVENUE * SAN MARINO STREET * WESTMORELAND AVENUE AND EXTENSION (BOTH SIDES).

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: MARK HOVATTER, Chief Facilities Executive, Facilities Services Division

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Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 8057 **COST CENTER:** 1805701

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR BERENDO MIDDLE SCHOOL EFFECTIVE JULY 1, 2010 (UPDATED 7-1-2018).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2010. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 6 - 8)

SEVENTH STREET (BOTH SIDES EXCLUDED) * SERRANO AVENUE (BOTH SIDES EXCLUDED) * SAN MARINO STREET * SERRANO AVENUE (BOTH SIDES EXCLUDED) * OLYMPIC BOULEVARD TO WESTMORELAND AVENUE * OLYMPIC BOULEVARD (BOTH SIDES) * ELDEN AVENUE (BOTH SIDES) * SAN MARINO STREET * HOOVER STREET * SEVENTH STREET (BOTH SIDES EXCLUDED) * WILSHIRE PLACE (BOTH SIDES EXCLUDED) * WILSHIRE BOULEVARD * LAFAYETTE PARK PLACE * SIXTH STREET * ALVARADO STREET * TWELFTH STREET * BONNIE BRAE STREET (BOTH SIDES) * PICO BOULEVARD * UNION AVENUE * VENICE BOULEVARD * BURLINGTON AVENUE * WASHINGTON BOULEVARD * NORMANDIE AVENUE * 15TH STREET * HOBART BOULEVARD * PICO BOULEVARD * SERRANO AVENUE AND EXTENSION * OLYMPIC BOULEVARD * WESTERN AVENUE.

OPTIONAL: BERENDO AND KIM ACADEMY MIDDLE SCHOOLS (Young Oak Kim Academy by Application Only)

(GRADES 6 – 8)

AREA I

WILSHIRE BOULEVARD * HOBART BOULEVARD * SEVENTH STREET TO NORMANDIE AVENUE * SEVENTH STREET (BOTH SIDES EXCLUDED) * MARIPOSA AVENUE (BOTH SIDES EXCLUDED) * EIGHTH STREET (BOTH SIDES EXCLUDED) * FEDORA AVENUE (BOTH SIDES EXCLUDED) * JAMES M. WOOD BOULEVARD * CATALINA STREET * SAN MARINO STREET * CATALINA STREET * OLYMPIC BOULEVARD * SERRANO AVENUE (BOTH SIDES) * SAN MARINO STREET * SERRANO AVENUE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) * WESTERN AVENUE.

(OVER)

AREA II

WILSHIRE BOULEVARD * WILSHIRE PLACE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) * HOOVER STREET * SAN MARINO STREET * ELDEN AVENUE (BOTH SIDES EXCLUDED) * OLYMPIC BOULEVARD (BOTH SIDES EXCLUDED) TO WESTMORELAND AVENUE * OLYMPIC BOULEVARD * VERMONT AVENUE * SAN MARINO STREET * WESTMORELAND AVENUE (BOTH SIDES) AND EXTENSION.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: MARK HOVATTER, Chief Facilities Executive, Facilities Services Division

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Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 8064 **COST CENTER:** 1806401

SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR YOUNG OAK KIM ACADEMY MIDDLE SCHOOL EFFECTIVE JULY 1, 2010.

The area described below has been approved as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective July 1, 2009 (name change 7-7-2009).

This is an official copy for your file.

(GRADES 6 - 8)

OPTIONAL: KIM ACADEMY AND BERENDO MIDDLE SCHOOLS (Young Oak Kim Academy by Application Only)

AREA I

WILSHIRE BOULEVARD * HOBART BOULEVARD * SEVENTH STREET TO NORMANDIE AVENUE * SEVENTH STREET (BOTH SIDES EXCLUDED) * MARIPOSA AVENUE (BOTH SIDES EXCLUDED) * EIGHTH STREET (BOTH SIDES EXCLUDED) * FEDORA AVENUE (BOTH SIDES EXCLUDED) * JAMES M. WOOD BOULEVARD * CATALINA STREET * SAN MARINO STREET * CATALINA STREET * OLYMPIC BOULEVARD * SERRANO AVENUE (BOTH SIDES) * SAN MARINO STREET * SERRANO AVENUE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) * WESTERN AVENUE.

AREA II

WILSHIRE BOULEVARD * WILSHIRE PLACE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) * HOOVER STREET * SAN MARINO STREET * ELDEN AVENUE (BOTH SIDES EXCLUDED) * OLYMPIC BOULEVARD (BOTH SIDES EXCLUDED) TO WESTMORELAND AVENUE * OLYMPIC BOULEVARD * VERMONT AVENUE * SAN MARINO STREET * WESTMORELAND AVENUE (BOTH SIDES) AND EXTENSION.

OPTIONAL: KIM ACADEMY, AMBASSADOR SCHOOL of GLOBAL LEADERSHIP, NEW OPEN WORLD ACADEMY, OR UCLA COMMUNITY MIDDLE SCHOOLS (Young Oak Kim Academy by Application Only)

FIFTH STREET TO ALEXANDRIA AVENUE * FIFTH STREET (BOTH SIDES) * KENMORE AVENUE (BOTH SIDES) * FOURTH STREET TO CATALINA STREET * FOURTH STREET (BOTH SIDES EXCLUDED) * WESTMORELAND AVENUE (BOTH SIDES) * WILSHIRE BOULEVARD * WESTMORELAND AVENUE AND EXTENSION (BOTH SIDES EXCLUDED) * SAN MARINO STREET * VERMONT AVENUE * OLYMPIC BOULEVARD * CATALINA STREET * SAN MARINO STREET * CATALINA STREET * JAMES M. WOOD BOULEVARD * FEDORA STREET (BOTH SIDES) * EIGHTH STREET (BOTH SIDES) * MARIPOSA AVENUE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) TO NORMANDIE AVENUE * SEVENTH STREET * HOBART BOULEVARD.

(OVER)

OPTIONAL: KIM ACADEMY AND VIRGIL MIDDLE SCHOOLS (Young Oak Kim Academy by Application Only)

BEVERLY BOULEVARD * KINGSLEY DRIVE * THIRD STREET * ALEXANDRIA AVENUE (BOTH SIDES EXCLUDED) * FOURTH STREET * KENMORE AVENUE (BOTH SIDES EXCLUDED) * FIFTH STREET (BOTH SIDES EXCLUDED) TO ALEXANDRIA AVENUE * FIFTH STREET * HOBART BOULEVARD * WILSHIRE BOULEVARD * WESTERN AVENUE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: JAMES SOHN, Chief Facilities Executive, Facilities Services Division

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LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 7771 **COST CENTER:** 1777101

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR AMBASSADOR SCHOOL of GLOBAL LEADERSHIP at ROBERT F. KENNEDY COMMUNITY of SCHOOLS EFFECTIVE JULY 1, 2010 (UPDATED 7-1-2011).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2010. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

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(GRADES 6 - 8)

OPTIONAL: AMBASSADOR SCHOOL of GLOBAL LEADERSHIP, NEW OPEN WORLD ACADEMY, UCLA COMMUNITY, OR KIM ACADEMY MIDDLE SCHOOLS (Young Oak Kim Academy by Application Only)

FIFTH STREET TO ALEXANDRIA AVENUE * FIFTH STREET (BOTH SIDES) * KENMORE AVENUE (BOTH SIDES) * FOURTH STREET TO CATALINA STREET * FOURTH STREET (BOTH SIDES EXCLUDED) * WESTMORELAND AVENUE (BOTH SIDES) * WILSHIRE BOULEVARD * WESTMORELAND AVENUE (BOTH SIDES EXCLUDED) * SAN MARINO STREET * VERMONT AVENUE * OLYMPIC BOULEVARD * CATALINA STREET * SAN MARINO STREET * CATALINA STREET * JAMES M. WOOD BOULEVARD * FEDORA STREET (BOTH SIDES) * EIGHTH STREET (BOTH SIDES) * MARIPOSA AVENUE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) TO NORMANDIE AVENUE * SEVENTH STREET * HOBART BOULEVARD.

(GRADES 9 - 12)

OPTIONAL: AMBASSADOR SCHOOL of GLOBAL LEADERSHIP, LOS ANGELES HIGH SCHOOL for the ARTS, NEW OPEN WORLD ACADEMY HIGH SCHOOL, SCHOOL of VISUAL ARTS and HUMANITIES, OR UCLA COMMUNITY HIGH SCHOOL

BEVERLY BOULEVARD * KINGSLEY DRIVE * THIRD STREET * ALEXANDRIA AVENUE (BOTH SIDES EXCLUDED) * FOURTH STREET TO CATALINA STREET * FOURTH STREET (BOTH SIDES EXCLUDED) * WESTMORELAND AVENUE (BOTH SIDES) * WILSHIRE BOULEVARD * WILSHIRE PLACE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) * HOOVER STREET * SAN MARINO STREET TO ELDEN AVENUE * SAN MARINO STREET (BOTH SIDES) * WESTMORELAND AVENUE (BOTH SIDES) * OLYMPIC BOULEVARD * SERRANO AVENUE (BOTH SIDES) * SAN MARINO STREET * SERRANO AVENUE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) * WESTERN AVENUE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: KELLY SCHMADER, Interim Chief Facilities Executive, Facilities Services Division

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LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 7780 **COST CENTER:** 1778001

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR UCLA COMMUNITY SCHOOL at ROBERT F. KENNEDY COMMUNITY of SCHOOLS EFFECTIVE JULY 1, 2010 (UPDATED 7-1-2011).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2010. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

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(GRADES K - 5)

OPTIONAL: UCLA COMMUNITY SCHOOL, AMBASSADOR SCHOOL for GLOBAL EDUCATION, OR NEW OPEN WORLD ACADEMY SCHOOL

FIFTH STREET TO ALEXANDRIA AVENUE * FIFTH STREET (BOTH SIDES) * KENMORE AVENUE (BOTH SIDES) * FOURTH STREET TO CATALINA STREET * FOURTH STREET (BOTH SIDES EXCLUDED) * WESTMORELAND AVENUE (BOTH SIDES) * WILSHIRE BOULEVARD * WESTMORELAND AVENUE (BOTH SIDES EXCLUDED) * SAN MARINO STREET * VERMONT AVENUE * OLYMPIC BOULEVARD * CATALINA STREET * SAN MARINO STREET * CATALINA STREET * JAMES M. WOOD BOULEVARD * FEDORA STREET (BOTH SIDES) * EIGHTH STREET (BOTH SIDES) * MARIPOSA AVENUE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) TO NORMANDIE AVENUE * SEVENTH STREET * HOBART BOULEVARD.

(GRADES 6 - 8)

OPTIONAL: UCLA COMMUNITY, AMBASSADOR SCHOOL of GLOBAL LEADERSHIP, KIM ACADEMY, OR NEW OPEN WORLD ACADEMY MIDDLE SCHOOLS (Young Oak Kim Academy by Application Only)

FIFTH STREET TO ALEXANDRIA AVENUE * FIFTH STREET (BOTH SIDES) * KENMORE AVENUE (BOTH SIDES) * FOURTH STREET TO CATALINA STREET * FOURTH STREET (BOTH SIDES EXCLUDED) * WESTMORELAND AVENUE (BOTH SIDES) * WILSHIRE BOULEVARD * WESTMORELAND AVENUE (BOTH SIDES EXCLUDED) * SAN MARINO STREET * VERMONT AVENUE * OLYMPIC BOULEVARD * CATALINA STREET * SAN MARINO STREET * CATALINA STREET * JAMES M. WOOD BOULEVARD * FEDORA STREET (BOTH SIDES) * EIGHTH STREET (BOTH SIDES) * MARIPOSA AVENUE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) TO NORMANDIE AVENUE * SEVENTH STREET * HOBART BOULEVARD.

(OVER)

(GRADES 9 - 12)

OPTIONAL: UCLA COMMUNITY HIGH SCHOOL, AMBASSADOR SCHOOL of GLOBAL LEADERSHIP, LOS ANGELES HIGH SCHOOL for the ARTS, NEW OPEN WORLD ACADEMY HIGH SCHOOL, OR SCHOOL of VISUAL ARTS and HUMANITIES

BEVERLY BOULEVARD * KINGSLEY DRIVE * THIRD STREET * ALEXANDRIA AVENUE (BOTH SIDES EXCLUDED) * FOURTH STREET TO CATALINA STREET * FOURTH STREET (BOTH SIDES EXCLUDED) * WESTMORELAND AVENUE (BOTH SIDES) * WILSHIRE BOULEVARD * WILSHIRE PLACE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) * HOOVER STREET * SAN MARINO STREET TO ELDEN AVENUE * SAN MARINO STREET (BOTH SIDES) * WESTMORELAND AVENUE (BOTH SIDES) * OLYMPIC BOULEVARD * SERRANO AVENUE (BOTH SIDES) * SAN MARINO STREET * SERRANO AVENUE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) * WESTERN AVENUE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: KELLY SCHMADER, Interim Chief Facilities Executive, Facilities Services Division

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LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 7783 **COST CENTER:** 1778301

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR NEW OPEN WORLD ACADEMY SCHOOL at ROBERT F. KENNEDY COMMUNITY of SCHOOLS EFFECTIVE JULY 1, 2010 (UPDATED 7-1-2011).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2010. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

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(GRADES K - 5)

OPTIONAL: NEW OPEN WORLD ACADEMY SCHOOL, AMBASSADOR SCHOOL for GLOBAL EDUCATION, OR UCLA COMMUNITY SCHOOL

FIFTH STREET TO ALEXANDRIA AVENUE * FIFTH STREET (BOTH SIDES) * KENMORE AVENUE (BOTH SIDES) * FOURTH STREET TO CATALINA STREET * FOURTH STREET (BOTH SIDES EXCLUDED) * WESTMORELAND AVENUE (BOTH SIDES) * WILSHIRE BOULEVARD * WESTMORELAND AVENUE (BOTH SIDES EXCLUDED) * SAN MARINO STREET * VERMONT AVENUE * OLYMPIC BOULEVARD * CATALINA STREET * SAN MARINO STREET * CATALINA STREET * JAMES M. WOOD BOULEVARD * FEDORA STREET (BOTH SIDES) * EIGHTH STREET (BOTH SIDES) * MARIPOSA AVENUE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) TO NORMANDIE AVENUE * SEVENTH STREET * HOBART BOULEVARD.

(GRADES 6 - 8)

OPTIONAL: NEW OPEN WORLD ACADEMY, AMBASSADOR SCHOOL of GLOBAL LEADERSHIP, KIM ACADEMY, OR UCLA COMMUNITY MIDDLE SCHOOLS (Young Oak Kim Academy by Application Only)

FIFTH STREET TO ALEXANDRIA AVENUE * FIFTH STREET (BOTH SIDES) * KENMORE AVENUE (BOTH SIDES) * FOURTH STREET TO CATALINA STREET * FOURTH STREET (BOTH SIDES EXCLUDED) * WESTMORELAND AVENUE (BOTH SIDES) * WILSHIRE BOULEVARD * WESTMORELAND AVENUE (BOTH SIDES EXCLUDED) * SAN MARINO STREET * VERMONT AVENUE * OLYMPIC BOULEVARD * CATALINA STREET * SAN MARINO STREET * CATALINA STREET * JAMES M. WOOD BOULEVARD * FEDORA STREET (BOTH SIDES) * EIGHTH STREET (BOTH SIDES) * MARIPOSA AVENUE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) TO NORMANDIE AVENUE * SEVENTH STREET * HOBART BOULEVARD.

(OVER)

(GRADES 9 - 12)

OPTIONAL: NEW OPEN WORLD ACADEMY HIGH SCHOOL, AMBASSADOR SCHOOL of GLOBAL LEADERSHIP, LOS ANGELES HIGH SCHOOL for the ARTS, SCHOOL of VISUAL ARTS and HUMANITIES, OR UCLA COMMUNITY HIGH SCHOOL

BEVERLY BOULEVARD * KINGSLEY DRIVE * THIRD STREET * ALEXANDRIA AVENUE (BOTH SIDES EXCLUDED) * FOURTH STREET TO CATALINA STREET * FOURTH STREET (BOTH SIDES EXCLUDED) * WESTMORELAND AVENUE (BOTH SIDES) * WILSHIRE BOULEVARD * WILSHIRE PLACE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) * HOOVER STREET * SAN MARINO STREET TO ELDEN AVENUE * SAN MARINO STREET (BOTH SIDES) * WESTMORELAND AVENUE (BOTH SIDES) * OLYMPIC BOULEVARD * SERRANO AVENUE (BOTH SIDES) * SAN MARINO STREET * SERRANO AVENUE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) * WESTERN AVENUE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: KELLY SCHMADER, Interim Chief Facilities Executive, Facilities Services Division

DISTRIBUTION:
School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 8501 **COST CENTER:** 1850101

SUBJECT: CLARIFICATION OF THE BOUNDARY DESCRIPTION FOR LOS ANGELES HIGH SCHOOL for the ARTS at ROBERT F. KENNEDY COMMUNITY of SCHOOLS EFFECTIVE JULY 1, 2010 (CLARIFIED 7-1-2011).

This clarification of the existing boundary description does not change the intent of the boundary as it was approved on July 1, 2010. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 9 - 12)

OPTIONAL: LOS ANGELES HIGH SCHOOL for the ARTS, AMBASSADOR SCHOOL of GLOBAL LEADERSHIP, NEW OPEN WORLD ACADEMY HIGH SCHOOL, SCHOOL of VISUAL ARTS and HUMANITIES, OR UCLA COMMUNITY HIGH SCHOOL

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For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: KELLY SCHMADER, Interim Chief Facilities Executive, Facilities Services Division

DISTRIBUTION:
School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 8206 **COST CENTER:** 1820601

SUBJECT: CLARIFICATION OF THE BOUNDARY DESCRIPTION FOR SCHOOL for the VISUAL ARTS and HUMANITIES at ROBERT F. KENNEDY COMMUNITY of SCHOOLS EFFECTIVE JULY 1, 2010 (CLARIFIED 7-1-2011).

This clarification of the existing boundary description does not change the intent of the boundary as it was approved on July 1, 2010. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 9 - 12)

OPTIONAL: SCHOOL for the VISUAL ARTS and HUMANITIES, AMBASSADOR SCHOOL of GLOBAL LEADERSHIP, LOS ANGELES HIGH SCHOOL for the ARTS, NEW OPEN WORLD ACADEMY HIGH SCHOOL, OR UCLA COMMUNITY HIGH SCHOOL

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For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: KELLY SCHMADER, Interim Chief Facilities Executive, Facilities Services Division

DISTRIBUTION:
School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

August 3, 2022

Sherrie Cruz
CAJA Environmental Services, LLC
9410 Topanga Canyon Blvd., Suite 101
Chatsworth, CA 91311

REQUEST FOR INFORMATION REGARDING RECREATIONAL AND PARK SERVICES FOR THE 966 VERMONT PROJECT IN THE CITY OF LOS ANGELES

Dear Ms. Cruz:

The following has been prepared in response to your request for Recreation and Parks information relative to the proposed 966 Vermont Project. This project proposes the development of a residential project with 90 residential dwelling units on a site generally located at 956, 958, 962, 964, 966 South Vermont Avenue in the Wilshire Community Plan.

1. *Which parks and recreational facilities would serve the proposed project?*

The following Department of Recreation and Parks facilities are classified as neighborhood parks and are located within a two-mile radius of the project site:

- Alvarado Terrace Park, located at 1342 South Alvarado Terrace.
- Cahuenga Elementary Community School Park, located at 220 South Hobart Boulevard.
- Country Club Park Heritage Plaza, located at 1015 South Wilton Plaza.
- Francis Avenue Community Garden, located at 2909 West Francis Avenue.
- Grand Hope Park, located at 900 South Hope Street.
- Harold A. Henry Park, located at 890 South Lucerne Avenue.
- Harvard Elementary Community School Park, 330 North Harvard Boulevard.
- Hoover Pedestrian Mall, located at University Avenue between 30th Street and Hoover Street.
- Hope and Peace Park, located at 843 South Bonnie Brae Street.
- Leo Politi Elementary Community School Park, located at 2481 West 11th Street.
- Madison West Park, located at 464 Madison Avenue.
- Normandie and Cordova Park or West Adams Heights Park, located at 1903 West Cordova Street.
- Occidental Parkway, located at South Occidental Boulevard.
- Patton Street Pocket Park, located at 303-305, 317-327 North Patton Street.

- Pico Union Park, located at 1827 South Hoover Street.
- Richardson Family Park, located at 2700 South Budlong Avenue.
- Robert F. Kennedy Park (LAUSD) JUA, located at 3400 West Wilshire Boulevard.
- Rockwood Community Park, located at 1571 Rockwood Street.
- Saint James Park, located at 20 South Street James Park.
- Unidad Park, located at 1644-1648 West Beverly Boulevard.
- Valencia Triangle, located at 1425 West 8th Street.

The following Department of Recreation and Parks facilities are classified as community parks and are located within a five-mile radius of the project site:

- 1st and Broadway Civic Center Park, located at 217 West 1st Street.
- Augustus F. Hawkins Natural Park, located at 5790 South Compton Avenue.
- Baldwin Hills Recreation Center, located at 5401 West Highlight Place.
- Barnsdall Park, located at 4800 West Hollywood Boulevard.
- Bellevue Recreation Center, 826 North Lucille Avenue.
- Boyle Heights Sports Center, 933 South Mott Street.
- Central Recreation Center, located at 1357 East 22nd Street.
- Challengers Boys and Girls Club Track & Field, located at 1046-1056 West 50th Street and 1047-1057 West 51st.
- Claude Pepper Senior Citizen Center, located at 1762 South La Cienega Boulevard.
- Cypress Recreation Center, located at 2630 North Pepper Avenue.
- Denker Recreation Center, located at 1550 West 35th Place.
- Downey Pool, located at 1775 North Spring Street.
- Downey Recreation Center, located at 1772 North Spring Street.
- Echo Park, located at 751 North Echo Park Boulevard.
- Echo Park (Deep) Pool, located at 1419 West Colton Street.
- Eleanor Green Roberts Aquatic Center, located at 4526 West Pico Boulevard.
- Elysian Valley Recreation Center, located at 1811 West Ripple Street.
- Evergreen Recreation Center, located at 2839 East 4th Street.
- Expo Center, located at 3980 South Bill Robertson Lane.
- Fairfax Senior Citizen Center, located at 7929 West Melrose Avenue.
- Fred Roberts Recreation Center, located at 4700 South Honduras Street.
- Gilbert W. Lindsay Community Center, located at 429 East 42nd Place.
- Hazard Park, 2230 East Norfolk Street.
- Hollywood Recreation Center, located at 1122 North Cole Avenue.
- Hoover Recreation Center, located at 1010 West 25th Street.
- Jackie Tatum Harvard Recreation Center, located at 1535 West 62nd Street.
- James Slauson Recreation Center, located at 5306 South Compton Avenue.
- Jim Gilliam Recreation Center, located at 4000 South La Brea Avenue.
- Lafayette Park, located at 625 Lafayette Place.
- Lake Street Community Center Park, located at 227 North Lake Street.

- Las Palmas Senior Citizen Center, located at 1820 North Las Palmas Avenue.
- Lemon Grove Recreation Center, 4959 West Lemon Grove Avenue.
- Lincoln Heights Recreation Center, located at 2303 North Workman Street.
- Lincoln Heights Youth Center, located at 2911 North Altura Street.
- Lincoln Park, located at 3501 East Valley Boulevard.
- Loren Miller Recreation Center, located at 2717 South Halldale Avenue.
- Los Angeles Center for Enriched Studies (LACES), located at Airdrome Street between Stearns Drive and Hayworth Avenue.
- Macarthur (Gen Douglas) Park, located at 2230 West 6th Street.
- Martin Luther King, Jr. Park, located at 3934 South Western Avenue.
- Normandie Recreation Center, located at 1550 South Normandie Avenue.
- Old Cypress Park Library, located at 3320 East Pepper Avenue.
- Pan Pacific Park, located at 7600 West Beverly Boulevard.
- Parkview Photo Center, located at 2332 West 4th Street.
- Pecan Recreation Center, located at 127 South Pecan Street.
- Pershing Square, located at 525 South Olive Street.
- Poinsettia Recreation Center, located at 7341 West Willoughby Avenue.
- Queen Anne Recreation Center, located at 1240 South West Boulevard.
- Rancho Cienega Sports Complex, located at 5001 West Obama Boulevard.
- Rio De Los Angeles State Park, located at 1900 North San Fernando Road.
- Roosevelt High School Pool, located at 456 South Matthews Street.
- Ross Snyder Recreation Center, located at 1501 East 41st Street.
- Seoul International Park, located at 3250 West San Marino Street.
- Shatto Recreation Center, located at 3191 West 4th Street.
- Silverlake Dog Park, located at 1869 North Silver Lake Boulevard.
- Silverlake Recreation Center, located at 1850 North Silver Lake Drive,
- South LA Wetlands Park, located at 5413 South Avalon Boulevard.
- South Park Recreation Center, located at 345 East 51st Street.
- South Seas House Park, located at 2301 West 24th Street.
- State Street Recreation Center, located at 716 North State Street.
- Toberman Recreation Center, located at 1725 South Toberman Street.
- Tommy Lasorda Field of Dreams, located at 1901 North Waterloo Street.
- Trinity Recreation Center, located at 2415 South Trinity Street.
- Van Ness Recreation Center, located at 5720 South 2nd Avenue.
- Vineyard Recreation Center, located at 2942 South Vineyard Avenue.
- Vista Hermosa Soccer Field, located at 1301 West 1st Street.

The following Department of Recreation and Parks facilities are classified as regional parks and are located within a ten-mile radius of the project site:

- Ascot Hills Park, located at 4371 East Multnomah Street.
- Beverly Glen Park, located at 2448 North Angelo Drive.
- Campo De Cahuenga, located at 3919 North Lankershim Boulevard.
- Charles F. Lummis Home, "El Alisal", located at 200 East Avenue 43.
- Coldwater Canyon Park, located at 12601 North Mulholland Drive.
- Eagle Rock Hillside Park, located at 2747 South Valle Vista Drive.
- Elysian Park, located at 929 West Academy Road.
- Ernest E. Debs Regional Park, located at 42325 North Monterey Road.
- Exposition Park Rose Garden, located at 701 West State Drive.
- Griffith Park, located at 4730 North Crystal Springs Drive.
- Holmby Park, located at 601 South Club View Drive.
- Laurel Canyon Mulholland Park, located at 8100 West Mulholland Drive.
- Rose Hill Park, located at 3606 North Boundary Avenue.
- Runyon Canyon Park, located at 2000 North Fuller Avenue.
- Wattles Garden Park, located at 1824 North Curson Avenue.

For additional information regarding facilities and features available in these parks visit our website: www.laparks.org.

2. Does the City have any plans to develop new parks or recreational facilities or expand existing parks or recreational facilities within a two-mile radius of the project site?

The City plans to demolish the recreation center and construct a new recreation center at Seoul International Park. This project is in the design phase.

3. What is the area's existing parkland acres-to-population ratio and what is the desired acres-to-population ratio?

The Wilshire Community Plan Area, within which the project is located, has a parkland acres-to-population ratio of neighborhood and community parks of 0.57 acres per 1,000 residents. The Public Recreation Plan, a portion of the Service Element of the City's General Plan, sets a goal of a parkland acres-to-population ratio of neighborhood and community parks of 4.0 acres per 1,000 residents.

Thank you for the opportunity to provide information relative to the proposed project's impact on recreation and park services. Most subdivision projects that contain more than fifty residential dwelling units are required to meet with the Department of Recreation and Parks prior to filing in order to discuss any potential dedication requirements. If you have any questions or comments regarding this information, please contact the RAP Park Staff at (213) 202-2682 or rap.parkfees@lacity.org.

Sincerely,

CATHIE M. SANTO DOMINGO
Assistant General Manager

DARRYL FORD
Superintendent
Planning, Maintenance, and Construction Branch

CSD/DF:am

cc: Reading File

CITY OF LOS ANGELES
CALIFORNIA

MAYOR

WASTEWATER ENGINEERING
SERVICES DIVISION
2714 MEDIA CENTER DRIVE
LOS ANGELES, CA 90065
FAX: (323) 342-6210
WWW.LACITYSAN.ORG

July 27, 2022

Ms. Sherrie Cruz
CAJA Environmental Services, LLC
9410 Topanga Canyon Boulevard, Suite 101
Chatsworth, CA 91311

Dear Ms. Cruz,

966 VERMONT PROJECT - REQUEST FOR WASTEWATER SERVICE INFORMATION

This is in response to your July 21, 2022 letter requesting a review of your proposed mixed-use project located at 956, 958, 962, 964, 966 S. Vermont Avenue, Los Angeles, CA 90006. The project will consist of residential and retail. LA Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

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

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Existing			
Restaurant	300 GPD/1000 SQ.FT	14,892 SQ.FT	4,468
Proposed			
Residential Apt: Studio	75 GPD/1 DU	5 DU	375
Residential Apt:1-BDRM	110 GPD/1 DU	65 DU	7,150

Residential Apt:2-BDRM	150 GPD/1 DU	20 DU	3,000
Retail	25 GPD/1000 SQ.FT	2,815 SQ.FT	70
Total			**6,127**

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes an existing 8-inch line on Vermont Ave. The sewage from the existing 8-inch line feeds into a 16-inch line on Olympic Blvd before discharging into a 27-inch sewer line on San Marino St. Figure 1 shows the details of the sewer system within the vicinity of the project. The current flow level (d/D) in the 8-inch line cannot be determined at this time without additional gauging.

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

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Vermont Ave	*	561,724 GPD
10	Olympic Blvd.	43	415,790 GPD
16	Olympic Blvd.	40	1.63 MGD
27	San Marino St.	47	2.63 MGD

* No gauging available

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

All sanitary wastewater ejectors and fire tank overflow ejectors shall be designed, operated, and maintained as separate systems. All sanitary wastewater ejectors with ejection rates greater than 30 GPM shall be reviewed and must be approved by LASAN WESD staff prior to other City plan check approvals. Lateral connection of development shall adhere to Bureau of Engineering Sewer Design Manual Section F 480.

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

STORMWATER REQUIREMENTS

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

POST-CONSTRUCTION MITIGATION REQUIREMENTS

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

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

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

GREEN STREETS

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

CONSTRUCTION REQUIREMENTS

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

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

GROUNDWATER DEWATERING REUSE OPTIONS

The Los Angeles Department of Water and Power (LADWP) is charged with the task of supplying water and power to the residents and businesses in the City of Los Angeles. One of the sources of water includes groundwater. The majority of groundwater in the City of Los Angeles is adjudicated, and the rights of which are owned and managed by various parties. Extraction of groundwater within the City from any depth by law requires metering and regular reporting to the appropriate Court-appointed Watermaster. LADWP facilitates this reporting process, and may assess and collect associated fees for the usage of the City's water rights. The party performing the dewatering should inform the property owners about the reporting requirement and associated usage fees.

On April 22, 2016 the City of Los Angeles Council passed Ordinance 184248 amending the City of Los Angeles Building Code, requiring developers to consider beneficial reuse of groundwater as a conservation measure and alternative to the common practice of discharging groundwater to the storm

drain (SEC. 99.04.305.4). It reads as follows: "Where groundwater is being extracted and discharged, a system for onsite reuse of the groundwater, shall be developed and constructed. Alternatively, the groundwater may be discharged to the sewer."

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

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

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

SOLID RESOURCE REQUIREMENTS

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

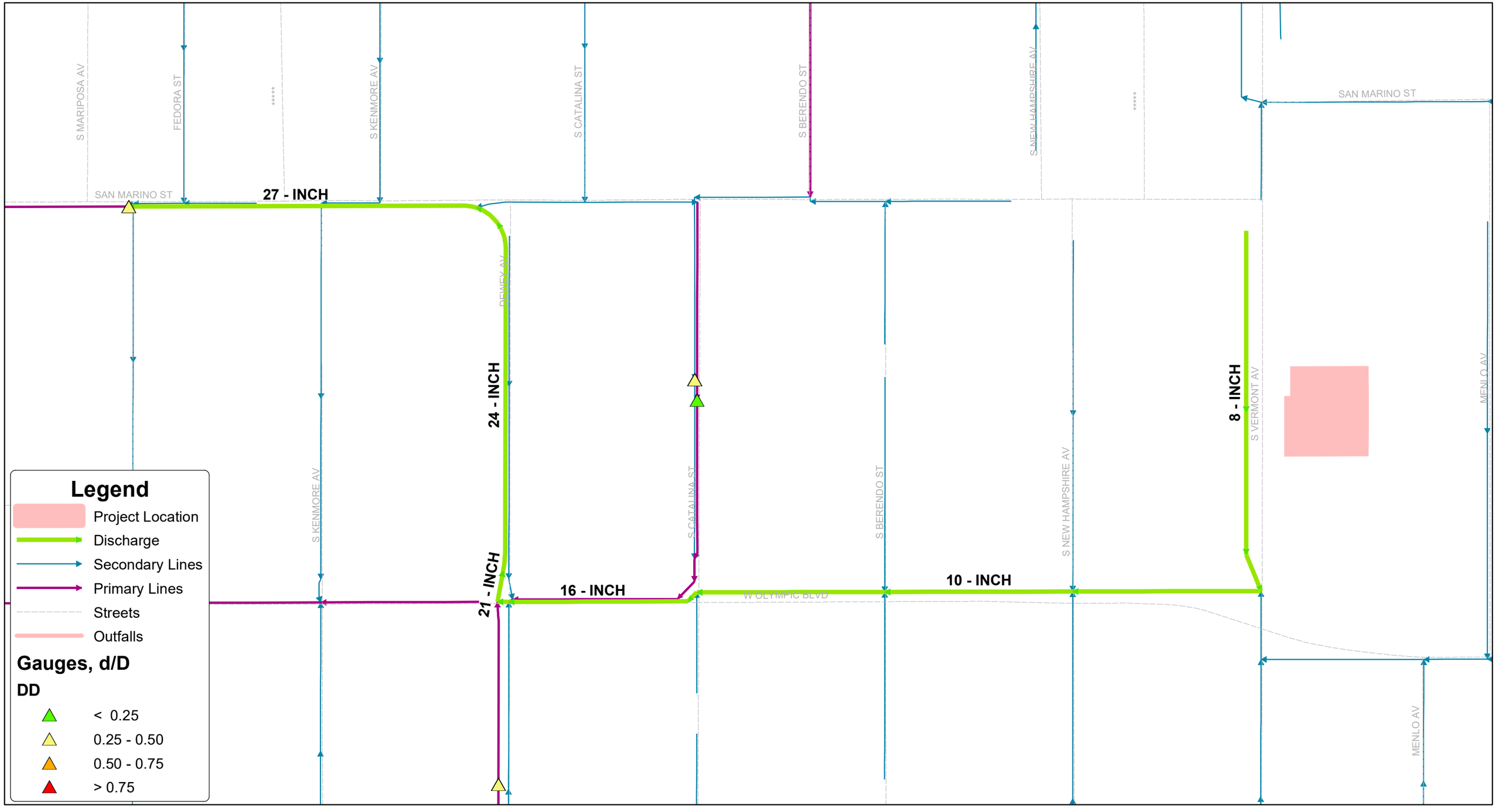
Sincerely,

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

RL/CD: sa

Attachment: Figure 1 - Sewer Map

c: Julie Allen, LASAN
Michael Scaduto, LASAN
Christine Sotelo, LASAN
Christopher DeMonbrun, LASAN



Wastewater Engineering Services Division
Bureau of Sanitation
City of Los Angeles

Figure 1
966 Vermont Project
Sewer Map

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Feet

September 9, 2022

Ms. Sherrie Cruz
CAJA Environmental Services, LLC
15350 Sherman Way, Suite 315
Van Nuys, CA 91406

Dear Ms. Cruz:

Subject: Los Angeles Department of Water and Power
Water and Electricity Connection Services Request
966 Vermont Project

The Los Angeles Department of Water and Power (LADWP) is in receipt of your letter dated July 21, 2022, requesting LADWP's ability to provide water and electric services for the 966 Vermont Project (Project) (Thomas Brothers Map, Page 634, A3/A4).

Project Description:

The Project is the 966 Vermont Project, and is located at 1347, 956, 958, 962, 964, 966 South Vermont Avenue, Los Angeles, CA 90006.

Existing Uses: The Project Site contains two buildings with a total of 16,392 square feet. Both buildings are occupied by restaurant uses with a total of approximately 14,892 square feet. This number will be used for existing trip and utilities credits. The remaining 1,500 square feet is vacant. Both buildings and uses would be removed.

Proposed Project: The Project would construct a new mixed-use six-story building with 90 residential dwelling units, and 2,815 square feet of ground floor commercial. The Project would include 85 parking spaces as required by the Los Angeles Municipal Code, and applicable Transit Oriented Communities incentives.

We are providing information for consideration and incorporation into the planning, design, and development efforts for the proposed Project. Regarding water needs for the proposed Project, this letter does not constitute a response to a Water Supply Assessment (WSA) pursuant to California State Water Code Sections 10910-10915 for development projects to determine the availability of long-term water supply. Depending on the Project scope, a WSA by the water supply agency may need to be requested by the California Environmental Quality Act Lead Agency and completed prior to issuing a draft Negative Declaration or draft Environmental Impact Report.

If a Lead Agency determines that the proposed Project parameters (e.g., development details such as type, square footage, anticipated water demand, population increase, etc.) are such that they are subject to state law requiring a WSA, a separate request must be made in writing and sent to:

Mr. Anselmo Collins
Senior Assistant General Manager – Water System
Los Angeles Department of Water and Power
111 North Hope Street, Room 1455
Los Angeles, CA 90012

If you have any further questions regarding the water supply assessment process, please contact Mr. Delon Kwan at (213) 367-2166 or by email at Delon.Kwan@ladwp.com.

Below you will find some information about water needs.

Water Needs

As the Project proceeds further in the design phase, we recommend the Project applicant or designated Project Management Engineer to please contact Mr. Hugo Torres at (213) 367-2130 or by email at Hugo.Torres@ladwp.com to plan for water supply service needs.

The following responses are provided regarding impacts to water service.

1) Please describe sizes and capacities of existing water mains that would serve the Project Site.

   The existing main in South Vermont Avenue is 30-inch, which can supply any requested fire or domestic service.

2) Are there any existing water service problems/deficiencies in the Project area?

   The existing water infrastructure at this location does not have any current problems or deficiencies.

3) Would LADWP be able to accommodate the Project's demand for water service with the existing infrastructure in the Project area? If not, what new infrastructure or upgrades to infrastructure would be needed?

   LADWP should be able to provide the domestic needs of the project from the existing water system. LADWP cannot determine the impact on the existing water system until the fire demands of the project are known. Once a determination of the fire demands has been made, LADWP will assess the need for additional facilities, if needed, at the owner's expense.

4) How does the City anticipate and plan for future water service needs?

The LADWP works closely with the City of Los Angeles, Department of City Planning to develop and update our Urban Water Management Plan (UWMP) every five years. The UWMP is the planning document for future water demands for the City. The UWMP identifies short-term and long-term water resources management measures to meet growing water demands during normal, single-dry, and multiple-dry years over a 25-year horizon. The City's water demand projection in the UWMP was developed based on the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) demographic projection by the Southern California Association of Governments (SCAG).

See the following link to the 2020 UWMP: www.ladwp.com/uwmp

In general, projects that conform to the demographic projection from the RTP/SCS by SCAG and are currently located in the City's service area are considered to have been included in LADWP's water supply planning efforts; therefore, the projected water supplies would meet projected demands.

5) In order to assess the proposed Project's future consumption of water, please provide your recommended rates. Land Use: ___ gallons / unit / day.

For estimating a project's indoor water demand, we use applicable sewer generation factors. Please refer to the current factors at the following link: engpermitmanual.lacity.org/sewer-s-permits/technical-procedures/sewage-generation-factors-chart or contact the LADWP Water Resources' Development group for a copy of the factors.

For outdoor (landscape) water demand, we use California Code of Regulations Title 23. Division 2. Chapter 2.7. Model Water Efficient Landscape Ordinance. Please refer to the following link: www.water.ca.gov/wateruseefficiency/landscapeordinance/

If the proposed project scope includes cooling tower(s), consult a mechanical engineer to estimate the cooling water demand.

Applicants are encouraged to commit to water conservation measures that are beyond the current codes and ordinances, to lower the net additional water demand for the proposed project.

6) Please provide any recommendations that might reduce any potential water supply impacts that would be associated with the Project.

Applicants are encouraged to commit to water conservation measures that are beyond the current codes and ordinances, in order to lower the net additional water demand for the proposed project. Also, applicants are encouraged to use

water efficient fixtures and appliances in the proposed project. For more information on water conservation in the City of Los Angeles, please visit the LADWP website www.ladwp.com/waterconservation.

Power Needs

It should be noted that the Project Applicant may be financially responsible for some of infrastructure improvements (e.g., installation of electric power facilities or service connections) necessary to serve the proposed Project.

As the Project proceeds further, please contact one of our Engineering Offices, as listed on Pages 1-4 of the Electric Service Requirements (available on-line at www.ladwp.com) for dealing with power services and infrastructure needs.

1) Please describe the sizes and voltages of existing electrical distribution lines and facilities that would serve the project site and the surrounding area. Please include a map illustrating your description.

   There is one overhead 4.8kV circuit adjacent to the project site which runs behind the project site.

   There are three underground 4.8kV circuits in proximity of the project site which run along South Vermont Avenue and West Olympic Boulevard.

   There is no 34.5kV circuit in proximity.

   LADWP does not release/provide electrical distribution maps.

2) Are there any existing electricity service problems/deficiencies in the project area?

   No; however, the cumulative effect of this and other new and added loads in the area may require near term and/or future additions to distribution system capacity. The Project would require on-site transformation facility.

3) Would the LADWP be able to accommodate the proposed project's demand for electricity service with the existing infrastructure in the project area? If not, what new infrastructure would be needed to meet the proposed project's demand for electricity?

   This cannot be answered without review of the Project developer's electrical drawings and load schedules. However, the cumulative effects of this and other Projects in the area will require the LADWP to construct additional distribution facilities in the future. This Project will require on-site transformation and may require underground line extension on public streets.

4) Would the LADWP be able to accommodate the proposed project's demand for electricity with existing electricity supplies?

   Electric Service is available and will be provided in accordance with the LADWP's Rules Governing Water and Electric Service (available on-line at www.ladwp.com under Commercial/Customer Service/Electric Services/Codes and Specifications). The availability of electricity is dependent upon adequate generating capacity and adequate fuel supplies. The estimated power requirement for this proposed Project is part of the total load growth forecast for the City of Los Angeles, and has been taken into account in the planned growth of the City's power system.

   LADWP's load growth forecast incorporates construction activity, and is built into the commercial floor space model; the McGraw Hill Construction report identifies all large projects. In planning sufficient future resources, LADWP's Power Integrated Resource Plan incorporates the estimated power requirement for the proposed Project through the load forecast input and has planned sufficient resources to supply the electricity needs.

5) In order to assess the proposed project's future consumption of electricity, please provide us with your recommended rates. Land Use: multi-family residential = Kilowatt-hour / unit / year

   LADWP does not provide consumption rates.

Water Conservation

LADWP is always looking for means to assist its customers to use water resources more efficiently and welcomes the opportunity to work with new developments to identify water conservation opportunities. Some water conservation measures are enclosed. The LADWP website contains a current list of the available rebates and incentive programs, including the performance based Custom Water Conservation Technical Assistance Program (www.ladwp.com/ladwp/faces/wcnav_externalId/a-w-cstm-wtr-prjct-tap?_adf.ctrl-state=h8fsat92s_4&_afrLoop=3392823718109) for commercial, industrial, institutional and multi-family residential customers up to $250,000 for the installation of pre-approved equipment which demonstrates water savings. Mr. Mark Gentili is the Water Conservation Program Manager, and can be reached at (213) 367-8556 or by email at Mark.Gentili@ladwp.com. See the following link for LADWP Water Conservation Rebate Information on our website: www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-conservation.

Energy Efficiency

LADWP suggests consideration and incorporation of energy - efficient design measures (enclosed) for building new commercial and/or remodeling existing facilities. Implementation of applicable measures would exceed Title 24 energy efficiency requirements. LADWP continues to offer a number of energy efficiency programs to reduce peak electrical demand

and energy costs. For further information please contact Ms. Lucia Alvelais, Utility Services Manager, at (213) 367-4939 or by email at Lucia.Alvelais@ladwp.com. See the following link for LADWP energy efficiency rebate information on our website: www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-energyefficiencyandrebates.

Solar Energy

Solar power is a renewable, nonpolluting energy source that can help reduce our dependence on fossil fuels. Mr. Arash Saidi is the Solar Energy Program Manager, and can be reached at (213) 367-4886 or by e-mail at Arash.Saidi@ladwp.com.

For more information about the Solar Programs, please visit the LADWP website: www.ladwp.com/solar or www.ladwp.com/fit regarding the Feed-In Tariff Program. To begin the process of integrating a net-metered solar system, please visit this website: www.ladwp.com/NEM.

For more information on other rebates and programs, please visit the LADWP website: www.ladwp.com/ladwp/faces/ladwp/commercial/c-savemoney/c-sm-rebatesandprograms.

Electric Vehicle Transportation

LADWP is encouraging the installation of convenient Electric Vehicle (EV) charging stations for the home, workplace, and public charging to support the adoption of EVs in the City. Mr. Yamen Nanne is the Electric Vehicle Program Manager, and can be reached at (213) 367-2585 or via email at Yamen.Nanne@ladwp.com.

For more information on LADWP EV discount rates and charging incentives for residential and business customers, please visit the website: www.ladwp.com/ev. If you would like a Customer Service Representative to answer your questions or review your account and help you decide on the best option, please call us at 1-866-484-0433 or email us at PluginLA@ladwp.com.

Please include LADWP in your mailing list and address it to the attention of Mr. Charles C. Holloway in Room 1044 for review of the environmental document for the proposed Project.

Mr. Charles C. Holloway
Manager of Environmental Planning and Assessment
Los Angeles Department of Water and Power
111 North Hope Street, Room 1044
Los Angeles, CA 90012

If there are any additional questions on this utility services request, please feel free to contact Ms. Jazmin Martin of the Environmental Planning and Assessment Group at (213) 367-1768.

Sincerely,

Nadia Parker Digitally signed by Nadia Parker Date: 2022.09.12 15:09:54 -07'00'

Charles C. Holloway
Manager of Environmental Planning and Assessment

JM:ml
Enclosure
c/enc: Mr. Anselmo Collins
Mr. Delon Kwan
Mr. Hugo Torres
Mr. Mark Gentili
Ms. Lucia Alvelais
Mr. Arash Saidi
Mr. Yamen Nanne
Ms. Jazmin Martin

CAJA Environmental Services, LLC

9410 Topanga Canyon Blvd., Suite 101
Chatsworth, CA 91311
Phone 310-469-6700

July 21, 2022

Amir Tabakh,
Director of Environmental Engineering And Staff
Los Angeles Department of Water and Power
111 N. Hope Street, Suite 1044
Los Angeles, CA 90012

Sent via email: Nadia.Parker@ladwp.com

RE: 966 Vermont Project - Request for Water and Electricity Information

Dear Ms. Parker,

CAJA Environmental Services is preparing a Categorical Exemption (CE) for the 966 Vermont Project (the "Project") in accordance with the California Environmental Quality Act (CEQA). As such, we are requesting water and electricity information. Below, you will find a brief description of the project location and description. Maps depicting the project location and USGS map are included.

Project Title: 966 Vermont Project.

Project Location: 956, 958, 962, 964, 966 S. Vermont Avenue, Los Angeles, CA 90006.

Existing Uses: The Project Site contains two buildings with a total of 16,392 square feet. Both buildings are occupied by restaurant uses with a total of approximately 14,892 square feet. This number will be used for existing trip and utilities credits. The remaining 1,500 square feet is vacant. Both buildings and uses would be removed.

Proposed Project: The Project would construct a new mixed-use 6-story building with 90 residential dwelling units and 2,815 square feet of ground floor commercial. The Project would include 85 parking spaces as required by the Los Angeles Municipal Code (LAMC) and applicable TOC incentives.

Questions

Water Service

1. Please describe sizes and capacities of existing water mains that would serve the Project Site.
2. Are there any existing water service problems/deficiencies in the Project area?
3. Would DWP be able to accommodate the Project's demand for water service with the existing infrastructure in the Project area? If not, what new infrastructure or upgrades to infrastructure would be needed?
4. How does the City anticipate and plan for future water service needs?

5. In order to assess the proposed project's future consumption of water, please provide your recommended rates. Land Use: multi-family residential = gallons / unit / day
6. Please provide any recommendations that might reduce any potential water impacts associated with the Project.

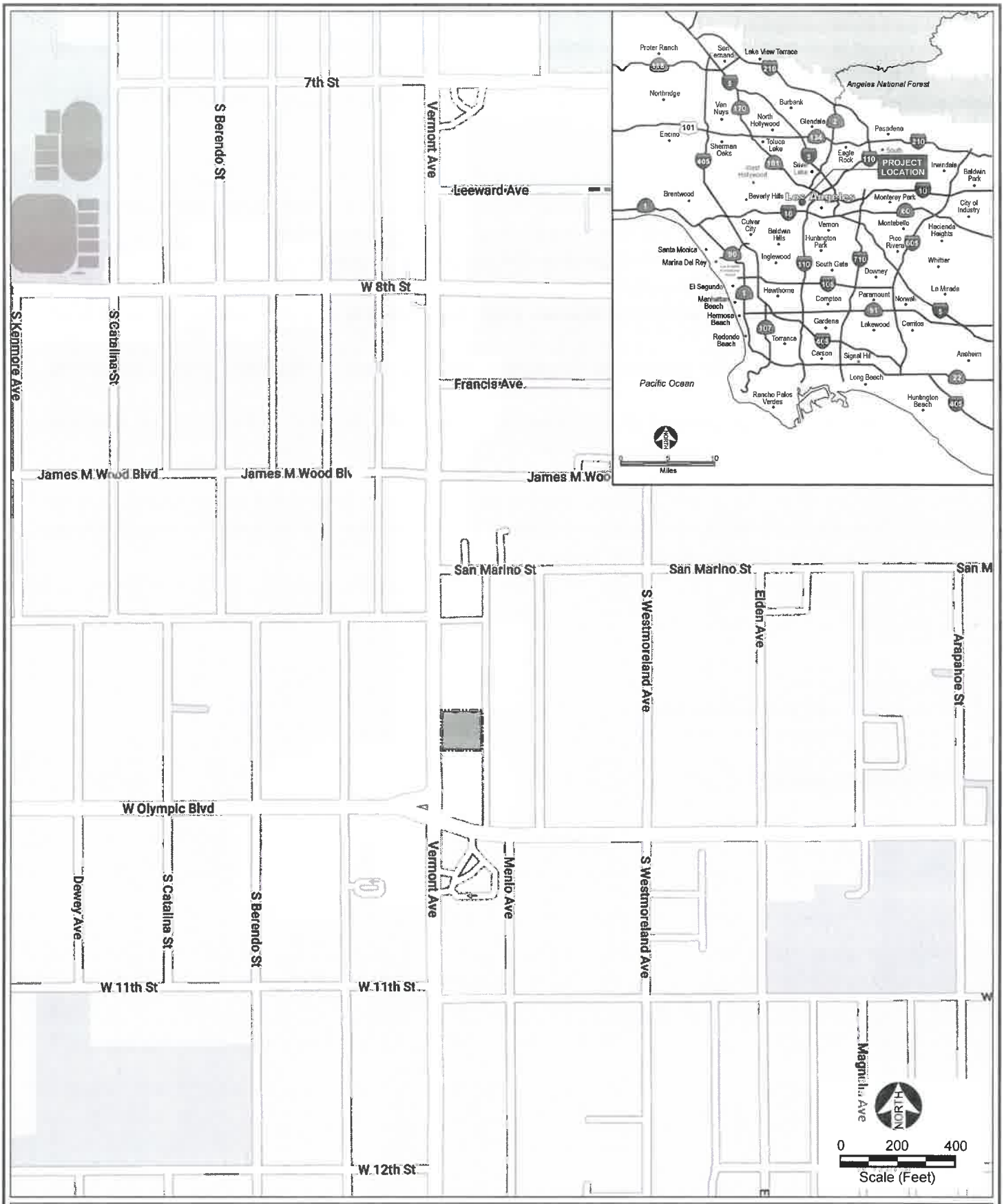
Electricity

1. Please describe the sizes and voltages of existing electrical distribution lines and facilities that would serve the project site and the surrounding area.Please include a map illustrating your description.
2. Are there any existing electricity service problems/deficiencies in the project area?
3. Would the DWP be able to accommodate the proposed project's demand for electricity service with the existing infrastructure in the project area? If not, what new infrastructure would be needed to meet the proposed project's demand for electricity?
4. Would the DWP be able to accommodate the proposed project's demand for electricity with existing electricity supplies?
5. In order to assess the proposed project's future consumption of electricity, please provide us with your recommended rates. Land Use: multi-family residential = Kilowatt-hour / unit / year

Thank you for your assistance, which will help us ensure that our analysis of the proposed project's impacts to power service is accurate and complete. In order to ensure a timely completion of our analysis, please provide your response (via mail or email) at your very earliest convenience.

Sincerely,

Sherrie Cruz
CAJA Environmental Services, LLC
9410 Topanga Canyon Blvd., Suite 101
Chatsworth, CA 91311
sherrie@ceqa-nepa.com



Legend

Project Site

Source: Google Maps 2022.

Figure 1
Regional Location Map

Legend

Project Site

Source: Google Maps 2022.

Figure 2
Aerial Map

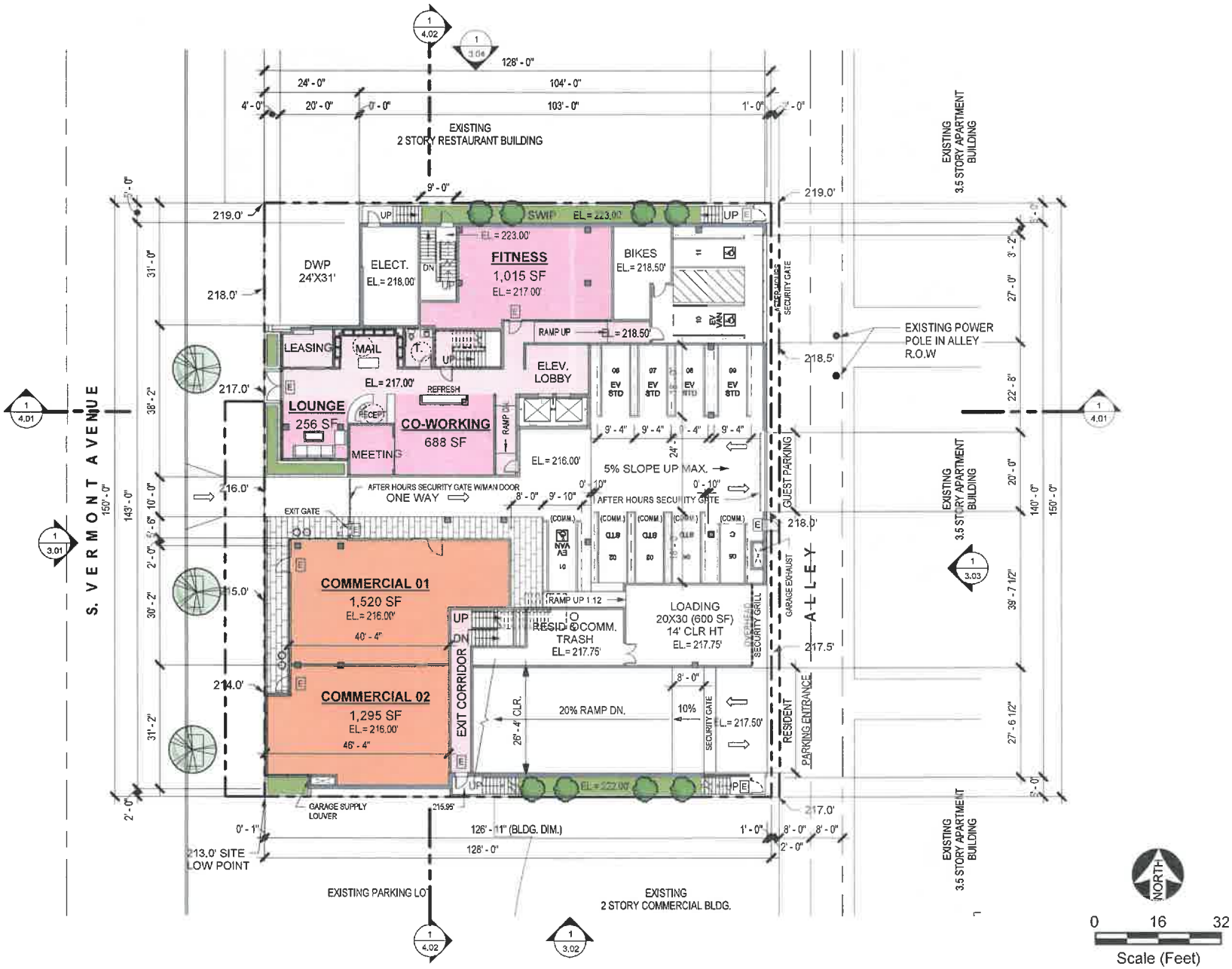
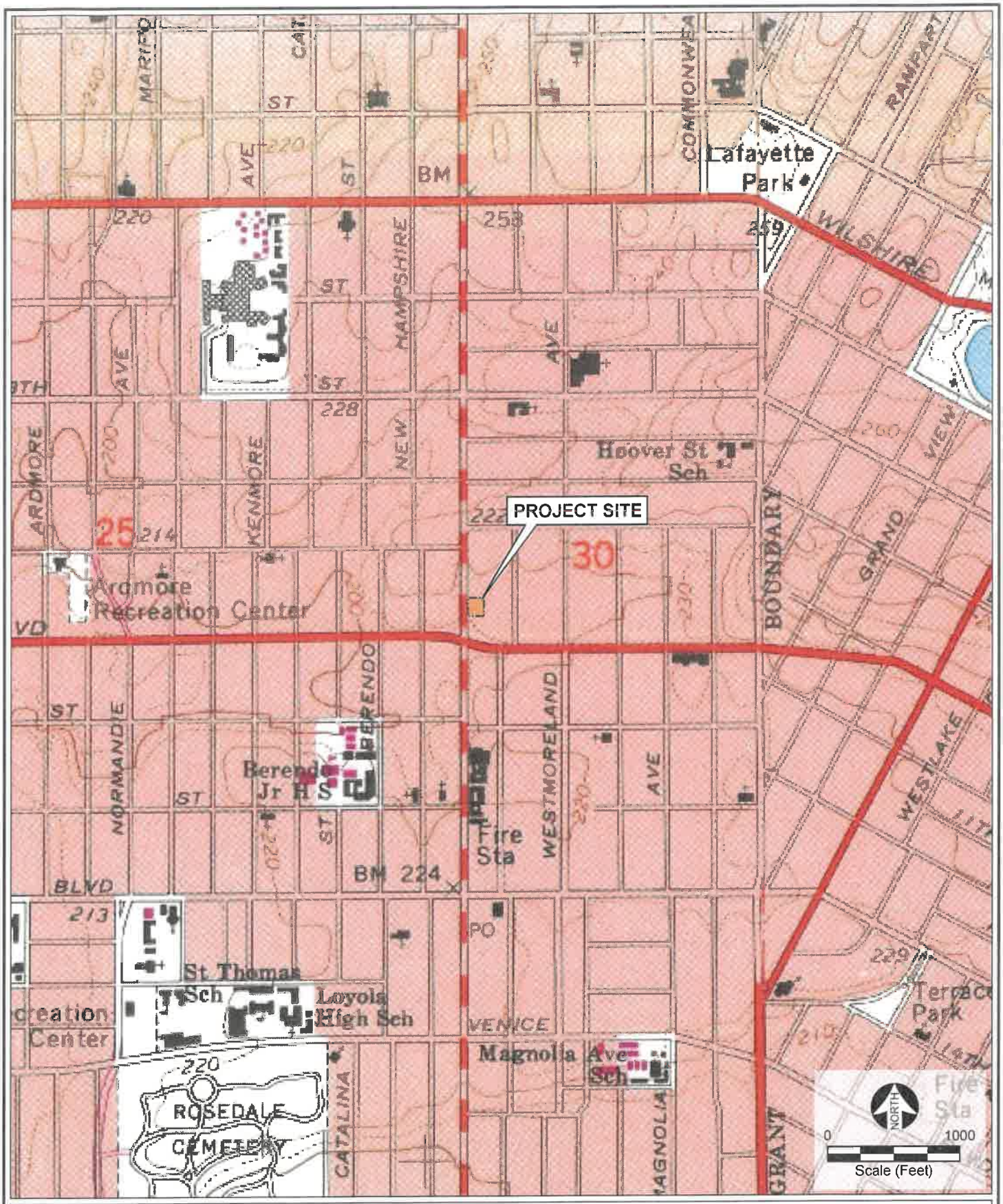


Figure 3
1st Ground Level

Source: Schematic Design, 2022.



Legend

Project Site

Figure 4
USGS Map

Source: Hollywood Quadrangle, 7.5 Minute Series, 1966, Photorevised 1981, Minor Revision 1994.

CLATS

Welcome **jimmy**! | Log Out | Profile | Admin

RELATED PROJECTS

Centroid Info:
PROJ ID: 53763
Address: 956 S VERMONT AVE
LOS ANGELES, CA 90006
Lat/Long: 34.0537, -118.291

Buffer Radius: 0.5 mile

Search

Column

Include NULL "Trip info":
Include NULL "FirstStudySubmittalDate" (latest)
Include "Inactive" projects:
Include "Do not show in Related Project":

Net_AM_Trips - Select -
Net_PM_Trips - Select -
Net_Daily_Trips - Select -

Record Count: 22 | Record Per Page: All Records

Results generated since: (6/28/2022 4:32:32 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info

43101 | Metro | HWD | 10 | 2015 | Mixed-Use | 100 Apts & 9496 SF Retail; Nearing completion 2021 | 3100 W 8th St | 07/02/2015 | 0.2

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	100	51	62	100	10	41	10	41	Existing restaurant to remain.
			51	**62**	**100**		**10**	**41**	**10**	**41**

45064 | Metro | HWD | 10 | 2016 | Hotel | 99 Hotel Rooms | 966 S DEWEY AV | 01/26/2017 | 0.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	99	43	48	677	28	15	24	24	(land use=hotel) total includes credits for existing use and transit.
			43	**48**	**677**		**28**	**15**	**24**	**24**

48903 | Metro | HWD | 10 | 2019 | Mixed-Use (revised) | 126 Apartments, 6000 SF Retail/Restaurant | 2870 W Olympic bl | 10/09/2019 | 0.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	126	52	69	825	8	44	47	22	Total includes credit for transit, internal, pass-by and existing uses.
Retail	S.F. Gross Area	6000								
			52	**69**	**825**		**8**	**44**	**47**	**22**

52063 | Metro | HWD | 10 | 2021 | Berendo Apartments | 77 unit (69 market, 8 afford.) Access from S Berendo St | 950 S BERENDO ST | 12/14/2021 | 0.1

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	77	23	29	333	6	17	16	11	69 market rate units. 8 affordable.
			23	**29**	**333**		**6**	**17**	**16**	**11**

52481 | Metro | MTR | 10 | 2021 | Mixed-Use | 80 Hotel Rooms, 8 Condominiums, 7273 SF Retail | 3216 W 8th St | 11/04/2021 | 0.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	95								Hotel Rooms
Retail	S.F. Gross Area	4716								
			0	**0**	**0**		**0**	**0**	**0**	**0**

53223 | Metro | MTR | 1 | 2022 | 2641 W Olympic Blvd | 143 rm hotel, 1500 sf restaurant, 2 levels parking | 2641 W Olympic BL | 06/16/2022 | 0.1

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	143	64	81	828	36	28	44	37	Hotel Rooms
Retail	S.F. Gross Area	1500								Restaurant Space
			64	**81**	**828**		**36**	**28**	**44**	**37**

53515 | Metro | MTR | 10 | 2022 | Mixed Use 966 S Vermont | | 966 S Vermont | 05/18/2022 | 0.0

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	81	24	-50	-557	4	20	-36	-14	81 Market Rate Units
Apartments	Total Units	9								9 affordable units
Retail	S.F. Net Area	2815								
			24	**-50**	**-557**		**4**	**20**	**-36**	**-14**

49536 | Metro | MTR | 1 | 2020 | Affordable Housing | 131 Affordable Housing Units | 1224 S MENLO AVE | 07/16/2020 | 0.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Total Units	131	56	35	349	18	38	24	13	Affordable Housing Units
			56	**35**	**349**		**18**	**38**	**24**	**13**

50315 | Metro | MTR | 1 | 2020 | 2859 Francis Residential Project | 8 sty res bldg (110 units)inc affordable hsg. Pkg on 1 subter lev | 2859 W Francis ave | 11/05/2020 | 0.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	110	40	48	508	10	30	29	19	includes affordable housing
			40	**48**	**508**		**10**	**30**	**29**	**19**

50690 | Metro | MTR | 1 | 2020 | Residential | 100 Apartments | 1025 S MARIPOSA AV | 01/11/2021 | 0.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	100	26	30	392	7	19	19	11	
			26	**30**	**392**		**7**	**19**	**19**	**11**

51453 | Metro | MTR | 1 | 2021 | Hotel | 96 Room Hotel | 958 S MENLO AV | 11/01/2021 | 0.1

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	96	38	49	498	24	14	25	24	Hotel Development
			38	**49**	**498**		**24**	**14**	**25**	**24**

45860 | Metro | MTR | 10 | 2017 | Apartments | 68 Apartments | 923 S KENMORE AV | 06/28/2017 | 0.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	69	33	40	432	7	26	26	15	Total net project trips
			33	**40**	**432**		**7**	**26**	**26**	**15**

46320 | Metro | MTR | 10 | 2017 | Mariposa & Fedora | 2 Projects(Total 173 Apts):Mariposa w/98 & Fedora w/75 '21 in const. | 840 S MARIPOSA AV | 11/28/2017 | 0.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	173	75	92	978	15	60	61	31	Combination of both projects
			75	**92**	**978**		**15**	**60**	**61**	**31**

47666 | Metro | MTR | 1 | 2018 | Mixed-Use | 228 Apartments, 4105 SF Retail, 3738 SF High-Turnover Restaurant | 2972 W 7th st | 10/26/2018 | 0.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	228	93	130	1631	32	61	77	53	Total includes credits for pass-by and transit
Retail	S.F. Gross Area	4105								
Other	S.F. Gross Area	3738								land use=high turnover restaurant
			93	**130**	**1631**		**32**	**61**	**77**	**53**

47941 | Metro | MTR | 1 | 2019 | Residential | 77 Apartments | 825 s coronado st | 04/05/2019 | 0.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	77	31	39	508	7	24	24	15	Transit credit applied
			31	**39**	**508**		**7**	**24**	**24**	**15**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments

										Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
43163	Metro	MTR	1	2015	Apartments	1017-1031 S Mariposa Av Apartments	1017 S MARIPOSA AV	09/24/2015	0.5	Apartments	Total Units	79	28	35	373	5	23	23	12	Total net project trips
													28	35	373		5	23	23	12
43860	Metro	MTR	1	2015	2649 San Marino Apts	45 APTS	2649 W SAN MARINO AVE	03/30/2016	0.4	Apartments	Total Units	45	19	23	246	4	15	15	8	Total net project trips
													19	23	246		4	15	15	8
44481	Metro	MTR	1	2016	Olympic & Hoover Mixed Use	173 apts & 36.18 ksf commercial/retail	2501 W OLYMPIC BLVD	09/14/2016	0.4	Apartments	Total Units	173	99	173	1911	27	72	100	73	Total net project trips 173 apts & 36180sf retail
										Retail	S.F. Gross Area	36180								
													99	173	1911		27	72	100	73
33710	Metro	MTR	10	2006	Mixed-Use	224 Condominium Units 7000 SF Retail	805 S Catalina St	06/11/2007	0.4	Condominiums	Total Units	300								
										Retail	S.F. Gross Area	5000	137	167	1935	24	119	110	57	Trip totals reflects credits for existing uses.
													137	167	1935		24	119	110	57
34651	Metro	MTR	1	2008	Mixed-Use	32 Condos, 4500 SF Retail (In Const 1/2022)	820 S HOOVER ST	05/08/2008	0.5	Condominiums	Total Units	32								
										Retail	S.F. Gross Area	4500	22	32	414	7	15	18	14	Total reflects credit for existing office (1435 SF)
													22	32	414		7	15	18	14
42737	Metro	MTR	1	2014	Residential	108 Apartments	1011 S PARK VIEW ST	03/03/2015	0.5	Apartments	Total Units	108	46	57	594	9	38	38	19	TOTAL NEW TRIPS
													46	57	594		9	38	38	19
42829	Metro	MTR	1	2015	Apartments	93 Apartments	1255 E ELDEN AV	06/25/2015	0.5	Apartments	Total Units	93	32	38	376	0	32	28	10	Affordable housing credit and existing use applied.
													32	38	376		0	32	28	10