

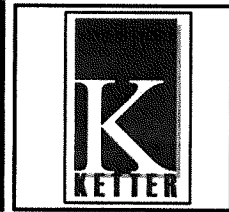
## Communication from Public

**Name:** John Smith

**Date Submitted:** 11/04/2020 09:41 PM

**Council File No:** 20-0680

**Comments for Public Posting:** Case: CPC-2019-4908-DB-SPR-1A, 1309-1331 South Pacific Avenue / Density Bonus (DB) / Site Plan Review (SPR) / Appeal: Tandem Parking Issue Lack of adequate parking is a huge problem in the section of San Pedro near this project. The project lists 127 parking spaces, but that number is misleading. As marked in blue on the attached plan drawings, 28 of those spaces are tandem. In other words, 28 spaces cannot be used unless the other car is moved out of the way first, which leaves 99 readily useable spaces. It has been communicated that the parking will be unbundled from the apartments; thus it cannot be ensured that the both spaces in a tandem pair will be used by tenants in the same apartment. Thus, the car in the back of a tandem pair would have to find the owner of the outer car and have it moved before using his/her own car. In addition, the tandem spaces are narrower than the regular spaces: 7.5 ft wide vs. 9.5 feet wide. The narrower spaces do would not provide enough clearance to open the car doors to enter or exit if cars are parked on both sides.



13855 RIVERSIDE DR. SUITE 100  
VALLEY VILLAGE, CA 91607  
TEL: (818) 887-8888  
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NO.	DATE	DESCRIPTION	DRAWN BY	DATE	CHECKED BY	DATE
1						
2						
3						
4						
5						
6						
7						
8						
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10						

NO.	DATE	ISSUED FOR	DATE	ISSUED FOR
1				
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102 UNITS MIXED USE  
1331 S PACIFIC AVE  
SAN PEDRO, CA.  
RKD 13 PAC LP

18-059  
A3.0  
11/7/2019

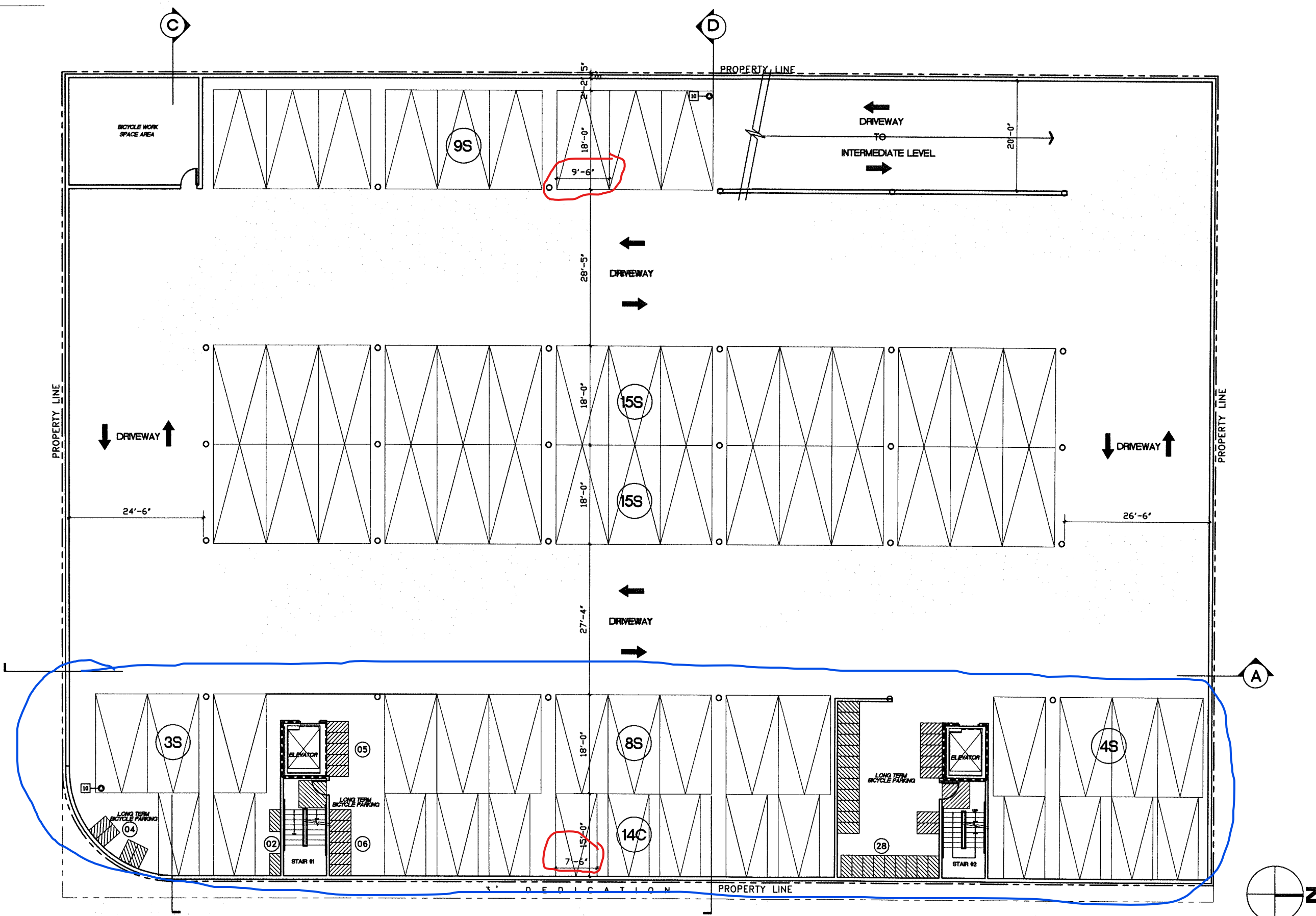


EXHIBIT "A"  
Page No. 6 of 22  
Case No. CPC-2019-4908-DBSPR

LOWER LEVEL PARKING - 2

PARKING PROVIDED	
STANDARD	54 STALLS
COMPACT	14 STALLS
TOTAL	68 STALLS



## INTERMEDIATE LEVEL PARKING -1

18-059

2014

## Communication from Public

**Name:** Jamie T. Hall

**Date Submitted:** 11/04/2020 07:18 PM

**Council File No:** 20-0680

**Comments for Public Posting:** November 4, 2020 Members of the Planning Land Use Management (PLUM) Committee Ms. Connie Chauv, City Planner and, Leyla Campos, Legislative Assistant, City Clerk's staff City of Los Angeles Department of City Planning 200 North Spring Street Los Angeles, CA 90012 RE: 1309 - 1331 South Pacific Avenue, CF 20-0680, CPC-2019-4908-DB-SPR, DIR-2020-5031-RDP, ENV-2019-4909-CE Dear Members of the Planning Land Use Management (PLUM) Committee This firm represents Citizens Protecting San Pedro. The City is improperly processing the proposed project using an Exemption from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, 15332, Article 19 (Class 32 Infill Development). The attached letter demonstrates that the proposed project is not eligible for a Categorical Exemption under CEQA. Please note that the attachments will be sent via separate submittal due to the large file size. I may be contacted at 310-982-1760 or at [jamie.hall@channellawgroup.com](mailto:jamie.hall@channellawgroup.com) if you have any questions, comments or concerns. Sincerely, Jamie T. Hall

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\*ALSO Admitted in Texas

November 4, 2020

## **VIA ELECTRONIC MAIL**

Members of the Planning Land Use Management (PLUM) Committee  
Ms. Connie Chauv, City Planner and,  
Leyla Campos, Legislative Assistant, City Clerk's staff  
City of Los Angeles Department of City Planning  
200 North Spring Street  
Los Angeles, CA 90012

**RE: 1309 - 1331 South Pacific Avenue, CF 20-0680, CPC-2019-4908-DB-SPR, DIR-2020-5031-RDP, ENV-2019-4909-CE<sup>1</sup>**

Dear Members of the Planning Land Use Management (PLUM) Committee

This firm represents Citizens Protecting San Pedro. The City is improperly processing the proposed project using an Exemption from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, 15332, Article 19 (Class 32 Infill Development). This letter demonstrates that the proposed project is not eligible for a Categorical Exemption under CEQA. As detailed herein, an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND) must be prepared for the project, in conformance with the requirements of the CEQA. This letter is in addition to, and augments, comments submitted during the administrative process and information in the appeal justification previously submitted by Citizens Protecting San Pedro, and others. That information is incorporated herein by reference.<sup>2</sup>

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<sup>1</sup> Council file for this project available at:

<https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=20-0680>

<sup>2</sup> Public comments and the appeal justifications for this project are available in the project files located in the offices of the Department of Regional Planning and Los Angeles Department of Transportation, located at City of Los Angeles Department of City Planning 200 North Spring Street, Los Angeles, CA 90012, and in the Council file for this project available at:

<https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=20-0680>

The full project files are incorporated herein by reference.

## **I. CEQA STANDARD FOR USE OF A CATEGORICAL EXEMPTION**

As indicated in the Hearing Notice and the Director's Determination for the project dated May 5, 2020, rather than prepare and EIR or MND for the project, the City is improperly processing the project using an Exemption from CEQA pursuant to CEQA Guidelines, Section 15332, Article 19 (Class 32 – In-fill Development Projects). This letter provides substantial evidence demonstrating that the project is not eligible for a Class 32 – Infill Development Exemption. Additional substantial evidence has been previously submitted and is contained in the project files. As detailed in CEQA Guidelines Section 15332, to use a Class 32 Exemption, a project must meet the following conditions:

### **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. (Emphasis added)
- (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. (Emphasis added)
- (e) The site can be adequately served by all required utilities and public services.

**Note:** Authority cited: Section 21083, Public Resources Code. Reference: Section 21084, Public Resources Code.

As detailed in **Section III** of the letter, the proposed project is not consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations, and therefore does not comply with CEQA Guidelines Section 15332(a). In addition, as detailed in **Sections IV** and **Section V** of this letter, the proposed project would result in significant construction air quality and air toxics impacts, and in significant traffic impacts and therefore does not comply with CEQA Guidelines Section 15332(d), which precludes use of a Class 32 Exemption for projects that would result in significant effects relating to traffic, noise, air quality, or water quality.

In addition, as detailed in CEQA Guidelines Section 15300.2, there are exceptions to when a Categorical Exemption may be used:

### **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.

As detailed in this letter, the proposed project is not eligible for a Categorical Exemption pursuant to CEQA Guidelines Sections 15332(b) and 15332(c) due to both impacts associated with unusual circumstances and the potential for cumulative impacts. The City cannot act on the project until the appropriate environmental documentation has been prepared for the project.

## **II. THE PROPOSED PROJECT – LACK OF AN ACCURATE AND STABLE PROJECT DESCRIPTION**

The administrative record for the proposed project lacks an accurate and stable project description for the project, both in terms of the project characteristics and the approvals sought. As a result, members of the public have been left feeling that the applicant is engaged in a shell game aimed at hiding the impacts of the project, and its lack of consistency with zoning code requirements.

The proposed project is located on the west side of Pacific Avenue, between 13<sup>th</sup> and 14<sup>th</sup> Streets in the San Pedro Community Plan Area, of the City of Los Angeles. According to the project plans, the project would be located on four parcels with the following Assessor's Parcel Numbers: 7454-026-011, 7454-026-012, 7454-026-013 and 7454-026-014. The City's Zimas records for each of these parcels is included in **Attachment A1**.



According to the Notice of Exemption<sup>3</sup>:

The project is the construction of a 4-story, 45-foot and 5-inch tall residential building comprised of 102 dwelling units (including 12 Very Low Income units). The project will be approximately 83,158 square feet in floor area with a Floor Area Ratio (“FAR”) of 2.65:1. The project will provide 127 parking spaces in 2 subterranean levels. The site is currently improved with 3 vacant commercial structures, with 26 trees on the subject site and 4 trees along the public right-of-way, all of which will be removed to clear the lot. The project will also involve the grading of approximately 2,500 cubic yards of soil, and export of approximately 20,000 cubic yards of soil.

This description is at odds with some of the assumptions and descriptions provided in the technical studies attached to the Notice of Exemption on which the findings in the Notice of Exemption that the proposed project will not result in any significant effects relating to traffic, noise, air quality or water quality, are based. Some of these discrepancies are itemized below:

- **Traffic Impact Analysis** – The Traffic Analysis included as Attachment D3 to the Notice of Exemption is based on a project that is a 109-unit apartment complex rather than a 102-unit residential building. According to the Traffic Analysis “a total of 65 vehicular parking spaces, including three accessible spaces, will be provided in the intermediate parking level. In addition, 81 long-term bicycle spaces and 8 short-term bicycle spaces are planned to be provided as part of the proposed project.”<sup>4</sup> However, the Notice of Exemption indicates that the project includes 127 parking spaces on two subterranean levels. The Notice of Exemption makes no mention of bicycle spaces, nor does the October 16, 2020 Hearing Notice. The Traffic Analysis makes use of LADOT trip generation rates for the affordable units, noting:

In this instance, the affordable family housing category is directly applicable to **the proposed project which will provide housing for permanent long-term tenants with supportive services** designed to enable homeless persons and individuals/families at risk of homelessness to ensure that they remain housed and live as independently as possible. (Emphasis added).

Nothing about provision of on-site supportive services being provided for the residents of the affordable housing units, appears in either the Hearing Notice or the Letter of Determination for the project.

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<sup>3</sup> The Notice of Exemption is available at: [https://clkrep.lacity.org/online/docs/2020/20-0680\\_misc\\_4\\_06-01-2020.pdf](https://clkrep.lacity.org/online/docs/2020/20-0680_misc_4_06-01-2020.pdf)

It includes the following: D1- Notice of Exemption & Justification for Categorical Exemption; D-2 Tree Report; D-3 Traffic Impact Analysis; D4 - Noise Impact Analysis; D5 – Air Quality Technical Report; D6 – Phase I and Phase II Environmental Assessments; and, D7 – Historical Resource Evaluation Report.

<sup>4</sup> Page 2, Memorandum from Linscott Law & Greenspan, dated September 26, 2019.



The Notice of Exemption, Hearing Notice and Letter of Determination **correctly** indicate that the project site is currently occupied by “3 vacant commercial structures.” However, the Traffic Study inappropriately treated the structures as occupied, and calculated trip generation for the vacant structures as if they were occupied.<sup>5</sup> This resulted in a severe underestimate of project trip generation, as detailed later in this letter, which renders the Traffic Analysis on which the City relied, inaccurate. The City’s finding that the project will not result in significant traffic impacts is thus not supported by substantial evidence.

- **Noise Impact Analysis** – The Noise Analysis included as Attachment D4 to the Notice of Exemption is similarly inaccurate, as it based its analysis of operational noise on an inaccurate number of project parking spaces, stating on page 19:

The Project would generate on-site noise from auto activities associated with the 65 parking spaces in two levels of subterranean parking. This noise would include driving to and from the entrances to underground garages, parking, door slamming, and occasional car alarms. Vehicles accessing the Project Site would enter off 14<sup>th</sup> Street. Residents would access and exit the parking garage from a mid-block entrance, the garage entrance for which faces south toward an apartment building across the street.

This resulted in an underestimate of project trip generation which renders the Noise Analysis on which the City relied, inaccurate. The City’s finding that the project will not result in significant noise impacts is thus not supported by substantial evidence due to errors in the Noise Analysis.

- **Air Quality Technical Report** – Page 17 of the Air Quality Technical Report included as Attachment D5 to the Notice of Exemption incorrectly assumes that there are existing uses on the site generating 205 daily vehicle trips. It also incorrectly assumed that there would be a total of only 65 parking spaces in the project’s parking garage. Furthermore, it does not appear that the Air Quality Report accounted for the grading of approximately 2,500 cubic yards of soil, and export of approximately 20,000 cubic yards of soil. It thus relies on an inaccurate project description. This has resulted in an underestimate of project air emissions, as detailed later in this letter, which renders the Air Quality Report on which the City relied, inaccurate. The City’s finding that the project will not result in significant air quality impacts is thus not supported by substantial evidence due to errors in the Air Quality Report.

The Notice of Exemption is at odds with descriptions provided in the Letter of Determination and Hearing Notice for the project. The Notice of Exemption fails to note the density bonuses and waivers required for the project, which are important to a determination of whether the proposed project is consistent with zoning and land use Plans.

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<sup>5</sup> Page 5, Memorandum from Linscott Law & Greenspan, dated September 26, 2019.

According to the Letter of Determination dated May 05, 2020, case CPC-2019-4908-DB-SRP<sup>6</sup> and CPC-2019-4908-DB-SRP-1A<sup>7</sup> for the project, these bonuses and waivers include (emphasis added):

- Pursuant to Section 12.22 A.25(g)(3) of the Los Angeles Municipal Code (LAMC), a Density Bonus Compliance Review for a project totaling 102 dwelling units and reserving 15 percent of the base dwelling units, or 12 dwelling units, for Very Low Income Household occupancy for a period of 55 years, with the following three **On- and Off- Menu Incentives**:
  - A 2.65:1 FAR in lieu of the 1.5:1 otherwise permitted by the C2-1XL-CPIO Zone and San Pedro Community Plan Implementation Overlay (CPIO) Section IV-2.B;
  - A 20 percent reduction in the required open space, to allow 8,831 square feet in lieu of the 10,950 square feet otherwise required by LAMC Section 12.21 G; and
  - A 5-foot rear yard setback in lieu of the 16 feet otherwise required by the C2-1XL-CPIO Zone;
- Pursuant to LAMC Section 12.22 A.25(g)(3), the following one Waiver of Development Standard:
  - a. A 45-foot and 5-inch building height in lieu of the 30 feet otherwise permitted by the C2-1XL-CPIO Zone and CPIO Section IV-2.A.2.

The Letter of Determination for the project thus fails to identify which of the three bonuses are on-menu and which are off-menu bonuses and to provide documentation that the required pro forma has been received showing that the requested off-menu bonus is required to make the affordable units economically feasible. Requests from Citizens Protecting San Pedro to obtain a copy of the pro forma from the City have been unsuccessful. As noted in City Guidance included in **Attachment A2**:<sup>8</sup>

- **Density Bonus with Off-Menu Incentive Items:** LAMC 12.22 A.25(g)(3) – Provide a pro forma or other documentation to show that the waiver or modification is needed in order to make the Restricted Affordable Units economically feasible in addition to the items listed above. A third-party peer review of the pro-forma is also required.

In addition, the Letter of Determination, Hearing Notice and Notice of Exemption fails to note that the project requires approval of a Conditional Use Permit due to a FAR increase request

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<sup>6</sup> <https://planning.lacity.org/pdiscaseinfo/caseid/MjMxNjU10>

<sup>7</sup> <https://planning.lacity.org/pdiscaseinfo/caseid/MjM4MTQ00>

<sup>8</sup> [https://planning.lacity.org/odocument/a05bd87a-06a6-4861-a338-4bb88921c123/Conditional\\_Use\\_-\\_35pct\\_Density\\_Bonus.pdf](https://planning.lacity.org/odocument/a05bd87a-06a6-4861-a338-4bb88921c123/Conditional_Use_-_35pct_Density_Bonus.pdf)

that exceeds the on-menu allowed amount of 35%, as explained in City Guidance included in **Attachment A2**.<sup>9</sup>

The Department of City Planning (DCP) offers several processes intended to facilitate affordable housing in the City of Los Angeles. Section 12.22 A.25 of the Los Angeles Municipal Code (LAMC) authorizes the Director of Planning to approve applications for Density Bonus requesting up to three (3) on-menu incentive items; and the City Planning Commission to approve applications for Density Bonus requesting any off-menu items. Section 12.24 U.26 of the LAMC authorizes the City Planning Commission to approve a Conditional Use Permit for applications requesting a density bonus increase greater than the maximum permitted in Section 12.22 A.25. Section 14.00 A.2 authorizes the Director to approve Public Benefit Projects where otherwise not permitted by right or by Conditional Use and which meet specific performance standards or alternative compliance measures.

None of the project descriptions mention an application for a Conditional Use Permit. If off-menu bonuses are being requested by the proposed project, then the project descriptions in the Hearing Notice, Letter of Determination and its attached findings are inaccurate, as is the Notice of Exemption which fails to provide any disclosure of off-menu bonuses and only mentions a FAR increase as an on-menu bonus.<sup>10</sup>

Section 12.22 A.25(f) of the LAMC contains the list of eight on-menu incentives. All three of the requested incentives are on-menu incentives, so it is unclear why any mention is made of off-menu incentives. Perhaps it is because two of the requested deviations from code are not consistent with what is allowed by the LAMC incentives menu as discussed in **Section III** of this letter. In addition, an increase in height is also an on-menu incentive, so the requested Waiver of Development Standard to allow for the increase in height appears to be a way for the project to get four, rather than three incentives allowed by code, as detailed more fully in **Section III**. It should be noted that the proposed project is not eligible for a Waiver of Development Standards pursuant to Section 12.22 A.25(g)(3) of the LAMC, since as detailed in this letter the required findings in Subparagraph (g)(2)(i)c cannot be made because: “(ii) The Incentive will have a Specific Adverse Impact upon public health and safety or the physical environment . . . for which there is no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households.” As detailed in this comment letter, the proposed project will have unavoidable project and cumulative public health and neighborhood intrusion impacts that cannot be mitigated without a reduction in the number of housing units in the proposed project. The project is therefore not eligible for a Waiver of Development Standards.

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<sup>9</sup> [https://planning.lacity.org/odocument/a05bd87a-06a6-4861-a338-4bb88921c123/Conditional\\_Use\\_-\\_35pct\\_Density\\_Bonus.pdf](https://planning.lacity.org/odocument/a05bd87a-06a6-4861-a338-4bb88921c123/Conditional_Use_-_35pct_Density_Bonus.pdf)

<sup>10</sup> See page 5 of the Notice of Exemption.

The Letter of Determination project description is somewhat different in respect to how the bonuses and waivers are described in the Hearing Notice, which does not include a full accounting of the requested bonuses and waivers and says the following:

1) a Density Bonus Compliance Review for a project totaling 102 dwelling units and reserving 15 percent of the base dwelling units, or 12 dwelling units, for Very Low Income Household occupancy for a period of 55 years, with the following On-Menu Incentive: A 20 percent reduction in the required open space, to allow 8,831 square feet in lieu of the 10,950 square feet otherwise required by Los Angeles Municipal Code Section 12.21 G; 2) one Waiver of Development Standard for a 45-foot and 5-inch building height in lieu of the 30 feet otherwise permitted by the C2- 1XL-CPIO Zone and CPIO Section IV-2.A.2; and 3) a Site Plan Review for a development project which creates, or results in an increase of, 50 or more dwelling units; for the construction of a four-story, 45-foot and five-inch tall residential building comprised of 102 dwelling units (including 12 Very Low Income units) with the Project being approximately 83,158 square feet in floor area with a Floor Area Ratio of 2.65:1, providing 127 parking spaces in two subterranean levels, with the site currently improved with three vacant commercial structures, 26 trees on the subject site and four trees along the public right-of- way, all of which will be removed to clear the lot, with the Project also involving the grading of approximately 2,500 cubic yards of soil, for the properties located at 1309-1331 South Pacific Avenue, subject to Conditions of Approval.

The Hearing Notice also fails to note the export of approximately 20,000 cubic yards of soil.

In addition, the project is routinely misleadingly described as: “a project totaling 102 dwelling units and reserving **15 percent** of the base dwelling units, or 12 dwelling units, for Very Low Income Household occupancy for a period of 55 years.” (Emphasis added). This is misleading, as 12 dwelling units represents only 11.7 percent of the total dwelling units, and the calculation of percent affordable is based on total units, per the zoning code regulations included in the Los Angeles Municipal Code (LAMC).<sup>11</sup> The Notice of Exemption and administrative process has thus misleadingly overstated the share of project units reserved for Very Low Income Households.

Furthermore, there is another case number for the project address listed in the City’s files: case DIR-2020-5031-RDP.<sup>12</sup> As shown in **Figure 1**, a screen shot of the City’s record for this

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<sup>11</sup> Per LAMC Section 12.22 A.25(c)(1), density bonuses are calculated based on the percent of total units that are restricted affordable units: “**For Sale or Rental Housing with Low or Very Low Income Restricted Affordable Units.** A Housing Development Project that includes 10% **of the total units** of the project for Low Income households or 5% **of the total units** of the project for Very Low Income households, either in rental units or for sale units, shall be granted a minimum Density Bonus of 20%, which may be applied to any part of the Housing Development Project. The bonus may be increased according to **the percentage of affordable housing units provided**, as follows, but shall not exceed 35%.”

<sup>12</sup> <https://planning.lacity.org/pdiscaseinfo/caseid/MjQwMDQ00>

case, this project is a “proposed mixed use development in the commercial designated area of the Pacific Corridor Redevelopment Plan Area.” This case was filed on August 25, 2020, after members of Citizens Protecting San Pedro commented on the fact the project was not consistent with allowable land use on the site as specified in the Pacific Corridor Redevelopment Plan, which is in effect through 2033.<sup>13</sup> No details about the nature of the mixed use development are available, despite efforts from members of the group to obtain that information (see **Attachments B1-B6**).

The screenshot shows the 'Case Summary & Documents' page on the City of San Pedro Planning Website. The page displays details for Case Number DIR-2020-5031-RDP. Key information includes: Case Filed On: 08/25/2020, Assigned Date: 08/25/2020, Staff Assigned: CONNIE CHAU, Hearing Waived / Date Waived: No, Hearing Location: 12:00 AM, DIR Action: No, DIR Action Date: No, End of Appeal Period: No, BOE Reference Number: 0, Case on Hold?: Yes. The Primary Address is listed as 1300 S PACIFIC AVE 90731, Central San Pedro 16. The Project Description is 'PROPOSED MIXED USE DEVELOPMENT IN THE COMMERCIAL DESIGNATED AREA OF THE PACIFIC CORRIDOR REDEVELOPMENT PLAN AREA.' The page also includes a search bar, a list of approved documents, and a permanent link to the case details.

**FIGURE 1 – CASE SUMMARY – MIXED USE DEVELOPMENT ON PROJECT SITE - CASE DIR-2020-5031-RDP**

The administrative record for the project thus contains an inconsistent, inaccurate and unstable project description which has led to confusion among the public and those participating in the administrative process. The inaccurate and unstable project description has also led to inaccuracies in the assessment of potential project impacts contributing to an inaccurate conclusion that the proposed project is eligible for a Class 32 Exemption.

### **III. FAILURE TO MEET REQUIREMENTS OF 15332(A) – DUE TO LACK OF CONSISTENCY WITH GENERAL PLAN POLICIES AS WELL AS WITH APPLICABLE ZONING DESIGNATION AND REGULATIONS**

The parcels are zoned C2-1XL-CPIO. As explained in **Attachment A3**<sup>14</sup>, the C2 zoning allows for C1.5 Uses; Retail w/ Limited Manufacturing, Service Stations and Garages, Retail Contr. Business, Churches, Schools, Auto Sales, R4 Uses. The 1XL designation indicates the

<sup>13</sup> <https://planning.lacity.org/plans-policies/overlays/pacific-corridors>

<sup>14</sup> Also available at: [https://planning.lacity.org/odocument/eadcb225-a16b-4ce6-bc94-c915408c2b04/Zoning\\_Code\\_Summary.pdf](https://planning.lacity.org/odocument/eadcb225-a16b-4ce6-bc94-c915408c2b04/Zoning_Code_Summary.pdf)

project parcels are in a height district that allows for a maximum of: Height - 30 ft and FAR - 1.5:1. The CPIO designation indicates the project parcels are in the San Pedro Community Plan Implementation Overlay area (CPIO).<sup>15</sup> The current San Pedro Community Plan (Community Plan) was adopted October, 2017. The parcels are also in the City's Pacific Corridor Redevelopment Plan Area.<sup>16</sup> The project applicant is seeking a density bonus, incentives and a waiver pursuant to LAMC Section 12.22 A.25 as a result of the project's provision of 12 Very Low Income housing units.

The proposed project is not eligible for a Class 32 exemption because it is not consistent with regulations, the applicable zoning designation, and with General Plan and Community Plan policies.

### **Consistency With C2-1XL-CPIO Zoning Designation and LAMC Section 12.22 A.25**

**Table 1** provides a comparison of the proposed project with what is allowed under the C2-1XL-CPIO zoning designation and LAMC Section 12.22 A.25. Section 12.22 A.25(f) of the LAMC contains the list of eight on-menu incentives for affordable housing provision. All three of the requested incentives are on-menu incentives, so it is unclear why there is any mention made of off-menu incentives. In addition, an increase in height is also an on-menu incentive, so the requested Waiver of Development Standard to allow for the increase height appears to be a way for the project to get four, rather than three incentives.

As shown in the table, the project applicant's requested deviations from code are excessive. The project is only eligible for three of the affordable housing incentives, given the project only includes 12% Very Low Income units, not 15%. (See Section 12.22 A.25(e) included in **Attachment A3**). In addition, the project does not comply with the prerequisites for some of the requested incentives.

<b>TABLE 1 ANALYSIS OF PROJECT'S COMPLIANCE WITH ZONING REQUIREMENTS</b>	
<b>ZONING CODE REQUIREMENTS /1/</b>	<b>PROPOSED PROJECT</b>
Allowed Density is 31,500 (lot size)/400 = 79 units	<b>Consistent</b>  Very Low Income Units = 12 Total Units =102 Very Low Income as Percent of Total = 12%  Project is entitled to a 35% density bonus. This would allow for 107 units. The project includes 102 units.
Very Low Income Units – Density Bonus Allowed per Section 12.22 A.25(c)	
Very Low Income Units – Incentive Allowed per Section 12.22 A.25(e) from menu in Section 12.22 A.25(f)	<b>Consistent</b>  Very Low Income Units = 12 Total Units =102

<sup>15</sup> The Community Plan is available at: <https://planning.lacity.org/plans-policies/community-plan-area/san-pedro>

Ordinance 185539 enacting the Overlay District is included in **Attachment A5**, and available at: <https://planning.lacity.org/odocument/213bd163-9baf-45f3-aa8a-01b4a2adbb2d>

<sup>16</sup> <https://planning.lacity.org/plans-policies/overlays/pacific-corridors>

<p align="center"><b>TABLE 1</b>  <b>ANALYSIS OF PROJECT'S COMPLIANCE WITH ZONING REQUIREMENTS</b></p>	
<b>ZONING CODE REQUIREMENTS /1/</b>	<b>PROPOSED PROJECT</b>
	<p>Total Non-Affordable Units = 90  Allowed Units Without Density Bonus = 79</p> <p>Very Low Income as Percent of Total = 12%  Very Low Income as Percent of Non-Affordable Units = 13.33% or 14% with rounding up  Very Low Income as Percent of Non-Density Units = 12/79 = 15.18%</p> <p>LAMC Section 12.22 A.25(e) provides for two incentives with provision of 10% Very Low Income Units (excluding density bonus units) or three incentives with provision of 15% very low income units (excluding density bonus units).</p> <p>The proposed project is thus eligible for three incentives. However, more than three on-menu incentives are required given the design of the proposed project.</p>
<p>Yards:</p> <p>None for commercial uses; same as R4 Zone for residential uses at lowest residential story</p> <p>R4 = Front Yard: 15 ft; 10 ft for key lots</p>	<p><b>Inconsistent</b></p> <p>Front Yard Setback (South) Provided = 0 feet</p>
<p>Side Yard: 5ft; 10% lot width when lot width is &lt; 50 ft; 3 ft min; +1 ft for each story over 2nd, not to exceed 16 ft</p>	<p><b>Consistent</b></p> <p>West Side Yard Required – 7 feet; provided = 15 feet  East Side Yard Required per CPIO is 0 feet; provided is 0 feet.</p>
<p>Rear Yard: 15ft;+1ft for each story over 3rd; 20 ft max</p>	<p><b>Inconsistent and Inconsistent With Requirements of Requested Incentive Menu Item 1</b></p> <p>The proposed project is 4-stories requiring a 16 ft rear yard setback. The proposed project only provides a 5-foot rear yard setback.</p> <p>A 20 percent reduction in yard/setback is menu item 1 in LAMC Section 12.22 A.25(f). However, the proposed 5-foot rear yard setback in lieu of the 16 feet otherwise required by the C2-1XL-CPIO Zone exceeds the allowed 20 percent reduction, since it represents a 73% reduction.</p>
<p>The minimum area per dwelling unit is 400 sq-ft; 200 sq-ft per guest room</p>	<p><b>Inconsistent</b></p> <p>Per project plans: Studio units 207, 210, 216, 221, 222, 316, 319, 321, 322, 323, 326, 385, 416, and 421 are less than 400 square feet in size. There</p>



<p style="text-align: center;"><b>TABLE 1</b> <b>ANALYSIS OF PROJECT'S COMPLIANCE WITH ZONING REQUIREMENTS</b></p>	
<b>ZONING CODE REQUIREMENTS /1/</b>	<b>PROPOSED PROJECT</b>
	has been no showing the project is consistent with LAMC Section 12.22 A.25(c)(i)(10)
Minimum Lot area = 5,000 sq ft.	<p><b>Consistent</b></p> <p>The lot size is 31,500 sq. ft.</p>
Minimum lot width = 50 ft.	<p><b>Consistent</b></p> <p>The lot width is greater than 50 feet.</p>
Height: 30 ft	<p><b>Inconsistent and Inconsistent With Requirements of Incentive Menu Item 4; Applicant is Requesting a Waiver of This Development Standard Which Would Appear to be an Attempt to Circumvent the Number of Allowable Incentive Menu Items</b></p> <p>The project height is 45-foot and 5-inch building height in lieu of the 30 feet otherwise permitted by the C2- 1XL-CPIO Zone and CPIO Section IV-2.A.2.</p> <p>Section 12.22 A.25(f) Menu Incentive item 5 allows for a percentage increase in the height requirement in feet equal to the percentage of Density Bonus for which the Housing Development Project is eligible. This percentage increase in height shall be applicable over the entire parcel regardless of the number of underlying height limits.</p> <p>The proposed project would thus be eligible for a 35% increase in height from 30 feet to 40 feet 6 inches.</p> <p>This menu item further provides:</p> <p style="padding-left: 40px;">(i) In any zone in which the height or number of stories is limited, this height increase shall permit a maximum of eleven additional feet or one additional story, whichever is lower, to provide the Restricted Affordable Units.</p> <p style="padding-left: 40px;">(a) No additional height shall be permitted for that portion of a of a building in a Housing Development Project that is located within fifteen feet of a lot classified in the R2 Zone.</p> <p style="padding-left: 40px;">(b) For each foot of additional height the building shall be set back one horizontal foot.</p>

<p style="text-align: center;"><b>TABLE 1</b>  <b>ANALYSIS OF PROJECT'S COMPLIANCE WITH ZONING REQUIREMENTS</b></p>	
<b>ZONING CODE REQUIREMENTS /1/</b>	<b>PROPOSED PROJECT</b>
	<p>(ii) No additional height shall be permitted for that portion of a building in a Housing Development Project that is located within 50 feet of a lot classified in an R1 or more restrictive residential zone.</p> <p>(iii) No additional height shall be permitted for any portion of a building in a Housing Development Project located on a lot sharing a common lot line with or across an alley from a lot classified in an R1 or more restrictive zone. This prohibition shall not apply if the lot on which the Housing Development Project is located is within 1,500 feet of a Transit Stop but no additional height shall be permitted for that portion of a building in the Housing Development Project that is located within 50 feet of a lot classified in an R1 or more restrictive residential zone.</p> <p>Item (i) would allow for a maximum height of 41 feet. The proposed project exceeds this height. Furthermore, as shown in the Zimas records for the project parcels, the project site shares a western property line with parcels zoned R1.5.</p> <p>The proposed project is thus inconsistent with what is allowable under this menu item. The project is not eligible for a waiver due to adverse impacts upon public health and safety as detailed herein.</p>
Open Space - 10,950 square feet otherwise required by LAMC Section 12.21 G	<p><b>Inconsistent, But Consistent With Requirements of Requested Incentive Menu Item 6</b></p> <p>A 20 percent reduction in the required open space is available via menu item 6. The requested reduction in open space - 8,831 square feet in lieu of the 10,950 square feet otherwise required by LAMC Section 12.21 G – is allowed under this menu item, provided that the landscaping for the Housing Development Project is sufficient to qualify for the number of landscape points equivalent to 10% more than otherwise required by Section 12.40 of this Code and Landscape Ordinance Guidelines “O”.</p> <p>The requested reduction is a roughly 19% which is consistent with menu item 6. The project is</p>

<p style="text-align: center;"><b>TABLE 1</b>  <b>ANALYSIS OF PROJECT'S COMPLIANCE WITH ZONING REQUIREMENTS</b></p>	
<b>ZONING CODE REQUIREMENTS /1/</b>	<b>PROPOSED PROJECT</b>
	consistent, with demonstration of the required number of landscape points.
FAR: 1.5:1	<p><b>Inconsistent and Inconsistent With Requirements of Requested Incentive Menu Item 4</b></p> <p>The project's FAR is 2.65:1 This represents a 76 percent increase over the allowable FAR.</p> <p>Per Menu Incentive item 4 the project is entitled to:</p> <p>(i) A percentage increase in the allowable Floor Area Ratio equal to the percentage of Density Bonus for which the Housing Development Project is eligible, not to exceed 35%;</p> <p>(ii) In lieu of the otherwise applicable Floor Area Ratio, a Floor Area Ratio not to exceed 3:1, provided the parcel is in a commercial zone in Height District 1 (including 1VL, 1L and 1XL), <b>and</b> fronts on a Major Highway as identified in the City's General Plan, <b>and</b></p> <p>a. the Housing Development Project includes the number of Restricted Affordable Units sufficient to qualify for a 35% Density Bonus, <b>and</b></p> <p>b. 50% or more of the commercially zoned parcel is located in or within 1,500 feet of a Transit Stop/Major Employment Center.</p> <p>A Housing Development Project in which at least 80% of the units in a rental project are Restricted Affordable Units or in which 45% of the units in a for- sale project are Restricted Affordable Units shall be exempt from the requirement to front on a Major Highway.</p> <p>The proposed project is located in height district IXL and includes 12% Very Low Income units which is sufficient to qualify for a 35% density bonus. However, the proposed project does not front on a Major Highway, as identified in the City's General Plan. Pacific Avenue is identified as Avenue II Modified on the San Pedro Community Plan Circulation Map, which is an arterial, not a Major Highway per page 18 of the</p>

TABLE 1 ANALYSIS OF PROJECT'S COMPLIANCE WITH ZONING REQUIREMENTS	
ZONING CODE REQUIREMENTS /1/	PROPOSED PROJECT
	<p>2035 Mobility Plan.<sup>17</sup> It is therefore not eligible for a FAR of 3:1 as a height incentive.</p> <p>Per Section 12.22 A.25(f) the project only qualifies for 35% increase in FAR, which would be a FAR of 2.02:1 if a FAR increase was one of the on-menu incentives sought.</p>
<p>/1/ Zoning Code Summary included as <b>Attachment X</b> and Available at:  <a href="https://planning.lacity.org/odocument/eacdb225-a16b-4ce6-bc94-c915408c2b04/Zoning_Code_Summary.pdf">https://planning.lacity.org/odocument/eacdb225-a16b-4ce6-bc94-c915408c2b04/Zoning_Code_Summary.pdf</a>  A copy of LAMC Section 12.22 A.25 is also included in <b>Attachment X</b>.</p>	

### **Consistency with CPIO**

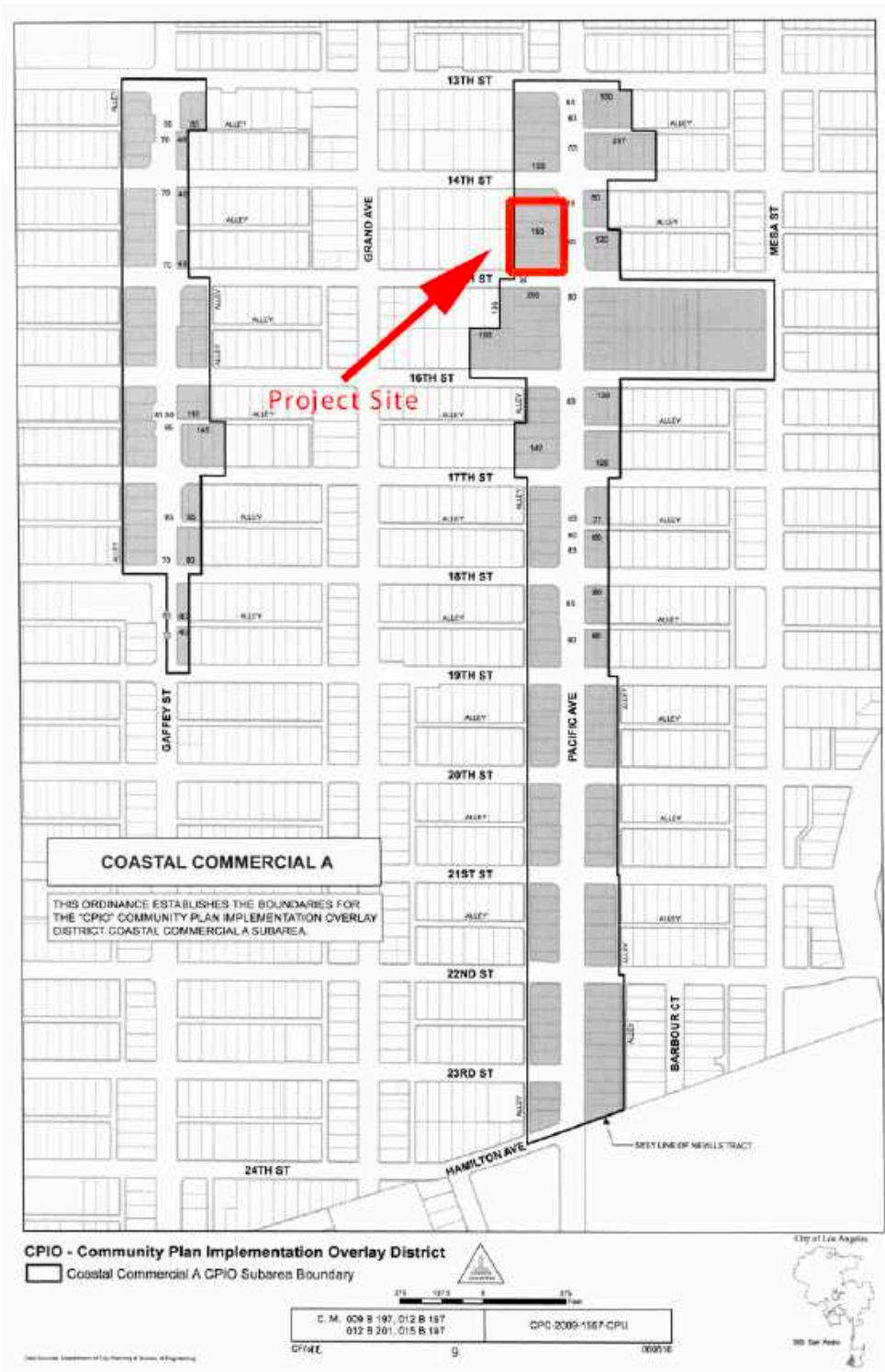
As shown in **Figure 2**, which is reproduced from the CPIO, project site is within Coastal Commercial Subarea A of the San Pedro Community Plan Implementation Overlay District (CPIO).<sup>18</sup> A copy of the CPIO is included as **Attachment A5**.

Chapter IV of the CPIO addresses the development standards for developments within this subarea. As noted on page 28 of the CPIO:

The intent of the supplemental development regulations in this Chapter IV is to create a small- scale pedestrian-friendly corridor that serves the daily needs of residents and employees. These supplemental development regulations create compatible infill development through transitions, scale, massing, and landscaping. Projects within the Coastal Commercial Subareas A and B (see Figure IV) **shall** comply with the applicable supplemental development regulations in this Chapter IV. (Emphasis added).

<sup>17</sup> The 2035 Mobility Plan is available at: [https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility\\_Plan\\_2035.pdf](https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf)

<sup>18</sup> Available at: <https://planning.lacity.org/odocument/213bd163-9baf-45f3-aa8a-01b4a2adbb2d>



Source: Page 8, LA City Ordinance 185539 enacting the Overlay District  
**FIGURE 2 – PROJECT’S LOCATION IN CPIO SUBAREA COASTAL COMMERCIAL A**

The proposed project is inconsistent with both the letter and intent of the CPIO for this area. As shown in **Table 2**, the proposed project exceeds the building height and building density and intensity standards for the area included in the CPIO.

<b>TABLE 2</b> <b>ANALYSIS OF PROJECT'S COMPLIANCE WITH CPIO REQUIREMENTS FOR SUBAREA /1/</b>	
<b>CPIO REQUIREMENTS FOR SUBAREA</b>	<b>PROPOSED PROJECT</b>
<b>A. Building Height.</b> In addition to any regulations set forth by the underlying zone and the LAMC, Projects <b>shall</b> comply with the following building height regulations:  2. Maximum Height:  (a) The maximum height for Height District 1XL <b>shall</b> be 30 feet.	<b>Inconsistent</b>  The proposed project is 45-feet 5-inches in height.
<b>B. Building Density &amp; Intensity.</b> In addition to any regulations set forth by the underlying zone and the LAMC, Projects <b>shall</b> comply with the following building density and intensity regulations:  1. The maximum FAR <b>shall</b> be 1.5:1.	<b>Inconsistent</b>  The project's FAR is 2.65:1. This represents a 76 percent increase over the allowable FAR. This is also in excess of any density bonus provided in LAMC Section 12.22 A.25(f) for project's providing Very Low Income Housing Units.
/1/ Pages 30-34 CPIO Ordinance available at: <a href="https://planning.lacity.org/odocument/213bd163-9baf-45f3-01b4a2adbb2d">https://planning.lacity.org/odocument/213bd163-9baf-45f3-01b4a2adbb2d</a> It is included as <b>Attachment A5</b> .	

As noted on Table IV-1 - Coastal Commercial Subareas Land Use Regulation in the CPIO, 100% residential uses are allowed in this area. Project are encouraged but not required to comply with multi-family residential guidelines in Appendix B of the CPIO. Therefore, consistency with those guidelines is not analyzed in this letter.

### **Inconsistency With General Plan Policies**

The proposed project is inconsistent with the following General Plan policies, including:

#### **General Plan Framework**

The General Plan Framework, adopted in December 1996, provides long term guidance on land use issues for the entire City.

***Policy 3.1.8** Consider the formulation of plans that facilitate the local community's identification of precise uses, densities, and design characteristic for development and the public streetscape for neighborhood areas smaller than the community plans, provided that the Framework Element's differentiation and relationship among land use districts are generally maintained, there is no significant change in the population and employment*

*'capacity of the neighborhood, and there is no significant reduction in overall housing capacity.*

The standards in the Community Plan and CPIO address issues raised by stakeholders in the community while balancing the need to retain housing capacity. Site plan and building design regulations mitigate impacts of massing on the shade, scale, shadow, aesthetics, and public streetscape. The proposed project is inconsistent with the standards included in the CPIO.

***Objective 5.1*** *Translate the Framework Element's intent with respect to citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes, emphasizes quality of development and provide or advocate 'proactive' implementation programs.*

The Community Plan and CPIO standards are tailored to the community and respond to the local context. The proposed project is inconsistent with those standards.

### **General Plan Housing Element**

***Policy 2.8.1.*** *Establish individual community visions that retain and enhance community character through the Community Plan Update Program and the Framework Element.*

The standards within the Community Plan and CPIO were developed to specifically address the needs of the area. The proposed project is inconsistent with the standards established in the Community Plan and CPIO.

### **San Pedro Community Plan**

As detailed on page 3-24 of the Community Plan, the project site is within the area designed as Neighborhood Commercial:

#### **Neighborhood Commercial Districts**

Several Neighborhood Commercial Districts are located throughout the community providing daily convenience services to people living in nearby residential areas. Typical establishments found in these areas include markets, barber and beauty shops, laundromats and dry cleaners, restaurants, convenience stores, coffee shops and small professional offices. These districts contain mostly small-scaled, 1 to 2 story buildings with local businesses that provide goods and services to the adjacent neighborhoods and community at large. Neighborhood Commercial Districts include the following:

- Gaffey Street between 5<sup>th</sup> and 19<sup>th</sup> Streets
- 9<sup>th</sup> Street between Meyler Street and Pacific Avenue



- Pacific Avenue and “Welcome Gateway”
- Western Avenue and 25th Street
- Weymouth Corners
- Park Plaza and Harbor Cove

Page 3-25 of the Community Plan describes the Neighborhood Commercial area containing the project as follows:

### **Pacific Avenue and “Welcome Gateway”**

Pacific Avenue between 9th and 25th Streets is a mixed-use area with street-fronting retail, restaurants, bars, banks and auto-related uses. A prevailing two-to three-story street wall at 9th Street gradually loses consistency as it heads away from the Downtown core, with several corner shopping malls, parking lots and auto repair businesses located between 14th Street and 19th Street. The district also includes a public elementary school and some multi-family residential uses. Between Oliver and 3rd Streets, the mix of uses is similar to those found along the southern portion of Pacific Avenue. This area is also one of the primary entry points into the community from north of San Pedro as well as Long Beach. Thus, this area provides an opportunity to better identify a key entryway into San Pedro beginning at about Oliver Street and extending into Downtown.

A copy of the San Pedro Community Plan is included as **Attachment A6**. The proposed project, due to its mass, height and scale in excess of the 30 foot height and FAR of 1.5:1 for the Community Plan subarea, its adjacency to residential uses, and its exclusive residential use, is inconsistent with the following land use policies in the San Pedro Community Plan for commercial areas, including Neighborhood Commercial areas, such as the project area:

**LU 5.4 Appropriate transitions.** New development should respect and complement the architectural and building patterns of surrounding existing residential areas. New buildings that abut residential zones or are adjacent to residential neighborhoods that have lower development intensities and building heights should ease the scale of transition through use of downsizing scale, massing, heights, or setbacks. (P1)

**LU. 5.5 Complementary residential uses.** Residential uses in commercial areas should complement and enhance commercial districts with compatible design, entrances, scale, massing and continuation of the streetwall. (P1)

**LU 5.7 Strategically locate new large projects.** Allow large projects in appropriate locations, and provided that projects do not interrupt community fabric, the street grid, designated public views, or the viability of commercial areas, and that those facilities are designed to be compatible in scale and character with surrounding uses. (P1)

**Goal LU6: Attractive, pedestrian-friendly Neighborhood Districts that serve surrounding neighborhoods and businesses as local gathering places where people shop and socialize.**

**LU6.1 Neighborhood services.** Encourage the retention of existing and the development of new commercial uses that are primarily oriented to the residents of adjacent neighborhoods and promote the inclusion of community services (e.g., childcare and community meeting rooms). (P1)

**LU 6.2 Mix of uses.** Encourage the vertical and horizontal integration of a complementary mix of commercial, service and other non-residential uses that address the needs of households living in urban neighborhoods. Such uses may include retail and services, entertainment, childcare facilities, daycare and school facilities, public meeting rooms, recreation, cultural facilities, and public open spaces, which enhance neighborhood activity. (P1)

**LU 6.5 Limit new stand-alone residential uses.** Discourage new residential only uses in Neighborhood Commercial designated areas to maintain an adequate level of neighborhood commercial services.

Because the project is not consistent with the Community Plan standards specifically adopted in order to ensure compliance with these policies and objectives, it is not consistent with the General Plan and San Pedro Community Plan policies and objectives, and would result in a land use impact. It therefore does not qualify for a Class 32 Exemption, which requires that a project be consistent with the applicable general plan designation **and all** applicable general plan policies as well as with applicable zoning designation and regulations. (Emphasis added).

**IV. FAILURE TO MEET REQUIREMENT OF 15332(D) – DUE TO POTENTIALLY SIGNIFICANT AIR QUALITY AND TRAFFIC IMPACTS**

The proposed project is not eligible for a Class 32 Exemption due to its potential to result in significant air quality and traffic impacts, and/or lack of substantial evidence supporting the conclusion that it will not result in significant air quality, traffic or noise impacts.

**Significant Air Quality Impacts**

**Attachment C**, contains a letter from SWAPE, which provides a detailed critique of the Air Quality Technical Report prepared for the proposed project by DKA Planning dated November 2019 which is attached to the City's Notice of Exemption. The City relied on the Air Quality Technical Report when determining project air quality impacts would not be significant. As detailed more fully in the letter from SWAPE and SWAPE's supporting documentation contained in **Attachments C1-C3**, there were a number of errors made in the Air Quality Technical Report, including the fact that project emissions were discounted as a result of an improper assumption that existing buildings on the project site were still in use. These errors

have resulted in an underestimate of project air emissions. As noted on page 11 of SWAPE’s analysis:

When correct, site-specific input parameters are used to model emissions, we find that the Project’s construction-related reactive organic gas/volatile organic compound (“ROG”/“VOC”) and nitrogen oxides (“NO<sub>x</sub>”) emissions increase when compared to the AQ Report’s model. Furthermore, we find that the Project’s construction-related ROG/VOC and NO<sub>x</sub> emissions exceed the 75- and 100-pounds per day (“lbs/day”) thresholds set by the SCAQMD, respectively (see table below).<sup>19</sup>

<b>Maximum Daily Construction Emissions (lbs/day)</b>		
<b>Model</b>	<b>VOC/ROG</b>	<b>NOX</b>
AQ Report	8.14	72.45
SWAPE	139.58	852.50
<b>Percent Increase</b>	<b>1615%</b>	<b>1077%</b>
<b>SCAQMD Regional Threshold (lbs/day)</b>	<b>75</b>	<b>100</b>
<b>Threshold Exceeded?</b>	<b>Yes</b>	<b>Yes</b>

Given the project’s exceedance of SCAQMD Regional Thresholds for VOC/ROG and NO<sub>x</sub>, the project is not eligible for a Class 32 Exemption. (See also discussion of significant cancer risk impact in **Section V** of this letter and the discussion of Greenhouse Gas Impacts in **Section VI** of this letter).

### **Significant Traffic Impacts**

There are a number of problems with the Traffic Impact Analysis prepared for the project, which have resulted in an underestimate of impacts.

The Notice of Exemption, Hearing Notice, and Letter of Determination correctly indicate that the project site is currently occupied by “3 vacant commercial structures.” These structures have been vacant for a number of years. However, the Traffic Analysis inappropriately treated the structures as occupied, and calculated trip generation for the vacant structures as if they were occupied,<sup>20</sup> thus underestimating project trips by only calculating a net increase, as shown in Table 3 from the Traffic Analysis, reproduced below:<sup>21</sup>

<sup>19</sup> “South Coast AQMD Air Quality Significance Thresholds.” SCAQMD, April 2019, *available at*: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>.

<sup>20</sup> Page 5, Memorandum from Linscott Law & Greenspan, dated September 26, 2019.

<sup>21</sup> PDF page 34 – Attachments Environmental Reports, *available at*: [https://clkrep.lacity.org/online/docs/2020/20-0680\\_misc\\_4\\_06-01-2020.pdf](https://clkrep.lacity.org/online/docs/2020/20-0680_misc_4_06-01-2020.pdf)

**Table 3**  
**PROJECT TRIP GENERATION [1]**

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<i><u>Proposed Use</u></i>								
Apartments [3]	97 DU	528	9	26	35	26	17	43
Affordable Housing [4]	12 DU	49	2	4	6	2	2	4
<i><u>Subtotal Proposed Use</u></i>		<b>577</b>	<b>11</b>	<b>30</b>	<b>41</b>	<b>28</b>	<b>19</b>	<b>47</b>
<i><u>Existing Uses</u></i>								
Warehouse [5]	(2,400) GSF	(4)	0	0	0	0	0	0
Light Industrial [6]	(4,000) GSF	(20)	(3)	0	(3)	0	(3)	(3)
Bar [7]	(1,600) GSF	(181)	Nom.	Nom.	Nom.	(12)	(6)	(18)
<i><u>Subtotal Existing Uses</u></i>		<b>(205)</b>	<b>(3)</b>	<b>0</b>	<b>(3)</b>	<b>(12)</b>	<b>(9)</b>	<b>(21)</b>
<b>NET INCREASE</b>		<b>372</b>	<b>8</b>	<b>30</b>	<b>38</b>	<b>16</b>	<b>10</b>	<b>26</b>

[1] Source: Transportation Impact Study Guidelines, City of Los Angeles Department of Transportation (LADOT), December 2016 and ITE "Trip Generation Manual", 10th Edition, 2017.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 221 (Multifamily Mid-Rise [General Urban/Suburban]) trip generation average rates.

- Daily Trip Rate: 5.44 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.36 trips/dwelling units; 26% inbound/74% outbound
- PM Peak Hour Trip Rate: 0.44 trips/dwelling units; 61% inbound/39% outbound

[4] LADOT trip generation average rates for affordable housing type Family Housing.

- Daily Trip Rate: 4.08 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.50 trips/dwelling unit; 40% inbound/60% outbound
- PM Peak Hour Trip Rate: 0.34 trips/dwelling unit; 55% inbound/45% outbound

[5] ITE Land Use Code 150 (Warehouse) trip generation average rates.

- Daily Trip Rate: 1.74 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.17 trips/1,000 SF of floor area; 77% inbound/23% outbound
- PM Peak Hour Trip Rate: 0.19 trips/1,000 SF of floor area; 27% inbound/73% outbound

[6] ITE Land Use Code 110 (General Light Industrial) trip generation average rates.

- Daily Trip Rate: 4.96 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.70 trips/1,000 SF of floor area; 88% inbound/12% outbound
- PM Peak Hour Trip Rate: 0.63 trips/1,000 SF of floor area; 13% inbound/87% outbound

[7] ITE Land Use Code 925 (Drinking Place [General Urban/Suburban]) trip generation average rates.

- Daily Trip Rates not provided. PM peak hour volume was estimated to represent 10% of the daily totals.
- PM Peak Hour Trip Rate: 11.36 trips/1,000 SF of floor area; 66% inbound/34% outbound

By discounting the trip generation by assuming traffic from the three vacant commercial buildings on the project site, the Traffic Analysis under estimated project trip generation by 205 daily trips, 3 am peak hour trips and 21 pm peak hour trips.

The Traffic Study also underestimated trips due to the 12 affordable units. According the Traffic Study, the following trip generation rates were used for the calculation of trips from the 12 low income units<sup>22</sup> based on the LADOT trip generation rates for affordable housing projects published in December, 2016:

#### Affordable Family Housing

- Average Daily Trip Rate: 4.08 trips per dwelling unit
- Average AM Peak Hour Trip Rate: 0.50 trips per dwelling unit; 40% inbound and 60% outbound

<sup>22</sup> Page 5, Memorandum from Linscott Law & Greenspan, dated September 26, 2019.

- Average PM Peak Hour Trip Rate: 0.34 trips per dwelling unit; 55% inbound and 45% outbound

However, these are not the rates published by LADOT in LADOT's February 2019 VMT Calculator Documentation,<sup>23</sup> which includes as Appendix B an April 20, 2017 Memorandum from Fehr Peers containing the Affordable Housing Trip Generation Study. As shown in Table 2 from that study reproduced below, and based on the guidance in the LADOT's VMT Calculator Documentation, the trip generation rate for family affordable housing units located outside<sup>24</sup> a Transit Priority Area should have been:

#### Affordable Family Housing

- Average Daily Trip Rate: 4.15 not 4.08 trips per dwelling unit
- Average AM Peak Hour Trip Rate: 0.55 not 0.50 trips per dwelling unit; 40% inbound and 60% outbound
- Average PM Peak Hour Trip Rate: 0.43 not 0.34 trips per dwelling unit; 55% inbound and 45% outbound

TABLE 2  
Vehicle Trip Rates for Affordable Housing Sites in Los Angeles  
(By Transit Priority Area and Affordable Housing Type)  
Counts conducted May, June, and November 2016

TPA Area	Affordable Housing Type	Bin	Sample Size	Daily Rate (Trips per DU)	Average AM Peak Hour Rate (Trips per DU)	AM Percent In	AM Percent Out	Average PM Peak Hour Rate (Trips per DU)	PM Percent In	PM Percent Out
Inside	-	-	20	2.32	0.26	40%	60%	0.20	56%	44%
Outside	-	-	22	2.48	0.75	46%	54%	0.24	52%	48%
-	Family	-	14	4.15	0.52	38%	62%	0.38	55%	45%
-	Seniors	-	13	1.72	0.12	38%	62%	0.15	52%	48%
-	Special Needs	-	8	1.49	0.17	43%	57%	0.11	54%	46%
-	Permanent Supportive	-	7	1.23	0.08	67%	33%	0.13	51%	47%
Inside	Family	Inside, Family	8	4.15	0.49	37%	63%	0.35	56%	44%
Inside	Seniors	Inside, Seniors	5	1.31	0.13	38%	62%	0.13	47%	53%
Inside	Special Needs	Inside, Special Needs	4	1.00	0.10	30%	70%	0.05	67%	33%
Inside	Permanent Supportive	Inside, Permanent Supportive	3	0.87	0.08	62%	38%	0.09	59%	41%
Outside	Family	Outside, Family	6	4.15	0.55	40%	60%	0.43	55%	45%
Outside	Seniors	Outside, Seniors	8	1.97	0.11	38%	62%	0.17	55%	45%
Outside	Special Needs	Outside, Special Needs	4	1.98	0.24	54%	46%	0.16	44%	56%
Outside	Permanent Supportive	Outside, Permanent Supportive	4	1.50	0.09	71%	29%	0.16	49%	51%

#### ITE for Comparison

ITE Record Number	Description	Sample Size	Daily Rate (Trips per DU)	Average AM Peak Hour Rate (Trips per DU)	AM Percent In	AM Percent Out	Average PM Peak Hour Rate (Trips per DU)	PM Percent In	PM Percent Out
ITE 220	Apartment	78-90	6.65	0.51	20%	80%	0.62	65%	35%
ITE 222	High-Rise Apartment	9-17	4.20	0.30	25%	75%	0.35	61%	39%
ITE 252	Senior Adult Housing-Attached	5-10	3.44	0.20	34%	66%	0.25	54%	46%
ITE 253	Congregate Care Facility	2-3	2.02	0.06	59%	41%	0.17	55%	45%
ITE 255	Continuing Care Retirement Community	4-6	2.40	0.14	65%	35%	0.16	39%	61%

<sup>23</sup> [https://planning.lacity.org/odocument/3717c045-9ac2-48ff-9dfc-b2c97a59f07c/VMT\\_Calculator\\_Documentation\\_20190228.pdf](https://planning.lacity.org/odocument/3717c045-9ac2-48ff-9dfc-b2c97a59f07c/VMT_Calculator_Documentation_20190228.pdf)

<sup>24</sup> And, the rate for projects inside a Transit Priority Area are: Affordable Family Housing

- Average Daily Trip Rate: 4.16 not 4.08 trips per dwelling unit
- Average AM Peak Hour Trip Rate: 0.49 not 0.50 trips per dwelling unit; 37% inbound and 63% outbound
- Average PM Peak Hour Trip Rate: 0.35 not 0.34 trips per dwelling unit; 56% inbound and 44% outbound

The Traffic Analysis also underestimated trip generation by using Institute of Traffic Engineers (ITE) rates for multifamily dwellings. As noted on page 8 of the City's VMT Calculator Documentation:

- Multi-Family Dwelling: Use 2002 Multi Family Trip Rates from the San Diego Association of Governments (SANDAG) of six trips per unit<sup>25</sup>. This Southern California based rate more closely matches rates that were observed in Los Angeles.

Based on the LADOT's VMT Calculator Documentation, and thus LADOT Trip Generation guidance, the project would result in the following trip generation as shown in **Table 3**:

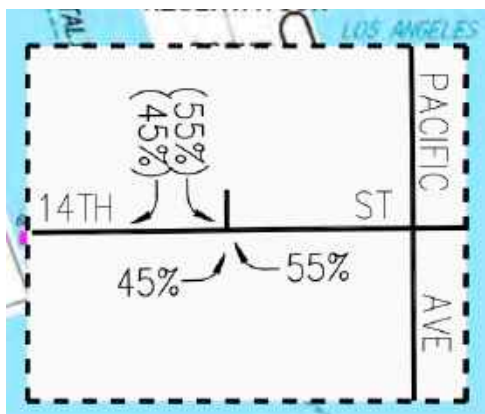
<b>TABLE 3</b> <b>PROJECT TRIP GENERATION PER CURRENT LADOT VMT CALCULATOR DOCUMENTATION</b>									
LAND USE	SIZE		DAILY TRIP ENDS VOLUMES	AM PEAK HOUR			PM PEAK HOUR VOLUMES		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Apartments /1/	90	DU	540	8.64	34.56	43.20	34.02	14.58	48.60
Affordable Housing /2/	12	DU	49.92	10.98	16.47	27.46	11.81	9.66	21.47
<b>TOTAL</b>	<b>102</b>	<b>DU</b>	<b>590</b>	<b>20</b>	<b>51</b>	<b>71</b>	<b>46</b>	<b>24</b>	<b>70</b>
/1/ San Diego Association of Governments Rate for Apartments, per LADOT VMT Calculator Documentation /2/ Per LADOT VMT Calculator Documentation									

The Traffic Analysis for the project thus substantially understates project trip generation, as shown in **Table 4**, even after correcting for the number of units (102 not 109) and regardless of whether trip generation is calculated using rates in the LADOT VMT Calculator Documentation or using the more conservative LADOT Transportation Assessment Guidelines and within Transit Priority rates.

<sup>25</sup> San Diego Association of Governments, (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002, available at: [https://www.sandag.org/uploads/publicationid/publicationid\\_1140\\_5044.pdf](https://www.sandag.org/uploads/publicationid/publicationid_1140_5044.pdf)

TABLE 4 UNDER CALCULATION OF PROJECT TRIP GENERATION								
LAND USE		DAILY TRIP ENDS VOLUMES	AM PEAK HOUR			PM PEAK HOUR VOLUMES		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Total Per LADOT Transportation Assessment Guidelines /1/		540	17	39	57	38	20	57
Total Per LADOT VMT Calculator Documentation/2/		590	20	51	71	46	24	70
Per Project Traffic Study /3/		372	8	30	38	16	10	26
Difference – Amount of Underestimate of Trip Generation in Project Traffic Study /4/		168	9	9	19	22	10	31
/1/ Per LADOT Transportation Assessment Guidelines, July 2019, available at: <a href="https://planning.lacity.org/odocument/0ce2cd84-9034-4874-80d9-10d1cebcd9e9/ta_guidelines_-_20190731_0.pdf">https://planning.lacity.org/odocument/0ce2cd84-9034-4874-80d9-10d1cebcd9e9/ta_guidelines_-_20190731_0.pdf</a> Based on within Transit Priority Zone rates for affordable family housing. /2/ See Table A in this letter, Per LADOT VMT Calculator Documentation available at: <a href="https://planning.lacity.org/odocument/3717c045-9ac2-48ff-9dfc-b2c97a59f07c/VMT_Calculator_Documentation_20190228.pdf">https://planning.lacity.org/odocument/3717c045-9ac2-48ff-9dfc-b2c97a59f07c/VMT_Calculator_Documentation_20190228.pdf</a> /3/ Per Page 5, Memorandum from Linscott Law & Greenspan, dated September 26, 2019 – Project Traffic Study. /4/ Equals /1/ - /3/								

Access to and from the project site is from 14<sup>th</sup> Street, as shown in this detail from Figure 8 of the Traffic Study:



Source: Figure 8 Traffic Study attached to Notice of Exemption

**FIGURE 3 – PROJECT TRIP DISTRIBUTION FROM TRAFFIC STUDY**

This means that all of the project traffic will travel through the unsignalized intersections at 14<sup>th</sup> and Pacific Avenue or 14<sup>th</sup> and Grand Avenue. However, no analysis of the impact of the project on the functioning and safety of these two intersections was addressed in the Traffic Analysis for the project. Figure 9 from the Traffic Analysis shows the assignment of Weekday



AM Peak Hour Project Traffic. Figure 10 from the Traffic Study shows the Weekday PM Peak Hour Traffic Volumes for the project. These figures and the analysis need to be corrected to account for the correct peak hour traffic volumes that will result from the project.

### **Neighborhood Intrusion Impact**

The Traffic Analysis failed to analyze neighborhood intrusion impacts associated with project traffic. According to the City's Complete Threshold Guide<sup>26</sup>, Section L4 – Neighborhood Intrusion Impacts:

This issue involves impacts of traffic generated by the project, and/or traffic diverted or shifted due to the project, on local streets in residential neighborhoods. Such impacts may result from increased traffic volumes on neighborhood streets or increased delays for vehicles exiting the neighborhood. Traffic conditions are typically expressed in terms of daily volume of traffic. . .

#### **C. Screening Criteria**

Would the proposed project:

- Generate more than 120 daily vehicle trips to a local residential street?

A "yes" response to the preceding question indicates that further study in an expanded Initial Study, Negative Declaration, Mitigated Negative Declaration, or EIR may be required. Refer to the Significance Threshold for Neighborhood Intrusion Impacts, and review the associated Methodology to Determine Significance, as appropriate. A "no" response to the preceding question indicates that there would normally be no significant impact on Neighborhood Intrusion from the proposed project.

The proposed project includes 102 dwelling units in a 4-story tall building. As shown in the **Table 4** above, the project has the potential for result in 540-590 daily vehicle trips, well over the 120 daily vehicle trips threshold for requiring analysis of impacts to a local residential street. The potential for neighborhood intrusion impacts, needs to be evaluated in the environmental document for the proposed project.

Page L.4-2 of the City's Complete Threshold Guide<sup>27</sup> provides the following significance thresholds for neighborhood intrusion impacts:

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<sup>26</sup> Available at: <https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/A07.pdf>

<sup>27</sup>

## A. Significance Threshold

A project would normally have a significant neighborhood intrusion impact if project traffic increases the average daily traffic (ADT) volume on a local residential street in an amount equal to or greater than the following:

ADT increase  $\geq 16\%$  if final ADT\*  $< 1,000$

ADT increase  $> 12\%$  if final ADT\*  $> 1,000$  and  $< 2,000$  ADT increase

$> 10\%$  if final ADT\*  $> 2,000$  and  $< 3,000$  ADT increase  $> 8\%$  if final ADT\*

$> 3,000$

\* “Final ADT” is defined as total projected future daily volume including project, ambient, and related project growth.

While Final ADT volumes are not available, since the Traffic Study failed to assign trips to 14<sup>th</sup> Street, recent traffic counts (10/2020) are available for the segment of 14<sup>th</sup> Street on which the project access is located through NavigateLA (see **Attachment D1**; the location of the counts is shown in **Attachment D2**). The street is residential. The project trip distribution (see **Attachment D3**) shows 45 percent of project traffic using the segment of 14<sup>th</sup> west of the project access and east of Grand Avenue. **Table 5** provides a calculation of ADT increase resulting from the project, on this residential street segment. Since existing plus project ADT on the segment would be less than 1,000 ADT, an impact would occur if project ADT represents more than 16% of future with project ADT. As shown in **Table 5**, project ADT would represent a 24.8 percent increase in ADT. The project would result in a significant neighborhood intrusion traffic impact.

<b>TABLE 5 SCREENING FOR NEIGHBORHOOD INTRUSION IMPACT</b>			
<b>LOCATION</b>	<b>ADT WESTBOUND</b>	<b>ADT EASTBOUND</b>	<b>TOTAL</b>
Total Project ADT /1/			540
45% Project ADT			243
Existing - 14th Street East of Grand /1/	347	388	735
45% Project Plus Existing			978
45% Project Traffic as Percent of Existing			33.06%
45% Project Traffic as Percent of Existing plus Project			24.85%
/1/ Per LADOT Transportation Assessment Guidelines, July 2019, available at: <a href="https://planning.lacity.org/odocument/0ce2cd84-9034-4874-80d9-10d1cebcd9e9/ta_guidelines_-20190731_0.pdf">https://planning.lacity.org/odocument/0ce2cd84-9034-4874-80d9-10d1cebcd9e9/ta_guidelines_-20190731_0.pdf</a>			
/2/ Counts taken on Wednesday 10/21/20 - See <b>Attachment D1</b>			

## Lack of VMT Analysis

In addition, the Traffic Study is deficient because it does not address VMT. According to the City's August 2019, on CEQA Transportation Analysis Update, Frequently Asked Questions, included as **Attachment D4**.<sup>28</sup>

### SUMMARY

In 2013, the State of California signed Senate Bill (SB) 743 into law, which requires a shift in the way cities measure environmental impacts. The Los Angeles Departments of City Planning (DCP) and Transportation (LADOT) updated the City's California Environmental Quality Act (CEQA) Transportation Thresholds to comply with and implement SB 743. LADOT also revised its Transportation Assessment Guidelines for evaluating project-level transportation review outside of the requirements under CEQA.

### BACKGROUND

On July 30, 2019, the Los Angeles City Council unanimously voted to update the City of Los Angeles CEQA Transportation Thresholds to comply with SB 743 and implement the policies of the Mobility Plan 2035 and LA's Green New Deal. . . .

#### **How does this affect projects that have initiated their transportation analysis process and/or are going through the entitlement process?**

As previously described during the project open houses and public hearings and at City Planning Commission on February 28, 2019, upon adoption by City Council the updated transportation thresholds became effective and a transition period started. During this transition, projects that already have a signed memorandum of understanding (MOU) with LADOT and have filed an application with DCP may continue analyzing transportation impacts with level of service (LOS), **as long as the project will be adopted and through any appeal period prior to the State deadline of July 1, 2020**. It is strongly recommended that these projects analyze transportation impacts with VMT, or at a minimum complete a parallel review process with both LOS and VMT, in the case that they are not able to complete approval prior to the State deadline. All land use development projects must measure transportation-related CEQA impacts with VMT starting on July 1, 2020, as required by state legislation. (Emphasis added).

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<sup>28</sup> Available at: [https://appladotwebprod.azurewebsites.net/sites/default/files/2020-04/faq\\_transportation-section-update\\_aug2019\\_0.pdf](https://appladotwebprod.azurewebsites.net/sites/default/files/2020-04/faq_transportation-section-update_aug2019_0.pdf) See **Attachment D4**.

The Traffic Analysis on which the City relied when concluding traffic impacts would be less than significant fails to comply with the City's required standards for a Traffic Analysis for projects that have not completed their appeal period by July 1, 2020. Conclusions in the Traffic Analysis are inaccurate and the Traffic Analysis fails to provide the required substantial evidence that traffic impacts will be less than significant. Given the potential for significant neighborhood intrusion impacts, the project is not eligible for a Class 32 exemption.

**V. FAILURE TO MEET 153002(C) - POTENTIAL FOR SIGNIFICANT EFFECTS DUE TO UNUSUAL CIRCUMSTANCES**

Page 4-5 of the Notice of Exemption for the proposed project incorrectly states that there are no unusual circumstances that would result in significant project impacts, stating:

*(b) Significant Effect Due to Unusual Circumstances. 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.*

The project proposes a multi-family building in an area zoned and designated for such development. All adjacent lots are developed with multi-family and single-family residential and commercial uses, and the subject site is of a similar size and slope to nearby properties. The project proposes a Floor Area Ratio (FAR) of 2.65:1 on a site that is permitted to have an FAR of 1.5:1 by the site's zoning and 3:1 through an On-Menu Density Bonus Incentive. The project size and height is not unusual for the vicinity of the subject site, and is similar in scope to other existing multi-family dwellings and proposed future projects in the area. Furthermore, there is no substantial evidence in the administrative record that this project will cause a significant impact. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

First, the statement is incorrect that the project's size and height is not unusual for the vicinity of the subject site, and is similar in scope to other existing multi-family dwellings and proposed future projects in the area. That is not true. Other commercial and multi-family dwellings are consistent with height limits for the subarea.

More importantly, the Notice of Exemption fails to adequately recognize the following unusual circumstances, which in combination with the proposed project have the potential to result in significant impacts:

- The project area is an area with poor air quality, increased cancer risk, and high environmental hazards scores from several agencies.
- Project's location on the City's High-Injury Network and adjacency to both the Enhanced Pedestrian District in the 2035 Mobility Plan and Mobility Plan 2035 Bicycle Network
- The fact the project site is served by aging sewer lines.

These unusual circumstances have the potential to result in a number of potentially significant project and cumulative impacts, including:

- Increased cancer and health risks
- Increased pedestrian and bicyclist accident risks
- Increased risk of sewer pipe leaks

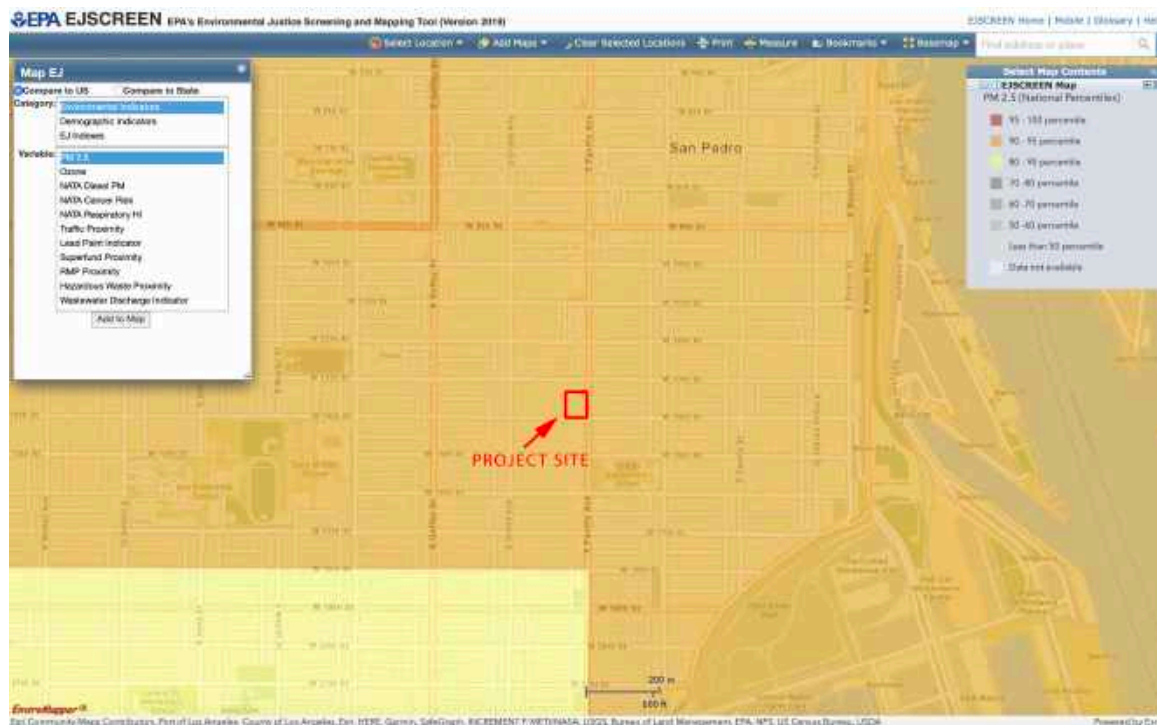
Each of these unusual circumstances is described below, along with a discussion of significant impacts associated with each of these unusual circumstances.

### **Impacts Associated The Unusual Circumstance Of Project's Location In An Area With Poor Air Quality Increased Cancer Risk, And High Environmental Hazards Scores**

#### **Documentation of The Unusual Circumstances**

The project area is an area with poor air quality, increased cancer risk, and high environmental hazards scores from several agencies, specifically:

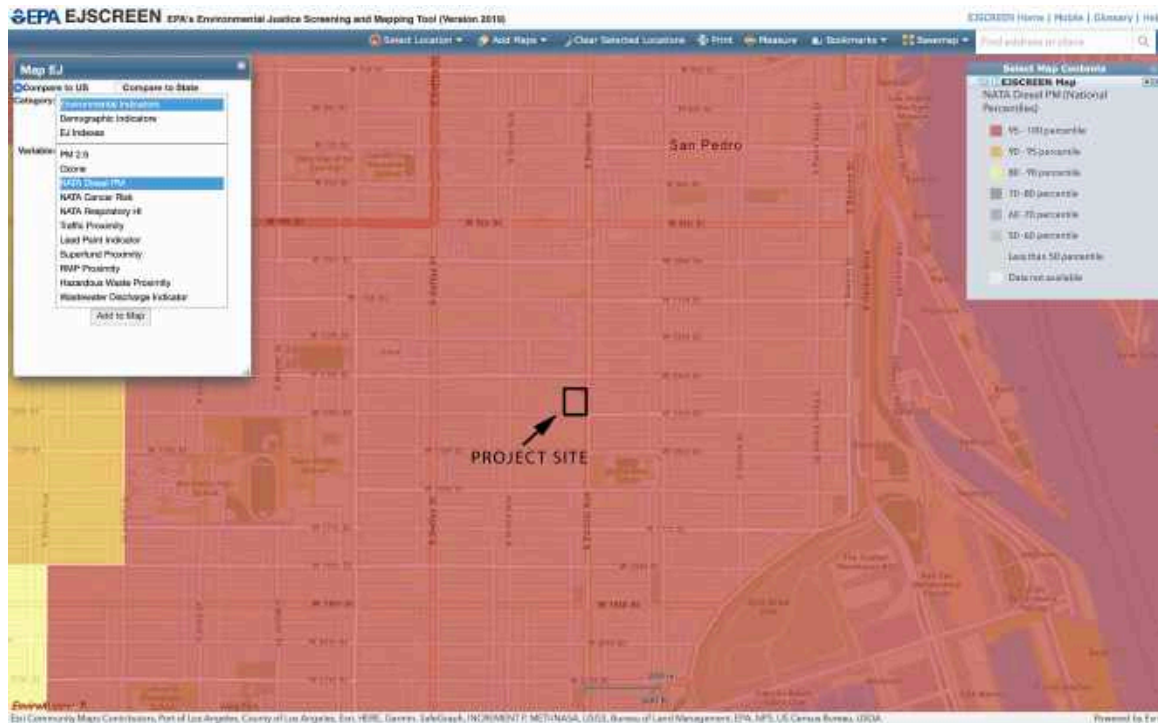
1. Existing PM<sub>2.5</sub> levels in the project area are in the 90-95 percentile nationally per the Federal Environmental Protection Agency, as shown in **Figure 4**.



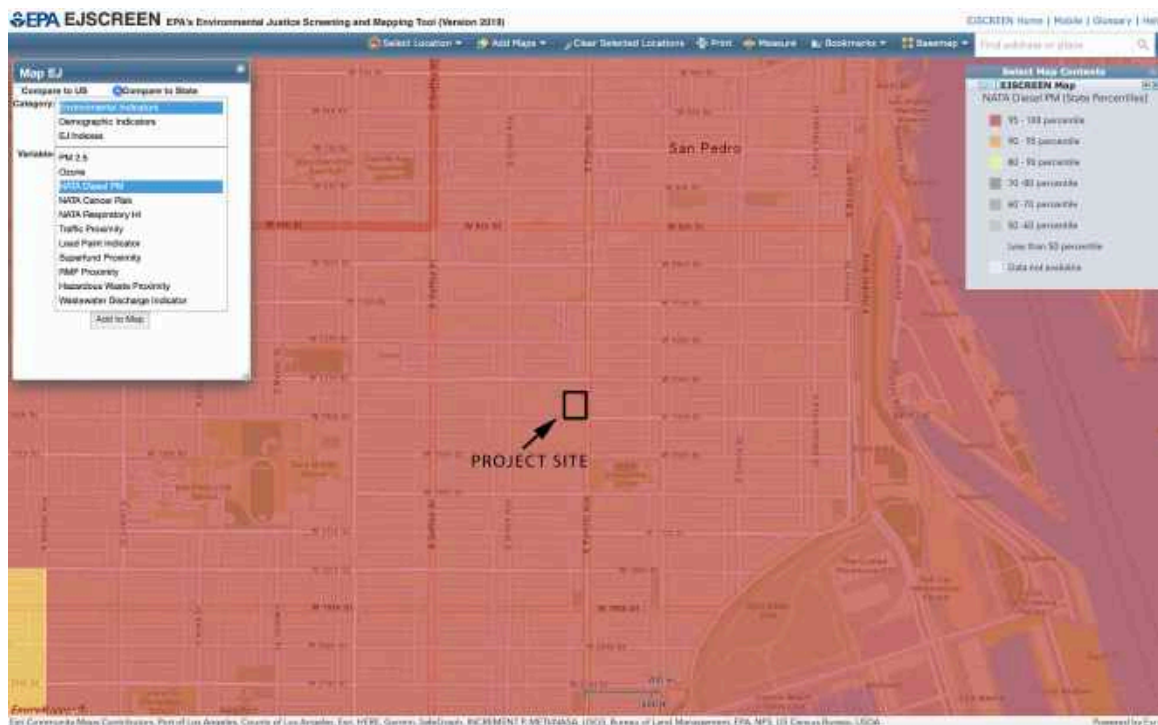
Source: <https://ejscreen.epa.gov/mapper/>

**FIGURE 4 –PM<sub>2.5</sub> - COMPARED TO US**

2. Diesel particulate emissions are in the 95-100<sup>th</sup> percentile nationally (see **Figure 5**), and in 95-100<sup>th</sup> percentile for the State (see **Figure 6**) due, in part, to high traffic proximity (see **Figure 7**) per the EPA.

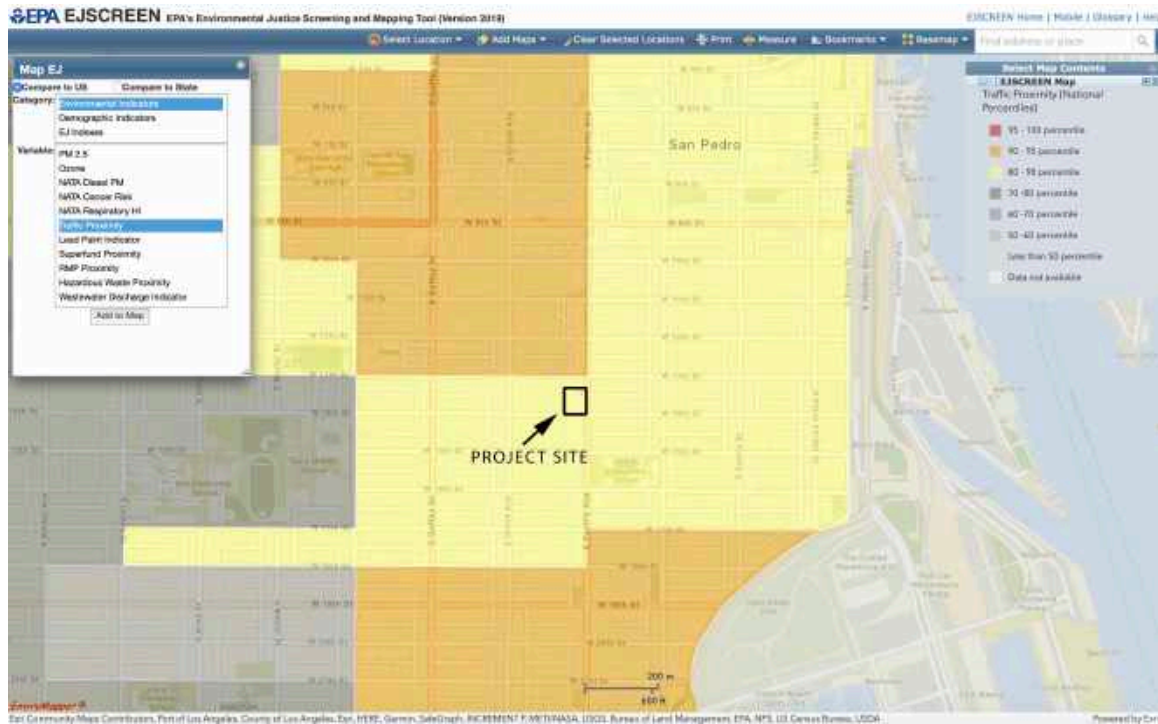


**FIGURE 5 –NATA DIESEL PM - COMPARED TO US**



**FIGURE 6 –DIESEL PM - COMPARED TO STATE**

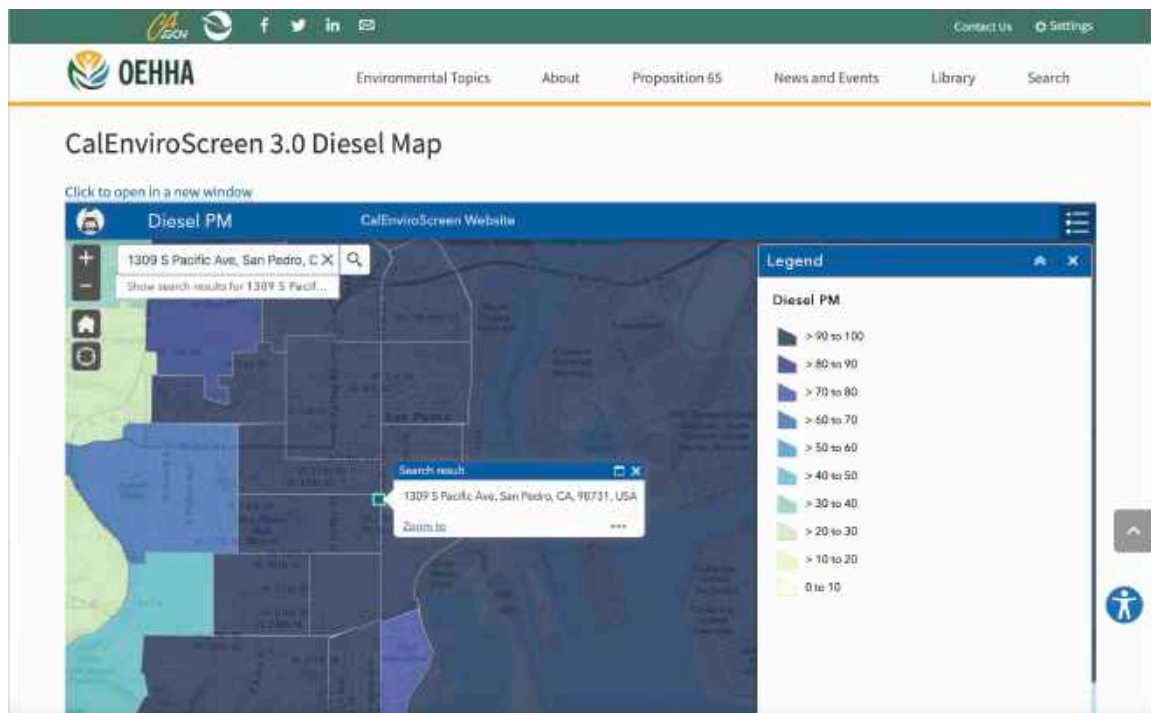




Source: <https://ejscreen.epa.gov/mapper/>

**FIGURE 7 –TRAFFIC PROXIMITY - COMPARED TO US**

3. The California State Office of Environmental Hazards Assessment (OEHA) has also documented high diesel emission levels in the project vicinity (see **Figure 8**).

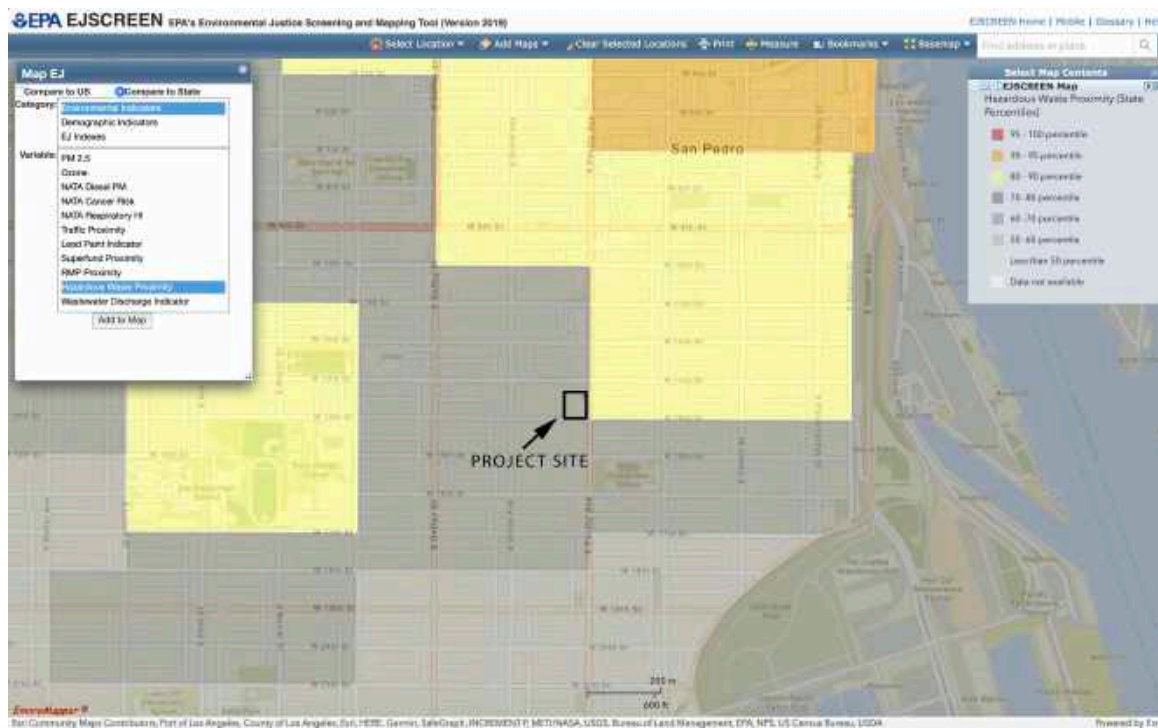


Source: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>

**FIGURE 8 – CalEnviroScreen DIESLE PM MAP**

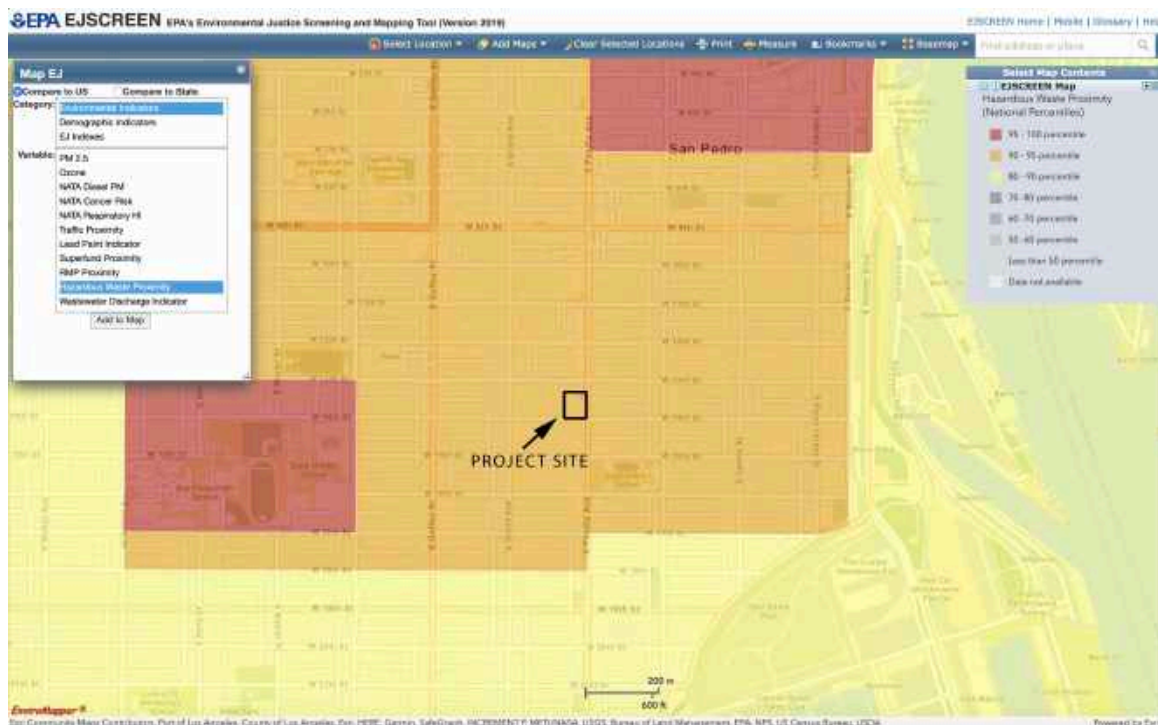


- The EPA has given the project area a hazardous waste proximity score in the 70-80<sup>th</sup> percentile on a state level (see **Figure 9**) and the 90-95<sup>th</sup> percentile nationally (see **Figure 10**).



Source: <https://ejscreen.epa.gov/mapper/>

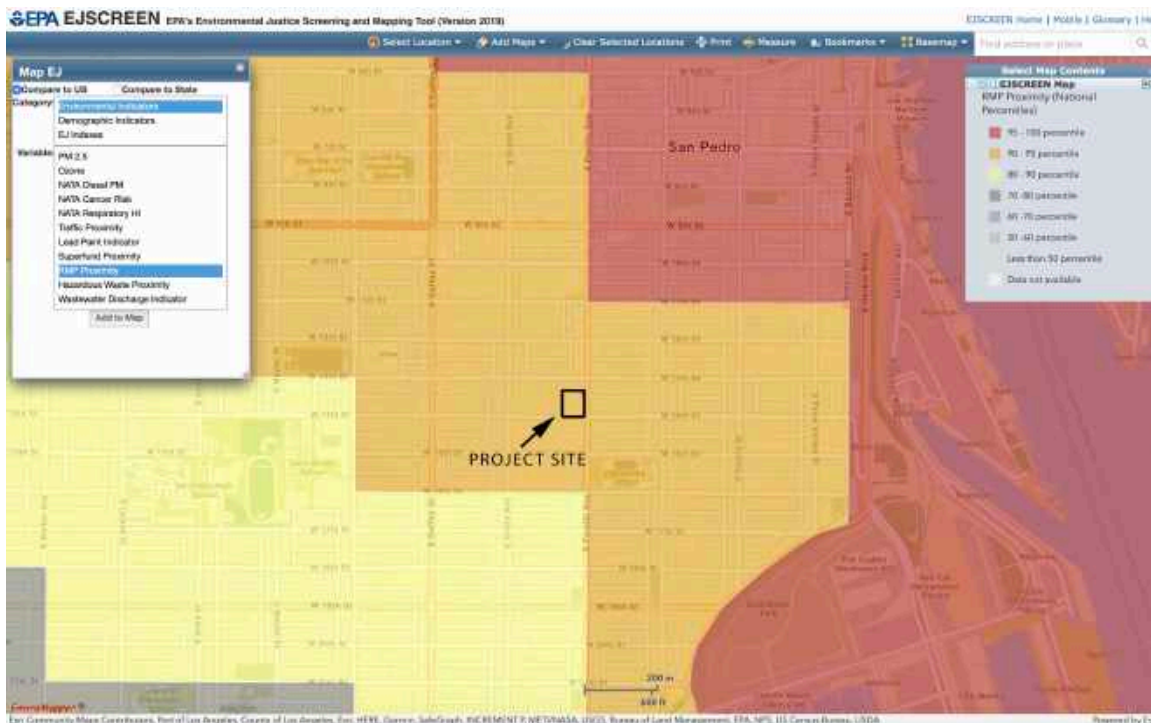
**FIGURE 9 –HAZARDOUS WASTE PROXIMITY- COMPARED TO STATE**



Source: <https://ejscreen.epa.gov/mapper/>

**FIGURE 10 –HAZARDOUS WASTE PROXIMITY- COMPARED TO US**

5. As a result, the project area has receive a Risk Management Plan (RMP) proximity score from the EPA in the 90-95 percentile nationally (see **Figure 11**) and the 80-90<sup>th</sup> percentile based on State levels (se **Figure 12**).<sup>29</sup>



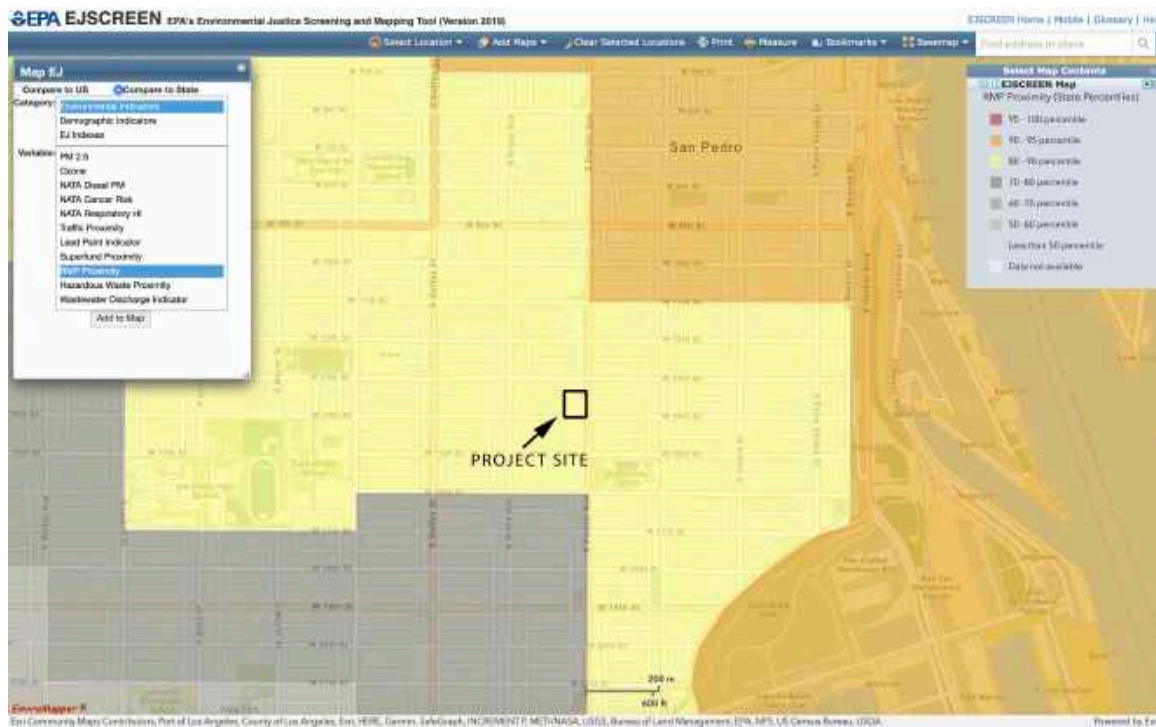
Source: <https://ejscreen.epa.gov/mapper/>

**FIGURE 11 –RISK MANAGEMENT PLAN PROXIMITY- COMPARED TO US**

#### <sup>29</sup> Proximity to Risk Management Plan (RMP) Facilities

Count of RMP (potential chemical accident management plan) facilities within 5 km (or nearest one beyond 5 km), each divided by distance in km. Calculated from EPA RMP database.

See: <https://www.epa.gov/ejscreen/glossary-ejscreen-terms> Section 112(r) of the Clean Air Act Amendments requires EPA to publish regulations and guidance for chemical accident prevention at facilities that use certain hazardous substances. These regulations and guidance are contained in the Risk Management Plan (RMP) rule. The RMP rule requires facilities that use extremely hazardous substances to develop a Risk Management Plan.

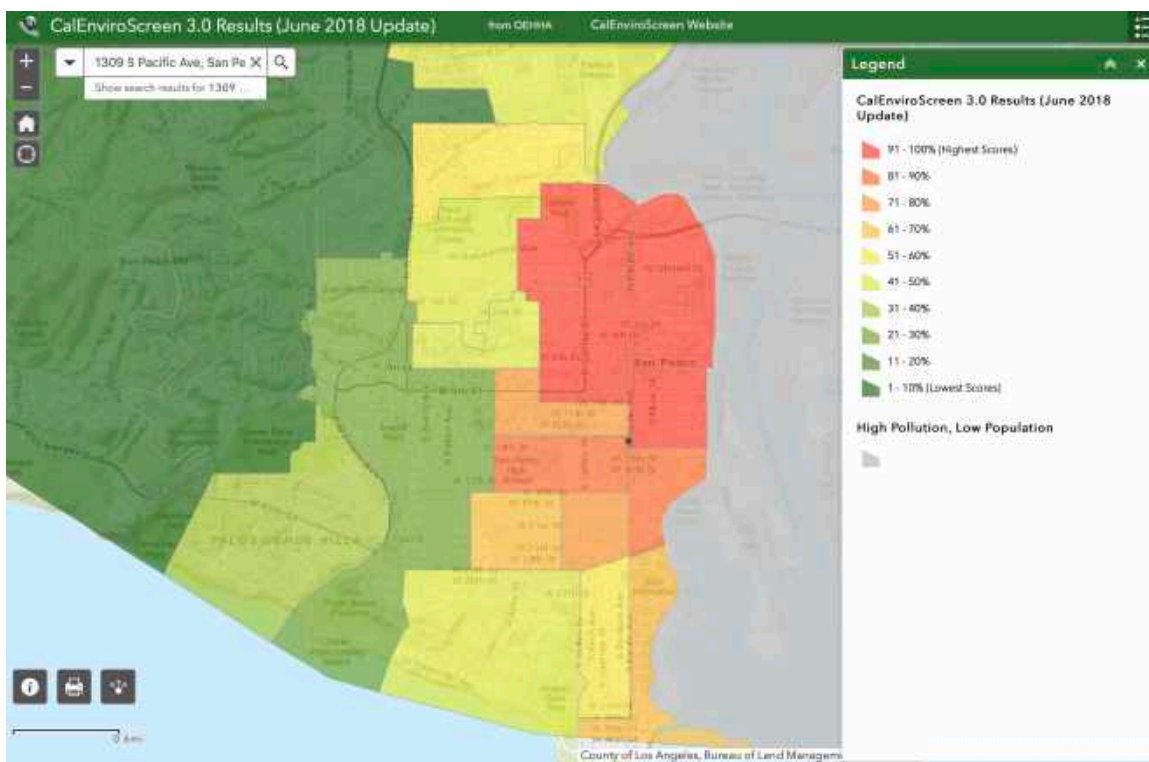


Source: <https://ejscreen.epa.gov/mapper/>

**FIGURE 12 –RISK MANAGEMENT PLAN PROXIMITY- COMPARED TO STATE**

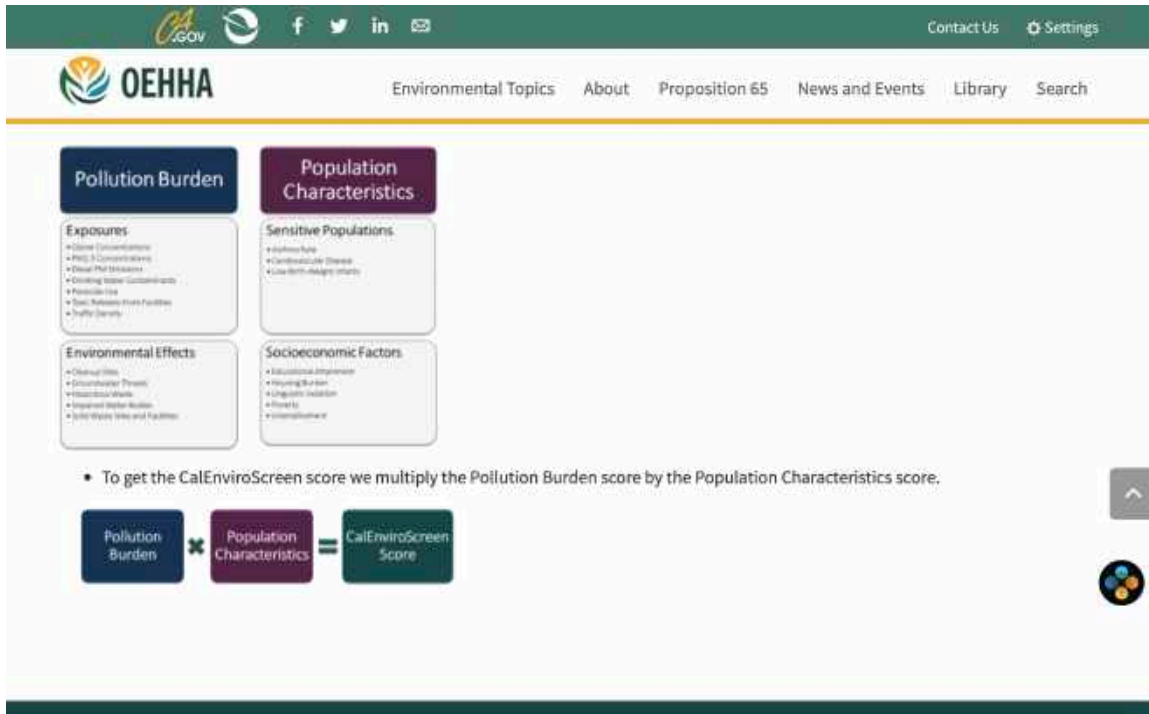
6. As a result, the project vicinity has received a high hazards risk score from California State Office of Environmental Hazards Assessment (OEHA), as shown in **Figure 13**. The CalEnviroScreen 3.0 scores are a function of pollution burden and population characteristics, as shown in **Figure 14**.<sup>30</sup>

<sup>30</sup> <https://oehha.ca.gov/calenviroscreen/scoring-model>



Source: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>

**FIGURE 13 – OEHA ENVIRONMENTAL HAZARDS RISK ASSESSMENT SCORE**

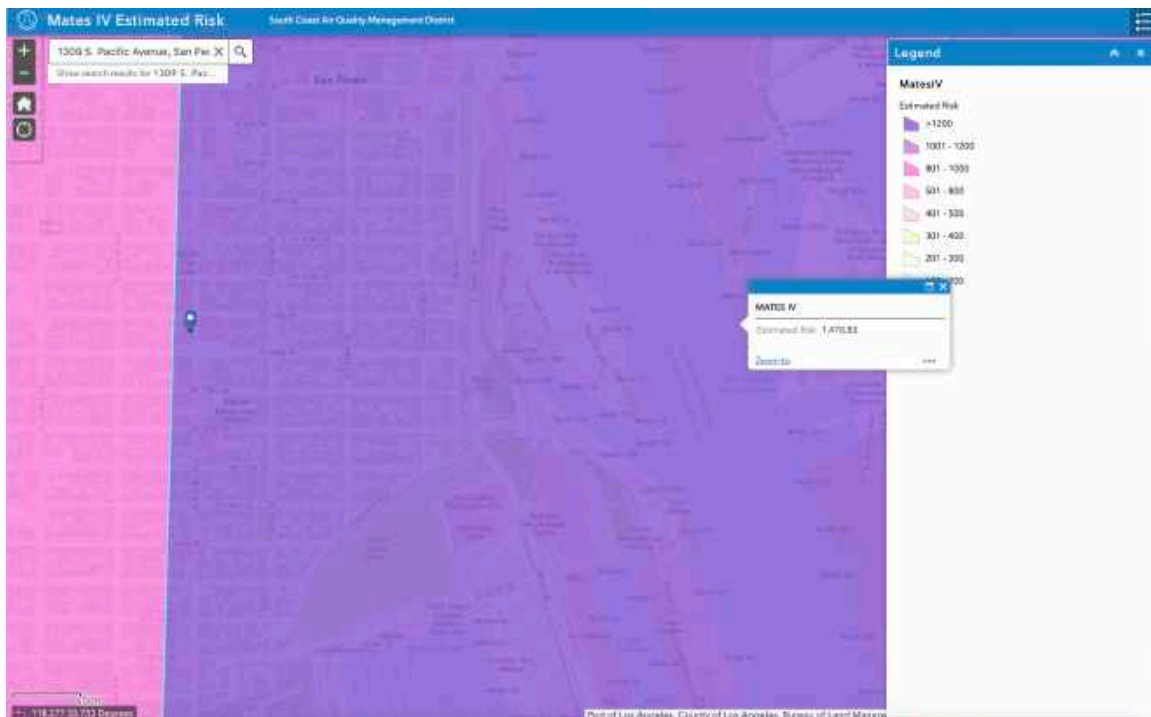


Source: <https://oehha.ca.gov/calenviroscreen/scoring-model>

**FIGURE 14 – OEHA ENVIRONMENTAL HAZARDS RISK ASSESSMENT SCORE FACTORS**



7. The presence of toxic air contaminants in project vicinity has resulted in an area with a high cancer risk, per the South Coast Air Quality Management District's Mates IV modeling (see **Figure 15**).<sup>31</sup>



Source: <https://www.arcgis.com/apps/webappviewer/index.html?id=470c30bc6daf4ef6a43f0082973ff45f>

**FIGURE 15 – MATES IV ESTIMATED CANCER RISK SCORE**

### **Significant Air Toxics Impact – Increased Cancer Risk**

The Air Quality Analysis prepared for the project recognized the unusual circumstances associated with the project's location in with an increased cancer risk, noting on page 16 of the Air Quality Analysis included as Attachment D5 to the Notice of Determination:

#### **(c) Existing Heath Risk in the Surrounding Area**

Based on the MATES-IV model, the calculated cancer risk in the Project area is approximately 1,471 in a million. The cancer risk in this area is

<sup>31</sup> As explained by SCAQMD at: <https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-iv>

“The Multiple Air Toxics Exposure Study IV (MATES IV) is a monitoring and evaluation study conducted in the South Coast Air Basin (Basin). The study is a follow up to previous air toxics studies in the Basin.”

“The MATES IV Study includes a monitoring program, an updated emissions inventory of toxic air contaminants, and a modeling effort to characterize risk across the Basin. The study focuses on the carcinogenic risk from exposure to air toxics but does not estimate mortality or other health effects from particulate exposures. An additional focus of MATES IV is the inclusion of measurements of ultrafine particle concentrations.”

predominately related to nearby sources of diesel particulate matter (e.g., SR-110 freeway to the north, Ports of Long Beach and Los Angeles to the east). In general, the risk at the Project Site is higher than the average across the South Coast Air Basin.

The Office of Environmental Health Hazard Assessment, on behalf of CalEPA, provides a screening tool called CalEnviroScreen that can be used to help identify California communities disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, the Project site is located in the 80-85<sup>th</sup> percentile, which means the Project site is higher than average in comparison to other communities within California.

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. 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, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

#### (e) 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. 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, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The Project Site is located in the San Pedro neighborhood of Los Angeles, a mixed neighborhood with commercial and retail uses on Pacific Avenue. As a result, sensitive receptors within 1,000 feet of the Project Site include but are not limited to the following that are representative of receptors in the area:

- Multi-family residences, 523 West 14<sup>th</sup> Street; 10 feet west of the Project site.
- 15<sup>th</sup> Street Elementary School, 1527 South Mesa Street; 660 feet southeast of the Project site.

- Multi-family residences, 529 West 13<sup>th</sup> Street; as close as 90 feet north of the Project site to the main residence.
- Multi-family residences, 498 West 13<sup>th</sup> Street; as close as 250 feet north of the Project site.

However, the Air Quality Analysis inaccurately concluded, based on a qualitative analysis, that air toxic impacts would be less than significant. No quantitative Health Risk Assessment was prepared for the project.

SWAPE has prepared a screening-level Health Risk Assessment. That Assessment is included herein as **Attachment C**. The simple screening-level HRA prepared by SWAPE is based on SWAPE's updated CalEEMod model and calculates risk to the Maximally Exposed Individual Resident (MEIR). The results of SWAPE's assessment, as described below, demonstrate that the proposed Project may result in a significant health risk impact not previously identified or addressed in the Air Quality Analysis attached to the Notice of Exemption. As explained more fully by SWAPE in the report contained in **Attachment C1**:

We calculated the excess cancer risk to the MEIR using applicable HRA methodologies prescribed by OEHHA. Consistent with the default construction schedule, the annualized average concentration for Project construction was used for the entire third trimester of pregnancy (0.25 years) and the first 0.22 years of the infantile stage of life (0 – 2 years). The annualized averaged concentration for operation was used for the remainder of the 30-year exposure period, which makes up the remaining 1.78 years of the infantile stage of life, the entire child stage of life (2 – 16 years), and the entire the adult stage of life (16 – 30 years).

Consistent with OEHHA, as recommended by the SCAQMD, BAAQMD, and SJVAPCD guidance, we used Age Sensitivity Factors ("ASF") to account for the heightened susceptibility of young children to the carcinogenic toxicity of air pollution. According to this guidance, the quantified cancer risk should be multiplied by a factor of ten during the third trimester of pregnancy and during the first two years of life (infant) as well as multiplied by a factor of three during the child stage of life (2 – 16 years). We also included the quantified cancer risk without adjusting for the heightened susceptibility of young children to the carcinogenic toxicity of air pollution in accordance with older OEHHA guidance from 2003. This guidance utilizes a less health protective scenario than what is currently recommended by SCAQMD, the air quality district with jurisdiction over the City, and several other air districts in the state. Furthermore, in accordance with the guidance set forth by OEHHA, we used the 95<sup>th</sup> percentile breathing rates infants. Finally, according to SCAQMD guidance, we used a Fraction of Time At Home ("FAH") Value of 1 for the 3<sup>rd</sup> trimester and infant receptors. We used a cancer potency factor of 1.1 (mg/kg-day)<sup>-1</sup> and an averaging time of 25,550

days. . .

(t)he excess cancer risk to adults, children, infants, and during the 3<sup>rd</sup> trimester of pregnancy at the MEIR located approximately 25 meters away, over the course of Project construction and operation, utilizing age sensitivity factors, are approximately 77, 690, 620, and 23 in one million, respectively. The excess cancer risk over the course of a residential lifetime (30 years), utilizing age sensitivity factors, is approximately 1,400 in one million. The 3<sup>rd</sup> trimester, infant, child, adult, and lifetime cancer risks all exceed the SCAQMD threshold of 10 in one million, thus resulting in a potentially significant impact not previously addressed or identified by the AQ Report. Utilizing age sensitivity factors is the most conservative, health-protective analysis according to the most recent guidance by OEHHA and reflects recommendations from the air district. Results without age sensitivity factors are presented in the table above, although we do not recommend utilizing these values for health risk analysis. Regardless, the excess cancer risk to adults, children, infants, and during the 3<sup>rd</sup> trimester of pregnancy at the MEIR located approximately 25 meters away, over the course of Project construction and operation, without age sensitivity factors, are approximately 77, 230, 62, and 2.3 in one million, respectively. The excess cancer risk over the course of a residential lifetime (30 years), without age sensitivity factors, is approximately 370 in one million. The infant, child, and lifetime cancer risks, without age sensitivity factors, all exceed the SCAQMD threshold of 10 in one million, thus resulting in a potentially significant impact not previously addressed or identified by the AQ Report. While we recommend the use of age sensitivity factors, health risk impacts exceed the SCAQMD threshold regardless.

*As a result of our findings, the proposed Project does not qualify for a Class 32 Exemption under the California Environmental Quality Act (“CEQA”) and 14 Cal. Code of Regs. 1500 et seq. (“CEQA Guidelines”) and, therefore, a full CEQA analysis must be prepared to adequately assess and mitigate the potential air quality and health risk impacts that the Project may have on the surrounding environment.*

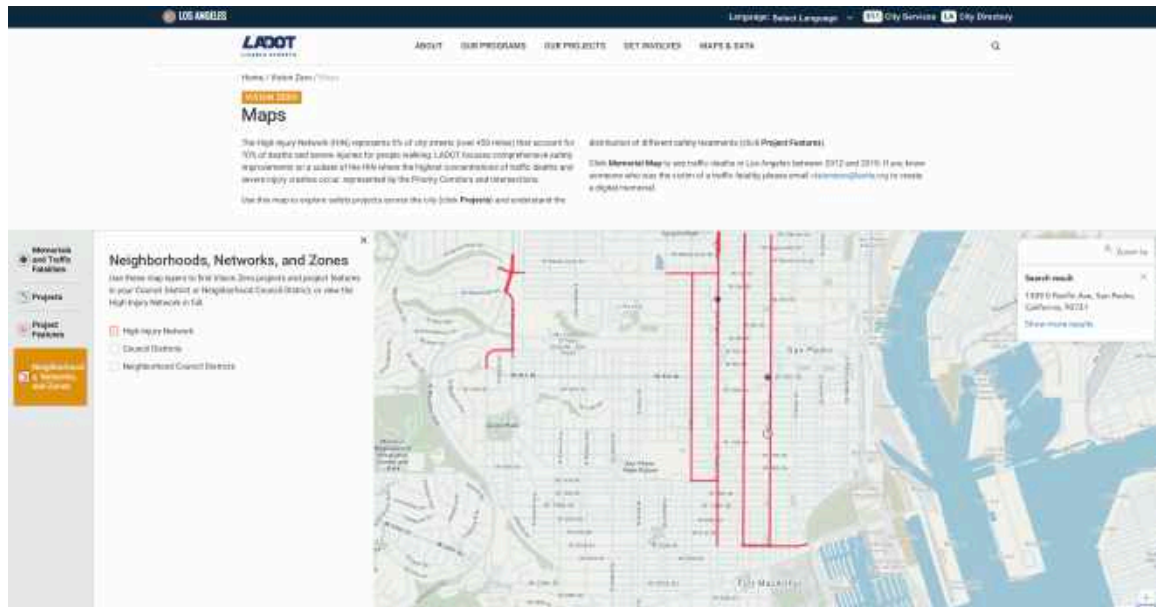
**Potential For Accident Impacts Resulting From The Unusual Circumstance Of Project’s Location On The City’s High-Injury Network And Adjacency To Both The Enhanced Pedestrian District In The 2035 Mobility Plan And Mobility Plan 2035 Bicycle Network**

**Documentation of Unusual Circumstances**

1. South Pacific Avenue in the vicinity of the project is identified by the City of Los Angeles’ Vision Zero initiative as being part of the High Injury Network (See **Figure 16**). “The High-Injury Network (HIN) represents 6% of city streets (over



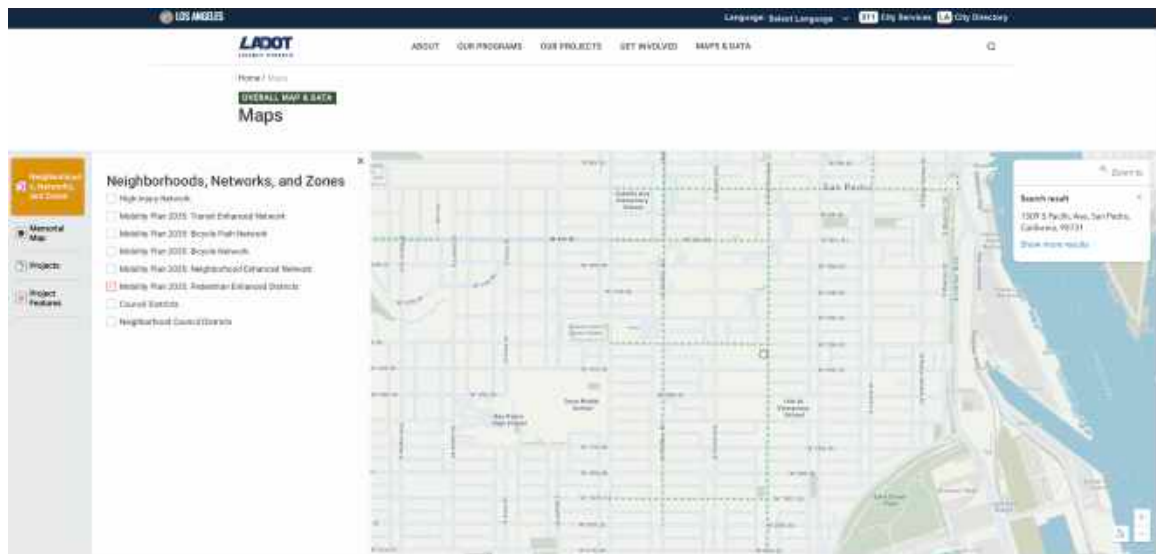
450 miles) that account for 70% of deaths and severe injuries for people walking.”<sup>32</sup>



Source: <https://ladotlivablestreets.org/programs/vision-zero/maps>

**FIGURE 16 – PROJECT’S LOCATION ON THE HIGH-INJURY NETWORK (project site shown with small open circle)**

2. In addition, both 13<sup>th</sup> Street and Pacific Avenue are identified as part of an Enhanced Pedestrian District in the 2035 Mobility Plan (see **Figure 17**).



Source: <https://ladotlivablestreets.org/programs/vision-zero/maps>

**FIGURE 17 – PROJECT’S PROXIMITY TO IDENTIFIED PEDESTRIAN ENHANCED DISTRICTS (project site indicated with small circle)**

<sup>32</sup> <https://ladotlivablestreets.org/programs/vision-zero/maps>

3. In addition, Pacific Avenue and portions of 14<sup>th</sup> Street east of the project site are part of the Mobility Plan 2035 Bicycle Network (see **Figure 18**).



Source: <https://ladotlivablestreets.org/overall-map/maps>

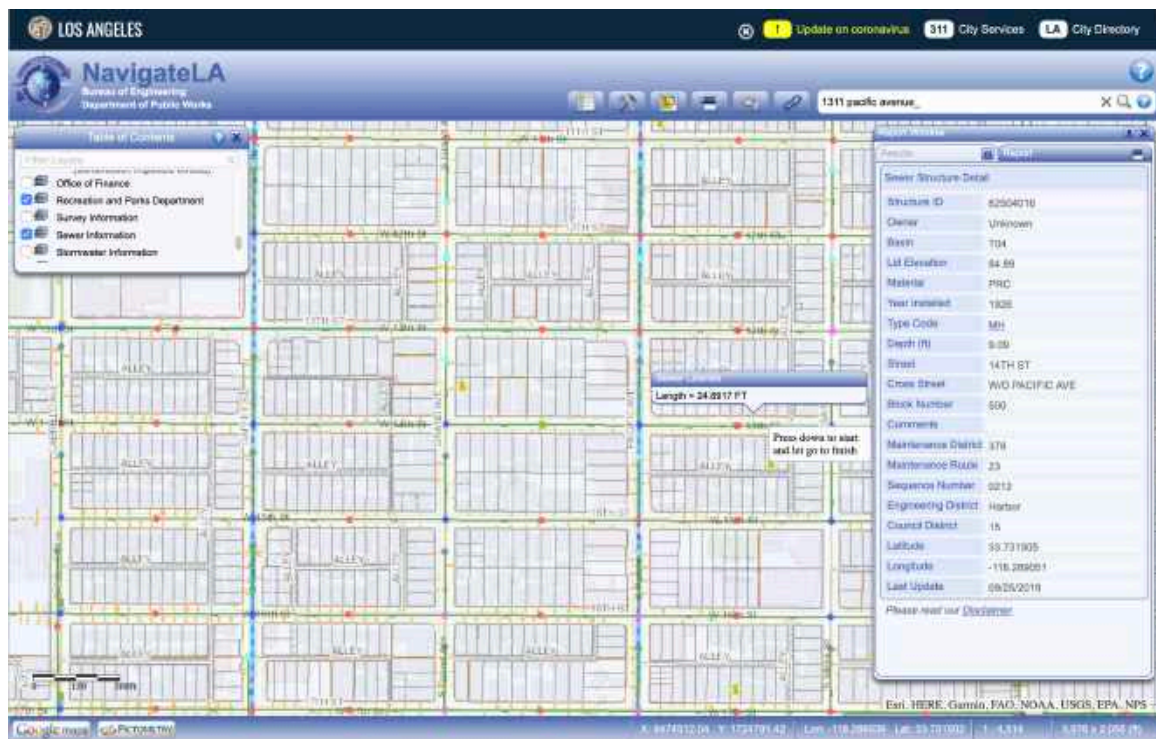
**FIGURE 18 – LOCATION OF THE MOBILITY PLAN 2035 BICYCLE NETWORK (project site indicated with small circle)**

### **Potentially Significant Impact Due To Increased Risk of Pedestrian And Bicyclist Accidents Resulting From Project Trips**

As detailed earlier in this letter, the proposed project would result in a neighborhood traffic intrusion impact due to the increase in project generated traffic on 14<sup>th</sup> Street, which is a residential street. Based on the project trip distribution shown in **Figure 3** from the Traffic Analysis attached to the Notice of Exemption, 55% of the project's estimated 540 daily trips would exit or enter the project site on 14<sup>th</sup> Street after turning onto/off-of Pacific Avenue. This means that the project would add 297 additional daily trips and turning movements through the unsignalized intersection of Pacific Avenue and 14<sup>th</sup> Street, adding to the risk to pedestrians and bicyclists traveling along the western side of Pacific Avenue. Given that Pacific Avenue is located on the High Injury Network and is both part an identified pedestrian district and bicycle network, the additional project-generated traffic through this intersection has the potential to increase accident risk at this location. This is a potentially significant project impact, due to these unusual circumstances.

### **Potential For Infrastructure Impact Due to Unual Circumstances Of A Project Site Served By Aging Sewer Lines**

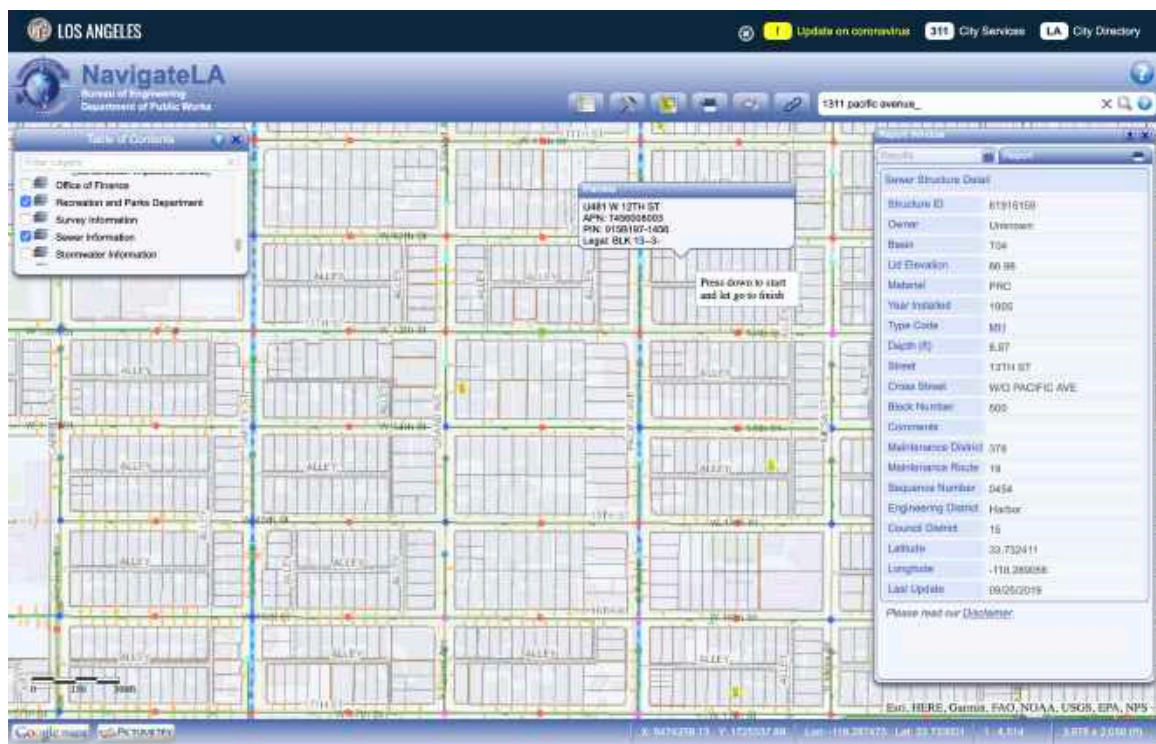
The project site is located in an area served by aging infrastructure. The sewer line on 14<sup>th</sup> Street, just south of the project site was constructed in 1926, as shown in **Figure 19**.



Source: NavigateLA: <https://navigate.lacity.org/navigate/>

**FIGURE 19 – AGE OF SEWER LINE ON 14<sup>TH</sup> STREET (data point indicated by green dot)**

The sewer line in 13<sup>th</sup> Street was constructed in 1905, as shown on the mapping in NavigateLA, as shown on **Figure 20**.

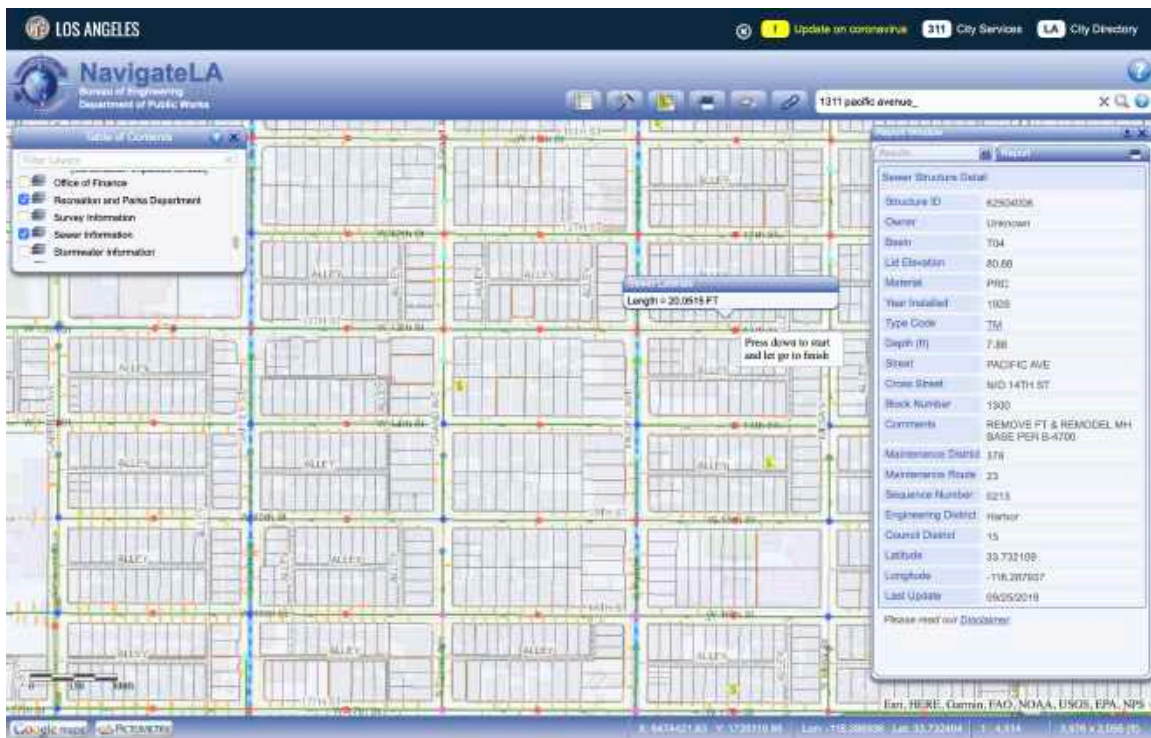


Source: NavigateLA: <https://navigate.lacity.org/navigate/>

**FIGURE 20 – AGE OF SEWER LINE ON 13<sup>TH</sup> STREET (data point indicated by green dot)**



And, the sewer line on Pacific Avenue was constructed in 1926, as shown in the NavigateLA records for the area and **Figure 21**.



Source: NavigateLA: <https://navigatela.lacity.org/navigatela/>

**FIGURE 21 – AGE OF SEWER LINE ON PACIFIC AVENUE BETWEEN 13<sup>TH</sup> AND 14<sup>TH</sup> STREET (data point indicated by green dot)**

## Potential For Significant Sewer Line Impacts

The proposed project includes a change in land use limitations, which could allow greater average daily flows than could be produced based on the current land use limitations.<sup>33</sup> Based on the sewage generation rates on page M.2-5 of the City's Complete CEQA Thresholds Guide, the project is estimated to generate 13,440 gallons per day of wastewater. Project construction, including excavation for two levels of parking, has the potential to impact aging sewer lines as a result of truck traffic on these streets and construction activity. In addition, the proposed project, with its higher density, would place additional burdens on the aging pipes than anticipated when the pipes were installed. This may increase the potential for sewer line breaks, leaks or blockages. This would be a potential impact of the project resulting from the unusual circumstance of the age of sewer lines in the project area.

<sup>33</sup> The proposed project thus meets one of the screening criteria necessitating further study on page M.2-2 of the City's Complete CEQA Thresholds Guide.

## VI. FAILURE TO MEET 153002(B) – POTENTIAL FOR CUMULATIVE IMPACTS

As detailed in this letter, the proposed project has the potential to result in significant construction air quality impacts and significant impacts associated with air toxic emissions. Given existing air quality and health hazards in the project vicinity, the proposed project will result in significant air quality, air toxic emissions and associated public health cumulative impacts.

As noted in the State of California’s Department of Justice’s Guidance on Environmental Justice:<sup>34</sup>

CEQA requires a lead agency to consider whether a project’s effects, while they might appear limited on their own, are “cumulatively considerable” and therefore significant. (Pub. Res. Code, § 21083, subd. (b)(3).) “[C]umulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” (*Id.*) This requires a local lead agency to determine whether pollution from a proposed project will have significant effects on any nearby communities, when considered together with any pollution burdens those communities already are bearing, or may bear from probable future projects. Accordingly, the fact that an area already is polluted makes it *more likely* that any additional, unmitigated pollution will be significant. Where there already is a high pollution burden on a community, the “relevant question” is “whether any additional amount” of pollution “should be considered significant in light of the serious nature” of the existing problem. (*Hanford, supra*, 221 Cal.App.3d at 661; see also *Los Angeles Unified School Dist. v. City of Los Angeles* (1997) 58 Cal.App.4th 1019, 1025 [holding that “the relevant issue ... is not the relative amount of traffic noise resulting from the project when compared to existing traffic noise, but whether any additional amount of traffic noise should be considered significant in light of the serious nature of the traffic noise problem already existing around the schools.”])

The South Coast Air Quality District similarly defines a cumulative impact for purposes of determining air quality impacts. As noted on page 35 of the Air Quality Analysis included as Attachment D5 to the Notice of Exemption: “According to the SCAQMD, individual projects that exceed the SCAQMD’s recommended daily

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<sup>34</sup> California Department of Justice, Environmental Justice at the Local and Regional Level – Legal Background, available at: [https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/ej\\_fact\\_sheet.pdf](https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/ej_fact_sheet.pdf)

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.”

### **Significant Cumulative Construction Air Quality Impacts**

As detailed in the SWAPE report included in **Attachment C**, the proposed project would result in construction emissions that exceed the SCAQMD’s thresholds for VOC/ROG and NOx. This would be a cumulative impact of the proposed project.

### **Significant Cumulative Air Toxics Emissions Impacts and Cancer Risk**

As detailed in SWAPE’s report summarized above, and included in **Attachment C**, the proposed project may result in a significant cancer risk to nearby sensitive receptors. Given existing air quality and cancer risk in the area, the additional air toxic emissions and cancer risk would contribute to cumulative health impacts in the project area.

### **Significant Cumulative Greenhouse Gas Impacts**

As detailed in SWAPE’s report included in **Attachment C**, the proposed project would result in a significant Greenhouse Gas impact. As detailed more fully in their report, SWAPE:

In an effort to determine the significance of the Project’s GHG impacts, conducted an analysis of the Project’s GHG emissions utilizing SWAPE’s updated CalEEMod model, as previously described. The SCAQMD provides an updated Tier 4 service population efficiency target goal of 3.0 MTCO<sub>2</sub>e/SP/year for target year 2035. The CalEEMod output files, modeled by SWAPE with Project-specific information, disclose the Project’s mitigated emissions, which include approximately 452 MT CO<sub>2</sub>e of total construction emissions and approximately 1,471 MT CO<sub>2</sub>e/year of annual operational emissions (sum of area, energy, mobile, waste, and water-related emissions). Furthermore, according to CAPCOA’s *CEQA & Climate Change* report, service population is defined as “the sum of the number of residents and the number of jobs supported by the project.” The Project’s CalEEMod output files indicate that the Project would house 312 residents. As the Project does not contain any nonresidential land uses, we assumed the Project would not employ any workers. Thus, we estimate a service population of 312 people. When dividing the Project’s GHG emission (amortized construction + operation) by the service population, we find that the Project would emit approximately 4.8 MT CO<sub>2</sub>e/SP/yr. When we compare the Project’s service population efficiency of 4.8 MT CO<sub>2</sub>e/SP/year to the SCAQMD’s updated Tier 4 service population efficiency target goal, we find a potentially significant GHG impact.

Greenhouse Gas impacts are essentially cumulative impacts, since the impact derives from project emissions in combination with State-wide emissions.

### **Significant Cumulative Traffic Impact – Increase Pedestrian and Bicyclist Accident Risk**

As detailed in **Section V**, given that Pacific Avenue is located on the High Injury Network and is both part an identified pedestrian district and bicycle network, the additional project-generated traffic through this intersection has the potential to increase accident risk at this location. This is also a potentially significant cumulative project impact, resulting from a project that is not consistent with the intended land use and density for the site, specified in the San Pedro Community Plan.

### **Significant Cumulative Infrastructure Impacts**

Given the aging infrastructure in the area, additional construction and the additional densification in the area has the potential to impact local infrastructure, both directly as a result of the nature and magnitude of construction activity and indirectly as a result of the additional demand generated by the significant up-zoning that is part of density bonus program. (A list of cumulative projects in the area is included in **Attachment E**, which supplements the list included in the Traffic Analysis attached to the Notice of Exemption). These potential impacts have not been assessed in an environmental document for the San Pedro Community Plan area or the TOC program. The San Pedro Community Plan and its environmental review<sup>35</sup> were based on the existing zoning, not the substantial up-zoning that is allowed under the City's and State's various density bonus programs. The potential for cumulative infrastructure impacts, particularly sewer infrastructure impacts, as discussed in **Section V**, therefore exists. The project would contribute to these potentially significant cumulative infrastructure impacts.

## **VII. SIGNIFICANT UNMITIGATED IMPACTS**

As detailed in **Sections III, IV, and VI**, there is the potential for this project to result in a number of significant environmental impacts. In the absence of appropriate mitigation, these impacts will occur. No mitigation has been provided for potentially significant air toxics, cancer risk, neighborhood intrusion and Greenhouse Gas impacts. No Mitigation Monitoring and Reporting Program has been prepared for the proposed project. Air toxics, cancer risk and neighborhood intrusion impacts are likely to be significant and unavoidable without modification of the project to reduce density. The potential for the proposed project to result in significant unmitigated impacts and to contribute to significant cumulative impacts remains. The proposed project is therefore not eligible for either a Class 32 Exemption of a Waiver of Development Standards.

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<sup>35</sup> Final San Pedro Community Plan EIR, April 2017, available at: <https://planning.lacity.org/eir/SanPedro/SanPedroCoverPg.html>

**IX. USE OF A CATEGORICAL EXEMPTION IS NOT APPROPRIATE FOR THE PROPOSED PROJECT; ADDITIONAL CEQA REVIEW IS REQUIRED**

As detailed in **Section III** of the letter, the proposed project is not consistent with the applicable general plan designation and **all** applicable general plan policies as well as with the applicable zoning designation and regulations, and therefore does not comply with CEQA Guidelines Section 15332(a). In addition, as detailed in **Section IV and Section V** of this letter, the proposed project would result in significant traffic and air quality impacts requiring mitigation, and therefore does not comply with CEQA Guidelines Section 15332(d), which precludes use of a Class 32 Exemption for projects that would result in significant effects relating to traffic<sup>36</sup>, noise, air quality, or water quality.

In addition, as detailed in **Section V and Section VI** of this letter, the proposed project is not eligible for a Categorical Exemption pursuant to CEQA Guidelines Sections 15332(b) and 15332(c) due to both impacts associated with unusual circumstances and the potential for cumulative impacts. The City cannot act on the project until the appropriate environmental documentation has been prepared for the project.

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Jamie T. Hall', is positioned above the printed name.

Jamie T. Hall

**ATTACHMENTS**

- A. LAND USE (Attachments A1-A6)
- B. PROJECT DESCRIPTION ISSUES – PACIFIC CORRIDOR REDEVELOPMENT PLAN PROJECT (Attachments B1-B6)
- C. AIR QUALITY (Attachments C1-C3)
- D. TRAFFIC (Attachments D1-D4)
- E. CUMULATIVE PROJECTS (Attachments E1-E4)

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<sup>36</sup> See discussion in Section VI regarding the project's potential to result in neighborhood traffic impacts.



## Communication from Public

**Name:** Jamie T. Hall

**Date Submitted:** 11/04/2020 07:31 PM

**Council File No:** 20-0680

**Comments for Public Posting:** Dear Members of the Planning Land Use Management (PLUM) Committee This firm represents Citizens Protecting San Pedro. Attached please find Attachments A1 to A4 to the letter submitted by Channel Law Group on November 4, 2020. Sincerely, Jamie T. Hall

# Attachment A 1



# City of Los Angeles Department of City Planning

## 10/28/2020 PARCEL PROFILE REPORT

### PROPERTY ADDRESSES

None

### ZIP CODES

None

### RECENT ACTIVITY

DIR-2020-5031-RDP

### CASE NUMBERS

CPC-2019-4908-DB-SPR

CPC-2018-6005-CA

CPC-2013-3169

CPC-2009-1557-CPU

CPC-2005-8252-CA

CPC-2000-199-CRA

CPC-19XX-30669

CPC-1990-190-ZC

ORD-185541-SA150

ORD-185539

ORD-170032-SA5200

ORD-159098

ENV-2019-4909-CE

ENV-2019-4121-ND

ENV-2018-6006-CE

ENV-2017-2502-CE

ENV-2013-3170-CE

ENV-2009-1558-EIR

ENV-2005-8253-ND

ND-88-473-ZC

ND-90-83-ZC-HD

### Address/Legal Information

PIN Number	012B197 188
Lot/Parcel Area (Calculated)	9,005.7 (sq ft)
Thomas Brothers Grid	PAGE 824 - GRID B6
Assessor Parcel No. (APN)	7454026014
Tract	RUDECINDA TRACT
Map Reference	L S 4-43
Block	13
Lot	14
Arb (Lot Cut Reference)	None
Map Sheet	012B197

### Jurisdictional Information

Community Plan Area	San Pedro
Area Planning Commission	Harbor
Neighborhood Council	Central San Pedro
Council District	CD 15 - Joe Buscaino
Census Tract #	2969.01
LADBS District Office	San Pedro

### Planning and Zoning Information

Special Notes	None
Zoning	C2-1XL-CPIO
Zoning Information (ZI)	ZI-1117 MTA Right-of-Way (ROW) Project Area
	ZI-2478 Community Plan Implementation Overlay: San Pedro
	ZI-2130 State Enterprise Zone: Harbor Gateway
	ZI-2488 Redevelopment Project Area: Pacific Corridor
General Plan Land Use	Neighborhood Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	None
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	San Pedro
Subarea	Coastal Commercial A
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
Streetscape	No

This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at [zimas.lacity.org](http://zimas.lacity.org)  
(\*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Low
Non-Residential Market Area	Medium
Transit Oriented Communities (TOC)	Tier 1
RPA: Redevelopment Project Area	Pacific Corridor
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	Active: 15th Street Elementary School
500 Ft Park Zone	No
<b>Assessor Information</b>	
Assessor Parcel No. (APN)	7454026014
APN Area (Co. Public Works)*	0.207 (ac)
Use Code	2700 - Commercial - Parking Lot (Commercial Use Property) - Lots - Patron or Employee - One Story
Assessed Land Val.	\$544,807
Assessed Improvement Val.	\$1,267
Last Owner Change	03/20/2020
Last Sale Amount	\$2,000,020
Tax Rate Area	13245
Deed Ref No. (City Clerk)	5-910
	35457
	318050
	1867317
	1852616
Building 1	
Year Built	1959
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	9,000.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	No [APN: 7454026014]
<b>Additional Information</b>	
Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	None
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Wells	None
<b>Seismic Hazards</b>	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	1.84410096

This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at [zimas.lacity.org](https://zimas.lacity.org)  
 (\*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Nearest Fault (Name)	Palos Verdes Fault Zone
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	3.00000000
Slip Geometry	Right Lateral - Strike Slip
Slip Type	Moderately Constrained
Down Dip Width (km)	13.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	90.00000000
Maximum Magnitude	7.30000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	No
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No
<b>Economic Development Areas</b>	
Business Improvement District	None
Hubzone	Redesignated until Dec 2021
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	HARBOR GATEWAY STATE ENTERPRISE ZONE
<b>Housing</b>	
Direct all Inquiries to	Housing+Community Investment Department
Telephone	(866) 557-7368
Website	<a href="http://hcidla.lacity.org">http://hcidla.lacity.org</a>
Rent Stabilization Ordinance (RSO)	No [APN: 7454026014]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No
<b>Public Safety</b>	
Police Information	
Bureau	South
Division / Station	Harbor
Reporting District	563
Fire Information	
Bureau	South
Batallion	6
District / Fire Station	48
Red Flag Restricted Parking	No

## CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2019-4908-DB-SPR
Required Action(s):	DB-DENSITY BONUS SPR-SITE PLAN REVIEW
Project Descriptions(s):	PURSUANT TO LAMC SECTION 12.24-U26, A CONDITIONAL USE TO ALLOW A 37.5% DENSITY BONUS FOR 97 MARKET RATE UNITS AND 12 VERY LOW INCOME UNITS IN LIEU OF THE MAXIMUM DENSITY BONUS ALLOWABLE UNDER LAMC SECTION 12.25-A25.  PURSUANT TO LAMC SECTION 12.22-A25, A DENSITY BONUS FOR AN ON-MENU INCENTIVE FOR HEIGHT INCREASE OF 14.5 FEET, AN OFF-MENU INCENTIVE FOR FAR INCREASE TO 2.75, AND AN OFF-MENU INCENTIVE FOR A REAR YARD SETBACK REDUCTION TO 5 FEET.  PURSUANT TO LAMC SECTION 16.05, SITE PLAN REVIEW FOR A PROJECT WITH MORE THAN 50 UNITS.
Case Number:	CPC-2018-6005-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHORITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	CPC-2013-3169
Required Action(s):	Data Not Available
Project Descriptions(s):	THE PROPOSED PROJECT CONSISTS OF: (1) A TECHNICAL MODIFICATION TO SECTIONS 12.03, 12.04, 12.21, 12.22, 12.24, 13.11, 14.5, 16.05 AND 16.11 OF THE LOS ANGELES MUNICIPAL CODE (LAMC) TO REMOVE OR AMEND REFERENCES TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (CRA); (2) TECHNICAL CORRECTIONS TO CLARIFY EXISTING REGULATIONS IN THE LAMC THAT ARE IMPACTED BY THE TRANSFER OF LAND USE AUTHORITY; AND (3) A RESOLUTION REQUESTING THAT ALL LAND USE RELATED PLANS AND FUNCTIONS OF THE CRA/LA BE TRANSFERRED TO THE DEPARTMENT OF CITY PLANNING
Case Number:	CPC-2009-1557-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	SAN PEDRO COMMUNITY PLAN UPDATE
Case Number:	CPC-2005-8252-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.
Case Number:	CPC-2000-199-CRA
Required Action(s):	CRA-COMMUNITY REDEVELOPMENT AGENCY
Project Descriptions(s):	PACIFIC CORRIDOR REDEVELOPMENT PLAN
Case Number:	CPC-19XX-30669
Required Action(s):	Data Not Available
Project Descriptions(s):	
Case Number:	CPC-1990-190-ZC
Required Action(s):	ZC-ZONE CHANGE
Project Descriptions(s):	PROCEEDINGS RE-INITIATED TO CHANGE THE ZONE ON ALL COMMERCIAL ZONES TO IQIC2 AND IQIC1 AND ALL OTHER ZONES TO IQIRD1.5 GENERALLY ON PROPERTIES WITHIN 150 FT EAST AND WEST OF PACIFIC AVE. FROM OLIVER ST. TO HAMILTON AVE. TO RESTRICT USES, DENSITIES, INTENSITIES AND DESIGN; AND PLAN AMENDMENT AND ZONE CHANGES FOR THE SAN PEDRO COMMUNITY AS REQUIRED BY ORDINANCE NO. 165,352
Case Number:	ENV-2019-4909-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	PURSUANT TO LAMC SECTION 12.24-U26, A CONDITIONAL USE TO ALLOW A 37.5% DENSITY BONUS FOR 97 MARKET RATE UNITS AND 12 VERY LOW INCOME UNITS IN LIEU OF THE MAXIMUM DENSITY BONUS ALLOWABLE UNDER LAMC SECTION 12.25-A25.  PURSUANT TO LAMC SECTION 12.22-A25, A DENSITY BONUS FOR AN ON-MENU INCENTIVE FOR HEIGHT INCREASE OF 14.5 FEET, AN OFF-MENU INCENTIVE FOR FAR INCREASE TO 2.75, AND AN OFF-MENU INCENTIVE FOR A REAR YARD SETBACK REDUCTION TO 5 FEET.  PURSUANT TO LAMC SECTION 16.05, SITE PLAN REVIEW FOR A PROJECT WITH MORE THAN 50 UNITS.
Case Number:	ENV-2019-4121-ND
Required Action(s):	ND-NEGATIVE DECLARATION

Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHORITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	ENV-2018-6006-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHORITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	ENV-2017-2502-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	ENVIRONMENTAL CLEARANCE
Case Number:	ENV-2013-3170-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	THE PROPOSED PROJECT CONSISTS OF: (1) A TECHNICAL MODIFICATION TO SECTIONS 12.03, 12.04, 12.21, 12.22, 12.24, 13.11, 14.5, 16.05 AND 16.11 OF THE LOS ANGELES MUNICIPAL CODE (LAMC) TO REMOVE OR AMEND REFERENCES TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (CRA); (2) TECHNICAL CORRECTIONS TO CLARIFY EXISTING REGULATIONS IN THE LAMC THAT ARE IMPACTED BY THE TRANSFER OF LAND USE AUTHORITY; AND (3) A RESOLUTION REQUESTING THAT ALL LAND USE RELATED PLANS AND FUNCTIONS OF THE CRA/LA BE TRANSFERRED TO THE DEPARTMENT OF CITY PLANNING
Case Number:	ENV-2009-1558-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	SAN PEDRO COMMUNITY PLAN UPDATE
Case Number:	ENV-2005-8253-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.
Case Number:	ND-88-473-ZC
Required Action(s):	ZC-ZONE CHANGE
Project Descriptions(s):	Data Not Available
Case Number:	ND-90-83-ZC-HD
Required Action(s):	HD-HEIGHT DISTRICT ZC-ZONE CHANGE
Project Descriptions(s):	Data Not Available

## DATA NOT AVAILABLE

ORD-185541-SA150  
ORD-185539  
ORD-170032-SA5200  
ORD-159098

# ZIMAS PUBLIC

Generalized Zoning

10/28/2020

City of Los Angeles  
Department of City Planning



Address: undefined  
APN: 7454026014  
PIN #: 012B197 188

Tract: RUDECINDA TRACT  
Block: 13  
Lot: 14  
Arb: None

Zoning: C2-1XL-CPIO  
General Plan: Neighborhood Commercial





# LEGEND

## GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP
- CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU
- CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL, HJ, HR, NI
- P, PB
- PF

## GENERAL PLAN LAND USE

### LAND USE

#### RESIDENTIAL

- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

#### COMMERCIAL

- Limited Commercial
- Limited Commercial - Mixed Medium Residential
- Highway Oriented Commercial
- Highway Oriented and Limited Commercial
- Highway Oriented Commercial - Mixed Medium Residential
- Neighborhood Office Commercial
- Community Commercial
- Community Commercial -Mixed High Residential
- Regional Center Commercial

### FRAMEWORK

#### COMMERCIAL

- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Mixed Commercial

#### INDUSTRIAL

- Commercial Manufacturing
- Limited Manufacturing
- Light Manufacturing
- Heavy Manufacturing
- Hybrid Industrial

#### PARKING

- Parking Buffer

#### PORT OF LOS ANGELES

- General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
- General / Bulk Cargo - Hazard
- Commercial Fishing
- Recreation and Commercial
- Intermodal Container Transfer Facility Site

#### LOS ANGELES INTERNATIONAL AIRPORT

- Airport Landside / Airport Landside Support
- Airport Airside
- LAX Airport Northside

#### OPEN SPACE / PUBLIC FACILITIES

- Open Space
- Public / Open Space
- Public / Quasi-Public Open Space
- Other Public Open Space
- Public Facilities

#### INDUSTRIAL

- Limited Industrial
- Light Industrial

CIRCULATION

STREET

- Arterial Mountain Road
- Collector Scenic Street
- Collector Street
- Collector Street (Hillside)
- Collector Street (Modified)
- Collector Street (Proposed)
- Country Road
- Divided Major Highway II
- Divided Secondary Scenic Highway
- Local Scenic Road
- Local Street
- Major Highway (Modified)
- Major Highway I
- Major Highway II
- Major Highway II (Modified)

- Major Scenic Highway
- Major Scenic Highway (Modified)
- Major Scenic Highway II
- Mountain Collector Street
- Park Road
- Parkway
- Principal Major Highway
- Private Street
- Scenic Divided Major Highway II
- Scenic Park
- Scenic Parkway
- Secondary Highway
- Secondary Highway (Modified)
- Secondary Scenic Highway
- Special Collector Street
- Super Major Highway

FREEWAYS

- Freeway
- Interchange
- On-Ramp / Off- Ramp
- Railroad
- Scenic Freeway Highway

MISC. LINES


- Airport Boundary
- Bus Line
- Coastal Zone Boundary
- Coastline Boundary
- Collector Scenic Street (Proposed)
- Commercial Areas
- Commercial Center
- Community Redevelopment Project Area
- Country Road
- DWP Power Lines
- Desirable Open Space
- Detached Single Family House
- Endangered Ridgeline
- Equestrian and/or Hiking Trail
- Hiking Trail
- Historical Preservation
- Horsekeeping Area
- Local Street


- MSA Desirable Open Space
- Major Scenic Controls
- Multi-Purpose Trail
- Natural Resource Reserve
- Park Road
- Park Road (Proposed)
- Quasi-Public
- Rapid Transit Line
- Residential Planned Development
- Scenic Highway (Obsolete)
- Secondary Scenic Controls
- Secondary Scenic Highway (Proposed)
- Site Boundary
- Southern California Edison Power
- Special Study Area
- Specific Plan Area
- Stagecoach Line
- Wildlife Corridor


## POINTS OF INTEREST


 Alternative Youth Hostel (Proposed)	 Horticultural Center	 Public Elementary School
 Animal Shelter	 Hospital	 Public Elementary School (Proposed)
 Area Library	 Hospital (Proposed)	 Public Golf Course
 Area Library (Proposed)	 House of Worship	 Public Golf Course (Proposed)
 Bridge	 Important Ecological Area	 Public Housing
 Campground	 Important Ecological Area (Proposed)	 Public Housing (Proposed Expansion)
 Campground (Proposed)	 Interpretive Center (Proposed)	 Public Junior High School
 Cemetery	 Junior College	 Public Junior High School (Proposed)
 Church	 MTA / Metrolink Station	 Public Middle School
 City Hall	 MTA Station	 Public Senior High School
 Community Center	 MTA Stop	 Public Senior High School (Proposed)
 Community Library	 MWD Headquarters	 Pumping Station
 Community Library (Proposed Expansion)	 Maintenance Yard	 Pumping Station (Proposed)
 Community Library (Proposed)	 Municipal Office Building	 Refuse Collection Center
 Community Park	 Municipal Parking lot	 Regional Library
 Community Park (Proposed Expansion)	 Neighborhood Park	 Regional Library (Proposed Expansion)
 Community Park (Proposed)	 Neighborhood Park (Proposed Expansion)	 Regional Library (Proposed)
 Community Transit Center	 Neighborhood Park (Proposed)	 Regional Park
 Convalescent Hospital	 Oil Collection Center	 Regional Park (Proposed)
 Correctional Facility	 Parking Enforcement	 Residential Plan Development
 Cultural / Historic Site (Proposed)	 Police Headquarters	 Scenic View Site
 Cultural / Historical Site	 Police Station	 Scenic View Site (Proposed)
 Cultural Arts Center	 Police Station (Proposed Expansion)	 School District Headquarters
 DMV Office	 Police Station (Proposed)	 School Unspecified Loc/Type (Proposed)
 DWP	 Police Training site	 Skill Center
 DWP Pumping Station	 Post Office	 Social Services
 Equestrian Center	 Power Distribution Station	 Special Feature
 Fire Department Headquarters	 Power Distribution Station (Proposed)	 Special Recreation (a)
 Fire Station	 Power Receiving Station	 Special School Facility
 Fire Station (Proposed Expansion)	 Power Receiving Station (Proposed)	 Special School Facility (Proposed)
 Fire Station (Proposed)	 Private College	 Steam Plant
 Fire Supply & Maintenance	 Private Elementary School	 Surface Mining
 Fire Training Site	 Private Golf Course	 Trail & Assembly Area
 Fireboat Station	 Private Golf Course (Proposed)	 Trail & Assembly Area (Proposed)
 Health Center / Medical Facility	 Private Junior High School	 Utility Yard
 Helistop	 Private Pre-School	 Water Tank Reservoir
 Historic Monument	 Private Recreation & Cultural Facility	 Wildlife Migration Corridor
 Historical / Cultural Monument	 Private Senior High School	 Wildlife Preserve Gate
 Horsekeeping Area	 Private Special School	
 Horsekeeping Area (Proposed)	 Public Elementary (Proposed Expansion)	


SCHOOLS/PARKS WITH 500 FT. BUFFER


 Existing School/Park Site


 Planned School/Park Site


 Inside 500 Ft. Buffer


 Aquatic Facilities


 Beaches


 Child Care Centers


 Dog Parks


 Golf Course


 Historic Sites


 Horticulture/Gardens


 Skate Parks


 Other Facilities


 Park / Recreation Centers


 Parks


 Performing / Visual Arts Centers


 Recreation Centers


 Senior Citizen Centers


 Opportunity School


 Charter School


 Elementary School

 Span School


 Special Education School


 High School


 Middle School


 Early Education Center

COASTAL ZONE

 Coastal Zone Commission Authority

 Calvo Exclusion Area

 Not in Coastal Zone

 Dual Jurisdictional Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)

 Tier 1


 Tier 2


 Tier 3

 Tier 4


**Note:** TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC Incentive Areas will be updated.


WAIVER OF DEDICATION OR IMPROVEMENT


 Public Work Approval (PWA)


 Waiver of Dedication or Improvement (WDI)


OTHER SYMBOLS


 Lot Line


 Tract Line


 Lot Cut


 Easement


 Zone Boundary


 Building Line


 Lot Split


 Community Driveway


 Building Outlines 2014


 Building Outlines 2008


 Airport Hazard Zone


 Census Tract


 Coastal Zone


 Council District


 LADBS District Office


 Downtown Parking


 Fault Zone


 Fire District No. 1


 Tract Map


 Parcel Map


 Flood Zone


 Hazardous Waste


 High Wind Zone

 Hillside Grading

 Historic Preservation Overlay Zone

 Specific Plan Area

 Very High Fire Hazard Severity Zone

 Wells



# City of Los Angeles Department of City Planning

## 10/28/2020 PARCEL PROFILE REPORT

### PROPERTY ADDRESSES

1321 S PACIFIC AVE  
1319 S PACIFIC AVE  
1323 S PACIFIC AVE

### ZIP CODES

90731

### RECENT ACTIVITY

DIR-2020-5031-RDP

### CASE NUMBERS

CPC-2019-4908-DB-SPR  
CPC-2018-6005-CA  
CPC-2013-3169  
CPC-2009-1557-CPU  
CPC-2005-8252-CA  
CPC-2000-199-CRA  
CPC-19XX-30669  
CPC-1990-190-ZC  
CPC-1988-29-ZC  
ORD-185541-SA150  
ORD-185539  
ORD-170032-SA5200  
ORD-159098  
ENV-2019-4909-CE  
ENV-2019-4121-ND  
ENV-2018-6006-CE  
ENV-2017-2502-CE  
ENV-2013-3170-CE  
ENV-2009-1558-EIR  
ENV-2005-8253-ND  
ND-88-473-ZC  
ND-90-83-ZC-HD

### Address/Legal Information

PIN Number	012B197 107
Lot/Parcel Area (Calculated)	7,505.4 (sq ft)
Thomas Brothers Grid	PAGE 824 - GRID B6
Assessor Parcel No. (APN)	7454026012
Tract	RUDECINDA TRACT
Map Reference	L S 4-43
Block	13
Lot	12
Arb (Lot Cut Reference)	None
Map Sheet	012B197

### Jurisdictional Information

Community Plan Area	San Pedro
Area Planning Commission	Harbor
Neighborhood Council	Central San Pedro
Council District	CD 15 - Joe Buscaino
Census Tract #	2969.01
LADBS District Office	San Pedro

### Planning and Zoning Information

Special Notes	None
Zoning	C2-1XL-CPIO
Zoning Information (ZI)	ZI-1117 MTA Right-of-Way (ROW) Project Area ZI-2478 Community Plan Implementation Overlay: San Pedro ZI-2130 State Enterprise Zone: Harbor Gateway ZI-2488 Redevelopment Project Area: Pacific Corridor
General Plan Land Use	Neighborhood Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	None
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	San Pedro
Subarea	Coastal Commercial A
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
Streetscape	No

Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Low
Non-Residential Market Area	Medium
Transit Oriented Communities (TOC)	Tier 1
RPA: Redevelopment Project Area	Pacific Corridor
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No

#### Assessor Information

Assessor Parcel No. (APN)	7454026012
APN Area (Co. Public Works)*	0.172 (ac)
Use Code	1700 - Commercial - Office Building - One Story
Assessed Land Val.	\$238,370
Assessed Improvement Val.	\$175,596
Last Owner Change	05/02/2003
Last Sale Amount	\$310,003
Tax Rate Area	13245
Deed Ref No. (City Clerk)	919450
	862265
	845396
	6-120
	244903
	1666931
	1257758
Building 1	
Year Built	1924
Building Class	C45A
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	4,000.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	No [APN: 7454026012]

#### Additional Information

Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	None
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Wells	None

#### Seismic Hazards

This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at [zimas.lacity.org](http://zimas.lacity.org)  
 (\*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

<b>Active Fault Near-Source Zone</b>	
Nearest Fault (Distance in km)	1.82706264
Nearest Fault (Name)	Palos Verdes Fault Zone
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	3.00000000
Slip Geometry	Right Lateral - Strike Slip
Slip Type	Moderately Constrained
Down Dip Width (km)	13.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	90.00000000
Maximum Magnitude	7.30000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	No
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No
<b>Economic Development Areas</b>	
Business Improvement District	None
Hubzone	Redesignated until Dec 2021
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	HARBOR GATEWAY STATE ENTERPRISE ZONE
<b>Housing</b>	
Direct all Inquiries to	Housing+Community Investment Department
Telephone	(866) 557-7368
Website	<a href="http://hcidla.lacity.org">http://hcidla.lacity.org</a>
Rent Stabilization Ordinance (RSO)	No [APN: 7454026012]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No
<b>Public Safety</b>	
Police Information	
Bureau	South
Division / Station	Harbor
Reporting District	563
Fire Information	
Bureau	South
Battalion	6
District / Fire Station	48
Red Flag Restricted Parking	No



## CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2019-4908-DB-SPR
Required Action(s):	DB-DENSITY BONUS SPR-SITE PLAN REVIEW
Project Descriptions(s):	PURSUANT TO LAMC SECTION 12.24-U26, A CONDITIONAL USE TO ALLOW A 37.5% DENSITY BONUS FOR 97 MARKET RATE UNITS AND 12 VERY LOW INCOME UNITS IN LIEU OF THE MAXIMUM DENSITY BONUS ALLOWABLE UNDER LAMC SECTION 12.25-A25.  PURSUANT TO LAMC SECTION 12.22-A25, A DENSITY BONUS FOR AN ON-MENU INCENTIVE FOR HEIGHT INCREASE OF 14.5 FEET, AN OFF-MENU INCENTIVE FOR FAR INCREASE TO 2.75, AND AN OFF-MENU INCENTIVE FOR A REAR YARD SETBACK REDUCTION TO 5 FEET.  PURSUANT TO LAMC SECTION 16.05, SITE PLAN REVIEW FOR A PROJECT WITH MORE THAN 50 UNITS.
Case Number:	CPC-2018-6005-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHORITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	CPC-2013-3169
Required Action(s):	Data Not Available
Project Descriptions(s):	THE PROPOSED PROJECT CONSISTS OF: (1) A TECHNICAL MODIFICATION TO SECTIONS 12.03, 12.04, 12.21, 12.22, 12.24, 13.11, 14.5, 16.05 AND 16.11 OF THE LOS ANGELES MUNICIPAL CODE (LAMC) TO REMOVE OR AMEND REFERENCES TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (CRA); (2) TECHNICAL CORRECTIONS TO CLARIFY EXISTING REGULATIONS IN THE LAMC THAT ARE IMPACTED BY THE TRANSFER OF LAND USE AUTHORITY; AND (3) A RESOLUTION REQUESTING THAT ALL LAND USE RELATED PLANS AND FUNCTIONS OF THE CRA/LA BE TRANSFERRED TO THE DEPARTMENT OF CITY PLANNING
Case Number:	CPC-2009-1557-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	SAN PEDRO COMMUNITY PLAN UPDATE
Case Number:	CPC-2005-8252-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.
Case Number:	CPC-2000-199-CRA
Required Action(s):	CRA-COMMUNITY REDEVELOPMENT AGENCY
Project Descriptions(s):	PACIFIC CORRIDOR REDEVELOPMENT PLAN
Case Number:	CPC-19XX-30669
Required Action(s):	Data Not Available
Project Descriptions(s):	
Case Number:	CPC-1990-190-ZC
Required Action(s):	ZC-ZONE CHANGE
Project Descriptions(s):	PROCEEDINGS RE-INITIATED TO CHANGE THE ZONE ON ALL COMMERCIAL ZONES TO IQIC2 AND IQIC1 AND ALL OTHER ZONES TO IQIRD1.5 GENERALLY ON PROPERTIES WITHIN 150 FT EAST AND WEST OF PACIFIC AVE. FROM OLIVER ST. TO HAMILTON AVE. TO RESTRICT USES, DENSITIES, INTENSITIES AND DESIGN; AND PLAN AMENDMENT AND ZONE CHANGES FOR THE SAN PEDRO COMMUNITY AS REQUIRED BY ORDINANCE NO. 165,352
Case Number:	CPC-1988-29-ZC
Required Action(s):	ZC-ZONE CHANGE
Project Descriptions(s):	ZONE CHANGE FROM C2-1XL, C2-1VL, IQIC2-1XL & C2-1 TO IQIC2-1XL, IQIC2-1VL, & IQIC2-1 LOCATION IS ALONG PACIFIC AVE. FROM OLIVER ST. ON THE NORTH TO HAMILTON AVE. ON THE SOUTH.
Case Number:	ENV-2019-4909-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	PURSUANT TO LAMC SECTION 12.24-U26, A CONDITIONAL USE TO ALLOW A 37.5% DENSITY BONUS FOR 97 MARKET RATE UNITS AND 12 VERY LOW INCOME UNITS IN LIEU OF THE MAXIMUM DENSITY BONUS ALLOWABLE UNDER LAMC SECTION 12.25-A25.  PURSUANT TO LAMC SECTION 12.22-A25, A DENSITY BONUS FOR AN ON-MENU INCENTIVE FOR HEIGHT INCREASE OF 14.5 FEET, AN OFF-MENU INCENTIVE FOR FAR INCREASE TO 2.75, AND AN OFF-MENU INCENTIVE FOR A REAR YARD SETBACK REDUCTION TO 5 FEET.  PURSUANT TO LAMC SECTION 16.05, SITE PLAN REVIEW FOR A PROJECT WITH MORE THAN 50 UNITS.
Case Number:	ENV-2019-4121-ND

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Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHORITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	ENV-2018-6006-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHORITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	ENV-2017-2502-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	ENVIRONMENTAL CLEARANCE
Case Number:	ENV-2013-3170-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	THE PROPOSED PROJECT CONSISTS OF: (1) A TECHNICAL MODIFICATION TO SECTIONS 12.03, 12.04, 12.21, 12.22, 12.24, 13.11, 14.5, 16.05 AND 16.11 OF THE LOS ANGELES MUNICIPAL CODE (LAMC) TO REMOVE OR AMEND REFERENCES TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (CRA); (2) TECHNICAL CORRECTIONS TO CLARIFY EXISTING REGULATIONS IN THE LAMC THAT ARE IMPACTED BY THE TRANSFER OF LAND USE AUTHORITY; AND (3) A RESOLUTION REQUESTING THAT ALL LAND USE RELATED PLANS AND FUNCTIONS OF THE CRA/LA BE TRANSFERRED TO THE DEPARTMENT OF CITY PLANNING
Case Number:	ENV-2009-1558-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	SAN PEDRO COMMUNITY PLAN UPDATE
Case Number:	ENV-2005-8253-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.
Case Number:	ND-88-473-ZC
Required Action(s):	ZC-ZONE CHANGE
Project Descriptions(s):	Data Not Available
Case Number:	ND-90-83-ZC-HD
Required Action(s):	HD-HEIGHT DISTRICT ZC-ZONE CHANGE
Project Descriptions(s):	Data Not Available

## DATA NOT AVAILABLE

ORD-185541-SA150  
ORD-185539  
ORD-170032-SA5200  
ORD-159098

# ZIMAS PUBLIC

Generalized Zoning

10/28/2020

City of Los Angeles  
Department of City Planning



Address: 1321 S PACIFIC AVE

APN: 7454026012

PIN #: 012B197 107

Tract: RUDECINDA TRACT

Block: 13

Lot: 12

Arb: None

Zoning: C2-1XL-CPIO

General Plan: Neighborhood Commercial



# LEGEND

## GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP
- CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU
- CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL, HJ, HR, NI
- P, PB
- PF

## GENERAL PLAN LAND USE

### LAND USE

#### RESIDENTIAL

- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

#### COMMERCIAL

- Limited Commercial
- Limited Commercial - Mixed Medium Residential
- Highway Oriented Commercial
- Highway Oriented and Limited Commercial
- Highway Oriented Commercial - Mixed Medium Residential
- Neighborhood Office Commercial
- Community Commercial
- Community Commercial -Mixed High Residential
- Regional Center Commercial

### FRAMEWORK

#### COMMERCIAL

- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Mixed Commercial

#### INDUSTRIAL

- Commercial Manufacturing
- Limited Manufacturing
- Light Manufacturing
- Heavy Manufacturing
- Hybrid Industrial

#### PARKING

- Parking Buffer

#### PORT OF LOS ANGELES

- General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
- General / Bulk Cargo - Hazard
- Commercial Fishing
- Recreation and Commercial
- Intermodal Container Transfer Facility Site

#### LOS ANGELES INTERNATIONAL AIRPORT

- Airport Landside / Airport Landside Support
- Airport Airside
- LAX Airport Northside

#### OPEN SPACE / PUBLIC FACILITIES

- Open Space
- Public / Open Space
- Public / Quasi-Public Open Space
- Other Public Open Space
- Public Facilities

#### INDUSTRIAL

- Limited Industrial
- Light Industrial

CIRCULATION

STREET

- Arterial Mountain Road
- Collector Scenic Street
- Collector Street
- Collector Street (Hillside)
- Collector Street (Modified)
- Collector Street (Proposed)
- Country Road
- Divided Major Highway II
- Divided Secondary Scenic Highway
- Local Scenic Road
- Local Street
- Major Highway (Modified)
- Major Highway I
- Major Highway II
- Major Highway II (Modified)

- Major Scenic Highway
- Major Scenic Highway (Modified)
- Major Scenic Highway II
- Mountain Collector Street
- Park Road
- Parkway
- Principal Major Highway
- Private Street
- Scenic Divided Major Highway II
- Scenic Park
- Scenic Parkway
- Secondary Highway
- Secondary Highway (Modified)
- Secondary Scenic Highway
- Special Collector Street
- Super Major Highway

FREEWAYS

- Freeway
- Interchange
- On-Ramp / Off- Ramp
- Railroad
- Scenic Freeway Highway

MISC. LINES

- Airport Boundary
- Bus Line
- Coastal Zone Boundary
- Coastline Boundary
- Collector Scenic Street (Proposed)
- Commercial Areas
- Commercial Center
- Community Redevelopment Project Area
- Country Road
- DWP Power Lines
- Desirable Open Space
- Detached Single Family House
- Endangered Ridgeline
- Equestrian and/or Hiking Trail
- Hiking Trail
- Historical Preservation
- Horsekeeping Area
- Local Street

- MSA Desirable Open Space
- Major Scenic Controls
- Multi-Purpose Trail
- Natural Resource Reserve
- Park Road
- Park Road (Proposed)
- Quasi-Public
- Rapid Transit Line
- Residential Planned Development
- Scenic Highway (Obsolete)
- Secondary Scenic Controls
- Secondary Scenic Highway (Proposed)
- Site Boundary
- Southern California Edison Power
- Special Study Area
- Specific Plan Area
- Stagecoach Line
- Wildlife Corridor



## POINTS OF INTEREST


 Alternative Youth Hostel (Proposed)	 Horticultural Center	 Public Elementary School
 Animal Shelter	 Hospital	 Public Elementary School (Proposed)
 Area Library	 Hospital (Proposed)	 Public Golf Course
 Area Library (Proposed)	 House of Worship	 Public Golf Course (Proposed)
 Bridge	 Important Ecological Area	 Public Housing
 Campground	 Important Ecological Area (Proposed)	 Public Housing (Proposed Expansion)
 Campground (Proposed)	 Interpretive Center (Proposed)	 Public Junior High School
 Cemetery	 Junior College	 Public Junior High School (Proposed)
 Church	 MTA / Metrolink Station	 Public Middle School
 City Hall	 MTA Station	 Public Senior High School
 Community Center	 MTA Stop	 Public Senior High School (Proposed)
 Community Library	 MWD Headquarters	 Pumping Station
 Community Library (Proposed Expansion)	 Maintenance Yard	 Pumping Station (Proposed)
 Community Library (Proposed)	 Municipal Office Building	 Refuse Collection Center
 Community Park	 Municipal Parking lot	 Regional Library
 Community Park (Proposed Expansion)	 Neighborhood Park	 Regional Library (Proposed Expansion)
 Community Park (Proposed)	 Neighborhood Park (Proposed Expansion)	 Regional Library (Proposed)
 Community Transit Center	 Neighborhood Park (Proposed)	 Regional Park
 Convalescent Hospital	 Oil Collection Center	 Regional Park (Proposed)
 Correctional Facility	 Parking Enforcement	 Residential Plan Development
 Cultural / Historic Site (Proposed)	 Police Headquarters	 Scenic View Site
 Cultural / Historical Site	 Police Station	 Scenic View Site (Proposed)
 Cultural Arts Center	 Police Station (Proposed Expansion)	 School District Headquarters
 DMV Office	 Police Station (Proposed)	 School Unspecified Loc/Type (Proposed)
 DWP	 Police Training site	 Skill Center
 DWP Pumping Station	 Post Office	 Social Services
 Equestrian Center	 Power Distribution Station	 Special Feature
 Fire Department Headquarters	 Power Distribution Station (Proposed)	 Special Recreation (a)
 Fire Station	 Power Receiving Station	 Special School Facility
 Fire Station (Proposed Expansion)	 Power Receiving Station (Proposed)	 Special School Facility (Proposed)
 Fire Station (Proposed)	 Private College	 Steam Plant
 Fire Supply & Maintenance	 Private Elementary School	 Surface Mining
 Fire Training Site	 Private Golf Course	 Trail & Assembly Area
 Fireboat Station	 Private Golf Course (Proposed)	 Trail & Assembly Area (Proposed)
 Health Center / Medical Facility	 Private Junior High School	 Utility Yard
 Helistop	 Private Pre-School	 Water Tank Reservoir
 Historic Monument	 Private Recreation & Cultural Facility	 Wildlife Migration Corridor
 Historical / Cultural Monument	 Private Senior High School	 Wildlife Preserve Gate
 Horsekeeping Area	 Private Special School	
 Horsekeeping Area (Proposed)	 Public Elementary (Proposed Expansion)	


SCHOOLS/PARKS WITH 500 FT. BUFFER


Existing School/Park Site


Planned School/Park Site


Inside 500 Ft. Buffer


Aquatic Facilities


Beaches


Child Care Centers


Dog Parks


Golf Course


Historic Sites


Horticulture/Gardens


Skate Parks


Other Facilities


Park / Recreation Centers


Parks


Performing / Visual Arts Centers


Recreation Centers


Senior Citizen Centers


Opportunity School


Charter School


Elementary School

Span School

Special Education School

High School

Middle School

Early Education Center

COASTAL ZONE

Coastal Zone Commission Authority

Calvo Exclusion Area

Not in Coastal Zone

Dual Jurisdictional Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)

Tier 1

Tier 2

Tier 3

Tier 4

**Note:** TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC Incentive Areas will be updated.

WAIVER OF DEDICATION OR IMPROVEMENT

Public Work Approval (PWA)

Waiver of Dedication or Improvement (WDI)

OTHER SYMBOLS

Lot Line

Tract Line

Lot Cut

Easement

Zone Boundary

Building Line

Lot Split

Community Driveway

Building Outlines 2014

Building Outlines 2008

Airport Hazard Zone

Census Tract

Coastal Zone

Council District

LADBS District Office

Downtown Parking

Fault Zone

Fire District No. 1

Tract Map

Parcel Map

Flood Zone

Hazardous Waste

High Wind Zone

Hillside Grading

Historic Preservation Overlay Zone

Specific Plan Area

Very High Fire Hazard Severity Zone

Wells





# City of Los Angeles Department of City Planning

## 10/28/2020 PARCEL PROFILE REPORT

### PROPERTY ADDRESSES

1311 S PACIFIC AVE  
1309 S PACIFIC AVE  
1311 1/2 S PACIFIC AVE

### ZIP CODES

90731

### RECENT ACTIVITY

DIR-2020-5031-RDP

### CASE NUMBERS

CPC-2019-4908-DB-SPR  
CPC-2018-6005-CA  
CPC-2013-3169  
CPC-2009-1557-CPU  
CPC-2005-8252-CA  
CPC-2000-199-CRA  
CPC-19XX-30669  
CPC-1990-190-ZC  
CPC-1988-29-ZC  
ORD-185541-SA150  
ORD-185539  
ORD-170032-SA5200  
ORD-159098  
ENV-2019-4909-CE  
ENV-2019-4121-ND  
ENV-2018-6006-CE  
ENV-2017-2502-CE  
ENV-2013-3170-CE  
ENV-2009-1558-EIR  
ENV-2005-8253-ND  
ND-88-473-ZC  
ND-90-83-ZC-HD

### Address/Legal Information

PIN Number	012B197 93
Lot/Parcel Area (Calculated)	7,505.4 (sq ft)
Thomas Brothers Grid	PAGE 824 - GRID B6
Assessor Parcel No. (APN)	7454026011
Tract	RUDECINDA TRACT
Map Reference	L S 4-43
Block	13
Lot	11
Arb (Lot Cut Reference)	None
Map Sheet	012B197

### Jurisdictional Information

Community Plan Area	San Pedro
Area Planning Commission	Harbor
Neighborhood Council	Central San Pedro
Council District	CD 15 - Joe Buscaino
Census Tract #	2969.01
LADBS District Office	San Pedro

### Planning and Zoning Information

Special Notes	None
Zoning	C2-1XL-CPIO
Zoning Information (ZI)	ZI-1117 MTA Right-of-Way (ROW) Project Area ZI-2478 Community Plan Implementation Overlay: San Pedro ZI-2130 State Enterprise Zone: Harbor Gateway ZI-2488 Redevelopment Project Area: Pacific Corridor
General Plan Land Use	Neighborhood Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	None
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	San Pedro
Subarea	Coastal Commercial A
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
Streetscape	No

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(\*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Low
Non-Residential Market Area	Medium
Transit Oriented Communities (TOC)	Tier 1
RPA: Redevelopment Project Area	Pacific Corridor
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No

#### Assessor Information

Assessor Parcel No. (APN)	7454026011
APN Area (Co. Public Works)*	0.172 (ac)
Use Code	1100 - Commercial - Store - One Story
Assessed Land Val.	\$203,924
Assessed Improvement Val.	\$208,002
Last Owner Change	11/06/2013
Last Sale Amount	\$9
Tax Rate Area	13245
Deed Ref No. (City Clerk)	988162
	988161
	988160
	564934
	2424997-8
	181483
	1128
Building 1	
Year Built	1932
Building Class	C4A
Number of Units	1
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	4,000.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	No [APN: 7454026011]

#### Additional Information

Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	None
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Wells	None

#### Seismic Hazards

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<b>Active Fault Near-Source Zone</b>	
Nearest Fault (Distance in km)	1.81855872
Nearest Fault (Name)	Palos Verdes Fault Zone
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	3.00000000
Slip Geometry	Right Lateral - Strike Slip
Slip Type	Moderately Constrained
Down Dip Width (km)	13.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	90.00000000
Maximum Magnitude	7.30000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	No
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No
<b>Economic Development Areas</b>	
Business Improvement District	None
Hubzone	Redesignated until Dec 2021
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	HARBOR GATEWAY STATE ENTERPRISE ZONE
<b>Housing</b>	
Direct all Inquiries to	Housing+Community Investment Department
Telephone	(866) 557-7368
Website	<a href="http://hcidla.lacity.org">http://hcidla.lacity.org</a>
Rent Stabilization Ordinance (RSO)	No [APN: 7454026011]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No
<b>Public Safety</b>	
Police Information	
Bureau	South
Division / Station	Harbor
Reporting District	563
Fire Information	
Bureau	South
Battalion	6
District / Fire Station	48
Red Flag Restricted Parking	No

## CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2019-4908-DB-SPR
Required Action(s):	DB-DENSITY BONUS SPR-SITE PLAN REVIEW
Project Descriptions(s):	PURSUANT TO LAMC SECTION 12.24-U26, A CONDITIONAL USE TO ALLOW A 37.5% DENSITY BONUS FOR 97 MARKET RATE UNITS AND 12 VERY LOW INCOME UNITS IN LIEU OF THE MAXIMUM DENSITY BONUS ALLOWABLE UNDER LAMC SECTION 12.25-A25.  PURSUANT TO LAMC SECTION 12.22-A25, A DENSITY BONUS FOR AN ON-MENU INCENTIVE FOR HEIGHT INCREASE OF 14.5 FEET, AN OFF-MENU INCENTIVE FOR FAR INCREASE TO 2.75, AND AN OFF-MENU INCENTIVE FOR A REAR YARD SETBACK REDUCTION TO 5 FEET.  PURSUANT TO LAMC SECTION 16.05, SITE PLAN REVIEW FOR A PROJECT WITH MORE THAN 50 UNITS.
Case Number:	CPC-2018-6005-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHORITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	CPC-2013-3169
Required Action(s):	Data Not Available
Project Descriptions(s):	THE PROPOSED PROJECT CONSISTS OF: (1) A TECHNICAL MODIFICATION TO SECTIONS 12.03, 12.04, 12.21, 12.22, 12.24, 13.11, 14.5, 16.05 AND 16.11 OF THE LOS ANGELES MUNICIPAL CODE (LAMC) TO REMOVE OR AMEND REFERENCES TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (CRA); (2) TECHNICAL CORRECTIONS TO CLARIFY EXISTING REGULATIONS IN THE LAMC THAT ARE IMPACTED BY THE TRANSFER OF LAND USE AUTHORITY; AND (3) A RESOLUTION REQUESTING THAT ALL LAND USE RELATED PLANS AND FUNCTIONS OF THE CRA/LA BE TRANSFERRED TO THE DEPARTMENT OF CITY PLANNING
Case Number:	CPC-2009-1557-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	SAN PEDRO COMMUNITY PLAN UPDATE
Case Number:	CPC-2005-8252-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.
Case Number:	CPC-2000-199-CRA
Required Action(s):	CRA-COMMUNITY REDEVELOPMENT AGENCY
Project Descriptions(s):	PACIFIC CORRIDOR REDEVELOPMENT PLAN
Case Number:	CPC-19XX-30669
Required Action(s):	Data Not Available
Project Descriptions(s):	
Case Number:	CPC-1990-190-ZC
Required Action(s):	ZC-ZONE CHANGE
Project Descriptions(s):	PROCEEDINGS RE-INITIATED TO CHANGE THE ZONE ON ALL COMMERCIAL ZONES TO IQIC2 AND IQIC1 AND ALL OTHER ZONES TO IQIRD1.5 GENERALLY ON PROPERTIES WITHIN 150 FT EAST AND WEST OF PACIFIC AVE. FROM OLIVER ST. TO HAMILTON AVE. TO RESTRICT USES, DENSITIES, INTENSITIES AND DESIGN; AND PLAN AMENDMENT AND ZONE CHANGES FOR THE SAN PEDRO COMMUNITY AS REQUIRED BY ORDINANCE NO. 165,352
Case Number:	CPC-1988-29-ZC
Required Action(s):	ZC-ZONE CHANGE
Project Descriptions(s):	ZONE CHANGE FROM C2-1XL, C2-1VL, IQIC2-1XL & C2-1 TO IQIC2-1XL, IQIC2-1VL, & IQIC2-1 LOCATION IS ALONG PACIFIC AVE. FROM OLIVER ST. ON THE NORTH TO HAMILTON AVE. ON THE SOUTH.
Case Number:	ENV-2019-4909-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	PURSUANT TO LAMC SECTION 12.24-U26, A CONDITIONAL USE TO ALLOW A 37.5% DENSITY BONUS FOR 97 MARKET RATE UNITS AND 12 VERY LOW INCOME UNITS IN LIEU OF THE MAXIMUM DENSITY BONUS ALLOWABLE UNDER LAMC SECTION 12.25-A25.  PURSUANT TO LAMC SECTION 12.22-A25, A DENSITY BONUS FOR AN ON-MENU INCENTIVE FOR HEIGHT INCREASE OF 14.5 FEET, AN OFF-MENU INCENTIVE FOR FAR INCREASE TO 2.75, AND AN OFF-MENU INCENTIVE FOR A REAR YARD SETBACK REDUCTION TO 5 FEET.  PURSUANT TO LAMC SECTION 16.05, SITE PLAN REVIEW FOR A PROJECT WITH MORE THAN 50 UNITS.
Case Number:	ENV-2019-4121-ND

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Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHORITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	ENV-2018-6006-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHORITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	ENV-2017-2502-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	ENVIRONMENTAL CLEARANCE
Case Number:	ENV-2013-3170-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	THE PROPOSED PROJECT CONSISTS OF: (1) A TECHNICAL MODIFICATION TO SECTIONS 12.03, 12.04, 12.21, 12.22, 12.24, 13.11, 14.5, 16.05 AND 16.11 OF THE LOS ANGELES MUNICIPAL CODE (LAMC) TO REMOVE OR AMEND REFERENCES TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (CRA); (2) TECHNICAL CORRECTIONS TO CLARIFY EXISTING REGULATIONS IN THE LAMC THAT ARE IMPACTED BY THE TRANSFER OF LAND USE AUTHORITY; AND (3) A RESOLUTION REQUESTING THAT ALL LAND USE RELATED PLANS AND FUNCTIONS OF THE CRA/LA BE TRANSFERRED TO THE DEPARTMENT OF CITY PLANNING
Case Number:	ENV-2009-1558-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	SAN PEDRO COMMUNITY PLAN UPDATE
Case Number:	ENV-2005-8253-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.
Case Number:	ND-88-473-ZC
Required Action(s):	ZC-ZONE CHANGE
Project Descriptions(s):	Data Not Available
Case Number:	ND-90-83-ZC-HD
Required Action(s):	HD-HEIGHT DISTRICT ZC-ZONE CHANGE
Project Descriptions(s):	Data Not Available

## DATA NOT AVAILABLE

ORD-185541-SA150  
ORD-185539  
ORD-170032-SA5200  
ORD-159098

# ZIMAS PUBLIC

Generalized Zoning

10/28/2020

City of Los Angeles  
Department of City Planning



Address: 1309 S PACIFIC AVE

APN: 7454026011

PIN #: 012B197 93

Tract: RUDECINDA TRACT

Block: 13

Lot: 11

Arb: None

Zoning: C2-1XL-CPIO

General Plan: Neighborhood Commercial



# LEGEND

## GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP
- CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU
- CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL, HJ, HR, NI
- P, PB
- PF

## GENERAL PLAN LAND USE

### LAND USE

#### RESIDENTIAL

- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

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- Limited Commercial
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- Regional Mixed Commercial

#### INDUSTRIAL

- Commercial Manufacturing
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- Hybrid Industrial

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- Parking Buffer

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- General / Bulk Cargo - Hazard
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- Recreation and Commercial
- Intermodal Container Transfer Facility Site

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- Airport Airside
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- Open Space
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- Other Public Open Space
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- Limited Industrial
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CIRCULATION

STREET

- Arterial Mountain Road
- Collector Scenic Street
- Collector Street
- Collector Street (Hillside)
- Collector Street (Modified)
- Collector Street (Proposed)
- Country Road
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- Divided Secondary Scenic Highway
- Local Scenic Road
- Local Street
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- Major Highway I
- Major Highway II
- Major Highway II (Modified)

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- Major Scenic Highway (Modified)
- Major Scenic Highway II
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- Park Road
- Parkway
- Principal Major Highway
- Private Street
- Scenic Divided Major Highway II
- Scenic Park
- Scenic Parkway
- Secondary Highway
- Secondary Highway (Modified)
- Secondary Scenic Highway
- Special Collector Street
- Super Major Highway

FREEWAYS

- Freeway
- Interchange
- On-Ramp / Off- Ramp
- Railroad
- Scenic Freeway Highway

MISC. LINES

- Airport Boundary
- Bus Line
- Coastal Zone Boundary
- Coastline Boundary
- Collector Scenic Street (Proposed)
- Commercial Areas
- Commercial Center
- Community Redevelopment Project Area
- Country Road
- DWP Power Lines
- Desirable Open Space
- Detached Single Family House
- Endangered Ridgeline
- Equestrian and/or Hiking Trail
- Hiking Trail
- Historical Preservation
- Horsekeeping Area
- Local Street

- MSA Desirable Open Space
- Major Scenic Controls
- Multi-Purpose Trail
- Natural Resource Reserve
- Park Road
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- Quasi-Public
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- Residential Planned Development
- Scenic Highway (Obsolete)
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- Site Boundary
- Southern California Edison Power
- Special Study Area
- Specific Plan Area
- Stagecoach Line
- Wildlife Corridor

## POINTS OF INTEREST


 Alternative Youth Hostel (Proposed)	 Horticultural Center	 Public Elementary School
 Animal Shelter	 Hospital	 Public Elementary School (Proposed)
 Area Library	 Hospital (Proposed)	 Public Golf Course
 Area Library (Proposed)	 House of Worship	 Public Golf Course (Proposed)
 Bridge	 Important Ecological Area	 Public Housing
 Campground	 Important Ecological Area (Proposed)	 Public Housing (Proposed Expansion)
 Campground (Proposed)	 Interpretive Center (Proposed)	 Public Junior High School
 Cemetery	 Junior College	 Public Junior High School (Proposed)
 Church	 MTA / Metrolink Station	 Public Middle School
 City Hall	 MTA Station	 Public Senior High School
 Community Center	 MTA Stop	 Public Senior High School (Proposed)
 Community Library	 MWD Headquarters	 Pumping Station
 Community Library (Proposed Expansion)	 Maintenance Yard	 Pumping Station (Proposed)
 Community Library (Proposed)	 Municipal Office Building	 Refuse Collection Center
 Community Park	 Municipal Parking lot	 Regional Library
 Community Park (Proposed Expansion)	 Neighborhood Park	 Regional Library (Proposed Expansion)
 Community Park (Proposed)	 Neighborhood Park (Proposed Expansion)	 Regional Library (Proposed)
 Community Transit Center	 Neighborhood Park (Proposed)	 Regional Park
 Convalescent Hospital	 Oil Collection Center	 Regional Park (Proposed)
 Correctional Facility	 Parking Enforcement	 Residential Plan Development
 Cultural / Historic Site (Proposed)	 Police Headquarters	 Scenic View Site
 Cultural / Historical Site	 Police Station	 Scenic View Site (Proposed)
 Cultural Arts Center	 Police Station (Proposed Expansion)	 School District Headquarters
 DMV Office	 Police Station (Proposed)	 School Unspecified Loc/Type (Proposed)
 DWP	 Police Training site	 Skill Center
 DWP Pumping Station	 Post Office	 Social Services
 Equestrian Center	 Power Distribution Station	 Special Feature
 Fire Department Headquarters	 Power Distribution Station (Proposed)	 Special Recreation (a)
 Fire Station	 Power Receiving Station	 Special School Facility
 Fire Station (Proposed Expansion)	 Power Receiving Station (Proposed)	 Special School Facility (Proposed)
 Fire Station (Proposed)	 Private College	 Steam Plant
 Fire Supply & Maintenance	 Private Elementary School	 Surface Mining
 Fire Training Site	 Private Golf Course	 Trail & Assembly Area
 Fireboat Station	 Private Golf Course (Proposed)	 Trail & Assembly Area (Proposed)
 Health Center / Medical Facility	 Private Junior High School	 Utility Yard
 Helistop	 Private Pre-School	 Water Tank Reservoir
 Historic Monument	 Private Recreation & Cultural Facility	 Wildlife Migration Corridor
 Historical / Cultural Monument	 Private Senior High School	 Wildlife Preserve Gate
 Horsekeeping Area	 Private Special School	
 Horsekeeping Area (Proposed)	 Public Elementary (Proposed Expansion)	


SCHOOLS/PARKS WITH 500 FT. BUFFER


Existing School/Park Site


Planned School/Park Site


Inside 500 Ft. Buffer


Aquatic Facilities


Beaches


Child Care Centers


Dog Parks


Golf Course


Historic Sites


Horticulture/Gardens


Skate Parks


Other Facilities


Park / Recreation Centers


Parks


Performing / Visual Arts Centers


Recreation Centers


Senior Citizen Centers


Opportunity School


Charter School


Elementary School

Span School

Special Education School

High School

Middle School

Early Education Center

COASTAL ZONE

Coastal Zone Commission Authority

Calvo Exclusion Area

Not in Coastal Zone

Dual Jurisdictional Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)

Tier 1

Tier 2

Tier 3

Tier 4

**Note:** TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC Incentive Areas will be updated.

WAIVER OF DEDICATION OR IMPROVEMENT

Public Work Approval (PWA)

Waiver of Dedication or Improvement (WDI)

OTHER SYMBOLS

Lot Line

Tract Line

Lot Cut

Easement

Zone Boundary

Building Line

Lot Split

Community Driveway

Building Outlines 2014

Building Outlines 2008

Airport Hazard Zone

Census Tract

Coastal Zone

Council District

LADBS District Office

Downtown Parking

Fault Zone

Fire District No. 1

Tract Map

Parcel Map

Flood Zone

Hazardous Waste

High Wind Zone

Hillside Grading

Historic Preservation Overlay Zone

Specific Plan Area

Very High Fire Hazard Severity Zone

Wells

## Attachment A 2



## FINDINGS / SPECIALIZED REQUIREMENTS:

### HOUSING INCENTIVES

#### Density Bonus (DB) - Conditional Use (CU) – Public Benefit (PUB)

**RELATED CODE SECTIONS:** The Department of City Planning (DCP) offers several processes intended to facilitate affordable housing in the City of Los Angeles. Section 12.22 A.25 of the Los Angeles Municipal Code (LAMC) authorizes the Director of Planning to approve applications for Density Bonus requesting up to three (3) on-menu incentive items; and the City Planning Commission to approve applications for Density Bonus requesting any off-menu items. Section 12.24 U.26 of the LAMC authorizes the City Planning Commission to approve a Conditional Use Permit for applications requesting a density bonus increase greater than the maximum permitted in Section 12.22 A.25. Section 14.00 A.2 authorizes the Director to approve Public Benefit Projects where otherwise not permitted by right or by Conditional Use and which meet specific performance standards or alternative compliance measures. Check which entitlement you are requesting below:

- ☐ - Density Bonus Filing with On-Menu Incentive Items
- ☐ - Density Bonus Filing with Off-Menu Items\*
- ☐ - Conditional Use Permit for greater than 35% Density Bonus\*
- ☐ - Public Benefit Project\*

\* These entitlement requests may be applied for following consultation with DCP Project Planning staff only. All applications require an Affordable Housing Referral Form from the Metro DSC Housing Services Unit.

**PRIORITY HOUSING PROJECT PROCESSING:** In accordance with the Mayor's Executive Directive No. 13 (ED13), issued on October 23, 2015, DCP has implemented a policy to prioritize case processing for projects that contribute to the new construction or rehabilitation of housing developments that meet the criteria set forth in ED 13. Please complete the following regarding your project:

The project contains a minimum of 10 or more units; and ☐ - YES ☐ - NO

At least 20% of on-site rental units have rents that are restricted so as to be affordable to and occupied by low income households; or ☐ - YES ☐ - NO

At least 30% of on-site for sale units have sales prices that are restricted so as to be affordable to and occupied by low- or moderate-income households ☐ - YES ☐ - NO

**PUBLIC HEARING AND NOTICE:** A request for a Density Bonus with on-menu incentives *does not* require a public hearing. However, mailing labels and a copy of labels for abutting property owners of all contiguously owned properties of the subject site will be required for mailing of the determination letter. A map keyed to the labels is also required. Abutting owners include those across the street or alley or having a common corner with the subject property (i.e., every parcel that would touch the subject property if all rights-of-way were removed from the map).

A request for Density Bonus with off-menu incentives, a Conditional Use, or a Public Benefit application *does* require a public hearing. Notification includes mailings to property owners and occupants within a 500-foot radius of all contiguously owned properties of the subject site as well as on-site posting of the hearing notice. Applications reviewed at Planning Commission level also require on-site posting of the Commission Meeting Agenda. Refer to DCP's *Mailing Procedures* ([CP-2074](#)) and *On-Site Posting* ([CP-7762](#)) handouts for further instructions.

**SPECIALIZED REQUIREMENTS:** When filing any of the above applications, the following items are required in addition to those specified in the *Master Filing Instructions* form ([CP-7810](#)).

1. **Affordable Housing Referral Form (AHRF):** Provide the original *Affordable Housing Referral Form* ([CP-4043](#)) reviewed and signed by City Planning's Metro DSC Housing Services Unit staff prior to case filing. DCP's current Assignment List and Staff Directory, with contact information, can be found at <http://planning.lacity.org> under the "About" tab.
2. **Proof of Filing with HCIDLA:** As part of AB2222, effective January 1, 2015, the Housing and Community Investment Department (HCIDLA) must evaluate properties on which there is a proposed Density Bonus case and determine whether replacement units are required. Include proof of filing with HCIDLA via Housing Application Forms that are stamped by said department.
3. **Pre-Filing Review:** Requests for a Density Bonus with off-menu incentives, a Conditional Use Permit for >35% Density Bonus, or a Public Benefit Project require consultation with staff assigned to the geographic area in which the project is located prior to the filing of your application. An appointment is required for this review. DCP's current Assignment List and Staff Directory, with contact information, can be found on City Planning's website.
4. **Color Elevations:** Color elevations are mandatory for all Density Bonus cases. These shall include specifications and a legend for all materials and colors proposed for the street facing façade. Refer to DCP's *Elevation Instructions* ([CP-7817](#)) for technical requirements. Provide as many copies as plans required per the *Master Filing Instructions*.
5. **Color Renderings:** Color renderings are mandatory for all Density Bonus cases that include a Site Plan Review filing and/or are reviewed at the City Planning Commission level. Provide as many copies as plans required per the *Master Filing Instructions*.
6. **Citywide Design Guidelines Checklist:** If your project involves the construction of, addition to, or exterior alteration to any building or structure, please complete the Residential or Mixed-Use Design Guidelines (as applicable to your project), available on DCP's website. This does not apply to projects located within a Specific Plan or Overlay that contains its own design regulations.

**GENERAL FINDINGS:** Each of the following requests requires findings for approval. Include the applicable finding(s) separately for every item checked in the previous REQUESTED ACTION(S) section. On a separate page, copy each finding stated below and provide a detailed justification/explanation of how the proposed project conforms to the finding.

- **Density Bonus with On-Menu Incentive Items:** LAMC 12.22 A.25(g)(2) – To be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse project) shall comply with the following:
  1. The façade of any portion of a building that abuts a street shall be articulated with a change of material or with a break in plane, so that the façade is not a flat surface. Indicate the sheet number on your plans which shows compliance with this requirement: \_\_\_\_\_
  2. All buildings must be oriented to the street by providing entrances, windows, architectural features and/or balconies on the front and along any street-facing elevations. Indicate the sheet number on your plans which shows compliance with this requirement: \_\_\_\_\_

3. The Housing Development Project shall not be a contributing structure in a designated Historic Preservation Overlay Zone and shall not be on the City of Los Angeles list of Historical-Cultural Monuments. Please check the “Planning and Zoning” tab under the property profile in ZIMAS at <http://zimas.lacity.org>
  4. The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.4908 of the Municipal Code. To verify whether a project is located on a substandard street, obtain a Hillside Referral Form from the Bureau of Engineering; to verify whether a project is located within a Very High Fire Hazard Severity Zone, check the “Additional” tab under the property profile in ZIMAS.
- **Density Bonus with Off-Menu Incentive Items:** LAMC 12.22 A.25(g)(3) – Provide a pro forma or other documentation to show that the waiver or modification is needed in order to make the Restricted Affordable Units economically feasible in addition to the items listed above. A third-party peer review of the pro-forma is also required.
  - **Conditional Use Permit for Greater than 35% Density Bonus:** LAMC 12.24 U.26 – Density Bonus requests for Housing Development Projects in which the density increase is greater than the maximum permitted in LAMC Section 12.22 A.25 shall also find that:
    1. The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region;
    2. The project’s location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety;
    3. The project substantially conforms with the purpose, intent and provision of the General Plan, the applicable community plan, and any applicable specific plan.
    4. The project is consistent with and implements the affordable housing provisions of the Housing Element of the General Plan;
    5. The project contains the requisite number of affordable and/or senior citizen units as set forth in California Government Code Section 65915(b); and
    6. The project addresses the policies and standards contained in the City Planning Commission’s Affordable Housing Incentives Guidelines.
  - **Public Benefit Project:** LAMC 14.00 A.2 – Density increase requests for a Housing Development Project to provide for additional density in excess of that permitted in LAMC Section 12.22 A.25 shall find that the proposed project substantially meets the purposes of the performance standards set forth in LAMC Section 14.00 A.2. If utilizing this process, also complete the *Public Benefit Projects* form ([CP-7766](#)).



# Attachment A 3

## **SEC. 12.22. EXCEPTIONS.**

### **A. Use.**

1. **Private Garage Not Required – Topography** – Where a lot abuts upon a street or place which due to topographic conditions or excessive grades is not accessible by automobile, and such lot is to be occupied by not more than a one-family dwelling, no private garage shall be required.

2. **Public Utilities and Public Services** – The provisions of this article shall not be so construed as to limit or interfere with the construction, installation, operation and maintenance for public utility purposes of water and gas pipes, mains and conduits, electric light and electric power transmission and distribution lines, telephone and telegraph lines, oil pipe lines, sewers and sewer mains, and incidental appurtenances.

3. **Family Day Care Homes. (Title and Subdiv. Amended by Ord. No. 173,085, Eff. 3/19/00.)** Notwithstanding any other provisions of this article to the contrary, and in all zones wherein residential uses are permitted by right the following shall apply:

(a) **Small Family Day Care Homes:** Any dwelling unit may be used as a small family day care home, with up to eight children, as defined in Section 12.03, if it is licensed by the State of California as a small family day care home. **(Amended by Ord. No. 176,545, Eff. 5/2/05.)**

(b) **Large Family Day Care Homes:** Any dwelling unit may be used as a large family day care home, with up to 14 children, as defined in Section 12.03, if it is licensed by the State of California as a large family day care home, and if it complies with the conditions set forth in Subparagraph (1) below. **(Amended by Ord. No. 176,545, Eff. 5/2/05.)**

(1) **Conditions.** A large family day care home shall comply with the following conditions:

(i) Provide drop-off facilities, such as curb spaces or driveway area, which are necessary to avoid interference with traffic and promote the safety of the children;

(ii) Comply with any standards adopted by the State Fire Marshal pursuant to Subdivision (d) of Section 1597.46 of the California Health and Safety Code relating to large family day care homes;

(iii) Comply with all provisions of the Los Angeles Municipal Code relating to large family day care homes and dwelling units;

(iv) The use shall not create an unreasonable level of disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties;

(v) Name plates and signs shall conform to the provisions of Section 12.21 A.7.;

(vi) Play equipment, swings, sandboxes, or structures shall be located in the rear yard only;

(vii) No loud speaker or public address system shall be installed or operated on any open portion of the premises, and any phonograph, radio or other recorded music used in connection with any activity shall be sufficiently modulated to ensure that the use does not disturb the adjoining and neighboring residents;

(viii) The existing residential character of the building and site shall be maintained, including the exterior facade, landscaping, fences, walls, lawn area, and driveways;

(ix) The floor space of any dwelling unit used for the operation of a large family day care home shall not be increased for such use, and the floor space shall not be altered to reasonably preclude its continued use as a dwelling unit; and

(x) There shall be at least 300 feet between the lot containing the building where the proposed large family day care home will be located and the building housing any existing large family day care home. This distance is to be measured along the shortest street route between the two lots as determined by the Department of Recreation and Parks. **(Second Sentence Amended by Ord. No. 181,192, Eff. 7/27/10.)**

**(2) Notice of Intention to Operate Large Family Day Care Home. (Amended by Ord. No. 173,492, Eff. 10/10/00.)** A Notice of Intention to Operate a Large Family Day Care Home shall be filed in the public office of the Department of City Planning, on forms provided by the Department. The forms shall be accompanied by all information deemed necessary by the Department. The notice shall include verification provided by the Department of Recreation and Parks that the large family day care home is in compliance with the concentration and spacing condition set forth in Section 12.22 A.3.(b)(1)(x) above. **(Sentence Amended by Ord. No. 181,192, Eff. 7/27/10.)** No fee shall be charged and no public hearing shall be required in connection with the filing of the notice.

**(3) Exemption from Concentration and Spacing Condition.** If a proposed Large Family Day Care Home is not in compliance with the concentration and spacing condition set forth in Section 12.22 A.3.(b)(1)(x) above, then the operator may apply to the Zoning Administrator for an exemption from this condition pursuant to Section 12.24 X.25. **(Amended by Ord. No. 176,545, Eff. 5/2/05.)**

**(4) Violation of Conditions - Authority of Zoning Administrator to Require Modification of Conditions of Operation or Discontinuance of Large Family Day Care Homes.** Notwithstanding any other provision of this Code, the Zoning Administrator may require a modification of the conditions of operation or the discontinuance of a large family day care home if the Zoning Administrator finds that as operated or maintained there has been a violation of any of the conditions or standards set forth in Subparagraph (1) of Paragraph (b) of this subdivision, or that such use:

(i) jeopardizes or endangers the public health or safety of persons residing in, working on, or occupying the premises; or

(ii) constitutes a public nuisance; or

(iii) violates any provision of this chapter or any other city, state or federal regulations, ordinance or statute.

The procedure for the modification of the conditions of operation or discontinuance of a large family day care home shall be as provided for in Section 12.27.1 of this Code.

**4. Sale of Christmas Trees** – Notwithstanding any provisions of this article to the contrary, the annual retail sale, including sales by philanthropic, political, patriotic, and charitable associations, of Christmas trees and ornaments shall be permitted in all zones, except the RE, RS, R1, RU, RZ, and RMP Zones,

between December first and twenty-fifth, inclusive, and the necessary permits and licenses may be issued provided that: **(Amended by Ord. No. 164,904, Eff. 7/6/89.)**

(a) Any lights used to illuminate the site shall be arranged to reflect the light away from any adjacent residentially-zoned property except that this restriction does not apply to frosted light bulbs of 100 watts or less; and

(b) There shall be no use of any sound equipment in the residential zone in conjunction with the retail sale of Christmas trees; and

(c) The operator of such a sale of Christmas trees shall post a Two Hundred Dollar (\$200.00) cleanup deposit with the Office of the City Clerk prior to any lot preparation or sales; and

(d) The operator of such a sale of Christmas trees shall comply with all other applicable provisions of the Los Angeles Municipal Code.

**5. (Title and First Para. Deleted by Ord. No. 172,489, Eff. 4/16/99.)**

(a) **(Amended by Ord. No. 173,492, Eff. 10/10/00.)** Notwithstanding any other provisions of Articles 2 and 3 of this chapter to the contrary, no oil well, controlled drill site or temporary geological exploratory hole may be permitted in an A, R, P or C Zone within the area located between the mean high tide line of the City's shoreline and a line 1,000 yards landward from that line. This prohibition shall not be construed or interpreted as affecting:

(1) any shore line areas within the Los Angeles Harbor except for Cabrillo Beach;

(2) any oil well, controlled drill site or a facility for the production of oil gases or other hydrocarbon substances in existence on the effective date of this subdivision;

(3) any connected subterranean gas holding areas and facilities that are operated as a public utility pursuant to Section 14.00; and

(4) subsurface drilling and producing operations more than 500 feet below the surface of this area.

(b) Ordinances 159,607, 159,608 and 159,609, which created Oil Drilling Districts U-171-A, U-172-A and U-173-A, respectively, to allow exploration and production of oil within 1,000 yards of the mean high tide in the City of Los Angeles, are hereby repealed.

(c) This subdivision shall apply to all supplemental use districts within this area for which a vested right for production of oil has not accrued as of the effective date of this subdivision

(d) If any provision or clause of this Ordinance or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Ordinance provisions thereof which can be implemented without the invalid provision, clause or application, and to this end the provisions and causes of this ordinance are declared to be severable.

**[Subdivision 5(a) - (d) adopted by the voters as Initiative Ordinance "O" on November 8, 1988, Eff. 11/30/88.]**

**6. Infrequent Helicopter Landings.(Amended by Ord. No. 150,623, Eff. 4/13/78.)** – Notwithstanding any provision of this article to the contrary, helicopters may land and take off in any zone except RA, R, C1 and CR Zones, provided that a permit therefore has first been obtained from the

Fire Department under the provisions of Division 5, Article 7 of Chapter 5 of this Code. Such helicopter landings and takeoffs shall not exceed three per day in or upon any single location or premises except that the Fire Department may permit as many such landings and takeoffs in or upon any single location or premises in a day as it determines are required by the individual nature of each such helicopter use, including occasions of civic interest, and are consistent with the public health, safety, general welfare and intent of this article. In the RA, R, C1 or CR Zones helicopters may land and take off in or upon any single location not more than two times per calendar year in a park, school ground or other similar type of public open space, for educational programs sponsored by the Los Angeles Police Department or the Los Angeles City Unified School District, provided that the Fire Department permit referred to above has first been obtained. Nothing herein shall prevent nor curtail the operation of emergency helicopter landing facilities as required in Section 57.4705 of the Los Angeles Municipal Code.

The provisions of this subdivision shall not be construed or interpreted as permitting the establishment of a regularly operating airport, aircraft landing field, heliport or helistop.

**7. Temporary Operations of Carnivals and Rides. (Added by Ord. No. 130,076, Eff. 5/26/65.)** – Notwithstanding any provisions of this article to the contrary, carnival shows and amusement enterprises of a similar type may be operated in the P Zone for a period of not to exceed five consecutive days in any 30 day period in or upon any single location, provided that:

- (1) All such operations are conducted at least 200 feet from any school or adjoining occupied property classified in any A or R Zone.
- (2) Such operations do not cause or produce any dust, gas, smoke, noise, fumes, odors, or vibrations detrimental to other property in the neighborhood or to the welfare of the occupants thereof.
- (3) Any lights used to illuminate the event are arranged so as to reflect the light away from any adjacent residentially used premises.
- (4) No public address system in connection with the event is installed on the property unless it is modulated so as not to be disturbing to occupants of any nearby dwelling units.
- (5) All structures, apparatus and appurtenances shall be removed from the premises the next day following the closing of the carnival.
- (6) The hours of such operation to be limited between the hours of 10:00 a.m. and 10:00 p.m.

**8. Occasional Use of Private Homes for Adult Education Classes. (Added by Ord. No. 132,573, Eff. 8/5/66.)** – Notwithstanding any provision of this article to the contrary, adult education classes shall be permitted in homes in the RA or R Zones and no additional off-street parking shall be required in conjunction therewith, provided that:

- (a) Classes are held not more than one day a week for a period not to exceed three hours per day and each class does not meet for more than fifteen weeks in any one semester.
- (b) Classes are purely incidental to the use of the property as a home and no more than thirty persons are permitted to attend each class.
- (c) Classes primarily involve oral discussions and no laboratory equipment, heavy machinery, or large tools are used in connection therewith, except small record players, slide projectors and other similar audiovisual teaching aids.
- (d) All classes are scheduled on the first floor of the building.

For the purpose of this subdivision “**adult education classes**” shall mean any educational programs conducted by University Extension of University of California or any other comparable university.

No certificate of occupancy shall be required in connection with the use authorized by this ordinance.

**9. Maintenance of Accessory Structures. (Amended by Ord. No. 172,839, Eff. 11/1/99.)** Notwithstanding any provisions of this article to the contrary, an accessory building or structure may be maintained on a lot without a main building and a residential building may be maintained on a lot without the required off-street parking for the periods of time as authorized by the Advisory Agency in conformance with Article 7 of Chapter 1 of this Code.

**10. Model. (Amended by Ord. No. 174,999, Eff. 1/15/03.)** Notwithstanding any other provision of this article, a model or models, as defined in Article 7 of Chapter 1 of this Code, may be erected and maintained on any lot or site designated by the Advisory Agency as a site for a model or models on an approved or conditionally approved tentative map, in the A, RE, RS, R1, RU, RZ, RMP, or RW1 Zones with respect to one-family homes, and in the R2, RD, RW2, R3, RAS3, R4, RAS4, or R5 Zones with respect to multiple unit structures, i.e., buildings containing more than one dwelling unit, for a period of time as determined by the Advisory Agency, provided that:

(a) In an “**H**” hillside or mountainous area, a grading plan for the entire approved or conditionally approved subdivision or any final map unit thereof has been approved by the Grading Division of the Department of Building and Safety and a Grading Certificate has been issued for the property involved or that the grading is being carried on under the authorization of a valid grading permit.

(b) Necessary easements for the installation of water system facilities and underground utilities have been dedicated and the developer has guaranteed the cost of relocation or future adjustment of these facilities to the satisfaction of the Department of Water and Power.

(c) The owner assumes liability for any damage caused to water system facilities and underground utilities prior to final street improvements in a manner satisfactory to the Department of Water and Power.

(d) Adequate fire protection facilities are provided to the satisfaction of the Fire Department.

(e) Adequate sewer facilities are provided to the satisfaction of the Bureau of Engineering and the Los Angeles County Health Department.

(f) A paved access roadway at least 20 feet in width is provided which is satisfactory to the Department of Building and Safety.

(g) Off-street parking be provided as follows:

(1) For multiple unit structures, the numbers and location of the off-street parking facilities shall be determined by the Advisory Agency;

(2) For one-family detached structures, one lot for each six model dwellings or fraction thereof shall be located contiguous to the model dwelling sites. All off-street parking facilities and driveways shall be dust-proofed with asphaltic surfacing or with decomposed granite which is sprinkled at sufficient intervals to prevent dust, or by an alternate method of dust control satisfactory to the Department of Building and Safety.

(h) The model dwelling sites are attractively maintained and, with respect to one-family detached structures, attractively landscaped.

(i) Not more than one sign is placed on each designated model dwelling. Said sign shall not exceed 12 square feet in area and shall be used only for identification or directional purposes. Prohibited are banners, posters, pennants, ribbons, streamers, string of light bulbs, spinners, or other similarly moving devices.

(j) Any furnishings placed in the model dwelling are maintained solely for purposes accessory to the display of the model dwelling and in no way are used to sell or promote the sale of such furnishings.

(k) Prior to the issuance of any building permit for a model dwelling, the property owner shall first execute and file with the Superintendent of Building a notarized agreement assuming all risks and agreeing to all of the conditions set forth in this Subdivision 10. With respect to one-family detached structures, the agreement shall further provide that in the event that a final map which includes the property whereon the model dwelling is located is not recorded, all buildings or structures authorized by said permit shall be removed, within 90 days from the expiration of the tentative tract, and that if all buildings and structures are not completely removed as required above, they may be confiscated and removed or demolished by the City without further notice. Prior to the erection of any model dwelling that is a one-family detached structure, authorized pursuant to the approval of any subdivision and contingent thereon, the property owner shall post in the Department of Building and Safety a bond in favor of the City of Los Angeles (to be approved by the City Attorney and duplicates to be furnished to him) in an amount satisfactory to the Department of Building and Safety sufficient to defray any expense incurred by the City in the removal or demolition of the model dwelling or dwellings. The bond shall be released to the property owner or person legally entitled thereto either upon recordation of the subdivision tract map or upon removal of the concerned structures or buildings, as the case may be, to the satisfaction of the Superintendent of Building. **(Amended by Ord. No. 158,561. Eff. 1/14/84.)**

(l) This subdivision shall apply to approved or conditionally approved tentative tract maps which include model dwelling units and which have not been recorded as of the effective date of this ordinance. **(Added by Ord. No. 158,561, Eff. 1/14/84.)**

11. **(Amended by Ord. No. 145,410, Eff. 2/16/74.)** Notwithstanding any other provisions of this article, a real estate tract sales office may be established and maintained in one model dwelling approved in accordance with the provisions of Section 12.22 A.10. or in a dwelling constructed on a recorded lot previously designated as a model dwelling site by the Advisory Agency and temporarily serving as an example of houses or units built or to be built in the same subdivision, provided that:

(a) No general real estate brokerage business is conducted on the premises, and any business transacted thereon is limited to the original sale of vacant or improved land shown on the tentative map or units of airspace shown on the condominium plan.

(b) All name plates and signs conform to the provisions of Section 12.21 A.7.

(c) The tract sales office is attractively maintained and, where located in a one-family detached structure, is attractively landscaped.

(d) The property owner has first executed and filed with the Superintendent of Building a notarized agreement agreeing to comply with all other provisions of this Subdivision and, further, agreeing that after all dwelling units in the development are initially sold or rented, all tract sales being conducted within the structure will cease; all signs will be entirely removed from the



premises; any residential type of sliding glass door in a private garage doorway will be replaced with a conventional private garage door, and any sales office activity located in a private garage will be discontinued and this area reconverted for the storage of private vehicles. **(Amended by Ord. No. 158,561, Eff. 1/14/84.)**

12. **(Added by Ord. No. 149,472, Eff. 5/14/77.)** Notwithstanding any other provision of this article, equipment and material storage yards used exclusively in connection with public facilities projects may be located in the A, R and C Zones, provided the following conditions are complied with.

(a) That such storage activities not be commenced prior to the execution of the construction contract with the governmental entity authorizing such work, and such storage activity be terminated within 30 days of the expiration of the contract or 30 days after completion of the construction, whichever comes first.

(b) That no storage or related activities be located closer than 25 feet to any residential improvement unless a solid 8 foot high fence be constructed along the entire property line adjoining such improvement, except at parking of employees' personal vehicles shall be permitted within the 25 foot buffer area, and such parking area need not comply with the requirements of Section 12.21 A.6. of this article.

(c) That the premises and grounds be frequently sprinkled and watered to prevent dust from becoming a nuisance to the neighboring residents.

(d) That there be no stockpiling of materials above 8 feet.

(e) That hours of operation including servicing and maintenance of all stored equipment be only between 7:00 a.m. and 6:00 p.m., and at no time on Saturdays, Sundays or holidays except in emergencies.

Prior to the use of any land for equipment and material storage activities pursuant to this Subdivision, the operator or operators of such storage yard shall obtain a certificate of occupancy of land as provided for in Section 12.26 E. of the Los Angeles Municipal Code. Where it can be shown to the satisfaction of the Superintendent of Building that the conditions of this Subdivision are not being complied with, the Superintendent may revoke the certificate of occupancy. Such revocation may be appealed to the Board of Building and Safety Commissioners pursuant to the provisions of Section 98.0403 of this Code.

13. **Infrequent Use of Property for Commercial Filming. (Amended by Ord. No. 170,516, Eff. 6/18/95.)** Notwithstanding any of the provisions of this article to the contrary, property in all zones may be used for the purpose of infrequent filming of commercial motion pictures and still photographs, provided that a permit therefor has first been obtained from the City Council, or whomever the Council by order, resolution or ordinance may delegate such authority. The City Council, or whomever the Council by order, resolution or ordinance may delegate such authority shall adopt such rules and regulations concerning the issuance of said permits as may be necessary to assure that filming will be conducted at such times and in such a manner as to cause a minimum of interference with the enjoyment and use of adjacent property, and consistent with public health, safety and general welfare.

14. **(None)**

15. **Parking Requirements For Showcase Theaters. (Added by Ord No 148,910, Eff. 11/18/76.)** Notwithstanding any provision of this article to the contrary, the parking for showcase theaters required under Section 12.21 A.4.(e) (g) (i) (m); Section 12.21 A.5.; and Section 12.26 C. and 12.26 E.5. may be provided on the site, or off the site under a written agreement approved by the City Attorney and the Superintendent of Building. Where off-site parking is provided under any written agreement other than a Parking Covenant, such agreement shall be for a minimum of one year and shall be signed by the theater

operator and the lessee or owner of the property upon which the required parking spaces shall be located. This agreement shall remain in effect for the duration of the existence of the showcase theater. Such agreement shall be filed with the Department of Building and Safety.

Where the parking covenant or other written agreement provides for parking on a lot which does not meet the design standards set forth in Section 12.21 A.5. and 12.21 A.6., but which parking area met the applicable Municipal Code design standard when originally established, such spaces shall be accepted for purposes of this Subdivision without compliance with the provisions of Section 12.21 A.5. and 12.21 A.6.

**16. Outside Automobile Hoists. (Amended by Ord. No. 172,468, Eff. 4/1/99.)** Any type of outside automobile hoist in the C2, C4, C5, CM or M1 Zones is prohibited.

**17. Temporary Residency in Residential Vehicle Pending Reconstruction of Disaster – Destroyed Dwelling. (Added by Ord. No. 153,144, Eff. 12/28/79.)**

(a) **Use of Land Permit.** Notwithstanding any other provision of this Code to the contrary, the Department of Building and Safety may issue a use of land permit to any resident-owner of a single-family dwelling destroyed by disaster to temporarily place and reside in a residential vehicle upon the subject property. Such use of land permit shall be limited to a period of one year from the date of the subject disaster, during which period a building permit for the reconstruction of the subject dwelling unit must be obtained. When such a building permit is obtained the use of land permit shall be valid for an additional period to total no more than two years from the date of the subject disaster or until the dwelling unit is complete, whichever occurs first. No other extension of time shall be granted for such use of land permit.

(b) **Fence Requirement.** Where a residential vehicle is placed within a required yard area, such residential vehicle shall be screened from public view by a fence constructed to the specifications of Section 91.4401 (c) of this Code; on corner lots, the restrictions of Section 62.200 of this Code shall also apply. Such fence shall be maintained in good condition and appearance.

(c) **Yard Area Requirements.** Such residential vehicle must observe five-foot front, side and rear yards and adequate access shall be assured to permit the removal of such residential vehicle after reconstruction of the disaster-destroyed dwelling unit.

(d) **Site Restoration.** Within thirty (30) days of the removal of the residential vehicle, all equipment and utilities accessory to such residential vehicle and any nonconforming fence constructed pursuant to this section shall be removed and the site restored to permitted use and condition.

**18. Developments Combining Residential and Commercial Uses.** Except where the provisions of Section 12.24.1 of this Code apply, notwithstanding any other provision of this chapter to the contrary, the following uses shall be permitted in the following zones subject to the following limitations: **(Amended by Ord. No. 163,679, Eff. 7/18/88.)**

(a) Any use permitted in the R5 Zone on any lot in the CR, C1, C1.5, C2, C4 or C5 Zones provided that such lot is located within the Central City Community Plan Area or within an area designated on an adopted community plan as "Regional Center" or "Regional Commercial". Any combination of R5 uses and the uses permitted in the underlying commercial zone shall also be permitted on such lot. **(Amended by Ord. No. 182,452, Eff. 4/4/13.)**

(b) Any use permitted in the CR, C1, C1.5, C2, C4 or C5 Zones on any lot in the R5 Zone provided that the lot is located within the Central City Community Plan Area. Any combination

of these commercial and residential uses shall also be permitted on the lot. Commercial uses or any combination of commercial and residential uses may be permitted on any lot in the R5 Zone by conditional use pursuant to Section 12.24 W.15. outside the Central City Community Plan Area. **(Amended by Ord. No. 182,452, Eff. 4/4/13.)**

(c) **Yards.** Except as provided herein, the yard requirements of the zone in which the lot is located shall apply.

(1) The yard requirements of the C2 Zone shall apply to buildings located on lots in the R5 Zone in a redevelopment project area approved by the City Council if such buildings are used exclusively for commercial uses.

(2) The following yard requirements shall apply to buildings located on lots in the R5 Zone which are used for any combination of commercial and residential uses:

(i) The yard requirements of the C2 Zone shall apply to the portions of such buildings used exclusively for commercial uses.

(ii) No yard requirements shall apply to the portions of such buildings which are used exclusively for residential uses and which abut a street, private street or alley, if the first floor of such buildings at ground level is used for commercial uses or access to the residential portions of such buildings.

(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, 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.

(4) No yards shall be required along air space lot boundaries within the interior of buildings.

(d) The residential and commercial density, maximum floor area or height otherwise permitted for any lot shall not be increased by reason of the existence of one or more air space lots.

(e) **Pedestrian Bridges.** Residential uses in a building combining residential and commercial uses shall be limited to the floors above the level of a connecting pedway or pedestrian bridge except that the Director of Planning may modify or waive this requirement if the Director finds unusual topography or other special circumstances justify such modification or waiver.

(f) **(Amended by Ord. No. 173,492, Eff. 10/10/00.)** In the event of a conflict between the terms of this subdivision and the terms of a specific plan enacted prior to December 31, 1981, the terms of the specific plan shall prevail. The terms of this subdivision shall not apply within the boundaries of the Century City North Specific Plan.

19. **Dwelling Adjacent to An Equinekeeping Use. (Amended by Ord. No. 173,492, Eff. 10/10/00.)** Notwithstanding any provision of this Code to the contrary, the City shall not issue a building permit for a residential building (excluding non-habitable rooms) that is less than 35 feet from a legally established equine use, unless the Zoning Administrator makes an exception in accordance with Section 12.24 X.5.

20. **Adult Entertainment Businesses. (Amended by Ord. No. 161,111, Eff. 5/18/86.)**

(a) **Exceptions from Section 12.70 C.**

(i) A person may establish and maintain, or continue to operate, an adult entertainment business on a lot within 500 feet of an “A” or “R” Zone, or within the “CR”, “C1” or “C1.5” Zones, if a site consistent with Section 12.70 C. is not reasonably available elsewhere in the City for the establishment or relocation of the subject adult entertainment business. This exception shall only apply to an adult entertainment business which is otherwise in compliance with all other provisions of this chapter including Section 12.70 C.

A site is “**reasonably available**” elsewhere in the City if it meets all of the following criteria:

- (1) Its use as the proposed adult entertainment business is consistent with all applicable zoning regulations, including Section 12.70 C.
- (2) It is available for use, purchase, or rental as an adult entertainment business.
- (3) It has adequate street access, street lighting, and sidewalks.
- (4) It is at least 500 feet away from any uses which are or may become obnoxious or offensive by reason of emission of odor, dust, smoke, noise, gas, fumes, cinders, refuse matter or water carried waste.

This exception shall not apply to massage parlors or sexual encounter establishments.

(ii) **(Amended by Ord. No. 173,492, Eff. 10/10/00.)** To apply for an exception, an applicant shall file an application with the Department of City Planning, on a form provided by the Department, identifying the present or proposed location of the adult entertainment business, and accompanied by data supporting the proposed exception and the fee provided for in Section 19.01 of this Code.

The procedures described in Section 12.24 shall be followed to the extent applicable. However, a hearing shall be held and a decision made within 60 days from the date of filing of an application. This time limit may be extended by mutual written consent of the applicant and the Zoning Administrator. An exception shall be approved if it meets the requirements of Subparagraph (i) above.

An appeal from the determination of the Zoning Administrator on whether a proposed exception meets the requirements of Subparagraph (i) may be taken to the Area Planning Commission in the same manner as prescribed in Section 12.24 I. The Area Planning Commission’s decision may be appealed to the City Council. The appeal to the Council shall follow the procedures set forth in Section 12.24 I. However, a decision on any appeal shall be made within 30 days of the expiration of the appeal period. This time limit may be extended by mutual written consent of the applicant and the Area Planning Commission or Council, whichever then has jurisdiction over the appeal.

If the Zoning Administrator, Area Planning Commission or Council disapproves an exception, then it shall make findings of fact showing how a site consistent with Section 12.70 C. is reasonably available elsewhere in the City for the establishment or relocation of the subject adult entertainment business.

**(b) Extensions of the Section 12.70 C. Amortization Period.**

(i) An adult entertainment business existing on March 6, 1986 and operating within 500 feet of a lot in an “A” Zone or “R” Zone or, within the “CR”, “C1”, or “C1.5” Zones may

be continued, as specified below:

(1) If the adult entertainment business is otherwise in compliance with all other provisions of this chapter including Section 12.70 C.; and

(2) If the adult entertainment business is subject to a written lease, entered into prior to March 6, 1986, with a termination date extending beyond March 6, 1988, then the adult entertainment business may continue until the expiration of the present term of the lease but no later than March 6, 1991; or

(3) If the adult entertainment business invokes the investment of money in real property, improvements, or stocks in trade such that a termination date beyond March 6, 1988 is necessary to prevent undue financial hardship, then it may be continued until March 6, 1991.

(ii) **(Amended by Ord. No. 173,492, Eff. 10/10/00.)** To apply for an extension of time, an applicant shall file an application with the Department of City Planning, on a form provided by the Department, identifying the present or proposed location of the adult entertainment business, and accompanied by data supporting the extension request and the fee provided for in Section 19.01 of this Code. An extension shall be approved if it meets the requirements of Subparagraph (i) above.

The procedures described in Section 12.24 shall be followed to the extent applicable. However, a hearing shall be held and a decision made within 60 days from the date of filing. This time limit may be extended by mutual written consent of the applicant and the Zoning Administrator.

An appeal from the determination of the Zoning Administrator on whether a proposed exception meets the requirements of Subparagraph (i) may be taken to the Area Planning Commission in the same manner as prescribed in Section 12.24I. The Area Planning Commission's decision may be appealed to the City Council. The appeal to the Council shall follow the procedures set forth in Section 12.24I. However, a decision on any appeal shall be made within 30 days of the expiration of the appeal period. This time limit may be extended by mutual written consent of the applicant and the Area Planning Commission or Council, whichever then has jurisdiction over the appeal.

If the Zoning Administrator, Area Planning Commission or Council disapproves an extension, then it shall make findings of fact showing how the proposed extension fails to meet the requirements of Subparagraph (i).

21. **(Deleted by Ord. No. 171,687, Eff. 8/19/97.)**

22. **(Deleted by Ord. No. 170,752, Eff. 12/14/95.)**

23. **Mini-Shopping Centers and Commercial Corner Development. (Amended by Ord. No. 175,223, Eff. 6/30/03.)** If the requirements set forth in Paragraph (a) and the conditions set forth in Paragraph (b) of this subdivision are met, and the proposed use or uses are not enumerated in Section 12.24 W.27., then a conditional use approval pursuant to Section 12.24 W.27. shall not be required for any new use, change of use or addition of floor area to a Mini-Shopping Center or a Commercial Corner Development.

(a) **Development Standards.**

(1) **Height.** Buildings or structures located in Height District Nos. 1 and 1-L shall not exceed a maximum height of 45 feet. However, buildings or structures shall comply with the provisions of Section 12.21.1 A.10., “Transitional Height,” of this Code.

(2) **Front Yard.** The front yard requirements set forth in Sections 12.12.2 C., 12.13 C.1. and 12.13.5 B.1. of this Code shall not apply to Mini-Shopping Centers or Commercial Corner Developments.

(3) **Windows.** The exterior walls and doors of a ground floor containing non-residential uses that front adjacent streets shall consist of at least fifty percent transparent windows, unless otherwise prohibited by law.

(4) **Parking.**

(i) Notwithstanding Section 12.21 A.5.(h) of this Code to the contrary, no tandem parking shall be permitted, except those spaces reserved exclusively for residential use.

(ii) Bicycle parking shall be provided as required by Section 12.21 A.16. of this Code.

(iii) Parking in the Downtown Business District shall be provided as required by Section 12.21 A.4.(i) of this Code.

(5) **Lighting.** All public areas of the lot or lots not covered by a building shall have night lighting for safety and security. All other open exterior areas, such as walkways and trash areas, shall have low-level, security-type lighting. All exterior lighting shall be directed onto the lot or lots, and all flood lighting shall be designed to eliminate glare to adjoining properties. All parking areas shall have a minimum of 3/4 foot-candle of flood lighting measured at the pavement.

(6) **Signs.**

(i) In addition to the requirements set forth in Division 62 of this Code, no person shall erect on the lot or lots the following signs, as defined in Section 91.6203 of this Code without first obtaining a conditional use permit: pole signs; projecting signs; or roof signs.

(ii) Monument signs and information signs shall be located only within the landscape-planted areas of the lot or lots.

(7) **Utilities.** All new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made for future underground service.

(8) **Walls and Trash Storage.** A solid masonry wall at least six feet in height shall be erected along the lot lines of the lot or lots where the lot or lots abut or are across an alley from any residential zone or use, except for that portion of the lot line where an access driveway is required by the City. Trash storage bins shall be located within a gated, covered enclosure constructed of materials identical to the exterior wall materials of the building.

(9) **Recycling Area or Room.** Every Mini-Shopping Center or Commercial Corner Development shall conform to the requirements of Section 12.21 A.19.(c) of this Code.

(10) **Landscaping.** All landscaping shall comply with Sections 12.41, 12.42 and 12.43 of this Code and the following requirements:

(i) **Landscaping - Setback. (Amended by Ord. No. 177,103, Eff. 12/18/05.)**

A landscaped, planted area having a minimum inside width of five feet shall be required along all street frontages of the lot and on the perimeters of all parking areas of the lot or lots which abut a residential zone or use.

Notwithstanding the above, in the Downtown Business District as defined in Section 12.21 A.4.(i) of this Code, a landscape (planted) area having a minimum inside width of five feet shall be required on the perimeters of all parking areas of the lot which abut a residential zone or use.

(ii) **Irrigation System.** An automatic irrigation system shall be provided for all landscaped areas. This system shall be installed prior to the issuance of any certificate of occupancy.

(b) **Conditions of Operation.** A Mini-Shopping Center or a Commercial Corner Development shall comply with the following conditions:

(1) **Maintenance.** The condition of the lot or lots, including but not limited to parking areas, exterior walls, required lighting, and landscaped areas, shall at all times be maintained in a safe and sanitary condition and in a state of good repair. Exterior wall surfaces shall at all times be kept free from graffiti and any marks of vandalism.

(2) **Debris Removal.** The lot or lots shall at all times be kept clear of weeds, rubbish, and all types of litter and combustible materials. Trash receptacles shall be located throughout the open areas of the lot or lots.

(3) **Hours.** Parking lot cleaning and sweeping, and trash collections from and deliveries to a Mini-Shopping Center or Commercial Corner Development, shall occur no earlier than 7 a.m., nor later than 8 p.m., Monday through Friday, and no earlier than 10 a.m., nor later than 4 p.m., on Saturdays and Sundays.

(4) **Landscape Maintenance.** Maintenance of landscaped areas shall include continuous operations of watering, removal of weeds, mowing, trimming, edging, cultivation, reseeding, plant replacement, fertilization, spraying, control of pests, insects, and rodents, or other operations necessary to assure normal plant growth. All trees, shrubs and ground cover shall be maintained as healthy and vigorous at all times. Irrigation systems, installed pursuant to the requirements in Subsubparagraph (a)(10)(ii) above shall be continuously maintained in accordance with Section 12.41 B.5. of this Code.

(5) **Covenant.** Prior to the issuance of a building permit or land use permit, the owner of the lot or lots shall execute and record a covenant and agreement in a form satisfactory to the Director of Planning, acknowledging that the owner shall implement each of the conditions set forth in Paragraph (b) of this subdivision, and shall not permit the erection of any of the signs enumerated in Paragraph (a)(6) of this subdivision or the establishment of any uses enumerated in Section 12.24 W.27. of this Code without first obtaining a conditional use approval. The covenant and agreement shall run with the land and be binding upon the owners, and any assignees, lessees, heirs, and successors of the owners. The City's right to enforce the covenant and agreement is in addition to any other remedy provided by law.



**(c) Existing Building Changed to Mini-Shopping Center or Commercial Corner Development.**

(1) An existing building or buildings may be converted to a Mini-Shopping Center or to a Commercial Corner Development without first obtaining a conditional use approval if all of the following requirements are met:

(i) all alterations result in no more than a twenty percent increase in the existing floor area of all of the buildings on a lot or lots;

(ii) the proposed Mini-Shopping Center or the Commercial Corner Development use or uses are not enumerated in Section 12.24 W.27.;

(iii) no sign identified in Paragraph (a)(6) of this subdivision shall be erected on the site; and

(iv) the proposed Mini-Shopping Center or the Commercial Corner Development complies with the conditions of operation of Paragraph (b) of this subdivision.

(2) For an existing Mini-Shopping Center, or existing Commercial Corner Development use, no person shall establish as a new use, any of the uses enumerated in Section 12.24 W.27. of this subdivision without first obtaining a conditional use approval.

**(d) Exemptions.** The following Projects shall not be subject to this subdivision:

(1) A Mixed Use Project as defined in Section 13.09 B.3. that consists of predominantly residential uses and does not contain commercial uses enumerated in Section 12.24 W.27.;

(2) Adaptive Reuse Projects as defined in Section 12.22 A.26.; and

(3) Libraries, governmental offices, police stations, fire stations, and other government owned related facilities or uses.

**(e) Specific Plan Compliance.** If, as determined by the Director of Planning or his/her designee, the provisions of this Section conflict with those of an adopted Specific Plan, then the provisions of the Specific Plan shall prevail.

**24. Mobile Medical Facilities and Bloodmobiles. (Added by Ord. No. 166,045, Eff. 8/17/90.)**

(a) Notwithstanding any provision of this article to the contrary, any mobile medical facility may operate once a month for no more than 72 consecutive hours, in any single established parking area, in the P, PB, CR, C1, C1.5, C2, C4, CM, M1, M2 and M3 Zones, provided the parking area meets all requirements of the Municipal Code for a parking area and the operation of the facility does not obstruct any driveway access aisle or required parking space.

(b) Notwithstanding any provision of the article to the contrary, any bloodmobile may operate once a month for no more than 72 consecutive hours, in any single established parking area in any zone, provided the parking area meets all requirements of the Municipal Code for a parking area and the operation of the bloodmobile does not obstruct any driveway access aisle or required parking space.

(c) Notwithstanding any provision of this article to the contrary, any mobile medical facility may operate once a week for no more than 72 consecutive hours, in any single established hospital parking area, in the P, PB, CR, C1, C1.5, C2, C4, CM, M1, M2 and M3 zones, provided the parking area meets all requirements of the Municipal Code for a parking area and the operation of the facility does not obstruct any driveway access aisle or required parking space. **(Added by Ord. No. 170,161, Eff. 1/16/95.)**

**25. Affordable Housing Incentives - Density Bonus. (Amended by Ord. No. 179,681, Eff. 4/15/08.)**

(a) **Purpose.** The purpose of this subdivision is to establish procedures for implementing State Density Bonus requirements, as set forth in California Government Code Sections 65915-65918, and to increase the production of affordable housing, consistent with City policies.

(b) **Definitions.** Notwithstanding any provision of this Code to the contrary, the following definitions shall apply to this subdivision:

**Affordable Housing Incentives Guidelines** - the guidelines approved by the City Planning Commission under which Housing Development Projects for which a Density Bonus has been requested are evaluated for compliance with the requirements of this subdivision.

**Area Median Income (AMI)** - the median income in Los Angeles County as determined annually by the California Department of Housing and Community Development (HCD) or any successor agency, adjusted for household size.

**Density Bonus** - a density increase over the otherwise maximum allowable residential density under the applicable zoning ordinance and/or specific plan granted pursuant to this subdivision.

**Density Bonus Procedures** - procedures to implement the City's Density Bonus program developed by the Departments of Building and Safety, City Planning and Housing.

**Disabled Person** - a person who has a physical or mental impairment that limits one or more major life activities, anyone who is regarded as having that type of an impairment or, anyone who has a record of having that type of an impairment.

**Floor Area Ratio** - the multiplier applied to the total buildable area of the lot to determine the total floor area of all buildings on a lot.

**Housing Development Project** - the construction of five or more new residential dwelling units, the addition of five or more residential dwelling units to an existing building or buildings, the remodeling of a building or buildings containing five or more residential dwelling units, or a mixed use development in which the residential floor area occupies at least fifty percent of the total floor area of the building or buildings. For the purpose of establishing the minimum number of five dwelling units, Restricted Affordable Units shall be included and density bonus units shall be excluded.

**Incentive** - a modification to a City development standard or requirement of Chapter I of this Code (zoning).

**Income, Very Low, Low or Moderate** - annual income of a household that does not exceed the amounts designated for each income category as determined by HCD or any

successor agency.

**Residential Hotel** - any building containing six or more Guest Rooms or Efficiency Dwelling Units, which are intended or designed to be used, or are used, rented, or hired out to be occupied, or are occupied for sleeping purposes by guests, so long as the Guest Rooms or Efficiency Dwelling Units are also the primary residence of those guests, but not including any building containing six or more Guest Rooms or Efficiency Dwelling Units, which is primarily used by transient guests who do not occupy that building as their primary residence.

**Residential Unit** - a dwelling unit or joint living and work quarters; a mobilehome, as defined in California Health and Safety Code Section 18008; a mobile home lot in a mobilehome park, as defined in California Health and Safety Code Section 18214; or a Guest Room or Efficiency Dwelling Unit in a Residential Hotel.

**Restricted Affordable Unit** - a residential unit for which rental or mortgage amounts are restricted so as to be affordable to and occupied by Very Low, Low or Moderate Income households, as determined by the Housing and Community Investment Department. **(Amended by Ord. No. 182,718, Eff. 10/30/13.)**

**Senior Citizens** - individuals who are at least 62 years of age, except that for projects of at least 35 units that are subject to this subdivision, a threshold of 55 years of age may be used, provided all applicable City, state and federal regulations are met.

**Senior Citizen Housing Development** - a Housing Development Project for senior citizens that has at least 35 units.

**Specific Adverse Impact** - 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.

**Transit Stop/Major Employment Center** - any one of the following:

(1) A station stop for a fixed transit guideway or a fixed rail system that is currently in use or whose location is proposed and for which a full funding contract has been signed by all funding partners, or one for which a resolution to fund a preferred alignment has been adopted by the Los Angeles County Metropolitan Transportation Authority or its successor agency; or

(2) A Metro Rapid Bus stop located along a Metro Rapid Bus route; or, for a Housing Development Project consisting entirely of Restricted Affordable Units, any bus stop located along a Metro Rapid Bus route; or

(3) The boundaries of the following three major economic activity areas, identified in the General Plan Framework Element: Downtown, LAX and the Port of Los Angeles; or

(4) The boundaries of a college or university campus with an enrollment exceeding 10,000 students.

(c) **Density Bonus.** Notwithstanding any provision of this Code to the contrary, the following provisions shall apply to the grant of a Density Bonus for a Housing Development Project:

(1) **For Sale or Rental Housing with Low or Very Low Income Restricted Affordable Units.** A Housing Development Project that includes 10% of the total units of the project for Low Income households or 5% of the total units of the project for Very Low Income households, either in rental units or for sale units, shall be granted a minimum Density Bonus of 20%, which may be applied to any part of the Housing Development Project. The bonus may be increased according to the percentage of affordable housing units provided, as follows, but shall not exceed 35%:

**Percentage  
Low Income Units**

10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20

**Percentage  
Density Bonus**

20  
21.5  
23  
24.5  
26  
27.5  
29  
30.5  
32  
33.5  
35

**Percentage  
Very Low Income Units**

5  
6  
7  
8  
9  
10  
11

**Percentage  
Density Bonus**

20  
22.5  
25  
27.5  
30  
32.5  
35

(2) **For Sale or Rental Senior Citizen Housing (Market Rate).** A Senior Citizen Housing Development or a mobile-home park that limits residency based on age requirements for housing for older persons pursuant to California Civil Code Sections 798.76 or 799.5 shall be granted a minimum Density Bonus of 20%.

(3) **(Deleted by Ord. No. 181,142, Eff. 6/1/10.)**

(4) **A Common Interest Development That Includes Moderate Income Restricted Affordable Units. (Amended by Ord. No. 181,142, Eff. 6/1/10.)** A common interest development as defined in Section 1351 of the Civil Code that includes at least 10% of its units for Moderate Income households shall be granted a minimum Density Bonus of 5%. The bonus may be increased according to the percentage of affordable housing units provided, as follows, but shall not exceed 35%:

**Percentage****Moderate Income Units****Percentage****Density Bonus**

10	5
11	6
12	7
13	8
14	9
15	10
16	11
17	12
18	13
19	14
20	15
21	16
22	17
23	18
24	19
25	20
26	21
27	22
28	23
29	24
30	25
31	26
32	27
33	28
34	29
35	30
36	31
37	32
38	33
39	34
40	35

(5) **Land Donation.** An applicant for a subdivision, parcel map or other residential development approval that donates land for housing to the City of Los Angeles satisfying the criteria of California Government Code Section 65915(h)(2), as verified by the Department of City Planning, shall be granted a minimum Density Bonus of 15%.

(6) **Child Care.** A Housing Development Project that conforms to the requirements of Subparagraphs (1), (2), (3), (4) or (5) of this paragraph and includes a child care facility located on the premises of, as part of, or adjacent to, the project, shall be granted either of the following:

(i) an additional Density Bonus that is, for purposes of calculating residential density, an increase in the floor area of the project equal to the floor area of the child care facility included in the project.

(ii) An additional Incentive that contributes significantly to the economic feasibility of the construction of the child care facility.

(7) **Fractional Units.** In calculating Density Bonus and Restricted Affordable units, any number resulting in a fraction shall be rounded up to the next whole number.

(8) **Other Discretionary Approval.** Approval of Density Bonus units shall not, in and of itself, trigger other discretionary approvals required by the Code.

(9) **Other Affordable Housing Subsidies.** Approval of Density Bonus units does not, in and of itself, preclude projects from receipt of other government subsidies for affordable housing.

(10) **Additional Option for Restricted Affordable Units located near Transit Stop/Major Employment Center.** In lieu of providing the requisite number of Restricted Affordable Units in a Housing Development Project located in or within 1,500 feet of a Transit Stop/Major Employment Center that would otherwise be required under this subdivision, an applicant may opt to provide a greater number of smaller units, provided that:

(i) the total number of units in the Housing Development Project including Density Bonus units does not exceed the maximum permitted by this subdivision;

(ii) the square footage of the aggregate smaller Restricted Affordable units is equal to or greater than the square footage of the aggregate Restricted Affordable Units that would otherwise be required under this subdivision;

(iii) the smaller Restricted Affordable units are distributed throughout the building and have proportionally the same number of bedrooms as the market rate units; and

(iv) the smaller Restricted Affordable Units meet the minimum unit size requirements established by the Low Income Housing Tax Credit Program as administered by the California Tax Credit Allocation Committee (TCAC).

(11) **Common Interest Development with Low or Very Low Income restricted Affordable Units for Rent.** In a common interest development as defined in California Government Code Section 1351, such as a condominium, Restricted Affordable Units may be for sale or for rent.

(12) **Condominium Conversion.** A Housing Development Project that involves the conversion of apartments into condominiums and that includes 33 percent of its units restricted to households of Low or Moderate income or 15 percent of its units restricted to households of Very Low Income shall be granted a Density Bonus of 25 percent or up to three incentives as provided in Paragraph (e) of this subdivision.

(d) **Parking in a Housing Development Project.** Required parking spaces for a Housing Development Project that is for sale or for rent and qualifies for a Density Bonus and complies with this subdivision may be provided by complying with whichever of the following options requires the least amount of parking: applicable parking provisions of Section 12.21 A.4. of this

Code, or Parking Option 1 or Parking Option 2, below. Required parking in a Housing Development Project that qualifies for a Density Bonus may be sold or rented separately from the dwelling units, so that buyers and tenants have the option of purchasing or renting a unit without a parking space. The separate sale or rental of a dwelling unit and a parking space shall not cause the rent or purchase price of a Restricted Affordable Unit (or the parking space) to be greater than it would otherwise have been.

(1) **Parking Option 1.** Required parking for all residential units in the Housing Development Project (not just the restricted units), inclusive of handicapped and guest parking, shall be reduced to the following requirements:

(i) For each Residential Unit of 0-1 bedroom: 1 on-site parking space.

(ii) For each Residential Unit of 2-3 bedrooms: 2 on-site parking spaces.

(iii) For each Residential Unit of 4 or more bedrooms: 2-1/2 on-site parking spaces.

(2) **Parking Option 2.** Required parking for the Restricted Affordable Units only shall be reduced as set forth in Subparagraphs (i) and (ii) below. Required parking for all other non-restricted units in the Housing Development Project shall comply with applicable provisions of Section 12.21 of this Code.

(i) One parking space per Restricted Affordable Unit, except:

a. 0.5 parking space for each dwelling unit restricted to Low or Very Low Income Senior Citizens or Disabled Persons; and/or

b. 0.25 parking space for each Restricted Affordable Unit in a Residential Hotel.

(ii) Up to 40% of the required parking for the Restricted Affordable Units may be provided by compact stalls.

(e) **Incentives.**

(1) In addition to the Density Bonus and parking options identified in Paragraphs (c) and (d) of this subdivision, a Housing Development Project that qualifies for a Density Bonus shall be granted the number of Incentives set forth in the table below.

Number of Incentiv.es	Required Percentage* of Units Restricted for Very Low Income Households	Required Percentage* of Units Restricted for Low Income Households	Required Percentage* of Units Restricted for Moderate Income Households (For Sale Only)
One Incentive	5% or	10% or	10%
Two Incentives	10% or	20% or	20%
Three Incentives	15% or	30% or	30%

\* Excluding Density Bonus units.



(2) To be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse project) shall comply with the following:

(i) The facade of any portion of a building that abuts a street shall be articulated with a change of material or with a break in plane, so that the facade is not a flat surface.

(ii) All buildings must be oriented to the street by providing entrances, windows, architectural features and/or balconies on the front and along any street-facing elevations.

(iii) The Housing Development Project shall not be a contributing structure in a designated Historic Preservation Overlay Zone and shall not be on the City of Los Angeles list of Historical-Cultural Monuments.

(iv) The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.4908 of this Code.

(f) **Menu of Incentives.** Housing Development Projects that meet the qualifications of Paragraph (e) of this subdivision may request one or more of the following Incentives, as applicable:

(1) **Yard/Setback.** Up to 20% decrease in the required width or depth of any individual yard or setback except along any property line that abuts an R1 or more restrictively zoned property provided that the landscaping for the Housing Development Project is sufficient to qualify for the number of landscape points equivalent to 10% more than otherwise required by Section 12.40 of this Code and Landscape Ordinance Guidelines "O."

(2) **Lot Coverage.** Up to 20% increase in lot coverage limits, provided that the landscaping for the Housing Development Project is sufficient to qualify for the number of landscape points equivalent to 10% more than otherwise required by Section 12.40 of this Code and Landscape Ordinance Guidelines "O".

(3) **Lot Width.** Up to 20% decrease from a lot width requirement, provided that the landscaping for the Housing Development Project is sufficient to qualify for the number of landscape points equivalent to 10% more than otherwise required by Section 12.40 of this Code and Landscape Ordinance Guidelines "O".

(4) **Floor Area Ratio.**

(i) A percentage increase in the allowable Floor Area Ratio equal to the percentage of Density Bonus for which the Housing Development Project is eligible, not to exceed 35%; or

(ii) In lieu of the otherwise applicable Floor Area Ratio, a Floor Area Ratio not to exceed 3:1, provided the parcel is in a commercial zone in Height District 1 (including 1VL, 1L and 1XL), and fronts on a Major Highway as identified in the City's General Plan, and

a. the Housing Development Project includes the number of Restricted Affordable Units sufficient to qualify for a 35% Density Bonus, and

- b. 50% or more of the commercially zoned parcel is located in or within 1,500 feet of a Transit Stop/Major Employment Center.

A Housing Development Project in which at least 80% of the units in a rental project are Restricted Affordable Units or in which 45% of the units in a for-sale project are Restricted Affordable Units shall be exempt from the requirement to front on a Major Highway.

(5) **Height.** A percentage increase in the height requirement in feet equal to the percentage of Density Bonus for which the Housing Development Project is eligible. This percentage increase in height shall be applicable over the entire parcel regardless of the number of underlying height limits. For purposes of this subparagraph, Section 12.21.1 A.10. of this Code shall not apply.

(i) In any zone in which the height or number of stories is limited, this height increase shall permit a maximum of eleven additional feet or one additional story, whichever is lower, to provide the Restricted Affordable Units.

(a) No additional height shall be permitted for that portion of a building in a Housing Development Project that is located within fifteen feet of a lot classified in the R2 Zone.

(b) For each foot of additional height the building shall be set back one horizontal foot.

(ii) No additional height shall be permitted for that portion of a building in a Housing Development Project that is located within 50 feet of a lot classified in an R1 or more restrictive residential zone.

(iii) No additional height shall be permitted for any portion of a building in a Housing Development Project located on a lot sharing a common lot line with or across an alley from a lot classified in an R1 or more restrictive zone. This prohibition shall not apply if the lot on which the Housing Development Project is located is within 1,500 feet of a Transit Stop but no additional height shall be permitted for that portion of a building in the Housing Development Project that is located within 50 feet of a lot classified in an R1 or more restrictive residential zone.

(6) **Open Space.** Up to 20% decrease from an open space requirement, provided that the landscaping for the Housing Development Project is sufficient to qualify for the number of landscape points equivalent to 10% more than otherwise required by Section 12.40 of this Code and Landscape Ordinance Guidelines "O".

(7) **Density Calculation.** The area of any land required to be dedicated for street or alley purposes may be included as lot area for purposes of calculating the maximum density permitted by the underlying zone in which the project is located.

(8) **Averaging of Floor Area Ratio, Density, Parking or Open Space, and permitting Vehicular Access.** A Housing Development Project that is located on two or more contiguous parcels may average the floor area, density, open space and parking over the project site, and permit vehicular access from a less restrictive zone to a more restrictive zone, provided that:

(i) the Housing Development Project includes 11% or more of the units as Restricted Affordable Units for Very Low Income households, or 20% of the units for Low Income households, or 30% of the units for Moderate Income households; and

(ii) the proposed use is permitted by the underlying zone(s) of each parcel; and

(iii) no further lot line adjustment or any other action that may cause the Housing Development Project site to be subdivided subsequent to this grant shall be permitted.

**(g) Procedures.**

(1) **Density Bonus and Parking.** Housing Development Projects requesting a Density Bonus without any Incentives (which includes a Density Bonus with only parking requirements in accordance with Paragraphs (c) and (d) of this subdivision) shall be considered ministerial and follow the Affordable Housing Incentives Guidelines and the Density Bonus Procedures. No application for these projects need be filed with the City Planning Department.

**(2) Requests for Incentives on the Menu.**

(i) The applicant for Housing Development Projects that qualify for a Density Bonus and that request up to three Incentives on the Menu of Incentives in Paragraph (f) of this subdivision, and which require no other discretionary actions, the following procedures shall apply:

a. **Application.** The request shall be made on a form provided by the Department of City Planning, as set forth in Section 11.5.7 B.2.(a) of this Code, accompanied by applicable fees.

b. **Authority. (Amended by Ord. No. 182,106, Eff. 5/20/12.)** The Director shall be the initial decision maker for applications seeking on Menu incentives.

**EXCEPTION:** When the application is filed as part of a project requiring multiple approvals, the initial decision maker shall be as set forth in Section 12.36 of this Code; and when the application is filed in conjunction with a subdivision and no other approval, the Advisory Agency shall be the initial decision-maker.

c. **Action.** The Director shall approve a Density Bonus and requested Incentive(s) unless the Director finds that:

(i) The Incentive is not required in order 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; or

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

d. **Transmittal of Written Decision.** Within three business days of making a decision, the Director shall transmit a copy by First Class Mail to the applicant and to all owners of properties abutting, across the street or alley from, or having a common corner with the subject property, and to the local Certified Neighborhood Council.

e. **Effective Date of Initial Decision.** The Director's decision shall become effective after an elapsed period of 15 calendar days from the date of the mailing of the written decision unless an appeal is filed to the City Planning Commission.

f. **Appeals. (Amended by Ord. No. 182,106, Eff. 5/20/12.)** An applicant or any owner or tenant of a property abutting, across the street or alley from, or having a common corner with the subject property aggrieved by the Director's decision may appeal the decision to the City Planning Commission pursuant to applicable procedures set forth in Section 11.5.7 C.6. of this Code that are not in conflict with the provisions of this paragraph (g)(2)(i). The appeal shall include a filing fee pursuant to Section 19.01 B. of this Code. Before acting on any appeal, the City Planning Commission shall set the matter for hearing, with written notice of the hearing sent by First Class Mail at least ten days prior to the meeting date to: the applicant; the owner(s) of the property involved; and the interested parties who have requested notice in writing. The appeal shall be placed on the agenda for the first available meeting date of the City Planning Commission and acted upon within 60 days from the last day of the appeal period. The City Planning Commission may reverse or modify, in whole or in part, a decision of the Director. The City Planning Commission shall make the same findings required to be made by the Director, supported by facts in the record, and indicate why the Director erred making the determination.

**EXCEPTION:** When the application is filed as part of a project requiring multiple approvals, the appeals procedures set forth in Section 12.36 of this Code shall govern. When the application is filed in conjunction with a Parcel Map and no other approval, the appeals procedures set forth in Section 17.54 of this Code shall govern. When the application is filed in conjunction with a tentative map and no other approval, the appeals procedures set forth in Section 17.06 A.3. of this Code shall govern, provided that such applications shall only be appealable to the Appeal Board, as defined in Section 17.02 of this Code, and shall not be subject to further appeal to the City's legislative body.

(ii) For Housing Development Projects that qualify for a Density Bonus and for which the applicant requests up to three Incentives listed in Paragraph (f), above, and that require other discretionary actions, the applicable procedures set forth in Section 12.36 of this Code shall apply.

a. The decision must include a separate section clearly labeled “Density Bonus/ Affordable Housing Incentives Program Determination”.

b. The decision-maker shall approve a Density Bonus and requested Incentive(s) unless the decision-maker, based upon substantial evidence, makes either of the two findings set forth in Subparagraph (2)(i)(c), above.

**(3) Requests for Waiver or Modification of any Development Standard(s) Not on the Menu.**

(i) For Housing Development Projects that qualify for a Density Bonus and for which the applicant request a waiver or modification of any development standard(s) that is not included on the Menu of Incentives in Paragraph (f), above, and that are not subject to other discretionary applications, the following shall apply:

a. The request shall be made on a form provided by the Department of City Planning, accompanied by applicable fees, and shall include a pro forma or other documentation to show that the waiver or modification of any development standard(s) are needed in order to make the Restricted Affordable Units economically feasible.

b. **Notice and Hearing.** The application shall follow the procedures for conditional uses set forth in Section 12.24 D. of this Code. A public hearing shall be held by the City Planning Commission or its designee. The decision of the City Planning Commission shall be final.

c. The City Planning Commission shall approve a Density Bonus and requested waiver or modification of any development standard(s) unless the Commission, based upon substantial evidence, makes either of the two findings set forth in Subparagraph (g)(2)(i)c., above.

(ii) For Housing Development Projects requesting waiver or modification of any development standard(s) not included on the Menu of Incentives in Paragraph (f) above, and which include other discretionary applications, the following shall apply:

a. The applicable procedures set forth in Section 12.36 of this Code shall apply.

b. The decision must include a separate section clearly labeled “Density Bonus/ Affordable Housing Incentives Program Determination”.

c. The decision-maker shall approve a Density Bonus and requested waiver or modification of any development standard(s) unless the decision-maker, based upon substantial evidence, makes either of the two findings set forth in Subparagraph (g)(2)(i)c., above.

(h) **Covenant.** Prior to issuance of a Building Permit, the following shall apply:

(1) For any Housing Development Project qualifying for a Density Bonus and that contains housing for Senior Citizens, a covenant acceptable to the Housing and Community Investment Department shall be recorded with the Los Angeles County Recorder, guaranteeing that the occupancy restriction to Senior Citizens shall be observed for at least 30 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program. **(Amended by Ord. No. 182,718, Eff. 10/30/13.)**

(2) For any Housing Development Project qualifying for a Density Bonus and that contains housing for Low or Very Low Income households, a covenant acceptable to the Housing and Community Investment Department shall be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for at least 30 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program. **(Amended by Ord. No. 182,718, Eff. 10/30/13.)**

(3) For any Housing Development Project qualifying for a Density Bonus and that contains housing for Moderate Income households for sale, a covenant acceptable to the Housing and Community Investment Department and consistent with the for sale requirements of California Government Code Section 65915(c)(2) shall be recorded with the Los Angeles County Recorder guaranteeing that the affordability criteria will be observed for at least ten years from the issuance of the Certificate of Occupancy. **(Amended by Ord. No. 182,718, Eff. 10/30/13.)**

(4) If the duration of affordability covenants provided for in this subdivision conflicts with the duration for any other government requirement, the longest duration shall control.

(5) Any covenant described in this paragraph must provide for a private right of enforcement by the City, any tenant, or owner of any building to which a covenant and agreement applies.

(i) **Fee Deferral.** At the option of the applicant, payment of fees may be deferred pursuant to Sections 19.01 O. and 19.05 A.1. of this Code.

(j) **Applicability.** To the extent permitted under applicable State law, if a conflict arises between the terms of this subdivision and the terms of the City’s Mello Act Settlement Agreement, Interim Administrative Procedures for Complying with the Mello Act or any subsequent permanent Mello Ordinance, Procedures or Regulations (collectively “Mello Terms”), the Mello Terms preempt this subdivision.

## 26. **Downtown Adaptive Reuse Projects. (Amended by Ord. No. 174,315, Eff. 12/20/01.)**

(a) **Purpose.** The purpose of this Subdivision is to revitalize the Greater Downtown Los Angeles Area and implement the General Plan by facilitating the conversion of older, economically distressed, or historically significant buildings to apartments, live/work units or visitor-serving facilities. This will help to reduce vacant space as well as preserve Downtown's architectural and cultural past and encourage the development of a live/work and residential community Downtown, thus creating a more balanced ratio between housing and jobs in the region's primary employment center. This revitalization will also facilitate the development of a "24-hour city" and encourage mixed commercial and residential uses in order to improve air quality and reduce vehicle trips and vehicle miles traveled by locating residents, jobs, hotels and transit services near each other.

(b) **Application.** If the provisions of Subparagraph (2) of Paragraph (h) and of Subparagraphs (1), (2) or (3) of Paragraph (j) of this subdivision conflict with those of any specific plan, supplemental use district, "Q" condition, "D" limitation, or citywide regulation, any of which were adopted or imposed by City action prior to the effective date of this ordinance, then this Subdivision shall prevail.

(c) **Definition of Adaptive Reuse Project.** Notwithstanding any other provisions of this chapter to the contrary, for the purposes of this subdivision, an Adaptive Reuse Project is any change of use to dwelling units, guest rooms, or joint living and work quarters in all or any portion of any eligible building.

(d) **Eligible Buildings.** The provisions of this subdivision shall apply to Adaptive Reuse Projects in all or any portion of the following buildings in the CR, C1, C1.5, C2, C4, C5, CM and R5 Zones in the Downtown Project Area:

(1) Buildings constructed in accordance with building and zoning codes in effect prior to July 1, 1974. A Certificate of Occupancy, building permit, or other suitable documentation may be submitted as evidence to verify the date of construction.

(2) Buildings constructed in accordance with building and zoning codes in effect on or after July 1, 1974, if:

(i) Five years have elapsed since the date of issuance of final Certificates of Occupancy; and

(ii) A Zoning Administrator finds that the building is no longer economically viable in its current use or uses, pursuant to Section 12.24 X.1.(c). **(Amended by Ord. No. 175,588, Eff. 12/1/03.)**

(3) Buildings designated on the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments. Contributing Buildings in National Register Historic Districts or Contributing Structures in Historic Preservation Overlay Zones (HPOZ) established pursuant to Section 12.20.3 of this Code are also eligible buildings.

(e) **M Zones.** The Zoning Administrator may, upon application, permit Adaptive Reuse Projects in all or any portion of any eligible building in the MR1, MR2, M1, M2 and M3 Zones in the Downtown Project Area, pursuant to Section 12.24 X.1.(b). **(Amended by Ord. No. 175,588, Eff. 12/1/03.)**



(f) **Floor Area Averaging.** The Zoning Administrator may, upon application, permit floor area averaging in unified Adaptive Reuse Projects, pursuant to Section 12.24 X.1.(d). **(Amended by Ord. No. 175,588, Eff. 12/1/03.)**

(g) **Downtown Project Area.** The Downtown Project Area includes the following areas:

(1) The Central City Community Plan Area as shown on the General Plan of the City of Los Angeles; and

(2) All that real property in the City of Los Angeles, described by the following boundary lines: Bounded northerly by the centerline of Freeway Number 10 (commonly called the Santa Monica Freeway); bounded southerly by the centerline of Vernon Avenue; bounded easterly and southeasterly by the following centerline courses: beginning at the intersection of the Santa Monica Freeway and Grand Avenue, then southerly along Grand Avenue to the most easterly line of Freeway Number 110 (commonly called the Harbor Freeway), then southerly along that right of way to the centerline of Martin Luther King, Jr. Boulevard, then easterly along Martin Luther King, Jr. Boulevard to the centerline of Grand Avenue, then southerly along Grand Avenue to the centerline of Vernon Avenue. Bounded westerly and northwesterly by the following centerline courses: beginning at the intersection of Vermont Avenue and Vernon Avenue, then northerly along Vermont Avenue to Jefferson Boulevard, then easterly along Jefferson Boulevard to University Avenue, then northerly along University Avenue to 28th Street, then westerly along 28th Street to Severance Street, then northerly along Severance Street to Adams Boulevard, then westerly along Adams Boulevard to Scarff Street, then northerly along Scarff Street to 23rd Street, then southerly along 23rd Street to Bonsallo Avenue, then northerly along Bonsallo Avenue to Washington Boulevard, then westerly along Washington Boulevard to Oak Street, then northerly along Oak Street and its northerly prolongation to the Santa Monica Freeway.

(h) **Incentives.** Notwithstanding any other provisions of this chapter to the contrary, Adaptive Reuse Projects shall be entitled to the incentives set forth below. Except for the provision concerning mezzanines set forth in Subparagraph (1) below, these incentives shall not apply to any new floor area that is added to an Adaptive Reuse Project.

(1) **Mezzanines.** Loft spaces in joint living and work quarters, dwelling units and guest rooms which do not exceed more than 33 percent of the floor area of the space below shall not be considered new floor area. Mezzanines may be included in the calculation of floor area for the purpose of determining compliance with the standards set forth in Paragraph (i) of this subdivision.

(2) **Density.** Dwelling units, joint living and work quarters and guest rooms shall not be subject to the lot area requirements of the zone or height district.

(3) **Off-Street Automobile Parking.** The required number of parking spaces shall be the same as the number of spaces that existed on the site on June 3, 1999, and shall be maintained and not reduced. Adaptive Reuse Projects shall otherwise be exempt from the provisions of Section 12.21 A.4.(m) of this Code.

(4) **Mini-Shopping Center and Commercial Corner Development Regulations.** Adaptive Reuse Projects shall be exempt from the mini-shopping center and commercial corner development regulations set forth in Section 12.22 A.23.

(5) **Site Plan Review.** Adaptive Reuse Projects shall be exempt from the requirements for Site Plan Review set forth in Section 16.05.

(6) **Loading Space.** Where an existing loading space is provided, the provisions of Section 12.21 C.6.(h) shall apply. If no loading spaces exist, then a loading space shall not be required in conjunction with the development of an Adaptive Reuse Project.

(i) **Standards.** Adaptive Reuse Projects permitted pursuant to this subdivision shall be developed in compliance with the following standards:

(1) **Dwelling Units and Joint Living and Work Quarters. (Amended by Ord. No. 175,588, Eff. 12/1/03.)** The minimum floor area for new dwelling units and joint living and work quarters shall be 450 square feet, provided however, that the average floor area of all such units and quarters in a single eligible building, including those that existed prior to June 3, 1999, shall be at least 750 square feet. That minimum average size shall be maintained and not reduced.

Floor area, as defined in Section 12.03 of the Code, shall also not include hallways or other common areas. The floor area of both the living space and the work space shall be combined to determine the size of joint living and work quarters.

(2) **Guest Rooms.** Guest rooms shall include a toilet and bathing facilities.

(j) **Exceptions.** Notwithstanding the nonconforming provisions of Section 12.23, the following exceptions shall apply to the buildings in which Adaptive Reuse Projects are located. These exceptions shall also apply to any building in which new floor area or height was added or observed yards changed on or after July 1, 1974, as evidenced by a valid Certificate of Occupancy.

(1) **Floor Area.** Existing floor area which exceeds that permitted by the zone, height district, specific plan, supplemental use district, or any other land use regulation shall be permitted.

(2) **Height.** Existing height which exceeds that permitted by the zone, height district, specific plan, supplemental use district, or any other land use regulation shall be permitted.

(3) **Yards.** Existing observed yards which do not meet the yards required by the zone, height district, specific plan, supplemental use district, or any other land use regulation shall be permitted.

(k) **Uses.** Notwithstanding the nonconforming provisions of Section 12.23, dwelling units, guest rooms, and joint living and work quarters shall be permitted in Adaptive Reuse Projects, so long as the use is permitted by the underlying zone.

**27. Reasonable Accommodation - Fair Housing Protections for Individuals with Disabilities. (Added by Ord. No. 177,325, Eff. 3/18/06.)**

(a) **Purpose.** The purpose of this provision is to establish a formal procedure for an Individual with a Disability seeking equal access to housing to request a reasonable accommodation as provided by the federal Fair Housing Amendments Act of 1988 and California's Fair Employment and Housing Act, and to establish criteria to be used when considering these requests. Reasonable accommodation means providing an Individual with a Disability or developers of housing for an Individual with a Disability, flexibility in the application of land use and zoning regulations or policies (including the modification or waiver of certain requirements), when it is necessary to eliminate barriers to housing opportunities.

(b) **Definitions.**

**Acts** - the Federal Fair Housing Amendments Act of 1988 and California's Fair Employment and Housing Act.

**Individual with a Disability** - As defined under the Acts, a person who has a physical or mental impairment that limits one or more major life activities, anyone who is regarded as having that type of impairment or, anyone who has a record of that type of impairment.

(c) **Procedures.**

(1) A written request for reasonable accommodation from a land use or zoning regulation or policy shall be made on a form provided by the Department of City Planning by any Individual with a Disability, his or her representative or a developer or provider of housing for an Individual with a Disability.

(2) A request for reasonable accommodation shall state the basis of the request including but not limited to a modification or exception to the regulations, standards and practices for the siting, development and use of housing or housing related facilities that would eliminate regulatory barriers and provide an Individual with a Disability equal opportunity to housing of his or her choice.

(3) The Director may request additional information necessary for making a determination on the request for reasonable accommodation that complies with the fair housing law protections and the privacy rights of the Individual with a Disability to use the specified housing. If additional information is requested, the 45-day time period for making a determination on the request stops running until the additional information is provided.

(4) Prior to the issuance of any permits relative to an approved reasonable accommodation, the Director may require the applicant to record a covenant in the County Recorder's Office acknowledging and agreeing to comply with the terms and conditions established in the determination. The covenant shall be required only if the Director finds that a covenant is necessary to provide notice to future owners that a reasonable accommodation has been approved.

(d) **Time to Act.**

(1) The Director shall issue a written determination to either grant, grant with modifications, or deny a request for reasonable accommodation within 45 days of the date the application is deemed complete, or within an extended period as mutually agreed upon in writing by the applicant and the Director.

(2) While a request for reasonable accommodation is pending, all laws and regulations otherwise applicable to the property that is the subject of the request shall remain in full force and effect.

(e) **Findings.** The written decision to grant, grant with modifications or deny a request for reasonable accommodation shall include the following findings:

(1) that the housing, which is the subject of the request for reasonable accommodation, will be used by an Individual with a Disability protected under the Acts;

(2) that the requested accommodation is necessary to make housing available to an Individual with a Disability protected under the Acts;

(3) that the requested accommodation would not impose an undue financial or administrative burden on the City; and

(4) that the requested accommodation would not require a fundamental alteration in the nature of the City's land use and zoning program.

(f) **Applicability.** If the Director grants the request, the request shall be granted to an individual and shall not run with the land unless the Director determines that (1) the modification is physically integrated into the residential structure and cannot easily be removed or altered to comply with the Code or (2) the accommodation is to be used by another Individual with a Disability.

(g) **Notice.** Notice of the determination shall be provided to the applicant and to abutting owners of the property, which is the subject of the request for reasonable accommodation. All written decisions shall give notice of the right to appeal and to request reasonable accommodation in the appeals process as set forth in Subsection (h), below.

(h) **Appeal of Determination.**

(1) A determination by the Director shall be final unless appealed to the City Council within 15 calendar days of the date of mailing of the determination.

(2) Only the aggrieved applicant and abutting owners who received notice of the reasonable accommodation determination have a right to appeal the decision.

(3) An appeal shall be made in writing, pursuant to procedures established in Section 12.24 I.2. through 5. of this Code.

(i) **Coastal Zone Properties.** For housing located in the Coastal Zone, a request for reasonable accommodation under this section shall be approved by the City if it is consistent with the requisite findings above, with Chapter 3 of the California Coastal Act of 1976, and with the Interpretative Guidelines for Coastal Planning and Permits as established by the California Coastal Commission dated February 11, 1977, and any subsequent amendments, and, within the Venice Community Plan, with the certified Local Coastal Program Land Use Plan.

Where a request for reasonable accommodation is not consistent with the regulations identified in the paragraph above, the City may waive compliance with an otherwise applicable provision of these regulations and approve the request for reasonable accommodation if the City finds:

(1) that the requested reasonable accommodation is consistent, to the maximum extent feasible, with the regulations identified in this subsection; and,

(2) that there are no feasible alternative means for providing an accommodation at the property that would provide greater consistency with the regulations identified in this subsection.

28. **Automotive Use. (Added by Ord. No. 178,382, Eff. 3/24/07.)** In the C2 or less restrictive zones, a new automotive use, change of use or addition of floor area to an existing automotive use may be established without first obtaining an approval pursuant to Section 12.24 W.4. of this Code if the development standards set forth in Paragraph (a) and the operating conditions set forth in Paragraph (b)

of this subdivision are met. Notwithstanding the above, new automobile dealership franchises, and their associated activities, are exempt from the requirements of this subdivision.

(a) **Development Standards.**

(1) **Windows.** The exterior walls and doors of any building, excluding bay doors and/or security grills, housing an automotive use, which are parallel to a street, shall consist of at least 50 percent transparent windows, unless otherwise prohibited by law.

(2) **Bay Doors.** Bay doors or vehicle entrances, exits and openings shall not face any school, lot with a Certificate of Occupancy for a one-family dwelling, multiple-family dwelling, or mixed use project containing a residential use, or A or R zone that is within 100-feet from the face of the building containing the bay door, vehicle entrance, exit or opening.

(3) **Wash Rack.** Every wash rack shall be constructed or arranged so that entrances, exits and openings shall not face any school, lot with a Certificate of Occupancy for a one-family dwelling, multiple-family dwelling, or mixed use project containing a residential use, or A or R zone within 100-feet of the side of the building containing the bay door, vehicle entrance, exit or opening.

(4) **Fences.** Fences or walls erected along the front lot line shall not exceed 36-inches in height.

(5) **Automotive hoists.** Automotive hoists of any type or size, shall be located and operated only inside a building enclosed on at least three sides.

(6) **Signs.**

(i) In addition to the requirements set forth in Sections 91.6201 et seq. of this Code, no person shall erect a pole sign or projecting sign, as defined in Section 91.6203 of this Code, on the lot or lots without first obtaining a conditional use permit pursuant to Section 12.24 W.4. of this Code.

(ii) Monument signs and information signs may only be located within the landscape-planted areas of the lot or lots.

(7) **Utilities.** All new utility lines which directly service the lot or lots shall be installed underground. If underground service is not available at the time the application is submitted and fees paid for plan check, then provisions should be made for future underground service to the satisfaction of the Bureau of Engineering, if determined necessary by the Department of Water and Power.

(8) **Walls and Trash Storage.** A solid masonry wall at least six feet in height shall be erected along the lot lines of the lot or lots where the lot or lots abut or are across an alley from any school, lot with a Certificate of Occupancy for a one-family dwelling, multiple-family dwelling, or mixed use project containing a residential use, or A or R zone, except for that portion of the lot line where an access driveway is required by the City as determined by the Department of Building and Safety. Trash storage bins shall be located within a gated enclosure constructed of solid masonry and finished to match the exterior wall materials of the main building.

(9) **Landscaping.** All landscaping shall comply with Sections 12.41, 12.42 and 12.43 of this Code and the following requirements:

(i) **Landscaping - Setback.** A landscaped, planted area having a minimum width of five feet shall be required along all street frontages of the lot or lots, except for that portion of the lot line where an access driveway is required by the City as determined by the Department of Building and Safety, and on the perimeters of all parking areas of the lot or lots that abut a residential zone or use.

(ii) **Irrigation System.** An automatic irrigation system shall be provided for all landscaped, planted areas. The system shall be installed and operational prior to the issuance of any certificate of occupancy.

(10) **Lighting.** All exterior and flood lighting shall be directed onto the lot or lots and shall be designed to eliminate any glare to adjoining properties.

**(b) Operating Conditions.**

(1) Spray painting shall not be conducted.

(2) Junkyard or automobile dismantling activities shall not be conducted.

(3) Public address system shall not be permitted.

(4) Site cleaning, sweeping, trash collection, and deliveries to the site shall be limited to the following hours: Monday through Friday, 7:00 AM to 7:00 PM and Saturday and Sunday 8:00 AM to 5:00 PM. Notwithstanding the above, trash collection shall not be allowed on Sundays or legal holidays.

(5) Hours of operation shall be limited to: Monday through Friday, 7:00 AM to 7:00 PM; Saturday, 9:00 AM to 8:00 PM; and Sunday, 11:00 AM to 8:00 PM.

(6) All loading, including those of vehicles, shall occur on-site.

(7) Vehicles being repaired shall be stored on-site. Any off-site parking shall comply with Section 12.21 A.6. of this Code.

(8) Accessory sales activities shall not occur outside a fully enclosed building.

(9) Trailers and/or temporary modular buildings shall not be permitted as a work area.

(10) Arcades or game machines shall not be permitted.

(11) Temporary canopy tents shall not be permitted when the tents are visible from the street.

(12) The site where the automotive use is located shall be kept clear of weeds, rubbish, and all types of litter and combustible materials at all times. One trash receptacles shall be located for every 200 square feet of open space and shall be uniformly distributed throughout the open areas of the site.

(13) Any automotive laundry or wash rack, in which power driven or steam cleaning machinery is used, shall maintain noise levels below the levels provided in Table II of Section 111.03 of this Code. The comparison between the noise emanating from the automotive laundry or wash rack and from Table II shall be made in the manner set forth in Section 111.02(a) of this Code.

(14) Any automotive sound shop or automotive alarm shop shall be wholly conducted within a fully enclosed building. No portion of the building or its associated parking area shall be within 50 feet of any school, lot with a Certificate of Occupancy for a one-family dwelling, multiple-family dwelling, or mixed use project containing a residential use, A or R zoned lot.

(15) All operational conditions imposed by the Department of Building and Safety in its annual inspections of automotive repair and used vehicle sales area pursuant to Section 12.26 I. of this Code shall be followed.

(16) On-site pennants, banners, ribbons, streamers, spinners, balloons and supergraphic signs are prohibited.

(17) All windows and glass doors shall be maintained free of any signs.

(18) **Covenant.** Prior to the issuance of a building permit or land use permit, the owner of the lot or lots shall execute and record a covenant and agreement in a form satisfactory to the Director of Planning, acknowledging that the owner shall implement each of the conditions set forth in this paragraph, and shall not permit the establishment of any uses enumerated in Section 12.24 W.4. of this Code without first obtaining a conditional use approval. The covenant and agreement shall run with the land and be binding upon the owners, and any assignees, lessees, heirs, and successors of the owners. The City's right to enforce the covenant and agreement is in addition to any other remedy provided by law.

(c) **Existing Building Changed to Automotive Use and/or an Existing Automotive Use Being Expanded or Remodeled.** An existing building or buildings may be converted or an existing automotive use may be expanded without first obtaining a conditional use approval if all of the following requirements are met:

(1) All alterations result in no more than a 20 percent increase in the existing floor area of all of the buildings on a lot or lots cumulatively over the previous five years.

(2) The proposed automotive use complies with all the conditions of operation of Paragraph (b) above.

(3) Any reuse of an existing structure that is required to go through a CUP process shall have all standards established by the Zoning Administrator.

(d) **Specific Plan Compliance.** Notwithstanding any other provision of this Code to the contrary, if the Director determines that the provisions of this subdivision conflict with those of an adopted Specific Plan, pedestrian oriented, commercial and artcraft, community design overlay, historic preservation overlay or transit-oriented district, area or zone, then the provisions of that Specific Plan, district, area or zone shall prevail.

**29. Floor Area Bonus for the Greater Downtown Housing Incentive Area. (Added by Ord. No. 179,076, Eff. 9/23/07.)**

(a) **Definitions.**

**Area Median Income (AMI)** - the median income in the Los Angeles County as determined annually by the United States Department of Housing and Urban Development (HUD), or any successor agency, adjusted for household size.



**Floor Area Bonus** - an increase in floor area greater than the otherwise maximum allowable floor area, as set forth in Section 12.21.1 of the Code.

**Income, Very Low, Low or Moderate** - annual income of a household that does not exceed amounts designated for each income category as determined by HUD, or any successor agency.

**Income, Workforce** - the annual income of a household that does not exceed 150% of the Area Median Income as determined by HUD, or any successor agency.

**Restricted Affordable Unit** - a residential unit for which rental or mortgage amounts are restricted so as to be affordable to and occupied by Very Low, Low, Moderate or Workforce Income households, as determined by the Housing and Community Investment Department. **(Amended by Ord. No. 182,718, Eff. 10/30/13.)**

(b) **Eligibility for Floor Area Bonus.** A residential (including Apartment Hotel and mixed-use) building in the Greater Downtown Housing Incentive Area containing the requisite number of Restricted Affordable Units as determined by the Department of City Planning and as set forth in Subparagraphs (1), (2) and (3) below shall be granted the following incentives in accordance with Paragraph (c) below:

(1) 5% of the total number of dwelling units shall be provided for Very Low Income households; and

(2) One of the following shall be provided:

(i) 10% of the total number of dwelling units for Low Income households; or

(ii) 15% of the total number of dwelling units for Moderate Income households;  
or

(iii) 20% of the total number of dwelling units for Workforce Income households.

(3) Any dwelling unit or guest room occupied by a household earning less than 50% of the Area Median Income that is demolished or otherwise eliminated shall be replaced on a one-for-one basis within the Community Plan Area in which it is located.

(4) Fractional Units. In calculating Restricted Affordable Units, any number resulting in a fraction shall be rounded up to the next whole number.

(c) **Incentives.**

(1) A 35% increase in total floor area. In computing the total floor area of a residential building or residential portion of a building, any public area accessible to all residents, including public common areas that serve both residential and commercial uses, and any unenclosed architectural features and areas of a building shall not be considered part of the total floor area of a residential or residential portion of a building. The floor area shall be measured to the center line of partitions separating public and non-public common areas.

(2) The open space required by Section 12.21 G. of this chapter shall be reduced by one-half, provided that a fee equivalent to the amount of the relevant park fee, pursuant to Section 19.17, shall be paid for all dwelling units, with the following exception: units qualifying under Section 12.33 C.3.(d) shall be allowed to reduce the open space

requirement by one-half without payment of such fee. The in-lieu fee shall be placed in a trust fund with the Department of Recreation and Parks for the purpose of acquisition, development and maintenance of open space and/or streetscape amenities within the Greater Downtown Housing Incentive Area, and within the Community Plan Area in which the project is located. The in-lieu fee is independent of any required park and recreation impact fee. **(Amended by Ord. No. 184,505, Eff. 1/11/17.)**

(3) No parking space shall be required for dwelling units or guest rooms dedicated to or set-aside for households that earn less than 50% of the Area Median Income as determined by the Housing and Community Investment Department. **(Amended by Ord. No. 182,718, Eff. 10/30/13.)**

(4) No more than one parking space (including spaces allocated for guest parking) shall be required for each dwelling unit.

(d) **Covenant.** Prior to issuance of a building permit to create a residential or mixed-use building or an Apartment Hotel, the following shall apply:

(1) For any project qualifying for a Floor Area Bonus that contains rental housing for Low, Very Low, Moderate or Workforce Income households, a covenant acceptable to the Housing and Community Investment Department shall be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for at least 30 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program. **(Amended by Ord. No. 182,718, Eff. 10/30/13.)**

(2) For any project qualifying for a Floor Area Bonus that contains for-sale housing for Moderate or Workforce Income households, a covenant acceptable to the Housing and Community Investment Department and consistent with the for-sale requirements of California Government Code Section 65915(c)(2) shall be recorded with the Los Angeles County Recorder. **(Amended by Ord. No. 182,718, Eff. 10/30/13.)**

(3) If the duration of affordability covenants provided for in this subdivision conflicts with the duration for any other government requirement, the longest duration shall control.

### 30. **Downtown Design Guide. (Added by Ord. No. 181,557, Eff. 3/15/11.)**

(a) **Purpose.** The purpose of this Subdivision is to implement the standards and guidelines in the Downtown Design Guide (the "Design Guide"), adopted by the City Planning Commission and incorporated as part of the Central City Community Plan, an element of the General Plan of the City of Los Angeles. Given the importance of Downtown Los Angeles as the civic, cultural, institutional, governmental, social and economic center of the region, the urban form is critical to its continued vitality and economic viability and the preservation and enhancement of its historic fabric. The Downtown Design Guide regulates projects that have the potential to affect the urban form, pedestrian orientation and street-level activity, and its implementation will ensure a quality built environment.

(b) **Definition of Project. (Amended by Ord. No. 186,325, Eff. 11/11/19.)** For the purposes of this Subdivision, a Project is the construction, erection, addition to or alteration, of any building or structure, or a use of land or change of use on a lot located in whole or in part within the Downtown Design Guide Project Area, as defined in Section 12.03 and shown on the adopted ordinance map, which requires the issuance of a grading permit, foundation permit, building permit, sign permit or use of land permit.

A Project does not include any of the following: (1) demolition; (2) adaptive reuse of an existing building which conforms to Section 12.22 A.26. of this Code; (3) remodeling of designated historic resources; (4) alterations of or additions to any existing building or structure in which the aggregate value of the work, in any one 24-month period, is less than 50% of the Building or Structure's replacement value before the alterations or additions, as determined by the Department of Building and Safety; and (5) interior remodeling of any other existing Building, unless the interior alterations are to the ground floor and will result in the alteration of windows, display windows, entrances, storefronts or otherwise minimize ground floor transparency.

(c) **Downtown Design Guide.** Every project within the Project Area must comply with the Downtown Design Guide standards and guidelines. The Director shall have the authority to review projects for compliance with the Downtown Design Guide prior to the issuance of a building permit in the Project Area.

(1) **Exception.** Projects conforming to the Downtown Design Guide shall be exempt from the mini-shopping center and commercial corner development regulations set forth in Section 12.22 A.23. of this Code.

(d) **Administrative Clearance - Authority of the Director for Sign Off.**

(1) **Application, Form and Contents.** To apply for an Administrative Clearance, an applicant shall file an application with the Department of City Planning, on a form provided by the Department, and include all information required by the instructions on the application and any additional submission requirements. The Director shall determine if the application qualifies for Administrative Clearance and whether the Project complies with all applicable District regulations.

(2) **Application Fees.** The application fee for an Administrative Clearance shall be as set forth in Section 19.01 E. or 19.01 I. of this Code. The fee in Section 19.01 E. shall be charged for administrative clearance of new construction permits only. The fee in Section 19.01 I. shall be charged for all other building permit sign-offs.

(3) **Procedures.** Applicants for Projects that comply with the provisions of the Downtown Design Guide shall submit plans to the Director for conformance review and administrative sign off. The Director or his/her designee shall review the Project for compliance with the standards and guidelines in the Downtown Design Guide. Projects that fail to demonstrate compliance with the Downtown Design Guide shall follow relief procedures set forth below.

(e) **Adjustment - Authority of the Director with Appeals to the Area Planning Commission.** If an application fails to conform to the provisions of the Downtown Design Guide, the Director or the Director's designee shall have initial decision-making authority to grant an Adjustment in accordance with Section 11.5.7 E.1.(a) and with the procedures set forth in Section 11.5.7 C.4. - 6. of this Code.

(1) **Limitations.** An Adjustment shall be limited to deviations from regulations which do not substantially alter the execution or intent of those regulations as applicable to a proposed Project.

(2) **Findings.** The determination by the Director shall include written findings in support of the determination. In order to approve a proposed project pursuant to this subsection, the Director must find that:

- (a) There are special circumstances applicable to the project or project site which make the strict application of the Design Guide regulations impractical;
- (b) In granting the adjustment, the Director has imposed project requirements and/or decided that the proposed project will substantially comply with the purpose and intent of all Design Guide regulations;
- (c) In granting the adjustment, the Director has considered and found no detrimental effects of the adjustment on surrounding properties and public rights-of-way;
- (d) The project incorporates mitigation measures, monitoring of measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project, to the extent physically feasible; and
- (e) The project is compatible with the neighborhood character of the surrounding district.

**31. Transit Oriented Communities Affordable Housing Incentive Program. (Added by Ord. No. 184,745, Eff. 12/13/16.)**

(a) **Application of TOC Affordable Housing Incentive Program.** This Transit Oriented Communities Affordable Housing Incentive Program, and the provisions contained in the TOC Affordable Housing Incentive Program Guidelines, shall apply to all Housing Developments that are located within a one-half mile radius of a Major Transit Stop, as defined in subdivision (b) of Section 21155 of the California Public Resources Code. Each one-half mile radius around a Major Transit Stop shall constitute a unique Transit Oriented Communities Affordable Housing Incentive Area.

(b) **Preparation and Content of TOC Incentive Guidelines.** Within 90 days of enactment of this Ordinance, the Director of Planning shall prepare TOC Affordable Housing Incentive Program Guidelines ("TOC Guidelines") that provide the eligibility standards, incentives, and other necessary components of this TOC Incentive Program described herein. Nothing in the TOC Guidelines shall restrict any right authorized in the underlying zone or height district. The TOC Guidelines shall be drafted consistent with the purposes of this Subdivision and shall include the following:

(1) **Eligibility for TOC Incentives.** A Housing Development located within a TOC Affordable Housing Incentive Area shall be eligible for TOC Incentives if it provides minimum required percentages of On-Site Restricted Affordable Units, meets any applicable replacement requirements of California Government Code Section 65915(c)(3), and is not seeking and receiving a density or development bonus under the provisions of California Government Code Section 65915 or any other State or local program that provides development bonuses. Minimum required percentages of On-Site Restricted Affordable Units shall be determined by the Department of City Planning and set forth in the TOC Guidelines at rates that meet or exceed 11% of the total number of dwelling units affordable to Very Low income households; or 20% of the total number of dwelling units affordable to Lower Income households. The Department of City Planning shall also establish an option for a Developer to qualify for the TOC Incentives by providing a minimum percentage of units for Extremely Low Income Households, which shall be set at no less than 7%. In calculating the required Restricted Affordable Units, the percentage shall be based on the total final project unit count, and any number resulting in a fraction shall be rounded up to the next whole number. In creating the TOC Guidelines, the

Department of City Planning shall identify incentives for projects that adhere to the labor standards required in Section 5 of this Ordinance provided, that no such incentives will be created that have the effect of undermining the affordable housing incentives contained herein or in Government Code Section 65915.

(2) **TOC Incentives.** An Eligible Housing Development shall be granted TOC Incentives, as determined by the Department of City Planning consistent with the following:

(i) **Residential Density increase.** An Eligible Housing Development shall be granted increased residential density at rates that shall meet or exceed a 35% increase. In establishing the density allowances, the Department of City Planning may allow adjustments to minimum square feet per dwelling unit, floor area ratio, or both, and may allow different levels of density increase depending on the Project's base zone and density.

(ii) **Parking.** An Eligible Housing Development shall be granted parking reductions consistent with California Government Code Section 65915(p).

(iii) **Incentives and Concessions.** An Eligible Housing Development may be granted up to either two or three incentives or concessions based upon the requirements set forth in California Government Code Section 65915(d)(2).

(c) **Approval of TOC Guidelines and Incentives.** The City Planning Commission shall review the TOC Guidelines and shall by vote make a recommendation to adopt or reject the TOC Guidelines.

(d) **Process for Changing TOC Incentives and Eligibility.** The TOC Incentives and the required percentages for On-Site Restricted Affordable Units may be adjusted for an individual TOC Affordable Housing Incentive Area through a Community Plan update, Transit Neighborhood Plan, or Specific Plan, provided that the required percentages for On-Site Restricted Affordable Units may not be reduced below the percentages set forth in subdivision (b).

(e) **Procedures.** Application for the TOC Incentives shall be made on a form provided by the Department of City Planning, and shall follow the procedures outlined in Los Angeles Municipal Code Section 12.22 A.25.(g).

(f) **Covenant.** Prior to issuance of a building permit to create a Housing Development, the following shall apply:

(1) For any Housing Development qualifying for a TOC Incentive that contains rental housing for Extremely Low, Very Low, or Lower Income households, a covenant acceptable to the Los Angeles Housing and Community Investment Department shall be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for 55 years or longer.

(2) For any Housing Development qualifying for a TOC Incentive that contains for-sale housing, a covenant acceptable to the Housing and Community Investment Department and consistent with the for-sale requirements of California Government Code Section 65915(c)(2) shall be recorded with the Los Angeles County Recorder.

(3) If the duration of affordability covenants provided for in this subdivision conflicts with the duration for any other government requirement, the longest duration shall control.

(g) **Definitions.**

**"Eligible Housing Development"** shall mean a Housing Development that includes On-Site Restricted Affordable Units at a rate that meets or exceeds the minimum requirements to satisfy the TOC Incentives, as determined by the Department of City Planning and as set forth in paragraph (b)(1) above.

**"Extremely Low-Income Households"** is defined in Section 50106 of the Health and Safety Code.

**"Housing Development"** shall mean the construction of five or more new residential dwellings units, the addition of five or more residential dwelling units to an existing building or buildings, the remodeling of a building or buildings containing five or more residential dwelling units, or a mixed use development containing residential dwelling units.

**"Lower Income Households"** is defined in Section 50079.5 of the Health and Safety Code.

**"On-Site Restricted Unit"** shall mean a residential unit for which rental or mortgage amounts are restricted so as to be affordable to and occupied by Extremely Low, Very Low, or Lower income households, as determined by the Housing and Community Investment Department.

**"Very Low-Income Households"** is defined in Section 50105 of the Health and Safety Code.

32. **Home-Sharing. (Added by Ord. No. 185,931, Eff. 7/1/19.)** In all zones wherein residential uses are permitted by right, the following shall apply:

(a) **Purpose.** The purpose of this subdivision is to allow for the efficient use and sharing of a residential structure which is a Host's Primary Residence, without detracting from the surrounding residential character or the City's available housing stock.

(b) **Definitions.** The following definitions shall apply to this subdivision:

(1) **Administrative Guidelines.** The Department of City Planning or Office of Finance may promulgate regulations, which may include, but are not limited to, application requirements, interpretations, conditions, reporting requirements, enforcement procedures, and disclosure requirements, to implement the provisions, and consistent with the intent, of this subdivision.

(2) **Booking Service.** Any reservation and/or payment service provided by a Person that facilitates a Short-Term Rental transaction between a Person and a prospective guest or Transient user, and for which the Person collects or receives, directly or indirectly through an agent or intermediary, a fee in connection with the reservation and/or payment of services provided for the transaction.

(3) **Citation.** Includes any enforcement citation, order, ticket or similar notice of violation, relating to the condition of or activities at a Person's Primary Residence or property, issued by the Los Angeles Department of Building and Safety, Los Angeles Housing and Community Investment Department, Los Angeles Police Department or Los

Angeles Fire Department, including an Administrative Citation issued pursuant to Article 1.2 of the Los Angeles Municipal Code.

(4) **Extended Home-Sharing.** Home-Sharing that is permitted for an unlimited number of days in a calendar year.

(5) **Hosting Platform.** A Person that participates in Short-Term Rental business by collecting or receiving a fee, directly or indirectly through an agent or intermediary, for conducting a Booking Service transaction using any medium of facilitation.

(6) **Host.** An individual who is registered for Home-Sharing as the term is defined in Section 12.03 of this Code.

(7) **Person.** Shall have the same meaning as that term is defined in Section 21.7.2 of this Code.

(8) **Platform Agreement.** A signed agreement between a Home-Sharing Hosting Platform (Platform) and the City, which, among other things, provides that the Platform will collect and submit the Transient Occupancy Tax to the City on behalf of Hosts and Persons listed for Short Term Rentals.

(9) **Primary Residence.** The sole residence from which the Host conducts Home-Sharing and in which the Host resides for more than 6 months of the calendar year.

(10) **Rental Unit.** A Dwelling Unit, Guest Room, Accessory Living Quarters, other residential structure, or portion thereof.

(11) **Short-Term Rental.** A Rental Unit, rented in whole or in part, to any Person(s) for transient use of 30 consecutive days or less. Rental Units within City-approved Hotels, motels, Transient Occupancy Residential Structures and Bed and Breakfasts shall not be considered a Short-Term Rental.

(12) **Transient.** Shall have the same meaning as that term is defined in Section 21.7.2 of this Code.

(c) **Home-Sharing Registration.**

(1) **Application.** To register for Home-Sharing, an applicant shall file an application with the Department of City Planning in a manner provided by the Department, and shall include: information needed to verify the Host's identification and Primary Residence; identification of a local responsible contact person; a list of all Hosting Platforms to be used; whether Home-Sharing is for an entire Rental Unit or a portion thereof; and any other information required by the instructions on the application and/or by the guidelines promulgated by the Director of Planning. Payment of any filing fee required under Section 19.01 E. shall be included with the application. If the required information for registration, including any filing fee, is not received within 45 days of submittal of the application, the Home-Sharing registration will be considered withdrawn.

(2) **Eligibility Requirements.** The following requirements must be met at the time of submitting an application for Home-Sharing registration:

(i) The applicant has obtained a Transient Occupancy Registration Certificate from the Office of Finance pursuant to Section 21.7.6 of this Code, unless the

applicant exclusively lists his or her Primary Residence on Hosting Platforms that have a Platform Agreement with the City of Los Angeles.

(ii) The proposed Home-Sharing is consistent with the provisions of this subdivision and is limited to the Host's Primary Residence.

a. A renter or lessee shall not engage in Home-Sharing without prior written approval of the landlord. A renter or lessee shall provide copies of the landlord's written approval to the City at the time of filing the application for registration. A landlord may proactively prohibit Home-Sharing by tenants at any or all of the owner's properties by submitting a notification in writing to the Department of City Planning.

b. A Primary Residence that is subject to affordable housing covenants, and/or Chapter 15 of the Los Angeles Municipal Code ("Rent Stabilization Ordinance"), and/or are income-restricted under City, state or federal law, is not eligible for Home-Sharing.

c. No Primary Residence which is the subject of any pending Citation may be registered for Home-Sharing.

d. No Person may apply for or obtain more than one Home-Sharing registration or otherwise operate more than one Home-Sharing Rental Unit at a time in the City of Los Angeles.

(3) **Expiration and Renewal.** A Home-Sharing registration is valid for one year from the date of issuance. It may not be transferred or assigned and is valid only at the Host's Primary Residence. A Home-Sharing registration may be renewed annually if the Host: (1) pays the renewal fee; (2) has complied with the provisions of this subdivision for the past year; (3) provides information concerning any changes to the previous application for, or renewal of, the Home-Sharing registration; and (4) submits Home-Sharing records described in Subparagraph (e)(2) for the last year to demonstrate compliance with this subdivision, unless the Host lists exclusively on a Hosting Platform with a Platform Agreement that includes a provision for pass-through registration for applicants for a Home-Sharing registration. The records described in Subparagraph (e)(2) shall be made public to the extent required by law.

(4) **Suspensions and Revocations.** Notwithstanding any other provision of this Code to the contrary, the Director may require the suspension, modification, discontinuance or revocation of any Home-Sharing registration if it is found that the Host has violated this subdivision or any other city, state, or federal regulation, ordinance or statute.

(i) **Suspension.** If a Host receives two Citations, the Host's Home-Sharing registration shall be suspended for 30 days or as long as at least one Citation is open, whichever is longer. The suspension shall become effective 15 days after the mailing of a Notice of Intent to Suspend the Host. If a Host initiates an appeal of either Citation, the suspension will take effect only if the appeal is not resolved entirely in the Host's favor.

a. A Host may challenge a Citation by submitting an appeal to the City department that issued the Citation and providing notice to the Department of Planning as described in the Administrative Guidelines.



b. Where no process is described in the Citation, a Host may challenge a Citation by submitting an appeal to the Director of Planning in accordance with the process in Section 12.24 Z. of this Code, with no further appeal to a Commission or City Council.

(ii) **Revocation.** If three Citations have been issued to the Host and have been sustained (after exhaustion of any related remedies, including appeals) within a registration year, the Host's Home-Sharing registration shall be revoked. The revocation of a Host's Home-Sharing registration shall become effective 15 days after the mailing of a Notice of Intent to Revoke to the Host.

a. A Host may challenge a Notice of Intent to Revoke by submitting an appeal to the Director of Planning in accordance with the process in Section 12.24 Z. of this Code, with no further appeal to a Commission or City Council.

b. Pursuant to the revocation, the Host shall be prohibited from participating in Home-Sharing for one year from the effective date of the Notice of Intent to Revoke.

(iii) **Modification.** The Director may modify, discontinue or revoke any Home-Sharing registration based upon an order to show cause, pursuant to Section 12.27.1 B. of this Code, why any proposed modifications, discontinuances or revocations of any Home-Sharing registration should not be issued. The Director shall provide notice to the Host and/or recorded owner and lessee(s) of the Host's Primary Residence to appear at a public hearing at a time and place fixed by the Director to respond to the Director's order to show cause.

(d) **Prohibitions.**

(1) No Person shall offer, advertise, book, facilitate or engage in Home Sharing or Short-Term Rental activity in a manner that does not comply with this subdivision.

(2) A Host may not participate in Home-Sharing unless all advertisements clearly list the City-issued Home Sharing registration number or pending registration status number.

(3) No Host shall engage in Home-Sharing for more than 120 days in any calendar year unless the City has issued the Host an Extended Home-Sharing registration pursuant to Paragraph (h).

(4) Accessory Dwelling Units for which a complete building permit application was submitted on or after January 1, 2017, to the Department of Building and Safety pursuant to Section 12.26 A.3. may not be used for Home-Sharing, unless an applicant demonstrates the Accessory Dwelling Unit is the applicant's Primary Residence.

(5) No Host shall offer, advertise, or engage in Home-Sharing in a non-Residential Building, including but not limited to, a vehicle parked on the property, a storage shed, trailer or any temporary structure, including, but not limited to, a tent.

(6) If a Host lists a Primary Residence on multiple listings on multiple Hosting Platforms, only one listing may be booked at any given time.

(7) A Host may not rent all or a portion of his Primary Residence for the purposes of Home-Sharing to more than one group of guests or under more than one booking, at any

given time.

(8) Home Sharing is not permitted in buildings that have been converted from units subject to Chapter 15 of the Los Angeles Municipal Code ("Rent Stabilization Ordinance") to single family homes until five years after the date of conversion.

(9) Except for allowable Home Occupations, non-residential uses including, but not limited to, sales or exchange of products, events that charge a fee, or the promotion, display or servicing of any product shall not be permitted during Home-Sharing activity.

(10) A Host shall only advertise on a Hosting Platform that was listed on the Host's Home-Sharing application form, unless the Host has submitted a written request and received written approval from the Department of City Planning to use another Hosting Platform.

(11) No more than 2 overnight guests (not including children) are allowed per habitable room, not including kitchens, during Home-Sharing activities.

(12) There shall be no use of sound amplifying equipment, as that term is defined in Section 111.01(j) of this Code after 10:00 pm and no evening outdoor congregations of more than 8 people (excluding children) during Home-Sharing activities. Home-Sharing activities are subject to the noise regulations in the Los Angeles Municipal Code.

(13) A Host whose Home-Sharing registration has been suspended is prohibited from participating in Home-Sharing for the duration of the suspension.

(14) A Host whose Home-Sharing registration has been revoked may not participate in Home-Sharing unless and until a new registration is authorized.

**(e) Host Requirements.**

(1) A Host may be responsible for any nuisance violations, as described in Section 12.27.1 B. of this Code, arising at the Host's Primary Residence during Home-Sharing activities. The Host, or owner of the Host's Primary Residence if the Host does not own it, may be assessed a minimum inspection fee, as specified in Section 98.0412 of this Code for each site inspection.

(2) The Host shall keep and preserve, for a minimum period of three years, all records regarding each Home-Sharing stay, including the length of stay and the price paid for each stay, and any other records required by Administrative Guidelines promulgated by the Director.

(3) On the Home-Sharing registration application, a Host shall acknowledge and consent to Office of Finance and other City agencies' inspection of records at all reasonable times and places for purposes of enforcement of this Subdivision.

(4) The Host shall fully comply with all the requirements of Article 1.7 of the Los Angeles Municipal Code (establishing the Transient Occupancy Tax) and successor Sections.

(5) The Host shall pay a per-night fee for each night of Home-Sharing, which will be deposited into the Short Term Rental Enforcement Fund per the requirements in Section 5.576 of the Los Angeles Administrative Code. The City Council shall adopt, by

resolution, a per-night fee based on an analysis of the cost of implementing, maintaining, and enforcing this subdivision.

(6) Every Host shall provide and maintain working fire extinguishers, smoke detectors, and carbon monoxide detectors, in compliance with fire, life and safety codes; information related to emergency exit routes on the property and contact information, including the contact information of the Host or a designated responsible agent of the Host.

(7) Every Host that lists a Primary Residence located in a Very High Fire Hazard Severity Zone designated by the City of Los Angeles Fire Department pursuant to Government Code Section 51178 shall include in all Host listings and post written notices on any patio or deck that smoking is not permitted in any exterior of the property.

(8) Every Host shall provide a code of conduct to guests that includes the relevant provisions of this Subdivision and other information to address behavioral, safety, security, and other matters, as required in the Department's Administrative Guidelines.

(9) Every Host shall authorize any Hosting Platform on which his or her Primary Residence is listed to provide to the City the Host listing and other information described in in Subsection (f)(4).

(10) Every Host must consent to receive all City notices and citations regarding their Home-Sharing registration by U.S. mail.

**(f) Hosting Platform Responsibilities.**

(1) Hosting Platforms shall not process or complete any Booking Service transaction for any Person unless the Person has a valid Home-Sharing registration number issued by the City or a pending registration status number.

(2) Hosting Platforms shall not process or complete any Booking Service transaction for any Host listing that has exceeded the authorized 120-day limit in one calendar year unless the Host has obtained an Extended Home-Sharing approval.

(3) Within 45 days of the effective date of this Ordinance, Hosting Platforms with listings located in the City shall provide to the Department of City Planning contact information for an employee or representative responsible for responding to requests for information, including requests related to possible violations of this Subdivision. Hosting Platforms that commence listings in the City after the effective date must provide this information prior to facilitating Home-Sharing activity or providing Booking Services within the City.

(4) Subject to applicable laws, a Hosting Platform with listings in the City shall provide to the Department of City Planning, on at least a monthly basis, in a format as specified by the City, the Home-Sharing registration number of each listing, the name of the person responsible for each listing, the street address of each listing and, for each booking that occurs within the reporting period, the number of days booked.

(5) In the event a Hosting Platform has entered into an agreement with the Office of Finance to collect and remit Transient Occupancy Tax pursuant to Los Angeles Municipal Code Section 21.7.1 et seq., and a Host has assigned the responsibilities for the collection and remittance of the Transient Occupancy Tax to the Hosting Platform, then the Hosting Platform and the Host shall have the same duties and liabilities, including but not limited to the collection and remittance of the tax to the City on a monthly basis.

(6) **Exception.** The provisions of this paragraph shall not apply to a Hosting Platform whenever it (a) complies with the Administrative Guidelines, issued by DCP and approved by resolution of the City Council, that describe how the Platform shall satisfy the Hosting Platform responsibilities in this paragraph, or (b) enters into a Platform Agreement, the terms of which shall be set forth in a master Platform Agreement approved by the City Council, that establishes the manner in which the Hosting Platform supports the City's enforcement of this subdivision and meets the purposes of the Platform responsibilities in this paragraph. Each individual Platform Agreement shall be approved by the City Council.

(g) **Enforcement of Violations.**

(1) The provisions in this Subsection shall be in addition to any criminal, civil or other legal remedy established by law that may be pursued to address violations of this Subdivision.

(2) Any Person who has failed to comply with the provisions of this Subdivision may be subject to the provisions of Section 11.00 of this Code. The owner and/or operator of any property used for Short Term Rentals, including the Host or owner of any Host Primary Residence, may be assessed a minimum inspection fee, as specified in Section 98.0412 of this Code for each site inspection.

(3) The Director may, at any time, require the modification, discontinuance, or revocation of any Home-Sharing registration in the manner prescribed in Subparagraph (c) (4).

(4) The ACE program in Article 1.2 of this Chapter may be utilized to issue administrative citations and impose fines pursuant to this Subdivision. The citation shall be served by personal service or by depositing in the mail for delivery by the United States Postal Service, in a sealed envelope, postage prepaid, addressed to the operator of the Short Term Rental, the Host, and/or the property owner, if different than the operator or Host, shown on the County's last equalized property tax assessment roll. Fines for violations of this subdivision shall be as follows:

(i) Hosting Platform: a \$1,000 fine per day shall be imposed for any of the following violations:

a. Completing a Booking Service transaction for each listing without a valid City Home-Sharing registration number or pending registration status number.

b. Completing a Booking Service transaction for each listing where more than one property is affiliated with a single Host, or each listing where the Host's home address does not match the listing location.

c. Completing a Booking Service transaction for any listing for a Rental Unit where the Host's Home-Sharing or Extended Home-Sharing registration has been revoked or suspended by the City.

d. Completing a Booking Service transaction for any Rental Unit lacking Extended Home-Sharing approval that has exceeded the authorized 120-day limit for hosting Short-Term Rentals in one calendar year.

(ii) **Owner of Primary Residence and/or Host and/or Person:**

a. A daily fine of \$500, or two times the nightly rate charged, whichever is greater, for advertising a Rental Unit for the purposes of Short-Term Rental in violation of this Subdivision.

b. A daily fine of \$2,000, or two times the nightly Rent charged, whichever is greater, for each day of Home-Sharing activity beyond the 120 day limit in a calendar year, unless the Host has a valid Extended Home-Sharing Registration.

c. For all other violations of this subdivision, the administrative fine shall be levied according to the amounts described in Section 11.2.04(a)(2) of this Code. The square footage for the use in calculating the fine shall be the amount of indoor space to which the Transient guest has access. If the square footage is unable to be ascertained, it shall be deemed to be between 500 and 2,499 square feet.

(iii) The fine amounts listed above shall be updated annually, from the date of effective date of this ordinance, according to the Consumer Price Index for All Urban Consumers (CPI-U).

(h) **Extended Home-Sharing.** For Hosts who participate in Extended Home-Sharing, the following shall apply:

(1) **Application and Eligibility Requirements.**

(i) **Ministerial Approval.** Extended Home-Sharing may be approved by the Director if, in addition to the eligibility requirements for Home-Sharing, all of the following requirements are met:

a. The Host maintains a current Home-Sharing registration and has maintained a Home-Sharing registration for at least six months or has hosted for at least 60 days based on substantial evidence provided by the Host or Hosting Platform;

b. No more than one Citation was issued within the prior three years; and

c. The Host provides proof of mailing of a notification concerning commencement of Extended Home-Sharing, which includes a Director-issued publication outlining the complaint process, to adjacent and abutting owners and occupants on a form provided by the Department.

(ii) **Discretionary Approval.** A discretionary review of an Extended Home-Sharing application is required if the Host complies with Subparagraph (h)(1)(i)a., but two Citations have been issued within the prior three years.

a. If the Director finds that the matter may have a significant effect on neighboring properties, the Director may set the matter for public hearing. Written notice of the hearing shall be sent by First Class Mail at least 21 days prior to the hearing to the applicant, owners and tenants of the property involved, owners and tenants of all properties adjacent and abutting the proposed Extended Home-Sharing activity, the City

Councilmember representing the area in which the property is located, and the applicable Neighborhood Council. If the Director determines that the matter will not have a significant effect on neighboring properties, no hearing shall be held.

b. The Extended Home-Sharing application may only be approved if, in addition to the eligibility requirements for Home-Sharing, all of the following requirements are met, to the satisfaction of the Director of Planning:

1. The Host provides proof of mailing of a notification, which includes a Director-issued publication outlining the complaint process, to adjacent and abutting owners and occupants on a form provided by the Department;

2. In consideration of any comments received by the public on the application, the Director finds the use is in substantial conformance with the following findings:

- A. That the Extended Home-Sharing will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region;

- B. That the Extended Home-Sharing operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, the availability of housing, or the public health, welfare, and safety;

- C. That the Extended Home-Sharing substantially conforms with the purpose, intent, and provisions of the General Plan, the applicable community plan, and any applicable specific plan; and

- D. That there is no substantial evidence of continued nuisance behavior from the location.

c. If no appeal is filed within 15 days from the date of the Director's determination approving or denying an Extended Home-Sharing application, the Director's decision is final. An appeal to the Area Planning Commission may be filed by the applicant or any adjacent and abutting owner and occupant. An appeal shall be filed at the public counter of the Planning Department within 15 days of the date of the Director's decision. The appeal shall set forth specifically how the appellant believes the Director's findings and decision are in error. The Area Planning

Commission may grant, conditionally grant or deny the appeal. The failure of the Commission to act upon an appeal within 75 days after the expiration of the appeal period, or within an additional period as may be agreed upon by the applicant and the Director, shall be deemed a denial of the appeal and the original action on the matter shall become final.

(2) **Ineligibility.** If the Host's Home-Sharing registration has been suspended or revoked, the Host is not eligible to apply for Extended Home-Sharing for two years from the effective date of the revocation or suspension or as long as a Citation remains open or unresolved, whichever is later.

(3) **Expiration and Renewal.** An Extended Home-Sharing registration is valid for one year from the date of issuance. An Extended Home-Sharing registration is subject to the same expiration and renewal terms described in Subparagraph (c)(3) and may be renewed annually if the Host meets the same renewal requirements in that subparagraph.

(4) **Revocations.** An Extended Home Sharing approval shall be revoked if there are two Citations within a registration year in accordance with the process set forth in Paragraph (c)(4). Pursuant to the revocation, the Host shall be prohibited from participating in Home-Sharing for two years from the effective date of the Notice of Revocation or as long as a Citation remains open or unresolved, whichever is later.

(i) **Administration and Regulations.** No Person shall fail to comply with the Administrative Guidelines.

(j) **Effective Date.** This ordinance shall take effect on July 1, 2019.

(k) **Severability.** If any provision of this Subdivision is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, that invalidity shall not affect the remaining provisions of this Subdivision which can be implemented without the invalidated provisions, and to this end, the invalid provisions of this Subdivision are declared to be severable. The City Council hereby declares that it would have adopted each and every provision and portion thereof not declared invalid or unconstitutional, without regard to whether any portion of the ordinance would subsequently be declared invalid or unconstitutional.

**33. Accessory Dwelling Units (ADU) and Junior Accessory Dwelling Units (JADU). (Added by Ord. No. 186,481, Eff. 12/19/19.)**

(a) **Purpose.** The purpose of this subdivision is to provide for the creation of ADUs and JADUs consistent with California Government Code Sections 65852.2 and 65852.22, as amended from time to time.

(b) **Applicability.** The following development standards shall apply:

(1) A detached ADU shall be approved if in compliance with all of the provisions provided in Paragraphs (c) and (d).

(2) An attached ADU shall be approved if in compliance with all of the provisions provided in Paragraphs (c) and (e).

(3) A Movable Tiny House (MTH) shall be approved if in compliance with all of the provisions in Paragraph (c), except for those provisions in Paragraph (c) which apply solely to buildings and structures; and all of the provisions in Paragraph (f).

(4) A JADU shall be approved if in compliance with all of the provisions provided in Sections 65852.2(e)(1)(A) and 65852.22 of the Government Code.

(5) An ADU described by Section 65852.2(e)(1)(A) or (C) of the Government Code shall be approved if in compliance with all of the applicable provisions in Section 65852.2(e) of the Government Code.

(6) An ADU described by Section 65852.2(e)(1)(B) or (D) of the Government Code shall be approved if in compliance with all of the applicable provisions in Section 65852.2(e) of the Government Code; and all of the applicable provisions of Paragraphs (c), (d) and (e) of this subdivision, except for those provisions which do not allow such an ADU otherwise in compliance with all applicable provisions in Section 65852.2(e) of the Government Code; and all of the provisions provided in Paragraph (g).

**(c) Development Standards.**

(1) Comply with all applicable objective provisions required pursuant to Chapter 1 of this Code, including provisions stated in the underlying applicable zone and height district, Specific Plan, Historic Preservation Overlay Zone, Community Planning Implementation Overlay and other applicable zoning ordinances, policies or other documents established pursuant to Chapter 1, Article 3 of this Code. In any instance where there is conflict, this subdivision shall govern. Notwithstanding the prior two sentences and notwithstanding anything to the contrary in this Subdivision 33:

(i) No minimum lot size requirement shall apply to an ADU;

(ii) No minimum square footage requirement for either an attached or detached ADU shall apply that prohibits an efficiency unit;

(iii) No other minimum or maximum size for an ADU, including size based upon a percentage of the proposed or existing primary dwelling, or limits on lot coverage, floor area ratio, open space, and minimum lot size, shall apply for either attached or detached dwellings that does not permit at least an 800 square foot ADU that is at least 16 feet in height with 4-foot side and rear yard setbacks to be constructed in compliance with all other local development standards.

(2) An ADU which complies with this subdivision shall not require a discretionary planning approval. The ADU project shall be reviewed in a ministerial and administrative manner, limited to only considering the project's compliance with the applicable objective standards. An application to create an ADU shall be acted upon within 60 days from the date the City receives a completed application if there is an existing single-family or multifamily dwelling on the lot. If the permit application to create an ADU unit is submitted with a permit application to create a new single-family dwelling on the lot, the City may delay acting on the permit application for the ADU until the City acts on the permit application to create the new single-family dwelling. If the applicant requests a delay, the 60-day time period shall be tolled for the period of the delay.

(3) Except where otherwise prohibited by this subdivision, an ADU is permitted in all zones where residential uses are permitted by right.

(4) No ADU is permitted on any lot that is located in both a Very High Fire Hazard Severity Zone designated by the City of Los Angeles Fire Department pursuant to Government Code Section 51178 and a Hillside Area as defined by the Hillside Area Map pursuant to Section 12.03 of this Code, unless it meets one of the following exceptions:



(i) The ADU is located within the boundaries of either the Northeast Los Angeles Community Plan Area or the Silver Lake - Echo Park - Elysian Valley Community Plan Area; or

(ii) The ADU complies with all of the following requirements:

a. Notwithstanding Subparagraph (c)(10) below, the ADU is protected throughout with an approved automatic fire sprinkler system, in compliance with the Los Angeles Plumbing Code;

b. Notwithstanding Subparagraph (c)(12) below, one off-street parking space is provided for the ADU; and

c. The ADU is located on a lot fronting on a street that is improved with a roadway width of 20 feet or more in unobstructed width, as measured along the entire frontage of the subject property, after any associated dedication and improvement. In the event the ADU is located on a Through Lot or a Corner Lot, the lot must front on at least one street that is improved with a roadway width of 20 feet or more in unobstructed width after any associated dedication and improvement.

(5) Except as otherwise permitted by this subdivision, only one ADU is permitted per lot.

(6) An ADU may only be created on a lot that contains a proposed or existing dwelling. Other non-residential uses and accessory residential uses may be permitted on the lot, consistent with the uses permitted by the zone.

(7) No passageway for an ADU, nor space between buildings, as per LAMC 12.21 C.2. and LAMC 12.21 C.5.(d), is required in conjunction with the construction of an ADU. Building Code separation requirements still apply.

(8) No additional setbacks shall be required for an existing living area or accessory structure, or a structure constructed in the same location and to the same dimensions as an existing structure, converted to an ADU or portion of an ADU. A setback of no more than 4 feet from the side and rear lot lines shall be required for an accessory dwelling unit that is not converted from an existing structure or a new structure constructed in the same location and to the same dimensions as an existing structure.

(9) ADUs are required to comply with all applicable Building and Residential Codes for the proposed use.

(10) ADUs are not required to provide fire sprinklers if they are not required for the primary residence.

(11) ADUs located where a private sewage disposal system is being used, shall require approval by the local health officer.

(12) Parking Requirements:

(i) **ADU Parking.** One parking space is required for an ADU, except that no parking is required for an ADU that is:

a. Located within one-half mile walking distance of a public transit. For this purpose, public transit means a location, including, but not limited to, a bus stop or train station, where the public may access buses, trains, subways, and other forms of transportation that charge set fares, run on fixed routes, and are available to the public; or

b. Located within one block of a designated pick-up and drop-off location of a car share vehicle; or

c. Located in an architecturally and historically significant district listed in or formally determined eligible for listing in the National Register of Historic Places or California Register of Historical Resources or located in any City Historic Preservation Overlay Zone; or

d. Part of the proposed or existing primary residence or an accessory structure.

(ii) **ADU Parking Location.** ADU parking is allowed in any yard area or passageway. When located in a required front yard, the parking must be located on an existing driveway. Parking may be provided through tandem parking where two or more automobiles are parked on a driveway or in any other location on a lot, lined up behind one another. Driveway access areas located in the required front yard shall not be expanded to provide required parking. Other objective parking and driveway standards in the LAMC apply, including those found in Sections 12.21 A.5. and 12.21 A.6. However, Section 12.21 A.6.(d) of this Code shall not apply to parking required for an ADU.

(iii) **Replacement Parking.** No replacement parking shall be required when a garage, carport or covered parking structure is demolished in conjunction with the construction of an ADU or converted to an ADU.

(d) **Detached Accessory Dwelling Unit Requirements.** Detached ADUs, except those described in Paragraph (f), below, must comply with all provisions of Paragraph (c) and all of the following provisions provided in this Paragraph (d). In addition, Detached ADUs must comply with all applicable provisions of Section 12.21 C.5. that are not in conflict with these Paragraphs (c) and (d).

(1) The Floor Area for a detached ADU shall not exceed 1,200 square feet. Limits on Floor Area on a lot apply separately and may further limit allowable Detached ADU square footage, except as otherwise provided by this Subdivision 33.

(2) Structures containing a detached ADU shall not be greater than two stories.

(3) Detached ADUs shall not be located between a proposed or existing dwelling unit and the street adjoining the front yard, except in the following cases:

(i) Where the ADU is on a Through Lot and complies with LAMC Section 12.21 C.5.(k); or

(ii) Where the ADU is being added to a lawfully existing garage or accessory structure building.

(e) **Attached Accessory Dwelling Unit Requirements.** Attached ADUs can be either attached to or completely contained within an existing or proposed dwelling, and must comply

with all provisions in Paragraph (c) and all of the following provisions in this Paragraph (e):

(1) If there is an existing primary dwelling, the Floor Area of an attached ADU may not exceed 50 percent of the existing primary dwelling.

(2) Limits on Floor Area on a lot apply separately and may further limit allowable attached ADU square footage, except as otherwise provided by this Subdivision 33.

(3) Nothing in this subdivision shall prohibit an attached ADU with a Floor Area of less than 850 square feet, or less than 1,000 square feet for an attached ADU that provides for more than one bedroom.

(f) **Requirements for Movable Tiny Houses as Accessory Dwelling Units.** A Movable Tiny House must comply with all of the provisions provided in Paragraph (c) except for any provisions in Paragraph (c) which apply solely to buildings and structures; and this Paragraph (f):

(1) Only one Movable Tiny House is allowed to be located on a lot and no lot may be approved for more than one moveable tiny house in a twelve month period.

(2) When sited on a lot, the undercarriage (wheels, axles, tongue and hitch) shall be hidden from view.

(3) The wheels and leveling or support jacks must sit on a paved surface compliant with LAMC 12.21 A.6.(c).

(4) Mechanical equipment shall be incorporated into the structure and not located on the roof.

(5) Movable Tiny Houses shall be connected to water, sewer and electric utilities.

(6) Moveable Tiny Houses are not required to have separate street addresses from the primary dwelling unit.

(7) Movable Tiny Houses are not required to have sprinklers, but shall follow the ANSI A119.5 or NFPA 1192 standards relating to health, fire and life-safety.

(8) Movable Tiny Houses shall have the following design elements:

(i) **Cladding and Trim.** Materials used on the exterior of a moveable tiny house shall exclude single piece composite, laminates, or interlocked metal sheathing.

(ii) **Windows and Doors.** Windows shall be at least double pane glass and labelled for building use, and shall include exterior trim. Windows and doors shall not have radius corners.

(iii) **Roofing.** Roofs shall have a minimum of a 12:2 pitch for greater than 50 percent of the roof area, and shall not be composed of wooden shingles.

(iv) **Extensions.** All exterior walls and roof of a moveable any tiny house used as an ADU shall be fixed with no slide-outs, tip-outs, nor other forms of mechanically articulating room area extensions.

(9) Movable Tiny Houses shall not be greater than two stories.

(10) Movable Tiny Houses shall not be located between the proposed or existing single-family dwelling unit and the street adjoining the front yard, except where the Movable Tiny House is on a Through Lot and complies with LAMC 12.21 C.5.(k).

(g) **Accessory Dwelling Units Otherwise Required By State Law.** An application for a building permit shall be approved to create an ADU pursuant to Section 65852.2(e)(1)(B) or (D) of the Government Code within a residential or mixed-use zone, in compliance with all of the applicable provisions in Section 65852.2(e) of the Government Code; and all of the applicable provisions of Paragraphs (c), (d) and (e) of this subdivision, except for those provisions which do not allow such an ADU otherwise in compliance with all applicable provisions in Section 65852.2(e) of the Government Code; and all of the following requirements:

(1) An ADU created pursuant to Section 65852.2(e)(1)(B) of the Government Code shall have a Floor Area of not more than 800 square feet and a height of no more than 16 feet; and

(2) An ADU created pursuant to Section 65852.2(e)(1)(B) or (D) of the Government Code shall not be located on any lot that is located in both a Very High Fire Hazard Severity Zone designated by the City of Los Angeles Fire Department pursuant to Government Code Section 51178 and a Hillside Area as defined by the Hillside Area Map pursuant to Section 12.03 of this Code, unless it meets one of the exceptions stated in Subparagraph (4) of Paragraph (c) of this subdivision.

(h) **General Provisions.** The following general provisions apply to all ADUs, JADUs, and lots where any ADU or JADU is located.

(1) In the event where an ADU or JADU would be created as a result of a conversion of an entire existing dwelling unit, any newly constructed dwelling unit located between the ADU or JADU, and the rear lot line, shall not exceed 1,200 square feet.

(2) In cases where additional dwelling units are added to a lot after the creation of the ADU or JADU, an ADU and JADU will be counted towards the overall number of dwelling units as permitted by the zone.

(3) ADUs and JADUs may be rented but shall not be sold separate from the existing or proposed dwelling unit on the same lot. Movable Tiny Houses may be sold when removed from the lot.

(4) Applicants for ministerial approval of a permit application for the creation of an ADU or JADU shall not be required to correct nonconforming zoning conditions. For this purpose, nonconforming zoning condition means a physical improvement on a property that does not conform to current zoning standards.

(5) A certificate of occupancy for an ADU or JADU shall not be issued before a certificate of occupancy for the primary dwelling.

(i) **Zoning Administrator Authority.** It is the intent of the City to retain all portions of this subdivision regarding ADUs and JADUs not in conflict with state law. The Zoning Administrator shall have authority to clarify, amend or revoke any provision of this subdivision as may be necessary to comply with any state law regarding ADUs or JADUs.

(j) **Interpretation Consistent with State Law.** This subdivision is not intended to conflict with state law. This subdivision shall be interpreted to be compatible with state enactments.

(k) **California Coastal Act.** Nothing in this subdivision shall be construed to supersede or in any way alter or lessen the effect or application of the California Coastal Act of 1976 [Division 20 (commencing with Section 30000) of the Public Resources Code], except that the Department shall not be required to hold public hearings for coastal development permit applications for ADUs or JADUs.

(l) **Enforcement.** Enforcement of building standards pursuant to Article 1 (commencing with Section 17960) of Chapter 5 of Part 1.5 of Division 13 of the Health and Safety Code for an ADU described in paragraph (1) or (2) below, upon request of an owner of an ADU, shall be delayed subject to compliance with Section 17980.12 of the Health and Safety Code:

(1) The ADU unit was built before January 1, 2020.

(2) The ADU was built on or after January 1, 2020, in a local jurisdiction that, at the time the ADU was built, had a noncompliant ADU ordinance, but the ordinance is compliant at the time the request is made.

**B. (None)**

**C. AREA.**

1. **Building Lines** – Where a Building Line or Setback Line has been established by ordinance, the space between such Building or Setback Line and the front or side lot line may be used as the front or side yard, as the case may be, in lieu of the front or side yard required by this article.

2. **Side Yard Waived for First Story Garage** – Where a residential building is more than two stories or 28 feet in height and the first story is designed and used solely for automobile parking or other accessory purpose, the required side yard need not be increased in width for said first story; provided that the floor surface above such story is not more than seven feet above the adjacent ground elevation at any point, except that the floor surface may be eight feet above the adjacent ground elevation at the exits and entrances to the automobile parking area. **(Added by Ord. No. 109,714, Eff. 8/26/57.)**

3. **Incentives to Produce Housing in the Greater Downtown Housing Incentive Area. (Amended by Ord. No. 179,076, Eff. 9/23/07.)** Notwithstanding any other provision of this chapter to the contrary, for lots in the R4, RAS4, R5, CR, C2, C4, and C5 zones in the Greater Downtown Housing Incentive Area, the following shall apply:

(a) No yard requirements shall apply except as required by the Downtown Design Guide as approved by the City Planning Commission. The Director of Planning or his/her designee shall stamp and sign the plans showing the required yards. The applicant shall submit the stamped and signed plans to the Department of Building and Safety along with the plans submitted for a building permit. **(Amended by Ord. No. 186,325, Eff. 11/11/19.)**

(b) For the purpose of calculating the buildable area for residential (including Apartment Hotel or mixed-use) buildings, the buildable area shall be the same as the lot area.

(c) The maximum number of dwelling units or guest rooms permitted shall not be limited by the lot area provisions of this chapter so long as the total floor area utilized by guest rooms does not exceed the total floor area utilized by dwelling units.

(d) Notwithstanding the provisions of Section 12.21 G.2. of this Code to the contrary, there shall be no prescribed percentage of the required open space that must be provided as either common open space or private open space.

4. **(Repealed by Ord. No. 181,076, Eff. 3/28/10.)**

5. **(Repealed by Ord. No. 181,076, Eff. 3/28/10.)**

6. **Front Yard – Sloping Lot** – Where the elevation of the ground at a point fifty (50) feet from the front lot line of a lot and midway between the side lot lines differs ten (10) feet or more from the curb level, the front yard need not exceed fifty (50) percent of that required in the zone.

7. **(None)**

8. **Front Yard – Unit Development** – Where all the lots in a frontage in an “R” Zone are developed as a unit with one-family dwellings, the required front yard may be reduced by not more than five feet on part of the lots, provided the average of the front yard depth for the entire frontage is not less than the minimum front yard required in the zone in which the property is located.

9. **Side Yards Reduced** – Where all the lots in a frontage are developed as a unit with residential buildings, the required side yard may be reduced on one side of each lot, provided that:

(a) The total combined width of the side yards on each lot is not less than the sum of the widths of the side yards required in the zone in which the property is located; and

(b) The buildings are so located that the narrow side yard on one lot adjoins the wide side yard on the adjoining lot; and

(c) No side yard is less than three feet in width for buildings two stories or less in height, nor less than three feet in width, plus the increased width for additional stories above two stories where required by the area regulations of the zone in which the property is located. **(Amended by Ord. No. 138,685, Eff. 7/10/69.)**

Where lots comprising 50% or more of a frontage are developed with buildings having varying side yards conforming to the above regulations, or where all the lots in a frontage have deed restrictions requiring such varying side yards, all the lots in such frontage may be developed in the same manner.

10. **Rear Yard – Includes One-Half Alley.** Except in the RS, R1, RU, RZ, RMP, and R2 Zones, in computing the depth of a rear yard where the rear yard opens onto an alley or in the RW Zone onto a court of not more than 30 feet in width, one-half the width of the alley or court may be assumed to be a portion of the required rear yard. **(Amended by Ord. No. 177,103, Eff. 12/18/05.)**

11. **Rear Yard – Includes Loading Space** – Loading space provided in accordance with this article may occupy a required rear yard or portion thereof but in no case shall any portion of a street or alley be counted as part of the required loading space.

12. **Accessory Buildings in Yards.** Accessory buildings may be located in a required yard in conformance with the provisions of Section 12.21 C.5. **(Amended by Ord. No. 125,278, Eff. 9/16/63.)**

13. **Lots Affected by Acquisitions for Public Use.** **(Amended by Ord. No. 144,536, Eff. 5/3/73.)** Where a building or structure is located upon a lot portion of which is acquired for any public use, (by condemnation, purchase, dedication, or otherwise) by any governmental entity, or if all or a part of a separate off-street automobile parking area serving such building or structure is acquired for public use, such building or structure may be maintained, and may thereafter be used, maintained or repaired without relocating or altering the same to comply with the area regulations or off-street automobile parking requirements of this article. Further, if such building or structure is partially located upon the area being acquired for public use, it may be relocated upon the same lot or premises or remodeled or reconstructed

without observing the required yard space adjacent to the new lot line created by such acquisition, and without reducing the number of dwelling units to conform to the area regulations of the zone in which it is located and without observing the off-street automobile parking requirements of this article. The exemptions provided in this paragraph permit compliance only to the extent that such non-compliance is caused by an acquisition for public use.

If only a portion of an existing building or structure is acquired for public use, the repair, remodeling or reconstruction of the remainder of said building or structure which was made necessary by said acquisition, shall conform to the provisions of the building code. Any portion of the building or structure which is not required to be repaired, remodeled or reconstructed by reason of said acquisition shall not be required to be made to conform to the provisions of the building code, unless it would otherwise be required to conform thereto independently of and in the absence of said acquisition of only a portion of the building or structure.

If a lot resulting from the acquisition of all or a portion of a parcel for public use does not comply with the area requirements of the zone in which it is located, or if a legally existing nonconforming lot is further reduced in size because of such acquisition, said lot may be utilized and a building permit shall be issued for any purpose permitted in the zone, so long as the lot is not smaller in size or width than one-half (1/2) of the minimum area or width required for the zone. **(Amended by Ord. No. 150,362, Eff. 1/13/78.)**

14. **(None)**

15. **(None)**

16. **Lot Area – Includes One-Half Alley.** In computing the number of dwelling units allowed by the minimum lot area per dwelling unit requirements of this article on a lot abutting upon one or more alleys, one-half the width of such alley or alleys may be assumed to be a portion of the lot. **(Added by Ord. No. 121,925, Eff. 6/4/62.)**

17. **Lot Area Acreage – Includes One-Half Street.** In computing the lot area of a lot in the A1 and A2 Zones, that portion of the width of all abutting streets or highways, which would normally revert to the lot if the street were vacated, may be assumed to be a portion of the lot. **(Amended By Ord. No. 133,218, Eff. 11/19/66.)**

18. **Lot Area in Hillside Subdivisions** – On land located within an RA or RE Zone and also within the “H” Hillside or mountainous area, there may be lots having less than the minimum lot area specified within said zones and there may be a single-family dwelling on each lot if the lot is shown with a separate letter or lot number on a recorded Subdivision Tract Map or Parcel Map. **(Amended By Ord. No. 139,736, Eff. 1/31/70.)**

19. **Through Lot – May Be Two Building Site** – Where a through lot has a depth of 150 feet or more, each half of the lot may be improved as though it is a separate lot, with the rear line of each approximately equidistant from the front lot lines. The location of all buildings and the number of dwelling units therein shall comply with the requirements of the zone in which the through lot is located, except that in any case there may be at least one single-family dwelling on each half. **(Amended By Ord. No 116,389, Eff. 6/29/60.)**

The provisions of this subdivision shall not apply to lots in the RE Zone, or to lots in any zone that are also within the “H” Hillside or Mountainous Area. **(Amended by Ord. No. 127,777, Eff. 8/1/64.)**

20. **Projections Into Yards.**

(a) A canopy above an entrance and extending over a driveway which leads to a detached garage or a parking space not abutting a dwelling, for the temporary shelter of automobiles, commonly referred to as a porte-cochere, may project into a required side yard, but not nearer than 30 in to any lot line, provided such structure is not more than one story in height and 20 feet in length, and is entirely open on at least three sides except for the necessary supporting columns and customary architectural features. **(Amended by Ord. No. 138,685, Eff. 7/10/69.)**

(b) Cornices, belt courses, sills, or other similar architectural features (not including bay windows or vertical projections), may project into a required side yard, other than the side yard adjoining the street lot line of a corner lot, not more than two inches for each one foot of width of such yard, and may project into a required front yard, rear yard, side yard adjoining the street lot line of a corner lot, passageway, or other open space not more than 30 inches, except as provided in Section 12.08.5 C1.(c), provided the width of a side yard adjoining the street lot line of a corner lot is not reduced to less than three feet. Eaves may project into a required side yard, other than the side yard adjoining the street lot line of a corner lot, not more than four inches for each one foot of width of such side yard, provided the width of such side yard is not reduced to less than two and one-half feet. Eaves may also project into a required front yard, rear yard, side yard adjoining the street lot line of a corner lot, passageway, or other open space not more than 30 inches, provided the width of a side yard adjoining the street lot line of a corner lot is not reduced to less than two and one-half feet. Chimneys may project into a required passageway not more than one foot and may project into a required front yard, rear yard, side yard, or other required open space, except as provided in Section 12.08.5 C1.(c), not more than two feet, provided the width of any required side yard is not reduced to less than three feet. **(Amended by Ord. No. 138,685, Eff. 7/10/69.)**

(c) Fire escapes may extend or project into any front, side or rear yard not more than four (4) feet.

(d) **(Amended by Ord. No. 138,685, Eff. 7/10/69.)** Except in an RW Zone, where a required passage may not be reduced in any manner, open, unenclosed stairways or balconies, not covered by a roof or canopy, may extend or project into a required rear yard not more than four feet, and such balconies may extend into a required front yard, passageway, other open space, or the side yard adjoining the street lot line of a corner lot, not more than 30 inches, provided the width of a side yard adjoining the street lot line or a corner lot is not reduced to less than 30 inches.

(e) Open, unenclosed porches, platforms, or landing places (including access stairways thereto) not covered by a roof or canopy, which do not extend above the level of the first floor of the building, may extend or project into the required front yard, side yard, rear yard, passageway, or other open space, not more than six feet, provided that in no event shall any such porch, platform or landing space be more than six feet above the natural ground level adjacent thereto. **(Amended by Ord. No. 138,685, Eff. 7/10/69.)**

(f) **Fences and Walls in the A and R Zones. (Amended by Ord. No. 154,798, Eff. 2/20/81.)**

(1) **Fences and Walls.** For the purposes of Article 2 through 6 of this chapter, the terms “**fence**” and “**wall**” shall include latticework, ornamental fences, screen walls, hedges or thick growths of shrubs or trees. Fence and wall height shall be measured from the natural ground level adjacent thereto.

(2) **Front Yards. (Amended by Ord. No. 173,754, Eff. 3/5/01.)** In the R Zones, fences, walls, and landscape architectural features of guard railing around depressed ramps, not more than three and one-half feet in height above the natural ground level adjacent to the feature, railing or ramp, may be located and maintained in any required front yard. In the A Zones (including the RA Zone), a fence or wall not more than six feet



in height may be located and maintained in the required front yard. In both the A and R Zones, a fence or wall not more than eight feet in height may be located and maintained in the required front yard when authorized by a Zoning Administrator pursuant to Section 12.24 X.7.

In both the A and R zones, an unobstructed chainlink fence not more than ten feet in height may be located and maintained in all yards when required by the Department of Building and Safety pursuant to the provisions of Sections 91.3303 and 91.6103 and Division 89 of Article 1 of Chapter IX of this Code.

**(3) Side Yards, Rear Yards and Other Spaces. (Amended by Ord. No. 173,492, Eff. 10/10/00.)** A fence or wall not more than eight feet in height may be located and maintained within the required side yard, rear yard or other open space of any lot in an RW Zone and within the required side yard, rear yard or other open space of a lot within any other A or R zone which is 40 feet or more in width, provided the lot is not located within the boundary of a “**Hillside Area**”, as defined in Section 91.7003 of this Code.

A fence or wall not more than six feet in height may be located and maintained within the required side yard, rear yard or other open space of any lot in an A or R Zone, other than an RW Zone, which is less than 40 feet in width or which is located within the boundary of a “**Hillside Area**”, as defined in Section 91.7003 of this Code, except that in either case a fence or wall not more than eight feet in height may be located in the yards or other open space when authorized by a Zoning Administrator pursuant to Section 12.21A2.

In the A Zones (including the RA Zone), a fence or wall not more than eight feet in height may be located on the side street lot line of any reversed corner lot; provided, however, that if the lot is located within the boundary of a “**Hillside Area**”, as defined in Section 91.7003, the fence or wall shall not exceed six feet in height.

In the R Zones, other than the RW Zones, a fence or wall located within five feet of the side street lot line of a reversed corner lot may not exceed three and one-half feet in height. In the RW Zones, a fence or wall located within three feet of the side street lot line of either a corner lot or a reversed corner lot may not exceed three and one-half feet in height.

**(4) Access Ways.** Access ways shall be maintained in accordance with the provisions of Section 12.22C20(1).

**(5) Maintenance of Fences and Walls.** Fences shall be maintained in accordance with the provisions of Section 12.21A9.

**(6) Masonry and Concrete Walls. (Amended by Ord. No. 173,492, Eff. 10/10/00.)** A masonry or concrete fence or wall over three and one-half feet in height shall be built in accordance with the provisions of Section 91.106.1 of this Code.

**(7) Fences and Walls Enclosing Parking Areas.** Fences and walls enclosing parking areas shall be provided in accordance with the provisions of Section 12.21A6.

**(8) Fences and Walls Around Pools. (Amended by Ord. No. 173,492, Eff. 10/10/00.)** A fence or wall not exceeding four and one-half feet in height, as required by Section 91.6109 of this Code, may be erected and maintained to enclose a swimming pool, fish pond or other body of water existing in a required yard prior to June 1, 1956.

(9) **Fences and Walls Around Schools.** An open mesh type fence to enclose an elementary or high school site may be located and maintained in any required yard.

(10) **Fences and Walls Around Tennis Courts.** The provisions of Section 12.20 C 20(m) shall control with respect to tennis court fences.

(11) **Fences and Walls at Street Intersections.** Fences and Walls at street intersections shall comply with the provisions of 62.200 of this Code.

(g) **(None)**

(h) A one-story covered passageway, commonly referred to as a breezeway, not over five feet in width, extending from a main residential building to a private garage or other accessory building may be erected and maintained in a required rear yard. Such passageway shall be located not less than five feet from all lot lines and shall be unenclosed, except that on a corner lot there may be a wall or fence not over six feet in height along the street side of such passageway.

(i) Landscape features such as trees, shrubs, flowers or plants, shall be permitted in any required front, side, or rear yard, passageway or other open space, provided that they do not produce a hedge effect contrary to the provisions of Paragraphs (f) and (g) above. **(Amended by Ord. No. 107,884, Eff. 9/23/56.)**

(j) Name plates, signs, and advertising matter, as permitted by this article, may be located in any required front yard, side yard, rear yard, passageway or other open space; provided that the total area of all identification signs in any required yard, shall not exceed 12 square feet, and any sign appertaining to the sale of farm products raised or produced on the premises shall be located at least ten feet from any side lot line. **(Amended by Ord. No. 107,884, Eff. 9/23/56.)**

(k) Awnings or canopies without enclosing walls or screening may be attached to the exterior walls of a Group R or Group H Occupancy, provided that: such awnings or canopies do not extend more than four feet into a required front yard or building line space at the front of a lot, and have no vertical support within said yard or space; such awnings or canopies do not extend more than 30 inches into a required side yard, rear yard, building line space at the side of a lot, passageway or other open space, but in no event nearer than 30 inches to an interior lot line; and where such awnings or canopies project into a required front or side yard, passageway or other open space, they may extend only over the windows or doors to be protected and for 12 inches on each side thereof. **(Amended by Ord. No. 121,925, Eff. 6/4/62.)**

(l) Notwithstanding the provisions of this subdivision, no architectural feature, fire escape, porch, balcony, or other projection permitted in a yard, passageway or other open space, shall be located and maintained so as to preclude complete access about and on each side of and in close proximity to main buildings and accessory living quarters at all times. Where a fence or wall is provided or maintained, a gate or other suitable opening at least two and one-half feet in width shall be deemed adequate for access through said fence or wall; provided further that where such fence or wall is located adjacent to an alley and is over six feet in height, adequate access shall be provided through such wall or fence onto the adjacent alley. At least five feet of clear and open space shall be maintained between any two main buildings, including the projections, on any one lot. **(Amended by Ord. No. 154,798, Eff. 2/20/81.)**

(m) **(Added by Ord. No. 151,466, Eff. 10/27/78.)** Tennis or paddle tennis courts, including fences and light which are accessory to a primary residential use on the same lot in the A or R Zones may extend into a portion of the required rear yard of such lot if such court and its appurtenances meet all of the following conditions:

- (i) The court surface is not more than 2 feet above the natural adjacent grade at any point.
- (ii) The court is enclosed with a fence no higher than 10 feet above the court surface and all portions of such fence above a height of six feet are an open chain link type fence.
- (iii) Any light standards and fixtures are no higher than 20 feet above the court surface.
- (iv) The court is located a distance from the rear lot line at least equal to the width of the side yard required for a one-story main building in the zone but in no event less than 5 feet.

**21. Lot Widths and Yard Requirements for RE15-H Zones.** Lot widths and yard area requirements for the R1 Zone shall apply to lots in the RE15-H Zone if said lots are shown as numbered lots on a tentative subdivision tract map or parcel map approved by the Advisory Agency or the Director of Planning for the City of Los Angeles prior to January 1, 1967 and recorded in the Office of the Los Angeles County Recorder prior to July 1, 1967. **(Added by Ord. No. 134,673, Eff. 7/31/67.)**

**22. Width and Area Flag Lots in Mountainous Areas.** Where a flag lot is situated in the "H" Hillside or the Very High Fire Hazard Severity Zone pursuant to Section 57.4908 of the Municipal Code, the lot width may be calculated by measuring the width of the main buildable portion of said flag lot on a straight line parallel to the general direction of the frontage street and midway between the rear and front lines of the main buildable portion of the flag lot provided, however, that the main buildable portion contains the lot width and not less than 90% of the lot area required for lots in the zone classification in which the flag lot is situated, said lot area to be calculated exclusive of the area contained within the access strip portion of the flag lot. **(Amended by Ord. No. 176,943, Eff. 10/5/05.)**

**23. (Repealed by Ord. No. 164,145, Eff. 12/8/88.)**

**24. Zero Side Yard Lots – Remain Separate Lots.** If several lots are developed with building crossing lot lines, as permitted by Section 12.08.3 B.1. of this Code, they shall remain separate lots, notwithstanding such construction across the lot lines. **(Added by Ord. No. 159,532, Eff. 1/3/85.)**

**25. Zero Side and Rear Yard Development in Multiple Residential Zones.** In the R2, RD, R3, RAS3, R4, RAS4, and R5 Zones, lots may be developed with either attached dwellings crossing lot lines or detached dwellings not crossing lot lines. These dwellings may contain one dwelling unit on a lot and may observe the lot width, yard, passageway and other requirements for development in the RZ Zone. Every lot so developed shall have a minimum lot area of 2,500 square feet. No lots may be developed in accordance with this subdivision unless the lots and uses are approved in connection with a preliminary parcel map, tentative tract map or modification approved subsequent to January 1, 1985. Development so approved shall meet the density requirement of the zone in which the lots are located. **(Amended by Ord. No. 174,999, Eff. 1/15/03.)**

**26. Yards Required for Historically Significant Buildings.** Notwithstanding any provision of the Los Angeles Municipal Code to the contrary, in connection with any change of use in an historically significant building, the yards required shall be the same as the yards observed by the existing structures on the site. An historically significant building is defined as a structure that is designated on the National Register of Historic Places, including Contributing Buildings in National Register Historic Districts, the California Register of Historical Resources, the City of Los Angeles List of Historic-Cultural Monuments, or a Contributing Structure in an Historic Preservation Overlay Zone (HPOZ) established pursuant to Section 12.20.3 of this Code. **(Added by Ord. No. 172,792, Eff. 10/4/99.)**

**27. Small Lot Subdivision.** **(Amended by Ord. No. 185,462, Eff. 4/18/18.)** The purpose of this provision is to create alternative fee-simple home ownership within the multi-family and commercial

zones. A small lot subdivision shall be permitted in the RD, R3, R4, R5, RAS and the P and C zones pursuant to an approved tract or parcel map. A subdivision for the purposes of small lots enables the construction of new small lot homes and provides opportunities for the preservation of existing residential dwelling units located on a single lot to be rehabilitated as for-sale dwellings on individual small lots.

(a) **Construction of New Small Lots.** Notwithstanding any provisions of this Code relating to minimum lot area, in the RD, R3, R4, R5, RAS and the P and C zones, parcels of land may be subdivided into lots which may contain one, two or three dwelling units, provided that the density of the subdivision complies with the minimum lot area per dwelling unit requirement established for each zone, or, in the case of a P zone, the density of the subdivision shall comply with the minimum lot area per dwelling unit of the least restrictive abutting commercial or multi-family residential zone(s).

(1) A parcel map or tract map, pursuant to Section 17.00 et seq. of this Code, shall be required for the creation of a small lot subdivision. The parcel map or vesting tentative tract map must comply with the Advisory Agency Small Lot Map Standards; and

(2) For small lot subdivision projects, no demolition, grading, building permit or certificate of occupancy shall be issued unless the Director of Planning has reviewed the application and determined that the small lot subdivision project complies with the City Planning Commission's Small Lot Design Standards. The Director of Planning's sign-off as to compliance with the Commission's Small Lot Design Standards is a ministerial administrative clearance.

(i) The Director is authorized to designate one or more members of the professional staff of the Department of City Planning to perform any of the Director's duties in this section. The Director shall establish an administrative process, guidelines, procedures, requirements, and forms as may be necessary to conduct the review of the administrative clearance to determine conformance with the Small Lot Design Standards.

(ii) The application for this administrative clearance shall be filed concurrent with the tract or parcel map application and at any time a subsequent alteration or addition is proposed.

(iii) As a condition of approval, all small lot subdivisions shall be required to conform to the plans approved by the Director of Planning.

(3) The minimum lot width shall be 18 feet and the minimum lot area shall be 600 square feet. The Advisory Agency shall designate the location of front yards in the subdivision tract or parcel map approval.

(4) Access shall be provided to a lot containing a dwelling unit and to its required parking spaces, pursuant to Section 12.21 A.4.(a) by way of a public or private street, an alley, or an access easement.

(5) The lot area coverage by all structures shall not exceed 75% of an approved small lot, unless the tract or parcel map provides an open space easement equivalent to 25% of the lot area of each lot not meeting this provision.

(6) No front, side, or rear yard shall be required between interior lot lines created within an approved small lot subdivision.

(7) The provisions of the front yard of the underlying zone shall apply to the Front Lot Line of the perimeter of the subdivision.

(8) The following shall apply to the perimeter of the subdivision:

(i) For any subdivision that shares a property line with an R1 or more restrictive single family zone, the provisions of the front yard, side yard and rear yard of the underlying zone shall apply. A minimum five-foot side yard shall be required.

(ii) For any subdivision that does not share a property line with an R1 or more restrictive single family zone, the following shall apply:

a. A minimum five-foot yard shall be required along the Side Lot Line of the perimeter of the subdivision; and

b. A minimum ten-foot yard shall be required along the Rear Lot Line of the perimeter of the subdivision, except that where the Rear Lot Line abuts an alley a minimum five-foot rear yard shall be required along the perimeter of the subdivision.

(9) No passageway pursuant to Section 12.21 C.2. of this Code shall be required.

(10) In a P zone, lots may be developed as a small lot subdivision, provided that the General Plan land use designation of the lot is "commercial" or "multiple family residential".

(11) A dwelling unit in a small lot subdivision shall not be required to comply with Paragraphs (a), (b), and (f) of Section 12.21 A.17. of this Code.

(12) Fences and walls within the yard setback areas adjacent to a public right-of-way, except alleys, and along the perimeter of the proposed subdivision shall be no more than three and one-half feet in height in accordance with Section 12.22 C.20. of this Code. Fences and walls within the yard setback areas along the perimeter, not adjacent to the public right-of-way, of the proposed subdivision shall be no more than six feet in height in accordance with Section 12.22 C.20. of this Code.

(13) Lots created within a small lot subdivision are exempt from the "frontage" requirement as defined in the definition of "Lot" pursuant to Section 12.03.

(b) **Small Lot Subdivisions of Existing Dwelling Units.** The purpose of this Subsection is to further facilitate fee-simple home ownership opportunities through the preservation of existing housing within the City.

Existing Group Dwellings, Bungalow Courts, and detached single, duplex, and triplex dwelling structures maintained under a single ownership with an original building permit issued more than 45 years prior to the date of submittal of the application for subdivision, or where information submitted with the subdivision application indicates that the building(s) is/are more than 45 years old based on the date the application is submitted may be subdivided into small lots and shall comply with Subparagraphs (1), (2) (4), and (9) through (13) of Paragraph (a) of this Subdivision. All existing structures shall be legally constructed with an issued building permit or Certificate of Occupancy.

(1) Notwithstanding any provisions of this Code relating to minimum lot area to the contrary, in the RD, R3, R4, R5, RAS and the P and C zones, parcels of land may be

subdivided into lots which may contain one, two or three dwelling units, provided that the density of the subdivision complies with the minimum lot area per dwelling unit requirement established for each zone, or in the case of a P zone, the density of the subdivision shall comply with the minimum lot area per dwelling unit of the least restrictive abutting commercial or multi-family residential zone(s). Bungalow courts and existing structures that are nonconforming as to use, density, yards, or parking may be subdivided provided that the subdivision does not further increase the density nor reduce the yards, and that existing required parking be maintained, respectively.

(2) A nonconforming building, structure, or improvements may be maintained or repaired or structurally altered provided it conforms to Section 12.23 A. of this Code. However, alterations to existing structures shall also be in conformance with the "Bungalow Court and Existing Structure" Small Lot Design Standards adopted by the City Planning Commission.

(3) All existing dwellings shall provide parking as required on each dwelling's most recently issued permit. No additional parking is required.

(4) All new dwellings added to the small lot subdivisions of existing dwelling units shall be subject to subparagraphs (1) through (13) of Paragraph (a) of this Subdivision, including current setback requirements, parking, and applicable Small Lot Design Standards.

(c) **Exceptions.** The provisions of this section do not apply to any of the following projects, which shall comply with the regulations in effect prior to the effective date of this ordinance, as applicable:

(1) Any small lot subdivision entitlement application filed and accepted and deemed complete prior to the effective date of this ordinance as determined by the Department of City Planning.

(2) Any project for which the City has approved a small lot subdivision discretionary land use entitlement as of the effective date of this ordinance, but that has not yet submitted plans and appropriate fees to the Department of Building and Safety for plan check, as determined by the Department of City Planning.



# DEPARTMENT OF CITY PLANNING GENERALIZED SUMMARY OF ZONING REGULATIONS *Updated March 2020*

Table 1 – General Development Standards

Zone	Use	Maximum Height		Required Yards			Minimum Area		Min. Lot Width	Parking Required
		Stories	Feet	Front	Side	Rear	Per Lot	Per Dwelling Unit		
Agricultural										
A1	Agriculture One-Family Dwellings, Parks, Playgrounds, Community Centers, Golf Courses, Agricultural Uses	Unlimited (9)	45 or (6a), (9)	20% lot depth; 25 ft max or (6a)	10% of lot width; 25 ft max or (6a)	25% lot depth; 25 ft max	5 acres	2.5 acres	300 ft	2 spaces per dwelling unit (6a)
A2	Agriculture A1 uses			2 acres	1 acre		150 ft	Bicycle Parking pursuant to Sec. 12.21 A.16 of the LAMC		
RA	Suburban Limited Agricultural Uses, One-Family Dwellings, Home Occupations	See Table 2 below	20% lot depth; 25 ft max, but not less than prevailing (6b)	10 ft min; for lots recorded prior to 7/1/66, 10% lot width where lot is less than 3 ft (7); for Hillside Area lots see Sec. 12.21 C.10 of the LAMC	17,500 sq-ft (1)	70 ft	17,500 sq-ft (1)	17,500 sq-ft (1)	70 ft	2 covered spaces per dwelling unit (8)
Residential Estate										
RE40	Residential Estate One-Family Dwellings, Parks, Playgrounds, Community Centers, Truck Gardening, Accessory Living Quarters, Home Occupations	Unlimited (9)	See Table 2 below	20% lot depth; 25 ft max, but not less than prevailing (6b)	10 ft (7)	25% lot depth; 25 ft max	40,000 sq-ft (1)	40,000 sq-ft (1)	80 ft (1)	2 covered spaces per dwelling unit (8)  Bicycle Parking pursuant to Sec. 12.21 A.16 of the LAMC
RE20				10% lot width, but not less than 5 ft, 10 ft max (7)	20,000 sq-ft (1)		20,000 sq-ft (1)	70 ft (1)		
RE15					15,000 sq-ft (1)		15,000 sq-ft (1)		65 ft (1)	
RE11	One-Family Residential	Unlimited (9)	See Table 2 below	20% lot depth; 25 ft max, but not less than prevailing (6b)	5 ft; or 10% lot width where lot is less than 3 ft (7)	20 ft min	7,500 sq-ft	7,500 sq-ft	60 ft	2 covered spaces per dwelling unit (8)
RE9				20% lot depth; 20 ft max, but not less than prevailing (6b)	5 ft; or 10% lot width where lot is less than 3 ft (7); additional 5 ft offset required for side walls >45 ft long & >14 ft high		5,000 sq-ft	5,000 sq-ft	50 ft	
R1 (including R1V, R1F, R1R, R1H)	One-Family Residential RS Uses	See Table 2 below. Subject to encroachment plane (see p.15)	20% lot depth; 20 ft max, but not less than prevailing (6b)	5 ft; or 10% lot width where lot is less than 3 ft (7); additional 5 ft offset required for side walls >45 ft long & >14 ft high	15 ft min	5,000 sq-ft	5,000 sq-ft	5,000 sq-ft	50 ft	



DEPARTMENT OF CITY PLANNING  
GENERALIZED SUMMARY OF ZONING REGULATIONS  
Updated March 2020

Table 1 – General Development Standards

Zone	Use	Maximum Height		Required Yards			Minimum Area		Min. Lot Width	Parking Required
		Stories	Feet	Front	Side	Rear	Per Lot	Per Dwelling Unit		
RU	Residential Urban		30 ft	10 ft	3 ft (9)	10 ft	3,500 sq-ft	n/a	35 ft	2 covered parking spaces per dwelling unit
RZ2.5	Residential Zero Side Yard		45 ft (9)	10 ft min	Zero (3); 3 ft +1 ft for each story over 2nd	Zero (3) or 15 ft	2,500 sq-ft		30 ft, w/ driveway; 25 ft w/o driveway; 20 ft on flag, curved or cul-de-sac lot	
RZ3							3,000 sq-ft			
RZ4							4,000 sq-ft			
RW1	One-Family Residential Waterways One-Family Dwellings, Home Occupations (10)		30 ft		10% lot width; 3 ft min	15 ft	2,300 sq-ft		28 ft	
Multiple Residential										
R2	Two-Family Dwellings R1 Uses, Home Occupations	Unlimited (9)	45 ft or (6a), (7), (9)	20% lot depth; 20 ft max, but not less than prevailing	5 ft; or 10% of lot width where lot is < 50 ft wide; 3 ft min (7); additional 5 ft offset required for side walls >45 ft long & > 14 ft high	15 ft	5,000 sq-ft	2,500 sq-ft	50 ft	2 spaces, one covered
RD1.5	Restricted Density Multiple Dwelling One-Family Dwellings, Two-Family Dwellings, Apartment Houses, Multiple Dwellings, Home Occupations			15 ft	5 ft; or 10% of lot width where lot is less than <50 ft wide; 3 ft min; +1 ft for each story over 2 <sup>nd</sup> , not to exceed 16 ft (6a)	15 ft		1,500 sq-ft		1 space per unit < 3 habitable rooms; 1.5 spaces per unit = 3 habitable rooms; 2 spaces per unit > 3 habitable rooms; uncovered (6a)
RD2								2,000 sq-ft		1 space each guest room (first 30)
RD3							6,000 sq-ft	3,000 sq-ft	60 ft	Bicycle Parking pursuant to Sec. 12.21 A.16 of the LAMC
RD4							8,000 sq-ft	4,000 sq-ft		
RD5				20 ft	10 ft (6a)	25 ft	10,000 sq-ft	5,000 sq-ft	70 ft	
RD6							12,000 sq-ft	6,000 sq-ft		
RMP	Mobile Home Park Home Occupations		45 or (9)	20% lot depth, 25 ft max	10 ft	25% lot depth, 25 ft max	20,000 sq-ft	20,000 sq-ft	80 ft	2 covered spaces per dwelling unit
RW2	Two-Family Residential Waterways One-Family Dwellings, Two-Family Dwellings, Home Occupations			10 ft	10% lot width; 3 ft min; +1 ft for each story over 2nd	15 ft	2,300 sq-ft	1,150 sq-ft	28 ft	Bicycle Parking pursuant to Sec. 12.21 A.16 of the LAMC





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Table 1 – General Development Standards

Zone	Use	Maximum Height		Required Yards			Minimum Area		Min. Lot Width	Parking Required
		Stories	Feet	Front	Side	Rear	Per Lot	Per Dwelling Unit		
R3	<b>Multiple Dwelling</b> R2 Uses: Apartment Houses, Multiple Dwellings, Child Care (20 max)			15 ft; 10 ft for key lots	5 ft; 10% lot width when lot width is < 50 ft; 3 ft min; +1 ft for each story over 2nd, not to exceed 16 ft	15 ft	5,000 sq-ft	800 sq-ft; 500 sq-ft per guest room	50 ft	Same as RD Zones
	<b>Residential/Accessory</b> R3 uses, Limited ground floor commercial			5 ft, or average of adjoining buildings	Zero ft for ground floor commercial, 5 ft for residential	15 ft adjacent to RD or more restrictive Zone; otherwise 5 ft		800 sq-ft; 200 sq-ft per guest room		
R4	<b>Multiple Dwelling</b> R3 Uses, Churches, Schools, Childcare, Homeless Shelter	Unlimited (9)		15 ft; 10 ft for key lots	5ft; 10% lot width when lot width is < 50 ft; 3 ft min; +1 ft for each story over 2nd, not to exceed 16 ft	15 ft; +1 ft for each story over 3rd; 20 ft max		400 sq-ft; 200 sq-ft per guest room		
	<b>Residential/Accessory</b> R4 uses, Limited ground floor commercial			5 ft, or average of adjoining buildings	Zero ft for ground floor commercial, 5 ft for residential	15 ft adjacent to RD or more restrictive Zone; otherwise 5 ft				
R5	<b>Multiple Dwelling</b> R4 Uses, Clubs, Lodges, Hospitals, Sanitariums, Hotels			15 ft; 10 ft for key lots	5ft; 10% lot width when lot width is < 50 ft; 3 ft min; +1 ft for each story over 2nd, not to exceed 16 ft	15 ft; +1 ft for each story over 3rd; 20 ft max		200 sq-ft		

**Loading Space:** Required for the RAS3, R4, RAS4, and R5 Zones in accordance with Section 12.21 C.6 of the LAMC.

**Open Space:** Required for 6 or more residential units in accordance with Section 12.21 G of the LAMC.

**Passageway:** 10 feet required from the street to one entrance of each dwelling unit or guest room in every residential building, except for the RW, RU, and RZ Zones, in accordance with Section 12.21 C.2 of the LAMC.

Commercial									
CR	Limited Commercial Banks, Clubs, Hotels, Churches, Schools, Business and Professional Colleges, Child Care, Parking Areas, Offices, R4 Uses	6 (9)	75 ft (9)	10 ft min	For corner lots: 10% lot width; 10 ft max; 5 ft min  For lots adj. to A or R zone or for residential uses: 10% lot width; 5 ft max; 3 ft min  For other lots: not required	15 ft min; +1 ft for each story over 3rd	Same as R4 for residential uses; otherwise none	50 ft for residential uses; otherwise none	See separate parking handout  Bicycle Parking pursuant to Sec. 12.21 A.16 of the LAMC



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Table 1 – General Development Standards

Zone	Use	Maximum Height		Required Yards			Minimum Area		Min. Lot Width	Parking Required
		Stories	Feet	Front	Side	Rear	Per Lot	Per Dwelling Unit		
C1	Limited Commercial Local Retail Stores < 100,000 sq-ft, Offices or Businesses, Hotels, Hospitals and/or Clinics, Parking Areas, CR Uses except for Churches, Schools, Museums, R3 Uses	Unlimited (9)			For corner lots, lots adjacent to A or R Zone, or residential uses: 10% lot width; 5 ft max; 3 ft min; +1 ft for each story over 2 <sup>nd</sup> , up to 16 ft  For other lots: not required; 3 ft min if provided	For residential uses or abutting A or R Zone: 15 ft; +1 ft for each story over 3rd; 20 ft max	Same as R3 Zone for residential uses; otherwise none			
C1.5	Limited Commercial C1 Uses – Retail, Theaters, Hotels, Broadcasting Studios, Parking Buildings, Parks and Playgrounds, R4 Uses					Same as R4 Zone for residential uses; otherwise none				
C2	Commercial C1.5 Uses: Retail w/ Limited Manufacturing, Service Stations and Garages, Retail Contr. Business, Churches, Schools, Auto Sales, R4 Uses			None	None for commercial uses; same as R4 Zone for residential uses at lowest residential story	Same as R4 Zone for residential uses at lowest residential story; otherwise none				
C4	Commercial C2 Uses with Limitation, R4 Uses									
C5	Commercial C2 Uses, Limited Floor Area for Manufacturing of CM Zone Type, R4 Uses									
CM	Commercial Manufacturing Wholesale, Storage, Clinics, Limited Manufacturing, Limited C2 Uses, R3 Uses				None for commercial uses; same as R4 for residential uses	Same as R3 Zone for residential uses; otherwise none				

**Loading Space:** Hospitals, hotels, institutions, and every building where lot abuts an alley. Minimum loading space is 400 sq-ft; additional space for buildings > 50,000 sq-ft of Floor Area. None for apartment buildings < 30 units, in accordance with Section 12.21 C.6 of the LAMC.

Manufacturing									
<b>MR1</b>	<b>Restricted Industrial</b> CM Uses, Limited Commercial and Manufacturing, Clinics, Media Products, Limited Machine Shops, Animal Hospitals and Kennels	Unlimited (9)		5 ft for lots < 100 ft deep; 15 ft for lots > 100 ft deep	None for industrial or commercial uses; same as R4 Zone for residential uses (5)	None for industrial or commercial uses; same as R4 Zone for residential uses (5)	None for industrial or commercial uses; same as R4 for residential uses (5)		See separate parking handout
<b>M1</b>	<b>Limited Industrial</b> MR1 Uses, Limited Industrial and Manufacturing Uses, no R Zone Uses, no Hospitals, Schools, Churches, any Enclosed C2 Use, Wireless Telecommunications, Household Storage			None					Bicycle Parking pursuant to Sec. 12.21 A.16 of the LAMC



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**Table 1 – General Development Standards**

Zone	Use	Maximum Height		Required Yards			Minimum Area		Min. Lot Width	Parking Required
		Stories	Feet	Front	Side	Rear	Per Lot	Per Dwelling Unit		
<b>MR2</b>	<b>Restricted Light Industrial</b> MR1 Uses, Additional Industrial Uses, Mortuaries, Animal Keeping			5 ft for lots <100 ft deep; 15 ft for lots >100 ft deep						
<b>M2</b>	<b>Light Industrial</b> M1 and MR2 Uses, Additional Industrial Uses, Storage Yards, Animal Keeping, Enclosed Composting, no R Zone Uses			None	Same as R5 Zone for residential uses (5)				None for industrial or commercial uses; same as R5 for residential uses (5)	
<b>M3</b>	<b>Heavy Industrial</b> M2 Uses, any Industrial I Uses, Nuisance Type Uses 500 ft from any other Zone, no R Zone Uses				None			None		
<b>Loading Space:</b> Institutions, and every building where lot abuts an alley. Minimum loading space is 400 sq-ft; additional space for buildings > 50,000 sq-ft of floor area. None for apartment buildings < 30 units, in accordance with Section 12.21 C.6 of the LAMC.										
<b>Parking</b>										
<b>P</b>	<b>Automobile Parking – Surface and Underground</b> Surface Parking; Parking Buildings if located below grade; Land in a P Zone may also be classified in A or R Zone	Unlimited (9)		10 ft in combination with an A or R Zone; otherwise none	None	None	None, unless also in an A or R Zone			See separate parking handout
<b>PB</b>	<b>Parking Building</b> P Zone uses; Parking Buildings at or above grade; Automobile Parking within a Building			0 ft, 5 ft, or 10 ft, depending on zoning frontage and zoning across the street	5 ft + 1 ft each story above 2nd if abutting or across street and frontage in A or R Zone	5 ft + 1 ft each story above 2nd if abutting A or R Zone		None		Bicycle Parking pursuant to Sec. 12.21 A. 16 of the LAMC
<b>Open Space/Public Facilities/Submerged Lands</b>										
<b>OS</b>	<b>Open Space</b> Parks and Recreation Facilities, Nature Reserves, Closed Sanitary Landfill sites, Public Water Supply Reservoirs, Water Conservation Areas	None			None			None		See separate parking handout
<b>PF</b>	<b>Public Facilities</b> Agricultural Uses, Parking Under Freeways, Fire and Police Stations, Government Buildings, Public Libraries, Post Offices, Public Health Facilities, Public Elementary and Secondary Schools, Qualified Permanent Supportive Housing Projects (12)									Bicycle Parking pursuant to Sec. 12.21 A. 16 of the LAMC



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**Table 1 – General Development Standards**

Zone	Use	Maximum Height		Required Yards			Minimum Area		Min. Lot Width	Parking Required
		Stories	Feet	Front	Side	Rear	Per Lot	Per Dwelling Unit		
SL	Submerged Lands Navigation, Shipping, Fishing, Recreation									

- (1) "H" Hillside or Mountainous Areas may alter these requirements in the RA-H or RE-H Zones. Subdivision may be approved with smaller lots, provided larger lots are also included. Section 17.05 H.1 of the LAMC.
- (2) Section 12.08.3 B.1 of the LAMC.
- (3) Section 12.08.3 C.2 and 3 of the LAMC.
- (4) Section 12.09.5 C of the Zoning Code. For 2 or more lots, the interior side yards may be eliminated, but 4 ft is required on each side of the grouped lots.
- (5) Section 12.17.5 B.9(a) of the LAMC. Dwelling considered as accessory to industrial use only (watchman or caretaker including family).
- (6)
- a. Height, yard and parking requirement for single-family dwellings in a designated Hillside Area may be governed by Section 12.21 A.17 of the LAMC.
- b. Height, yard and parking requirements for single-family dwellings in a designated Hillside Area may be governed by Section 12.21 C.10 of the LAMC.
- (7) One foot shall be added to the width of each required side yard for each increment of ten feet, or fraction thereof, above the first 18 feet of height of the main building. On lots within the Coastal Zone, not located within a Hillside Area as defined in Section 12.03 of the LAMC, one foot shall be added to the width of each required side yard for each additional story above the second story; except on RA lots where a side yard of less than 10 feet in width is permitted, one foot shall be added to the width of each required side yard when a building is three or more stories in height.
- (8) In accordance with Section 12.21 C.10(g) of the LAMC, on a Substandard Hillside Limited Street, when buildings exceed 2,400 sq-ft of Residential Floor Area, one additional parking space will be provided for each additional increment of 1,000 sq-ft, or fraction thereof, for a maximum of 5 total on-site spaces.
- (9) Height District (Section 12.21.1 of the LAMC), see Table 2 – Height Districts.
- (10) The side yard on one side of the lot may be reduced to zero provided that the remaining side yard is increased to 6 ft, in accordance with Section 12.08.1 C.2 of the LAMC.
- (11) Specific Requirements for open space, rear yards, and provisions into front yards are in Section 12.08.5 C of the LAMC.
- (12) Section 12.04.09 B.11 of the LAMC. Qualified Permanent Supportive Housing Projects are permitted in the PF Zone utilizing the uses and standards permitted by the least restrictive adjoining zone.

**Table 2 – Height Districts (Height, Stories, FAR & RFAR)**

Zone	1 $\dagger$	1L $\dagger$	1VL $\dagger$	1XL $\dagger$	1SS	2	3	4
A1 $\dagger$ , A2 $\dagger$ , RZ, RMP, RW2	Height: 45 ft Stories: n/a FAR: 3:1		Height: 45 ft Stories: 3 $\dagger$ FAR: 3:1	Height: 30 ft Stories: 2 $\dagger$ FAR: 3:1	n/a	Height: n/a Stories: n/a FAR: 6:1	Height: n/a Stories: n/a FAR: 10:1	Height: n/a Stories: n/a FAR: 13:1
RD $\dagger$ , R3	Height: 45 ft Stories: n/a FAR: 3:1		Height: 45 ft Stories: 3 $\dagger$ FAR: 3:1	Height: 30 ft Stories: 2 $\dagger$ FAR: 3:1	n/a	Height: 75 ft Stories: 6 $\dagger$ FAR: 6:1	Height: 75 ft Stories: 6 $\dagger$ FAR: 10:1	Height: 75 ft Stories: 6 $\dagger$ FAR: 13:1
RAS3	Height: 45 ft Stories: n/a FAR: 3:1		Height: 50 ft Stories: n/a FAR: 3:1	Height: 30 ft Stories: n/a FAR: 3:1	n/a	Height: 75 ft Stories: 6 $\dagger$ FAR: 6:1	Height: 75 ft Stories: 6 $\dagger$ FAR: 10:1	Height: 75 ft Stories: 6 $\dagger$ FAR: 13:1
RA $\dagger$ S, RE40 S, RE20 S, RE15 S, RE11 S	Height Roof $\geq$ 25%, 36 ft Roof <25%, 30 ft Stories: n/a		Height Roof $\geq$ 25%, 30 ft Roof <25%, 30 ft Stories: n/a	Height Roof $\geq$ 25%, 18 ft (22 ft in Hillside Area) Roof <25%, 18 ft Stories: n/a	Height Roof $\geq$ 25%, 36 ft Roof <25%, 30 ft Stories: n/a	Height Roof $\geq$ 25%, 36 ft Roof <25%, 30 ft Stories: n/a	Height Roof $\geq$ 25%, 36 ft Roof <25%, 30 ft Stories: n/a	Height Roof $\geq$ 25%, 36 ft Roof <25%, 30 ft Stories: n/a



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**Table 2 – Height Districts (Height, Stories, FAR & RFAR)**

Zone	1†	1L†	1VL†	1XL†	1SS	2	3	4
	RFAR: See C.5 of each Zone in the LAMC; for Hillside Area, see Section 12.21 C.10 of the LAMC FAR (Coastal Zone, non-Hillside only)***: See Section 12.21.1 A of the LAMC							
RE9*§, RS§, R1**§	Height Roof ≥25%: 33 ft Roof <25%: 28 ft Stories: n/a R1 subject to Encroachment Plane; see p.15.		Height Roof ≥25%: 30 ft Roof <25%: 28 ft Stories: n/a R1 subject to Encroachment Plane; see p.15.		Height Roof ≥25%, 18 ft (22 ft in Hillside Area) Roof <25%, 18 ft Stories: n/a R1 subject to Encroachment Plane; see p.15.	Height Roof ≥25%: 33 ft Roof <25%: 28 ft Stories: n/a R1 subject to Encroachment Plane; see p.15.	RFAR: N/A FAR: 10:1	RFAR: N/A FAR: 13:1
R2	Height: 33 ft Stories: n/a FAR: 3:1		Height: 33 ft Stories: 3† FAR: 3:1		n/a	RFAR: N/A FAR: 6:1	RFAR: N/A FAR: 10:1	RFAR: N/A FAR: 13:1
R4, R5	Height: n/a Stories: n/a FAR: 3:1		Height: 45 ft Stories: 3† FAR: 3:1		n/a	Height: n/a Stories: n/a FAR: 6:1	Height: n/a Stories: n/a FAR: 10:1	Height: n/a Stories: n/a FAR: 13:1
RAS4	Height: n/a Stories: n/a FAR: 3:1		Height: 50 ft Stories: 3† FAR: 3:1		n/a	Height: n/a Stories: n/a FAR: 6:1	Height: n/a Stories: n/a FAR: 10:1	Height: n/a Stories: n/a FAR: 13:1
C, M	Height: 75 ft for CR, otherwise n/a Stories: 6 for CR, otherwise n/a FAR: 1.5:1		Height: 75 ft Stories: 6† FAR: 1.5:1		n/a	Height: 75 ft for CR, otherwise n/a Stories: 6 for CR, otherwise n/a FAR: 6:1	Height: 75 ft for CR, otherwise n/a Stories: 6 for CR, otherwise n/a FAR: 10:1	Height: 75 ft for CR, otherwise n/a Stories: 6 for CR, otherwise n/a FAR: 13:1
PB	Height: n/a Stories: 2 FAR: n/a		Height: 45 ft Stories: 2 FAR: n/a		n/a	Height: n/a Stories: 6 FAR: n/a	Height: n/a Stories: 10 FAR: n/a	Height: n/a Stories: 13 FAR: n/a
PF	Height: n/a Stories: n/a FAR: 3:1		Height: 45 ft Stories: 3† FAR: 3:1		n/a	Height: n/a Stories: n/a FAR: 6:1	Height: n/a Stories: n/a FAR: 10:1	Height: n/a Stories: n/a FAR: 13:1



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Table 2 – Height Districts (Height, Stories, FAR & RFAR)

Zone	1†	1L‡	1VL‡	1XL‡	1SS	2	3	4
FAR – Floor Area Ratio – defined in Section 12.03 of the LAMC.								
RFAR – Residential Floor Area Ratio – defined in Section 12.03 of the LAMC. Used only for non-Coastal Zone properties in Height Districts 1, 1L, 1VL, 1XL, and 1SS.								
* Prevailing Height in accordance with the 3rd unnumbered paragraphs of Section 12.21.1 of the LAMC may apply.								
** Properties located in one of the R1 Variation Zones (R1V, R1F, R1R, R1H) are not part of any Height District. See tables on pp. 11-14 for height regulations in R1 Variation Zones. These regulations are also in Section 12.08 C.5 (b)-(d) of the LAMC.								
***Coastal Zone properties outside of the Hillside Area are not subject to Residential Floor Area limits, but are subject to Floor Area limits.								
† Buildings used entirely for residential (and ground floor commercial in the RAS Zones) are only limited as to feet, not stories.								
‡ Floor Area in Height District 1 in other than C and M Zones is limited to 3:1 FAR.								
§ Height limited to 36 ft or 45 ft in Hillside Areas in accordance with Section 12.21 A.17 of the LAMC.								
§ Height limited to 45 feet on lots in the Coastal Zone not located within the Hillside Area, as defined in Section 12.03 of the LAMC.								
<b>Transitional Height:</b> Portions of buildings in C or M Zones within certain distances of RW1 or more restrictive Zones shall not exceed the following height limits, in accordance with Section 12.21.1 A.10 of the LAMC.								
		<b>Distance (ft)</b>	<b>Height (ft)</b>					
		0 – 49	25					
		50 – 99	33					
		100 – 199	61					



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ANATOMY OF ZONING IN LOS ANGELES

[Q]C2-1-CDO

**SPECIAL ZONING CLASSIFICATIONS**

Site-specific or project-specific provisions that are established by ordinance as part of the Zone for a lot.

**ZONE CLASSIFICATIONS**

The zone classification dictates basic requirements and restrictions such as permitted and conditionally permitted uses, minimum lot area, yard and parking requirements.

**HEIGHT DISTRICT**

The height district designation determines the maximum Floor Area Ratio, Residential Floor Area Ratio, and sometimes number of stories and/or feet. Does not apply to R1 Variation Zones.

**SUPPLEMENTAL USE DISTRICT**

Supplemental use districts contain additional regulations beyond those required by the base zone regulations, usually to protect or create certain neighborhood characteristics.

**Special Zoning Classifications** (Section 12.32 of the LAMC. T and Q Classifications appear before the zone classification, while D limitations appear after the height district designation.)

<b>(T), [T], T</b>	Tentative Zone Classification	Tentative zone classification, pending certain required dedications, payments or improvements – see Council File
<b>(Q), [Q], Q</b>	Qualified Classification	Restricts uses allowed on property
<b>D</b>	Development Limitation	Restricts heights, floor area ratio, lot coverage, building setbacks

**Supplemental Use Districts**

Regulate uses which cannot adequately be provided for in the Zoning Code (Section 13.00 of the LAMC)

<b>O</b>	Oil Drilling District	<b>MU</b>	Mixed Use District
<b>S</b>	Animal Slaughtering	<b>FH</b>	Fence Height District
<b>G</b>	Surface Mining District	<b>SN</b>	Sign District
<b>RPD</b>	Residential Planned Development District	<b>RFA</b>	Residential Floor Area District
<b>K</b>	Equinekeeping District	<b>NSO</b>	Neighborhood Stabilization Overlay District
<b>CA</b>	Commercial and Aircraft District	<b>CPIO</b>	Community Plan Implementation Overlay District
<b>POD</b>	Pedestrian Oriented District	<b>HS</b>	Hillside Standards Overlay District
<b>CDO</b>	Community Design Overlay District	<b>MPR</b>	Modified Parking Requirement District

**Other Zoning Designations**

<b>ADP</b>	Alameda District Specific Plan	<b>LASED</b>	LA Sports & Entertainment Specific Plan
<b>CCS</b>	Century City South Studio Zone	<b>OX</b>	Oxford Triangle Specific Plan
<b>CSA</b>	Centers Study Area	<b>PKM</b>	Park Mile Specific Plan
<b>CW</b>	Central City West Specific Plan	<b>PV</b>	Playa Vista Specific Plan
<b>GM</b>	Glencoe/Maxella Specific Plan	<b>WC</b>	Warner Center Specific Plan
<b>HPOZ</b>	Historic Preservation Overlay Zone		

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**GENERAL NOTE:**

This summary is only a guide. Definitive information should be obtained from Chapter 1 of the Los Angeles Municipal Code (LAMC) itself and from consultation with the Department of Building and Safety.

**UPDATES:**

*April/ 2013 Update:* Updated to reflect changes made to the Single-Family Zones under the Baseline Mansionization Ordinance (Ord. No. 179,883) and Baseline Hillside Ordinance (Ord. No. 181,624), bicycle parking requirements under Bicycle Parking Ordinance (Ord. No. 182,386), the list of Supplemental Use Districts, and add the "ANATOMY OF ZONING IN LOS ANGELES" diagram.

*May 2019 Update:* Updated to reflect further changes to the Single-Family Zone Regulations and addition of R1 Variation Zones (Ord. No. 184,802), and the Permanent Supportive Housing Ordinance (Ord. No. 185,492).

*June 2019 Correction:* Corrected height restrictions for C and M properties in Height Districts 1VL and 1XL.

*March 2020 Correction:* Corrected FAR/RFAR restrictions for R1, RA, RE and RS properties in Height Districts 2, 3 and 4.

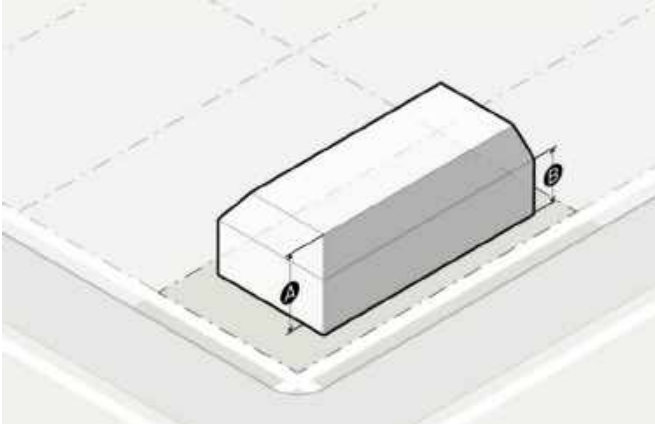




## R1 Variation Zones – Bulk & Massing Regulations

The following pages contain summaries of the bulk and massing regulations for the R1 Variation Zones, which are divided into “R1V” Variable-Mass, “R1F” Front-Mass, “R1R” Rear-Mass, and R1H” Hillside. All of the R1 Variation Zones are subject to encroachment plane limits, as well as the side yard plane break/offset requirement for all R1 properties. The encroachment plane and plane break/offset requirements are illustrated on Pages 15-16.


### “R1V” Variable-Mass Zones (R1V1, R1V2, R1V3, R1V4)

Table 12.08 C.5(b)						
R1 VARIABLE-MASS VARIATION ZONES DEVELOPMENT STANDARDS						
						
Lot Size and Residential Floor Area Ratio		R1V1	R1V2	R1V3	R1V4	Max Lot Coverage
	Up to 6,000 SF	.65	.55	.45	.40	50%
	6,001 to 7,000 SF	.63	.53	.43	.38	48%
	7,001 to 8,000 SF	.61	.51	.41	.36	46%
	8,001 to 9,000 SF	.59	.49	.39	.34	44%
	9,001 to 10,000 SF	.57	.47	.37	.32	42%
	Over 10,000 SF	.55	.45	.35	.30	40%
Variable Mass						
(A)	Height of Building (max)	30'	30'	28'	20'	
(B)	Encroachment Plane Origin Height	22'	22'	20'	14'	
	Angle of Encroachment Plane	45°	45°	45°	45°	

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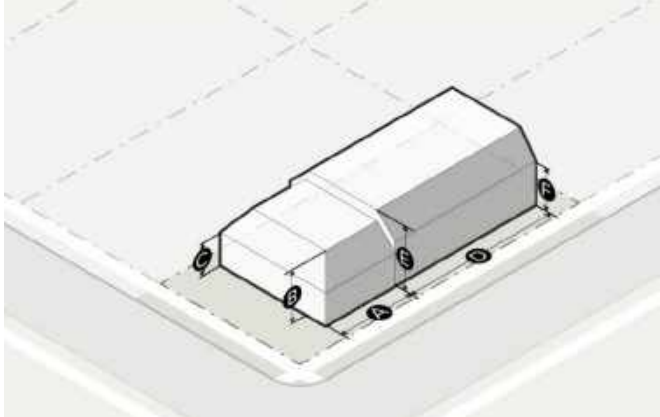
**“R1F” Front-Mass Zones (R1F1, R1F2, R1F3, R1F4)**

Table 12.08 C.5(c)						
R1 FRONT-MASS VARIATION ZONES DEVELOPMENT STANDARDS						
						
Lot Size and Residential Floor Area Ratio		R1F1	R1F2	R1F3	R1F4	Max Lot Coverage
	Up to 6,000 SF	.65	.55	.45	.40	50%
	6,001 to 7,000 SF	.63	.53	.43	.38	48%
	7,001 to 8,000 SF	.61	.51	.41	.36	46%
	8,001 to 9,000 SF	.59	.49	.39	.34	44%
	9,001 to 10,000 SF	.57	.47	.37	.32	42%
	Over 10,000 SF	.55	.45	.35	.30	40%
Front Mass						
(A)	Front envelope depth, from front yard setback (min)	-	-	-	-	
(B)	Height of Mass (max)	30'	30'	28'	26'	
(C)	Encroachment Plane Origin Height	22'	22'	20'	18'	
	Angle of Encroachment Plane	45°	45°	45°	45°	
Rear Mass						
(D)	Rear envelope depth, from rear yard setback (min)	25'	25'	25'	25'	
(E)	Height of Mass (max)	24'	24'	20'	18'	
(F)	Encroachment Plane Origin Height	16'	16'	14'	14'	
	Angle of Encroachment Plane	45°	45°	45°	45°	

DEPARTMENT OF CITY PLANNING  
GENERALIZED SUMMARY OF ZONING REGULATIONS  
Updated March 2020



**“R1R” Rear-Mass Zones (R1R1, R1R2, R1R3, R1R4)**

Table 12.08 C.5(d)						
R1 REAR-MASS VARIATION ZONES DEVELOPMENT STANDARDS						
						
Lot Size and Residential Floor Area Ratio		R1R1	R1R2	R1R3	R1R4	Max Lot Coverage
	Up to 6,000 SF	.65	.55	.45	.40	50%
	6,001 to 7,000 SF	.63	.53	.43	.38	48%
	7,001 to 8,000 SF	.61	.51	.41	.36	46%
	8,001 to 9,000 SF	.59	.49	.39	.34	44%
	9,001 to 10,000 SF	.57	.47	.37	.32	42%
	Over 10,000 SF	.55	.45	.35	.30	40%
Front Mass						
(A)	Front envelope depth, from front yard setback (min)	30'	30'	30'	30'	
(B)	Height of Mass (max)	24'	24'	20'	18'	
(C)	Encroachment Plane Origin Height	16'	16'	12'	12'	
	Angle of Encroachment Plane	45°	45°	45°	45°	
Rear Mass						
(D)	Rear envelope depth, from rear yard setback (min)	-	-	-	-	
(E)	Height of Mass (max)	30'	30'	28'	26'	
(F)	Encroachment Plane Origin Height	22'	22'	20'	18'	
	Angle of Encroachment Plane	45°	45°	45°	45°	

DEPARTMENT OF CITY PLANNING  
GENERALIZED SUMMARY OF ZONING REGULATIONS  
*Updated March 2020*



**“R1H” Hillside Zones (R1H1, R1H2, R1H3, R1H4)**

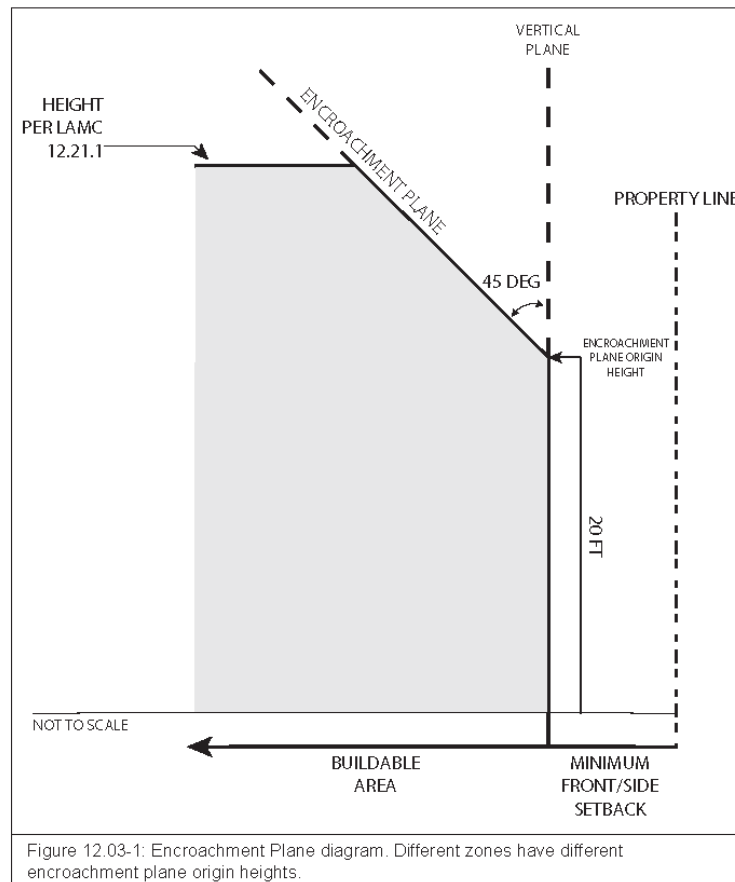
The maximum Residential Floor Area contained in all Buildings and Accessory Buildings on a property in an R1H Zone shall not exceed the sum of the square footage of each Slope Band multiplied by the corresponding Residential Floor Area Ratio (RFAR) for the zone of the Lot. Otherwise, a property in an R1H Zone shall comply with all of the R1 Hillside Area Development Standards pursuant to Section 12.21 C.10 of the LAMC.

Table 12.21 C.10-2b Single-Family Zone Hillside Area Residential Floor Area Ratios (RFAR)				
Slope Bands (%)	R1H1	R1H2	R1H3	R1H4
0 – 14.99	0.65	0.55	0.45	0.40
15 – 29.99	0.60	0.50	0.45	0.35
30 – 44.99	0.55	0.45	0.40	0.30
45 – 59.99	0.50	0.40	0.35	0.25
60 – 99.99	0.45	0.35	0.30	0.20
100 +	0.00	0.00	0.00	0.00



## R1 Encroachment Plane

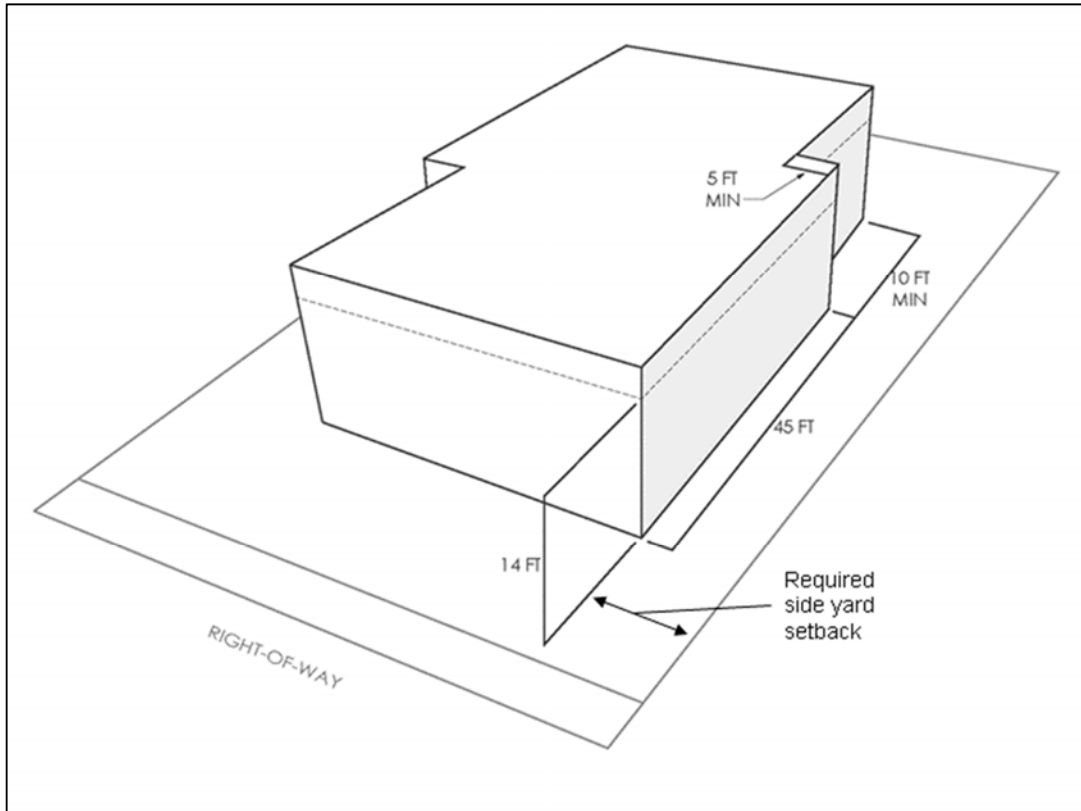
The Encroachment Plane in the standard R1 Zone and R1 Variation Zones is an angled plane originating at a specified height above the minimum front and/or side yard setback and angling toward the interior of the lot. The mass of the building may not extend above the plane, except for specified roof structures and equipment, per LAMC Section 12.21.1. The 20-foot origin height shown here applies in the standard R1 Zone and in some R1 Variation Zones, while other R1 Variation Zones may specify a different origin height. See Subdivision C.5 of LAMC Section 12.08 for the precise dimensions that apply in each R1 Variation Zone.





## R1 Side Wall Offset/Plane Break

In the R1 Zone, R2 Zone, and all R1 Variation Zones, all portions of a building that have a side wall more than 14 feet high and a continuous length greater than 45 feet must provide an offset or plane break at least 5 feet in depth beyond the minimum side yard. The offset or plane break must be at least 10 feet in length.



## Attachment A 4



# 102 UNIT APARTMENT

(INCLUDING 12 VERY LOW INCOME UNITS)

1331 S PACIFIC AVE  
SAN PEDRO, CA 90731

FOR

RKD 13 PAC LP

## EXHIBIT "A"

PROJECT IS 100% PRIVATELY FUNDED,  
NOT RECEIVING INCENTIVE TAX CREDIT,  
AND IS NOT A PUBLIC HOUSING PROJECT.

### CONSULTANTS

STRUCTURAL  
ENGINEER

RODAS AND ASSOCIATES  
5420 COOPER AVE., SUITE 305  
DOWNEY, CALIFORNIA 90241  
TEL. (310) 691-1881  
FAX (310) 691-1881

MECHANICAL  
ENGINEER

CHAP ENGINEERS  
28430 BARDON AVE. S. SUITE F-10  
LAKE FOREST, CA 92033  
TEL. (949) 267-9991

LANDSCAPE  
ARCHITECT

PAUL LUNDS & ASSOCIATES  
11701-B BAYSHORE DRIVE #40  
SHERMAN OAKS, CA 91403  
TEL. (818) 708-1212

ELECTRICAL  
ENGINEER

ABRAM ASSOCIATES  
1117 STARLINE AVE  
ALHAMBRA, CALIFORNIA 91801  
TEL. (626) 294-1800

SOIL  
ENGINEER

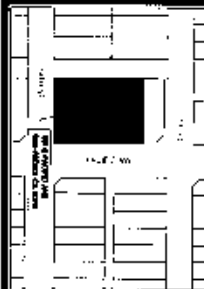
A22 GEOTECHNICAL INC.  
15000 BURNHAM AVE., SUITE A  
VAN HOUTS, CA 91406  
TEL. (818) 806-8214  
FAX (818) 806-8231

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LOCATION MAP



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102 UNITS MIXED USE

1331 S PACIFIC AVE  
SAN PEDRO, CA

RKD 13 PAC LP

18-059

A00



**PARKING ANALYSIS ( 52 OCC. )**

[illegible]

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EXHIBIT "A"  
22  
08-2014-4488-D3-JPR

## Communication from Public

**Name:** Jamie T. Hall

**Date Submitted:** 11/04/2020 07:33 PM

**Council File No:** 20-0680

**Comments for Public Posting:** Dear Members of the Planning Land Use Management (PLUM) Committee This firm represents Citizens Protecting San Pedro. Attached please find Attachments B1 to B6 to the letter submitted by Channel Law Group on November 4, 2020. Sincerely, Jamie T. Hall

# Attachment B 1

Case Information & Documents

Mon 1:06 PM Danial Nord

Monday, August 31, 2020

View as Analog

View as Digital

Open Date & Time Preferences...

Case Information & Documents

https://planning.lacity.org/pdiscaseinfo/search/encoded/MjQwMDQ00

Gmail Yahoo hotmail Facebook Instagram ZIMAS CA-tracker COX-TV W Pietà-3D-Michelang... All tools, converters... FRAN-csult

LOS ANGELES CITY PLANNING

Home City Planning Website

### Case Summary & Documents

Case Number

Ordinance

Zoning Information

CPC Cards

ZA Cards

Case Number: DIR-2020-5031-RDP 

Search

 Format: AA-YYYY-1234 Example: ZA-2011-3269

Case Number: DIR-2020-5031-RDP

Case Filed On: 08/25/2020

Accepted For Review On:

Assigned Date: 08/25/2020

Staff Assigned: GRACIELA ACOSTA

Hearing Waived / Date Waived : No

Hearing Location:

Hearing Date : 0:00

DIR Action:

DIR Action Date:

End of Appeal Period:

Appealed: No

BOE Reference Number: 0

Case on Hold?: Yes

Primary Address

Address	CNC	CD
1309 S PACIFIC AVE 90731	Central San Pedro	15

View All Addresses

Project Description: PROPOSED MIXED USE DEVELOPMENT IN THE COMMERCIAL DESIGNATED AREA OF THE PACIFIC CORRIDOR REDEVELOPMENT PLAN AREA.

Applicant:

Representative:

View Related Cases

Approved Documents

Initial Submittal Documents

0 Approved Documents found for Case Number: DIR-2020-5031-RDP

Type	Scan Date	Signed
No Approved Documents Found		

Permanent Link: <https://planning.lacity.org/pdiscaseinfo/caseid/MjQwMDQ00>

## Attachment B 2



**Doug Epperhart**  
President

**Dean Pentcheff**  
Vice President

**Kathleen Martin**  
Secretary

**Louis Dominguez**  
Treasurer

October 23, 2020

Connie Chauv via Email: [connie.chauv@lacity.org](mailto:connie.chauv@lacity.org)

Councilmember Joe Buscaino via Email: [councilmember.buscaino@lacity.org](mailto:councilmember.buscaino@lacity.org)

**Re: Request for information related to new application for 1309 Pacific project**

Dear City Representatives:

The following Resolution was passed by the Coastal San Pedro Neighborhood Council Board at a public Board meeting on October 19, 2020.

**Request for information related to new application for 1309 Pacific project**

**Whereas** a new application was filed on August 25, 2020 for the project at 1309 Pacific that states “proposed mixed use development in the commercial designated area of the Pacific Corridor Redevelopment Plan Area”;

**Whereas** the detail of the new application submitted for the project refers to the project as both mixed use and residential;

**Whereas** without a clear, correct definition of the project and which entitlements are being requested, the planning process, including the pending appeal to the City Council, must be put on hold until the project description is clarified and corrected;

**Therefore be it Resolved**, that the Coastal San Pedro Neighborhood Council requests, by no later than October 26, 2020:

1. All detailed information and documents reviewed by City Planning in conjunction with the new application, including documents showing review and compliance with the Pacific Corridor Redevelopment Plan requirements;
2. All information and written documentation on changes, if any, to the long-standing Redevelopment Plan compliance process, and
3. Confirmation that while the Pacific Corridor Redevelopment Plan, the San Pedro Community Plan, and the San Pedro Community Plan Implementation Overlay District have been designed to work synergistically for the good of the community, when one is more restrictive than the others, the more restrictive plan governs, and

4. An explanation and clarification, along with a correction of all hearing notices and application documents, regarding whether the project is mixed use or residential.

**Council file 20-0680**

Please contact Robin Rudisill, Chair of the CSPNC Planning Committee, at 310-721-2343 should you have any questions related to this letter.

Sincerely,



Doug Epperhart, President  
On behalf of the Coastal San Pedro Neighborhood Council Board

cc:

alison.becker@lacity.org  
aksel.palacios@lacity.org  
Vince.Bertoni@lacity.org  
Lisa.Webber@lacity.org

Shannon.Ryan@lacity.org  
Michelle.Singh@lacity.org  
diananave@gmail.com  
javier@studioarchitecture.net

rreg55@hotmail.com  
carriescoville@yahoo.com



## Attachment B 3



## ADMINISTRATIVE REVIEW

# REDEVELOPMENT PROJECT AREA – PACIFIC CORRIDOR

## Administrative Review and Referral

**RELATED CODE SECTION:** Los Angeles Municipal Code Section (LAMC) 11.5.14 establishes the process and procedures for implementing the Redevelopment Plan.

**PURPOSE:** This Administrative Review and Referral form determines the appropriate review process for proposed Projects within a Redevelopment Project Area. Proposed development activity within Redevelopment Project Areas must conform to the Permitted Land Use Section of respective Redevelopment Plan.

### GENERAL INFORMATION

- A Redevelopment Plan Project (Project) includes any proposed development activity within a Redevelopment Project Area with an Unexpired Redevelopment Plan, that includes the issuance of a building, grading, demolition, sign or change of use permit. Refer to 11.5.14 for the full definition.
- Permitted Land Uses, see Section 500 of the Pacific Corridor Redevelopment Plan. Visit [Planning4LA.org](http://Planning4LA.org) to review the Pacific Corridor Redevelopment Plan.
- Review process options available:
  - Administrative Review - Redevelopment Plan
  - Administrative Review - Design for Development
  - Project Compliance
  - Project Adjustment

### 1. APPLICANT INFORMATION

Applicant Name Josh Guyer (Representative)  
Address 9619 National Blvd.  
City Los Angeles State CA Zip Code 90034  
Telephone 310-802-4261 Email jguyer@burnsbouchard.com

### 2. PROJECT BACKGROUND

Project Address 1309-1331 S. Pacific Avenue  
Assessor Parcel Number 7454-026-011, -012, -013, -014 Existing Zoning C2-1XL-CPIO

Project Type:

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Change of Use       | <input type="checkbox"/> Addition                    | <input type="checkbox"/> Exterior Alteration |
| <input type="checkbox"/> Interior Alteration | <input checked="" type="checkbox"/> Demolition       | <input type="checkbox"/> Signs               |
| <input type="checkbox"/> Use of Land         | <input checked="" type="checkbox"/> New Construction | <input checked="" type="checkbox"/> Grading  |

Project Description (include any additional requested entitlements) Demolition and clearing of (E) improvements on-site to make way for the construction of a (N) four-story, 102-unit multifamily residential apartment building.  
12-units will be reserved for Very Low Income tenants. Project includes two subterranean garage levels for automobile parking with ingress and egress from 14th Street. No signage is proposed.

Eligible or Identified Historic Resource (refer to <http://zimas.lacity.org/> and <https://historicplacesla.org> check one below)

☐ Yes ☒ No

Lot Area 31,500 square-feet Project FAR 2.65

Current Use Office, Storage, Vacant Proposed Use Multifamily Residential

Existing Residential sq.ft. 0 sq. ft. Proposed Residential sq. ft. 83,158 sq. ft.

Existing Non-Residential sq.ft. (+/-) 31,000 sq. ft. Proposed Non-Residential sq. ft. 0 sq. ft.

Number of new residential units 102

Number of residential units to remain N/A

Number of residential units to be demolished 0

Building Permit No. (if applicable) TBD

Environmental Review ☐ Project is Ministerial – Environmental Review Not Required

☐ Not Yet Filed ☒ Filed (Indicate case number) ENV-2019-4909-CE

### 3. CHECKLIST - Pacific Corridor Redevelopment Plan

Complete the following checklist using the terms listed below. To see the full list of defined terms reference LAMC Section 11.5.14. To complete the checklist please refer to the corresponding Section of the Redevelopment Plan. The Redevelopment Plans are available on the Los Angeles City Planning website at [Planning4LA.org](http://Planning4LA.org).

- **N/A - Not Applicable:** This Redevelopment Plan Section does not apply to the proposed Project. No further action is required.
- **YES - Conforms:** The proposed Project conforms to the Redevelopment Plan section. The proposed Project may require Project Compliance. Not all Redevelopment Plans require additional action.
- **NO - Does Not Conform:** The proposed Project DOES NOT conform to the Redevelopment Plan section. The proposed Project will require a Project Adjustment. Alternatively, modify the proposed Project and resubmit this form demonstrating compliance with the Redevelopment Plan.

Redevelopment Plan Section	Plan Sheet or Supplemental Document (Demonstrating Compliance)	Redevelopment Plan Conformance (Check One)			Staff Comments
		N/A	YES	NO	
<b>501. General Controls and Limitations</b>	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	Shows conformance
<b>502. Redevelopment Plan Map</b> • Input the Redevelopment Plan Land Use Designation	Commercial	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Commercial - Commercial District (Pacific Ave. Commercial Corridor)
<b>503.1. Residential Uses</b> • Input the City Zone designation		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A proposed Mixed-Use. See Sec. 503.4
<b>503.2. Commercial Uses</b> • Input the City Zone designation	C2-1XL-CPIO	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Proposed Mixed-Use. See Sec. 503.4
<b>503.3. Industrial Uses</b> • Input the City Zone designation		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A
<b>503.4. Residential Uses within Commercial and Industrial Areas</b> • Findings Required – Project Compliance • Refer to Criteria 1-4	See Findings	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Proposed mixed-use. Findings required. Must comply with DFD for design and location criteria.
<b>503.5. Commercial Uses within Industrial Areas</b> • Findings Required – Project Compliance • Refer to Criteria 1-4		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A
<b>503.6. Restricted Commercial/Industrial Uses</b> • Reference restricted list in Section		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A
<b>504.1. Public and Open Space</b> • Findings Required if other use – Project Compliance • Refer to Criteria 1-4		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A
<b>504.2. Public Street Layout, Rights-of-Way and Easements</b>	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	Conforms, see CPC-2019-4908-DB-SPR
<b>504.3. Other Open Space, Public and Quasi-Public Uses</b>	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	N/A
<b>505. Interim Uses</b>	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	N/A
<b>506. Nonconforming Uses</b>	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	N/A
<b>507. New Construction and Rehabilitation of Properties</b>	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	Conforms, see CPC-2019-4908-DB-SPR
<b>508. Limitation on Type, Size and Height of Buildings</b>	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	See CPC-2019-4908-DB-SPR & DFD checklist
<b>511. Open Spaces, Landscaping, Light, Air and Privacy</b>	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	See CPC-2019-4908-DB-SPR & DFD checklist
<b>512. Signs and Billboards</b> • Billboards prohibited • Check Sign DFD if applicable	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	N/A no sign currently proposed
<b>513. Utilities</b>	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	N/A

Redevelopment Plan Section	Plan Sheet or Supplemental Document (Demonstrating Compliance)	Redevelopment Plan Conformance (Check One)			Staff Comments
		N/A	YES	NO	
<b>514.</b> Parking and Loading Facilities	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	<a href="#">See CPC-2019-4908-DB-SPR &amp; DFD checklist</a>
<b>515.</b> Setbacks	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	<a href="#">See CPC-2019-4908-DB-SPR &amp; DFD checklist</a>
<b>516.</b> Incompatible Uses	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	N/A
<b>517.</b> Resubdivision of Parcels	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	N/A
<b>518.</b> Variations	<i>Applicant must review this Redevelopment Plan section. Findings in this Section must be prepared for any sections of this Form checked "NO" unless the Project is modified.</i>				N/A
<b>520.</b> Design Guidelines and Development Controls	<i>Applicant must review the Design Guidelines and Development Controls Redevelopment Plan section.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<a href="#">See DFD checklist</a>
<b>521.</b> Variances, Conditional Use Permits, Building Permits and Other Land Developments Entitlements	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	<a href="#">See CPC-2019-4908-DB-SPR</a>
<b>522.</b> Buildings of Architectural and Historic Significance	<i>Applicant must review Survey LA.</i>	-	-	-	<a href="#">ENV-2019-4909-CE</a>

#### 4. PROJECT REVIEW REQUIREMENTS

##### SUBMITTAL PACKAGE (check all that apply)

☐ A. **Administrative Review for the Redevelopment Plan**

The Submittal Package includes this *Administrative Review and Referral Form*, and the *Documents and Materials* for the Administrative Review and Referral Form, listed in the Administrative Review Instruction (CP-3540).

*NOTE: For an Administrative Review **clearance**, the project must conform to the Permitted Land Uses section of the relevant Redevelopment Plan, and if applicable the Administrative Review and Referral Design for Development.*

☐ B. **Administrative Review for the Design for Development (DFD)**

The Submittal Package includes this *Administrative Review and Referral Form*, and the *Documents and Materials* for Design for Development, listed in the Administrative Review Instruction (CP-3540).

☒ C. **Project Compliance and/or Project Adjustment**

The Submittal Package includes this *Administrative Review and Referral Form*, and the *Documents and Materials* for *Project Compliance and/or Project Adjustment*, listed in the Administrative Review Instruction (CP-3540).

All forms and related materials shall be submitted to the Development Services Center public counter.

#### - CITY STAFF USE ONLY -

**NOTE:** Signature below only indicates that the Redevelopment Plan Unit staff reviewed proposed project. All official clearances are noted on the clearance summary sheet for issuance of a permit from LADBS on PCIS, including Administrative Sign-Off/Approval.

#### ADDITIONAL STAFF NOTES

Pursuant to LAMC 11.5.14, Redevelopment Plan Project Compliance to permit mixed-use development in the Commercial designated area. No density or FAR limitation per Sec. 503.2. Findings per LAMC 11.5.14D.5 and Section 503.4 of the Pacific Corridor Redevelopment Plan required. Add RDP suffix, charge appropriate fees (Major).

CASE NUMBER: related to CPC-2019-4908-DB-SPR

**Section 5 - ADMINISTRATIVE REVIEW** – Project Conforms to Plan. No Referral Required – Section 6 N/A. No fee is collected.

Staff Signature	Date	Phone Number
Print Name	Email	

**Section 6 - PROJECT PLANNING REFERRAL** - Choose one: If Project Compliance or Project Adjustment is required. Please collect required fee(s) prior to filing.

☒ **Project Compliance Required**

☐ **Project Adjustment Required**

#### INITIAL REVIEW BY

Staff Signature	Date	Phone Number
Print Name	8/19/2020	
Giselle Corella		Email
		planning.redevelopment@lacity.org

## Attachment B 4

**Conni Pallini – former CRA community planner for San Pedro**

[conni.pallini-tipton@lacity.org](mailto:conni.pallini-tipton@lacity.org)

213 – 978-1179 – nice, spoke to 061814 – will call back after doing some research.

**Conni's ILATEST INFO:**

**Conni Pallini-Tipton, AICP**  
**Senior City Planner, Policy Planning**  
**Los Angeles City Planning**  
**200 N. Spring St., Room 750**  
**Los Angeles, CA 90012**  
**Planning4LA.org**  
**T: (213) 978-1179 | F: (213) 978-1477**

**<https://planning.lacity.org/development-services/development-services>**

**Metro DSC - DEEP COUNTER: REDEVELOPMENT PLANS**

**Metro/Downtown DSC**  
**201 N. Figueroa Street, 4th Floor**  
**Los Angeles, CA 90012**  
**Phone: (213) 482-7077**  
**Email: [planning.figcounter@lacity.org](mailto:planning.figcounter@lacity.org)**

**email - specialized units: Redevelopment**  
**[planning.redevelopment@lacity.org](mailto:planning.redevelopment@lacity.org)**

**3 planners in the unit - random as to who I'll get.**

**Redevelopment Plans outline a community vision and revitalization opportunities within specific neighborhoods across Los Angeles. Each Redevelopment Project Area has a unique set of land use restrictions designed specifically to enhance the quality of life for the community.**

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**From: Conni Pallini <[conni.pallini-tipton@lacity.org](mailto:conni.pallini-tipton@lacity.org)>**  
**Sent: Friday, May 22, 2020 7:41 AM**  
**To: Danial Nord <[danialnord@hotmail.com](mailto:danialnord@hotmail.com)>**  
**Subject: Re: Question re: Pacific Corridor Redevelopment Plan in San Pedro**



**Hi Danial,  
the redevelopment plan stands alone. As far as process goes those questions are best answered by DSC. I suggest reaching out to DSC Metro for an appt or sending questions to them directly.  
Conni**

**-----**

**On Thu, May 21, 2020 at 5:46 PM Danial Nord <danialnord@hotmail.com> wrote:**

**Thanks again, Conni.  
So as I understand it, the Pacific Corridor Redevelopment plan is stand alone?**

**And the process and the forms for an applicant to get their project correctly reviewed under the SP Pacific Corridor Redevelopment Plan are all through Metro DSC?**

**Do applicants just click on the link for Z.I. 2488 on ZIMAS and follow the instructions? Or is there a particular number/contact at DSC that applicants reach out to?**

**Finally, which group then reviews it - or is it the same Planner that reviews the rest of the case application?**

**Thanks again for your help/advice!  
Best,  
Danial**

**-----**

**From: Conni Pallini <conni.pallini-tipton@lacity.org>  
Sent: Thursday, May 21, 2020 5:16 PM  
To: Danial Nord <danialnord@hotmail.com>  
Subject: Re: Question re: Pacific Corridor Redevelopment Plan in San Pedro**

**Hi Danial,  
the Metro DSC is the entity providing review. They will indicate what the submittal requirements are. The CPIO and Redevelopment plans are from different eras and are stand alone, but they were evaluated to ensure their provisions did not conflict. Sounds like your next step is to reach out bto Metro DSC. Much success with your project.  
Conni**

**-----**

**On Thu, May 21, 2020 at 4:52 PM Danial Nord <danialnord@hotmail.com> wrote:**

**Hi Conni,  
Well basically I wanted to know how the guidelines for the Pacific Corridor  
Redevelopment Plan are implemented now that the CRA has been dissolved.**

**Who is in charge of project compliance with the Pacific Corridor Redevelopment  
Plan?**

**What do applicants have to submit, and to whom do they submit it?**

**Does the San Pedro Community Plan and the CPIO override or nullify the Pacific  
Corridor Redevelopment Plan?**

**Or is the Pacific Corridor Redevelopment Plan 'stand-alone' - to be adhered to in  
tandem with the Community Plan and CPIO?**

**Thank you so much for your help with this!  
Best - Danial**

**- - - - -**

**From: Conni Pallini <conni.pallini-tipton@lacity.org>  
Sent: Thursday, May 21, 2020 4:09 PM  
To: Danial Nord <danielnord@hotmail.com>  
Subject: Re: Question re: Pacific Corridor Redevelopment Plan in San Pedro**

**HI Danial,  
yes the plan is in effect until 2033. Our website lists the Metro DSC as assigned to answer  
questions. If you would like to share your question I can see if I can offer any additional  
guidance? Glad to see I was noted favorably in your past experience!  
Conni**

**Conni Pallini-Tipton, AICP  
Senior City Planner, Policy Planning  
Los Angeles City Planning  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
Planning4LA.org  
T: (213) 978-1179 | F: (213) 978-1477**

**On Thu, May 21, 2020 at 3:52 PM Danial Nord <danielnord@hotmail.com> wrote:**

Hi Conni,

I hope that you and your loved-ones are staying healthy.

We spoke a few years ago about some issues on Pacific Avenue in San Pedro. I believe you were our Community Planner at the time. I saw a note in my notes that you were "really helpful."

I have a question about the Pacific Corridor Redevelopment Plan. I can see on the website that it's effective till 2033. Is that correct?

Since the CRA has been disbanded, who is in charge of implementing San Pedro's Pacific Corridor Redevelopment Plan now?

Best regards,  
Danial Nord

## Attachment B 5

## Metro/Downtown DSC

201 N. Figueroa Street, 4th Floor  
Los Angeles, CA 90012  
Phone: (213) 482-7077  
Email: [planning.figcounter@lacity.org](mailto:planning.figcounter@lacity.org)

### Main Public Counter - 4th Floor Hours of Operation:

Monday	7:30am - 4:30pm
Tuesday	7:30am - 4:30pm
Wednesday	9:00am - 4:30pm
Thursday	7:30am - 4:30pm
Friday	7:30am - 4:30pm

Redevelopment Plan Unit  
Development Services Center

Los Angeles City Planning  
201 N. Figueroa St., Suite 525  
Los Angeles, CA. 90012  
T: (213) 202-5456

From: [graciela.acosta@lacity.org](mailto:graciela.acosta@lacity.org) <[graciela.acosta@lacity.org](mailto:graciela.acosta@lacity.org)> on behalf of Planning  
Redevelopment <[planning.redevelopment@lacity.org](mailto:planning.redevelopment@lacity.org)>  
Sent: Friday, May 29, 2020 3:06 PM  
To: Danial Nord <[danielnord@hotmail.com](mailto:danielnord@hotmail.com)>  
Subject: Re: question re: Pacific Corridor Redevelopment Plan in San Pedro

Hello Mr. Nord,

Thank you for your email.

I have cut and pasted your multiple questions(in gray) below and provided answers.

If you are able to answer them (below) it would be very helpful:

Is the Pacific Corridor Redevelopment Plan in San Pedro still in effect? I see on the website that it is valid through 2033 - can you confirm?

**Answer: Yes it is valid and has not expired. I will get back to you to confirm the expiration date.**

Is the Pacific Corridor Redevelopment Plan a 'stand-alone' plan, or is it tied to another plan?

**Answer: If you mean if there is only one Redevelopment Plan in San Pedro then the answer is -Yes. However, this Redevelopment Plan is one overlay of many Citywide.**

Do other plans like the San Pedro Community Plan/CPIO supersede the Pacific Corridor Redevelopment Plan?

**Answer: Generally, in the City, when more than one overlay exist, the most restrictive overlay requirement applies.**

Who is responsible for administering the Redevelopment Plan for San Pedro?

**Answer: The Department of City Planning is the Land Use authority, for the 19 Redevelopment Plans which includes the Pacific Corridors Redevelopment Plan.**

What steps do applicants need to take to make sure their projects comply?

Answer:

**Step One, an email request to [planning.redevelopment@lacity.org](mailto:planning.redevelopment@lacity.org) and staff will send a link for the applicant to read the Redevelopment Plan for compliance to the guidelines and standards to their proposed project along with Administrative form(s).**

**Step Two, same review with different steps will to follow if the applicant request is a Clearance, Project Compliance or Project Adjustment.**

Are there forms to fill out, and if so, can you direct me to them?

**Answer: Yes, here is the link to all the forms, click on "R" for Redevelopment and all forms are listed, because I do not know all the facts about your inquiry/proposed project I can not know which forms you will require. Forms: <https://planning.lacity.org/development-services/forms>**

**Pacific Corridor-specific:**

**<https://planning.lacity.org/odocument/6b885857-93a9-4343-bf5d-da9005d11bcc/Pacific%20Corridor.pdf>**

After forms are filled out or the process of submission is completed, which group reviews them - or is it the same City Planner that reviews the rest of the case application?

**Answer: Yes, the Redevelopment Unit reviews all requests and staff provides options to applicants if the request is a Clearance, Project Compliance or Project Adjustment after review.**

Are there exceptions for conforming to the Pacific Corridor Redevelopment Plan?

**Answer: I am unable to answer with out all the site information.**

I hope this helps.

Best Regards,

On Fri, May 22, 2020 at 8:48 AM Danial Nord <[danialnord@hotmail.com](mailto:danialnord@hotmail.com)> wrote:

Hello,

I'm writing with a few questions about the Pacific Corridor Redevelopment Plan in San Pedro.

If you are able to answer them (below) it would be very helpful:

Is the Pacific Corridor Redevelopment Plan in San Pedro still in effect? I see on the website that it is valid through 2033 - can you confirm?

Is the Pacific Corridor Redevelopment Plan a 'stand-alone' plan, or is it tied to another plan?

Do other plans like the San Pedro Community Plan/CPIO supersede the Pacific Corridor Redevelopment Plan?

Who is responsible for administering the Redevelopment Plan for San Pedro?

What steps do applicants need to take to make sure their projects comply?

Are there forms to fill out, and if so, can you direct me to them?

After forms are filled out or the process of submission is completed, which group reviews them - or is it the same City Planner that reviews the rest of the case application?

Are there exceptions for conforming to the Pacific Corridor Redevelopment Plan?

Thank you in advance for your help.

Regards,  
Danial Nord

## Attachment B 6





Planning Redevelopment &lt;planning.redevelopment@lacity.org&gt;

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## Second Request Re: Pacific Corridor Redevelopment Plan in San Pedro

1 message

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**Danial Nord** <danialnord@hotmail.com>

Thu, May 28, 2020 at 8:11 PM

To: "planning.redevelopment@lacity.org" &lt;planning.redevelopment@lacity.org&gt;

Hello,

I'm following from last week up to ask if someone can answer my questions below about the Pacific Corridor Redevelopment Plan in San Pedro.

I was referred to you by Conni Pallini-Tipton, Senior City Planner.

I hope that someone will be able to reply soon!

Thank you,

Danial Nord

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**From:** Danial Nord <danialnord@hotmail.com>**Sent:** Friday, May 22, 2020 8:48 AM**To:** [planning.redevelopment@lacity.org](mailto:planning.redevelopment@lacity.org) <[planning.redevelopment@lacity.org](mailto:planning.redevelopment@lacity.org)>**Subject:** question re: Pacific Corridor Redevelopment Plan in San Pedro

Hello,

I'm writing with a few questions about the Pacific Corridor Redevelopment Plan in San Pedro.

If you are able to answer them (below) it would be very helpful:

Is the Pacific Corridor Redevelopment Plan in San Pedro still in effect? I [see on the website](#) that it is valid through 2033 - can you confirm?

- [SECTION 900 DURATION OF PLAN'S CONTROLS](#)

Is the Pacific Corridor Redevelopment Plan a 'stand-alone' plan, or is it tied to another plan?

- [STAND ALONE PLAN](#).

Do other plans like the San Pedro Community Plan/CPIO supersede the Pacific Corridor Redevelopment Plan?

- [THE MOST RESTRICTIVE PLAN WILL SUPERSEDE](#).

Who is responsible for administering the Redevelopment Plan for San Pedro?

- [LA CITY PLANNING REDEVELOPMENT UNIT](#).

What steps do applicants need to take to make sure their projects comply?

- [PLEASE SEE PAGE 2 FOR AN EXAMPLE OF OUR REPLY TO APPLICANT REQUESTS](#).

Are there forms to fill out, and if so, can you direct me to them?

- [SELECT "R" FOR REDEVELOPMENT](#): <https://planning.lacity.org/development-services/forms>; [SCROLL TO REDEVELOPMENT PLANS](#): <https://planning.lacity.org/plans-policies/overlays>

After forms are filled out or the process of submission is completed, which group reviews them - or is it the same City Planner that reviews the rest of the case application?

- [THE REDEVELOPMENT UNIT REVIEWS THE ADMINISTRATIVE REVIEW AND REFERRAL FORMS](#); PLEASE USE THIS EMAIL FOR REQUESTS: [planning.redevelopment@lacity.org](mailto:planning.redevelopment@lacity.org)

Are there exceptions for conforming to the Pacific Corridor Redevelopment Plan?

- [PROJECTS MUST CONFORM TO THE PLAN](#).

Thank you in advance for your help.

Regards,

Danial Nord

Hello,

Thank you for your email. Please follow these steps to provide the required documents needed to review your project.

1. Review the Pacific Corridors Redevelopment Plan to verify that your project conforms to the plan.  
<https://planning.lacity.org/plans-policies/overlays/alameda-district>
2. Please complete the administrative review and referral form. Please check or fill-in N/A for questions that do not apply, do not leave blank.  
<https://planning.lacity.org/odocument/6b885857-93a9-4343-bf5d-da9005d11bcc/Pacific%20Corridor.pdf>
3. Provide a pdf of the clearance summary worksheet.
4. Provide a pdf of the plan set.

Regards,  
David

## Communication from Public

**Name:** Jamie T. Hall

**Date Submitted:** 11/04/2020 07:34 PM

**Council File No:** 20-0680

**Comments for Public Posting:** Dear Members of the Planning Land Use Management (PLUM) Committee This firm represents Citizens Protecting San Pedro. Attached please find Attachments C1 to C3 to the letter submitted by Channel Law Group on November 4, 2020. Sincerely, Jamie T. Hall

# Attachment C 1



Technical Consultation, Data Analysis and  
Litigation Support for the Environment

2656 29<sup>th</sup> Street, Suite 201  
Santa Monica, CA 90405

Matt Hagemann, P.G, C.Hg.  
(949) 887-9013  
[mhagemann@swape.com](mailto:mhagemann@swape.com)

Paul E. Rosenfeld, PhD  
(310) 795-2335  
[prosenfeld@swape.com](mailto:prosenfeld@swape.com)

October 30, 2020

Jamie T. Hall  
Channel Law Group, LLP  
8383 Wilshire Blvd., Suite 750  
Beverly Hills, CA 90211

**Subject: Comments on the 1309-1331 South Pacific Avenue Project (ENV-2019-4909-CE)**

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Dear Mr. Hall,

We have reviewed the April 2020 City Planning Commission Recommendation Report ("Report") for the 1309-1331 South Pacific Avenue Project ("Project") located in the City of Los Angeles ("City"). The Project proposes to demolish three vacant commercial structures, as well as construct 102 dwelling units and 127 parking spaces, on the 0.72-acre Project site.

*Our review concludes that the Report fails to adequately evaluate the Project's air quality, health risk, and greenhouse gas impacts. As a result of our findings, the proposed Project does not qualify for a Class 32 Exemption under the California Environmental Quality Act ("CEQA") and 14 Cal. Code of Regs. 1500 et seq. ("CEQA Guidelines") and, therefore, a full CEQA analysis must be prepared to adequately assess and mitigate the potential air quality and health risk impacts that the Project may have on the surrounding environment. We recommend that the City prepare an EIR with a health risk assessment ("HRA") as required under the Commerce Municipal Code ("CMC" or "Code").*

## Air Quality

### Incorrect Reliance on Class 32 Categorical Exemption

The Report claims that the Project is categorically exempt pursuant to Section 15332 of the CEQA Guidelines (p. 1). Specifically, the Report requests the following action:

"Pursuant to California Environmental Quality Act ("CEQA") Guidelines, an Exemption from CEQA pursuant to State CEQA Guidelines, Article 19, Section 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies" (p. 1).

According to Section 15332 of the CEQA Guidelines, a project can only be characterized as an in-fill development and qualify for a Class 32 Categorical Exemption if “approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.” Regarding the Project’s air quality impacts, the Report states:

“The Project’s emissions were estimated using the CalEEMod 2016.3.2 model (output October 29, 2019) for the purposes of evaluating air quality impacts of proposed projects and summarized in the Air Quality Technical Report prepared by DKA Planning dated November 2019. The analysis took into account construction activity emissions during demolition, grading building construction, and architectural coating, as well as effects to sensitive receptors. The analysis confirms that the Project would not exceed SCAQMD significance thresholds for air quality impacts. In addition, there are several Regulatory Compliance Measures which regulate air quality-related impacts for projects citywide as noted above” (emphasis added) (p. F-14).

As you can see in the excerpt above, the Report claims that the November 2019 Air Quality Technical Report (“AQ Report”) demonstrates that the Project would not result in a significant air quality impact. However, this claim is unsubstantiated, as the AQ Report is inadequate in its evaluation of the Project’s air quality impacts for five reasons:

- (1) The AQ Report relies upon an incorrect and unsubstantiated air model;
- (2) The AQ Report relies upon an unsubstantiated analysis of emissions;
- (3) The AQ Report fails to adequately evaluate the health risk impacts associated with diesel particulate matter emissions;
- (4) SWAPE’s updated analysis indicates potentially significant criteria pollutant emissions; and
- (5) SWAPE’s screening-level health risk assessment indicates a potentially significant health risk impact.

### *1) Incorrect and Unsubstantiated Air Model*

According to the AQ Report, the Project’s air quality analysis relies on emissions calculated from the California Emissions Estimator Model Version CalEEMod.2016.3.2 (“CalEEMod”) (AQ Report, p. 17).<sup>1</sup> CalEEMod provides recommended default values based on site specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but CEQA requires that such changes be justified by substantial evidence.<sup>2</sup> Once all of the values are inputted into the model, the Project’s construction and operational emissions are calculated, and “output files” are generated. These output files disclose to the reader what parameters

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<sup>1</sup> CalEEMod website, available at: <http://www.caleemod.com/>

<sup>2</sup> CalEEMod User Guide, p. 2, 9, available at: <http://www.caleemod.com/>

were utilized in calculating the Project's air pollutant and GHG emissions and make known which default values were changed as well as provide a justification for the values selected.<sup>3</sup>

When we reviewed the Project's CalEEMod output files, provided as the Technical Appendix to the AQ Report, we found that several of the values inputted into the model are not consistent with information disclosed in the Report and associated documents. As a result, emissions associated with the Project are underestimated. A full CEQA analysis should be prepared that adequately assesses the potential air quality impacts that construction and operation of the proposed Project may have.

#### Use of an Underestimated Land Use Size

According to the Report, the Project “will provide 127 parking spaces in 2 subterranean levels” (p. 1). As such, the AQ Report should have modeled 127 parking spaces. However, review of the Project's CalEEMod output files demonstrates that the model includes only 65 parking spaces as “Enclosed Parking with Elevator” (see excerpt below) (Technical Appendix, pp. 269, 297, 325).

##### 1.1 Land Usage

Land Uses	Size	Metric
Enclosed Parking with Elevator	65.00	Space
Apartments Mid Rise	109.00	Dwelling Unit

As you can see in the excerpt above, the “Enclosed Parking with Elevator” land use is underestimated by 62 parking spaces. This underestimation presents an issue, as the land use size feature is used throughout CalEEMod to determine default variable and emission factors that go into the model's calculations. The square footage of a land use is used for certain calculations such as determining the wall space to be painted (i.e., VOC emissions from architectural coatings) and volume that is heated or cooled (i.e., energy impacts). Furthermore, CalEEMod assigns each land use type with its own set of energy usage emission factors.<sup>4</sup> Thus, by underestimating the proposed number of parking spaces, the model underestimates the Project's construction-related and operational emissions and should not be relied upon to determine Project significance.

#### Unsubstantiated Changes to Individual Construction Phase Lengths

Review of the CalEEMod output files demonstrates that the model includes several changes to the Project's anticipated individual construction phase lengths (see excerpt below) (Technical Appendix, pp. 270, 298, 326).

<sup>3</sup> “CalEEMod User's Guide.” CAPCOA, November 2017, *available at*: <http://www.caleemod.com/> (A key feature of the CalEEMod program is the “remarks” feature, where the user explains why a default setting was replaced by a “user defined” value. These remarks are included in the report.), p. 7, 13.

<sup>4</sup> “CalEEMod User's Guide, Appendix D.” CAPCOA, September 2016, *available at*: [http://www.aqmd.gov/docs/default-source/caleemod/upgrades/2016.3/05\\_appendix-d2016-3-1.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/caleemod/upgrades/2016.3/05_appendix-d2016-3-1.pdf?sfvrsn=2)

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	88.00
tblConstructionPhase	NumDays	100.00	112.00
tblConstructionPhase	NumDays	10.00	32.00
tblConstructionPhase	NumDays	2.00	31.00

As a result of these changes, the model includes a construction schedule as follows (Technical Appendix, pp. 273, 302, 329):

Construction Phase						
Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days
1	Demolition	Demolition	5/1/2020	8/15/2020	5	32
2	Grading	Grading	6/15/2020	7/28/2020	5	31
3	Building Construction	Building Construction	7/29/2020	12/31/2020	5	112
4	Architectural Coating	Architectural Coating	5/1/2021	9/1/2021	5	88

As you can see in the excerpt above, the architectural coating phase was increased by approximately 1,660%, from the default value of 5 to 88 days; the building construction phase was increased by approximately 12%, from the default value of 100 to 112 days; the demolition phase was increased by approximately 220%, from the default value of 10 to 32 days; and the grading phase was increased by approximately 1,450%, from the default value of 2 to 21 days. Furthermore, the construction schedule included in the model omits both the site preparation and paving phases of construction. As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.<sup>5</sup> According to the "User Entered Comments & Non-Default Data" table, the justification provided for these changes is: "Developer information" (Technical Appendix, pp. 269, 297, 325). However, while the AQ Report provides a potential construction schedule, the source for the construction schedule is "DKA Planning, 2019" (see excerpt below) (AQ Report, p. 31, Table 5).

Table 5 Potential Construction Schedule		
Phase	Duration	Notes
Demolition	Months 1-1.5	3,511 tons of debris hauled up to 41 miles away
Grading	Month 2.5-3.5	23,348 cubic yards of soil export hauled up to 41 miles away
Building Construction	Months 3.5-8.5	
Architectural Coatings	Months 12-16	
Source: DKA Planning, 2019		

This construction schedule should not be relied upon to for two reasons. First, the source of the construction schedule is the AQ Report itself. This is incorrect, as the Project documents should substantiate the construction phase length changes included in the model, not vice versa. Second, the construction schedule included in the AQ Report is a potential construction schedule. The Report and AQ Report fail to provide any substantial evidence that this potential construction schedule is accurate

<sup>5</sup> CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 2, 9



for the proposed Project. As such, we cannot verify these changes to the Project’s individual construction phase lengths.

These unsubstantiated changes present an issue, as spreading out construction emissions over a longer period than anticipated results in an underestimation of the maximum daily emissions associated with Project construction. In addition, according to the CalEEMod User’s Guide, each construction phase is associated with different emissions activities (see excerpt below).<sup>6</sup>

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.

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.

Paving involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.

As such, by disproportionately increasing the individual construction phase lengths, without providing proper justification, the model’s emissions calculations are altered and potentially distributed incorrectly. Thus, by including unsubstantiated changes to the Project’s anticipated construction phase lengths, the model may underestimate the Project’s construction-related emissions and should not be relied upon to determine Project significance.

#### Unsubstantiated Reductions to Number of Fireplaces and Woodstoves

Review of the Project’s CalEEMod output files demonstrates that the model assumes the proposed Project would not include any woodstoves or fireplaces (see excerpt below) (Technical Appendix, pp. 271, 299, 327).

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	2.65	0.00
tblFireplaces	NumberNoFireplaces	10.90	109.00
tblFireplaces	NumberWood	5.45	0.00
tblWoodstoves	NumberCatalytic	5.45	0.00
tblWoodstoves	NumberNoncatalytic	5.45	0.00

As previously mentioned, the CalEEMod User’s Guide requires any changes to model defaults be justified.<sup>7</sup> According to the “User Entered Comments & Non-Default Data” table, the justification for

<sup>6</sup> “CalEEMod User’s Guide.” CAPCOA, November 2017, available at: <http://www.caleemod.com/>, p. 31.

<sup>7</sup> CalEEMod User Guide, available at: [http://www.aqmd.gov/docs/default-source/caleemod/01\\_user-39-s-guide2016-3-2\\_15november2017.pdf?sfvrsn=4](http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4), p. 2, 9

these changes is: “Developer information” (Technical Appendix, pp. 270, 298, 326). However, the Report and AQ Report fail to disclose the “Developer information” indicating that the Project would not include any woodstoves or fireplaces. As a result, these changes are unsubstantiated. This presents an issue, as CalEEMod uses the number of woodstoves and fireplaces to calculate the Project’s area-source operational emissions.<sup>8</sup> Thus, by incorrectly assuming that the Project would not include any woodstoves or fireplaces, the model may underestimate the Project’s area-source operational emissions and should not be relied upon to determine Project significance.

#### Unsubstantiated Reductions to Worker Trips

Review of the Project’s CalEEMod output files demonstrates that the model includes reductions to the Project’s anticipated number of worker trips required for construction (see excerpt below) (Technical Appendix, pp. 271, 299, 327).

Table Name	Column Name	Default Value	New Value
tblTripsAndVMT	WorkerTripNumber	25.00	15.00
tblTripsAndVMT	WorkerTripNumber	30.00	20.00

As you can see in the excerpt above, the number of worker trips was reduced by a total of 20 trips. As previously mentioned, the CalEEMod User’s Guide requires any changes to model defaults be justified.<sup>9</sup> According to the “User Entered Comments & Non-Default Data” table, the justification provided for these changes is: “Developer information. Assumes 14 CY haul truck capacity” (Technical Appendix, pp. 270, 298, 326). However, the Report and AQ Report fail to disclose the “Developer information” indicating the Project-specific number of worker trips expected. As a result, we cannot verify the revised worker trip numbers. By including unsubstantiated reductions to the Project’s anticipated number of worker trips, the model may underestimate the Project’s construction-related emission and should not be relied upon to determine Project significance.

#### Incorrect Application of Construction-Related Mitigation Measures

Review of the Project’s CalEEMod output files demonstrates that the model includes the following construction-related mitigation measures: “Replace Ground Cover,” “Water Exposed Area,” and “Clean Paved Roads” (see excerpt below) (Technical Appendix, pp. 274, 303, 330).

### 3.1 Mitigation Measures Construction

Replace Ground Cover  
Water Exposed Area  
Clean Paved Roads

<sup>8</sup> “CalEEMod User’s Guide.” CAPCOA, November 2017, available at: <http://www.caleemod.com/>, p. 40.

<sup>9</sup> CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 2, 9

Furthermore, the model includes a 46% reduction as a result of the “Clean Paved Roads” mitigation measure (see excerpt below) (Technical Appendix, pp. 270, 298, 326).

Table Name	Column Name	Default Value	New Value
CalConstDustMitigation	CleanPavedRoadPercentReduction	0	46

As previously mentioned, the CalEEMod User’s Guide requires any changes to model defaults be justified.<sup>10</sup> According to the “User Entered Comments & Non-Default Data” table, the justification provided for these changes is: “Assumes SCAQMD Rule 403 control efficiencies” (Technical Appendix, pp. 270, 298, 326). Furthermore, the Report includes Regulatory Compliance Measure RC-AQ-1, which states:

“The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off” (p. F-13).

However, these justifications are insufficient for two reasons.

First, simply because the Report states that the Project would comply with SCAQMD Rule 403 does not justify the inclusion of the above-mentioned construction-related mitigation measures in the model. According to the Association of Environmental Professionals (“AEP”) *CEQA Portal Topic Paper* on mitigation measures:

“By definition, mitigation measures are not part of the original project design. Rather, mitigation measures are actions taken by the lead agency to reduce impacts to the environment resulting from the original project design. Mitigation measures are identified by the lead agency after the

<sup>10</sup> CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 2, 9

project has undergone environmental review and are above-and-beyond existing laws, regulations, and requirements that would reduce environmental impacts” (emphasis added).<sup>11</sup>

As you can see in the excerpt above, mitigation measures “are not part of the original project design” and are intended to go “above-and-beyond” existing regulatory requirements. As such, the inclusion of these measures, based on the Project’s compliance with SCAQMD Rule 403, is unsubstantiated.

Second, according to SCAQMD Rule 403, Projects can either water unpaved roads 3 times per day, water unpaved roads 1 time per day and limit vehicle speeds to 15 mph or apply a chemical stabilizer (see excerpt below).<sup>12</sup>

Table 2 (Continued)

FUGITIVE DUST SOURCE CATEGORY	CONTROL ACTIONS
Unpaved Roads	<p>(4a) Water all roads used for any vehicular traffic at least once per every two hours of active operations [3 times per normal 8 hour work day]; OR</p> <p>(4b) Water all roads used for any vehicular traffic once daily and restrict vehicle speeds to 15 miles per hour; OR</p> <p>(4c) Apply a chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface.</p>

As you can see in the above excerpt, to simply comply with SCAQMD Rule 403, the Project may either water unpaved roads 3 times per day, water unpaved roads 1 time per day and limit vehicle speeds to 15 mph, or apply a chemical stabilizer. Thus, none of the measures included in the CalEEMod model are explicitly required by SCAQMD Rule 403, and we cannot verify their inclusion in the model. By including several construction-related mitigation measures without properly committing to their implementation, the model may underestimate the Project’s construction-related emissions and should not be relied upon to determine Project significance.

## 2) *Incorrect and Unsubstantiated Analysis of Emissions*

The AQ Report concludes that the Project’s criteria pollutant emissions would not exceed SCAQMD thresholds by subtracting the operational emissions associated with the existing land uses from the emissions associated with the proposed land uses (see excerpt below) (AQ Report, p. 35).

<sup>11</sup> “CEQA Portal Topic Paper Mitigation Measures.” AEP, February 2020, available at: <https://cegaportal.org/tp/CEQA%20Mitigation%202020.pdf>, p. 5.

<sup>12</sup> “RULE 403. FUGITIVE DUST.” SCAQMD, June 2005, available at: <http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf>, p. 403-21, Table 2.

**Table 7**  
**Estimated Daily Operations Emissions - Unmitigated**

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	3	<1	9	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	1	5	15	<1	4	1
<b>Gross Regional Total</b>	<b>4</b>	<b>6</b>	<b>24</b>	<b>&lt;1</b>	<b>4</b>	<b>1</b>
Existing Total	-1	-2	-4	-<1	-1	-<1
<b>Net Regional Total</b>	<b>3</b>	<b>4</b>	<b>20</b>	<b>&lt;1</b>	<b>3</b>	<b>1</b>
<b>Regional Significance Threshold</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Net Localized Total</b>	<b>1</b>	<b>&lt;1</b>	<b>7</b>	<b>&lt;1</b>	<b>&lt;1</b>	<b>&lt;1</b>
<b>Localized Significance Threshold</b>	<b>N/A</b>	<b>57</b>	<b>585</b>	<b>--</b>	<b>1</b>	<b>1</b>
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
LST analyses based on 1-acre site with 25-meter distances to receptors in South Coastal LA County source receptor area.						
Source: DKA Planning, 2019 based on CalEEMod 2016.3.2 model runs						

However, this is incorrect, as the Report indicates that the existing land uses are currently vacant (p. 1). Since the existing land uses are currently vacant, they are not currently generating operational emissions in the capacity assumed by the AQ Report. Thus, by improperly subtracting the operational emissions associated with the existing land uses from the emissions associated with the proposed land uses, the AQ Report underestimates the net increase in operational emissions resulting from the proposed Project, and the subsequent less-than-significant impact conclusion regarding the Project's air quality emissions should not be relied upon.

### 3) Diesel Particulate Matter Health Risk Emissions Inadequately Evaluated

The Report concludes that the Project's health risk impacts would be less than significant without conducting a quantified construction or operational health risk assessment ("HRA") (p. 37, 39). Specifically, regarding health risk impacts associated with Project construction, the Report states:

"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 at least 16 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" (p. 37).

Furthermore, regarding health risk impacts associated with Project operation, the Report states:

"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 Proposed Project's operational impacts on local sensitive receptors would be less than significant" (p. 39).



However, the AQ Report's analysis of the Project's potential health risk impacts is incorrect for three reasons.

First, by failing to prepare a construction HRA, the Project is inconsistent with the most recent guidance published by the Office of Environmental Health Hazard Assessment ("OEHHA"), the organization responsible for providing guidance on conducting HRAs in California. OEHHA released its most recent *Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments* in February 2015.<sup>13</sup> This guidance document describes the types of projects that warrant the preparation of an HRA. Construction of the Project will produce emissions of diesel particulate matter ("DPM"), a human carcinogen, through the exhaust stacks of construction equipment over a potential construction period of approximately 16-months (AQ Report, p. 31, Table 5). The OEHHA document recommends that all short-term projects lasting at least two months be evaluated for cancer risks to nearby sensitive receptors.<sup>14</sup> As the Project's proposed 16-month construction duration vastly exceeds the 2-month requirement set forth by OEHHA, it is clear that the Project meets the threshold requiring a quantified HRA under OEHHA guidance (AQ Report, p. 31, Table 5). Thus, we recommend that health risk impacts from Project construction be evaluated in a full CEQA Analysis, per OEHHA guidelines, in order to determine the nature and extent of the Project's health risk impacts.

Second, the AQ Report fails to prepare a quantified operational HRA. This is incorrect, as the September 2019 *Technical Memorandum*, prepared by Linscott, Law & Greenspan, Engineers ("LLG Engineers"), indicates that Project operation would generate 577 daily vehicle trips, which will generate additional exhaust emissions and continue to expose nearby sensitive receptors to DPM emissions (Technical Memorandum, pp. 140, Table 3). Furthermore, the omission of a quantified operational HRA is inconsistent with the most recent guidance published by the Office of Environmental Health Hazard Assessment ("OEHHA"). The OEHHA document recommends that exposure from projects lasting more than 6 months be evaluated for the duration of the project, and recommends that an exposure duration of 30 years be used to estimate individual cancer risk for the maximally exposed individual resident ("MEIR").<sup>15</sup> Even though we were not provided with the expected lifetime of the Project, we can reasonably assume that the Project will operate for at least 30 years, if not more. Therefore, we recommend that health risk impacts from Project operation also be evaluated, as a 30-year exposure duration vastly exceeds the 6-month requirement set forth by OEHHA. These recommendations reflect the most recent state health risk policies, and as such, we recommend that an updated assessment of health risk impacts posed to nearby sensitive receptors from Project operation be included in a full CEQA analysis for the Project.

Third, by claiming a less than significant impact without conducting a quantified HRA to disclose the exposure levels to nearby, existing sensitive receptors as a result of Project construction and operation,

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<sup>13</sup> "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, available at: [http://oehha.ca.gov/air/hot\\_spots/hotspots2015.html](http://oehha.ca.gov/air/hot_spots/hotspots2015.html)

<sup>14</sup> "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, available at: [http://oehha.ca.gov/air/hot\\_spots/2015/2015GuidanceManual.pdf](http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf), p. 8-18

<sup>15</sup> "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, available at: [http://oehha.ca.gov/air/hot\\_spots/2015/2015GuidanceManual.pdf](http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf), p. 8-6, 8-15

the AQ Report fails to compare the excess health risk to the SCAQMD's specific numeric threshold of 10 in one million.<sup>16</sup> Thus, the AQ Report cannot conclude less than significant health risk impacts resulting from Project construction and operation without quantifying emissions to compare to the proper threshold.

#### *4) Updated Analysis Indicates Significant Air Quality Impact*

In an effort to accurately determine the proposed Project's construction and operational emissions, we prepared an updated CalEEMod model that includes site-specific information and correct input parameters, as provided by the Report. In our updated model, we corrected parking land use size, as well as omitted the unsubstantiated increases to the individual construction phase lengths, changes to the woodstove and fireplace values, reductions to the worker trip numbers, and construction-related mitigation measures.

When correct, site-specific input parameters are used to model emissions, we find that the Project's construction-related reactive organic gas/volatile organic compound ("ROG"/"VOC") and nitrogen oxides ("NO<sub>x</sub>") emissions increase when compared to the AQ Report's model. Furthermore, we find that the Project's construction-related ROG/VOC and NO<sub>x</sub> emissions exceed the 75- and 100-pounds per day ("lbs/day") thresholds set by the SCAQMD, respectively (see table below).<sup>17</sup>

<b>Maximum Daily Construction Emissions (lbs/day)</b>		
<b>Model</b>	<b>VOC/ROG</b>	<b>NOX</b>
AQ Report	8.14	72.45
SWAPE	139.58	852.50
<b>Percent Increase</b>	<b>1615%</b>	<b>1077%</b>
<b>SCAQMD Regional Threshold (lbs/day)</b>	<b>75</b>	<b>100</b>
<b>Threshold Exceeded?</b>	<b>Yes</b>	<b>Yes</b>

As demonstrated above, when correct input parameters are used, the Project's construction-related VOC and NO<sub>x</sub> emissions increase by approximately 1,615% and 1,077% and exceed the SCAQMD thresholds of 75- and 100-lbs/day, respectively. Our updated model demonstrates that when the Project's construction and operational emissions are estimated correctly, the Project would result in a potentially significant air quality impact that was not previously identified or addressed in the AQ Report.

*As a result of our findings, the proposed Project does not qualify for a Class 32 Exemption under the California Environmental Quality Act ("CEQA") and 14 Cal. Code of Regs. 1500 et seq. ("CEQA*

<sup>16</sup> "South Coast AQMD Air Quality Significance Thresholds." SCAQMD, April 2019, *available at*: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>.

<sup>17</sup> "South Coast AQMD Air Quality Significance Thresholds." SCAQMD, April 2019, *available at*: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>.

Guidelines”) and, therefore, a full CEQA analysis must be prepared to adequately assess and mitigate the potential air quality and health risk impacts that the Project may have on the surrounding environment.

### *5) Updated Analysis Indicates Significant Health Risk Impact*

In an effort to demonstrate the potential health risk posed by Project construction and operation to nearby, existing sensitive receptors utilizing a site-specific emissions estimates, we prepared a simple screening-level HRA based on our updated CalEEMod model. The results of our assessment, as described below, demonstrate that the proposed Project may result in a significant health risk impact not previously identified or addressed in the AQ Report.

In order to conduct our screening-level risk assessment we relied upon AERSCREEN, which is a screening level air quality dispersion model.<sup>18</sup> The model replaced SCREEN3, and AERSCREEN is included in the OEHHA<sup>19</sup> and the California Air Pollution Control Officers Associated (“CAPCOA”)<sup>20</sup> guidance as the appropriate air dispersion model for Level 2 health risk screening assessments (“HRSAs”). A Level 2 HRSA utilizes a limited amount of site-specific information to generate maximum reasonable downwind concentrations of air contaminants to which nearby sensitive receptors may be exposed. If an unacceptable air quality hazard is determined to be possible using AERSCREEN, a more refined modeling approach is required prior to approval of the Project.

We prepared a preliminary HRA of the Project’s construction and operational health-related impact to residential sensitive receptors using the annual PM<sub>10</sub> exhaust estimates from the SWAPE CalEEMod output files. Consistent with recommendations set forth by OEHHA, we assumed residential exposure begins during the third trimester stage of life. SWAPE’s CalEEMod model indicates that construction activities will generate approximately 100 pounds of DPM over the default 172-day construction period. The AERSCREEN model relies on a continuous average emission rate to simulate maximum downward concentrations from point, area, and volume emission sources. To account for the variability in equipment usage and truck trips over Project construction, we calculated an average DPM emission rate by the following equation:

$$\text{Emission Rate} \left( \frac{\text{grams}}{\text{second}} \right) = \frac{100 \text{ lbs}}{172 \text{ days}} \times \frac{453.6 \text{ grams}}{\text{lbs}} \times \frac{1 \text{ day}}{24 \text{ hours}} \times \frac{1 \text{ hour}}{3,600 \text{ seconds}} = 0.00305 \text{ g/s}$$

Using this equation, we estimated a construction emission rate of 0.00305 grams per second (“g/s”). Subtracting the 172-day construction period from the total residential duration of 30 years, we assumed that after Project construction, the sensitive receptor would be exposed to the Project’s operational DPM for an additional 29.53 years, approximately. The Project’s operational CalEEMod emissions indicate that operational activities will generate approximately 244 pounds of DPM per year throughout

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<sup>18</sup> U.S. EPA (April 2011) AERSCREEN Released as the EPA Recommended Screening Model, [http://www.epa.gov/ttn/scram/guidance/clarification/20110411\\_AERSCREEN\\_Release\\_Memo.pdf](http://www.epa.gov/ttn/scram/guidance/clarification/20110411_AERSCREEN_Release_Memo.pdf)

<sup>19</sup> “Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments.” OEHHA, February 2015, available at: [http://oehha.ca.gov/air/hot\\_spots/2015/2015GuidanceManual.pdf](http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf)

<sup>20</sup> CAPCOA (July 2009) Health Risk Assessments for Proposed Land Use Projects, [http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA\\_HRA\\_LU\\_Guidelines\\_8-6-09.pdf](http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA_HRA_LU_Guidelines_8-6-09.pdf).



operation. Applying the same equation used to estimate the construction DPM rate, we estimated the following emission rate for Project operation:

$$\text{Emission Rate } \left( \frac{\text{grams}}{\text{second}} \right) = \frac{244 \text{ lbs}}{365 \text{ days}} \times \frac{453.6 \text{ grams}}{\text{lbs}} \times \frac{1 \text{ day}}{24 \text{ hours}} \times \frac{1 \text{ hour}}{3,600 \text{ seconds}} = \mathbf{0.00351 \text{ g/s}}$$

Using this equation, we estimated an operational emission rate of 0.00351 g/s. Construction and operational activity was simulated as a 0.72-acre rectangular area source in AERSCREEN with dimensions of 65 by 45 meters. A release height of three meters was selected to represent the height of exhaust stacks on operational equipment and other heavy-duty vehicles, and an initial vertical dimension of one and a half meters was used to simulate instantaneous plume dispersion upon release. An urban meteorological setting was selected with model-default inputs for wind speed and direction distribution.

The AERSCREEN model generates maximum reasonable estimates of single-hour DPM concentrations from the Project site. EPA guidance suggests that in screening procedures, the annualized average concentration of an air pollutant be estimated by multiplying the single-hour concentration by 10%.<sup>21</sup> According to the AQ Report, the nearest sensitive receptors are located approximately 10 feet west of the Project site (AQ Report, p. 16). However, review of the AERSCREEN output files demonstrates that the MEIR is located approximately 25 meters from the Project site. Thus, the single-hour concentration estimated by AERSCREEN for Project construction is approximately 16.7 µg/m<sup>3</sup> DPM at approximately 25 meters downwind. Multiplying this single-hour concentration by 10%, we get an annualized average concentration of 1.67 µg/m<sup>3</sup> for Project construction at the MEIR. For Project operation, the single-hour concentration estimated by AERSCREEN is 19.19 µg/m<sup>3</sup> DPM at approximately 25 meters downwind. Multiplying this single-hour concentration by 10%, we get an annualized average concentration of 1.919 µg/m<sup>3</sup> for Project operation at the MEIR.

We calculated the excess cancer risk to the MEIR using applicable HRA methodologies prescribed by OEHHHA. Consistent with the default construction schedule, the annualized average concentration for Project construction was used for the entire third trimester of pregnancy (0.25 years) and the first 0.22 years of the infantile stage of life (0 – 2 years). The annualized averaged concentration for operation was used for the remainder of the 30-year exposure period, which makes up the remaining 1.78 years of the infantile stage of life, the entire child stage of life (2 – 16 years), and the entire the adult stage of life (16 – 30 years).

Consistent with OEHHHA, as recommended by the SCAQMD, BAAQMD, and SJVAPCD guidance, we used Age Sensitivity Factors (“ASF”) to account for the heightened susceptibility of young children to the

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<sup>21</sup> “Screening Procedures for Estimating the Air Quality Impact of Stationary Sources Revised.” EPA, 1992, *available at*: [http://www.epa.gov/ttn/scram/guidance/guide/EPA-454R-92-019\\_OCR.pdf](http://www.epa.gov/ttn/scram/guidance/guide/EPA-454R-92-019_OCR.pdf); *see also* “Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments.” OEHHHA, February 2015, *available at*: <https://oehha.ca.gov/media/downloads/crn/2015guidancemanual.pdf> p. 4-36.

carcinogenic toxicity of air pollution.<sup>22, 23, 24</sup> According to this guidance, the quantified cancer risk should be multiplied by a factor of ten during the third trimester of pregnancy and during the first two years of life (infant) as well as multiplied by a factor of three during the child stage of life (2 – 16 years). We also included the quantified cancer risk without adjusting for the heightened susceptibility of young children to the carcinogenic toxicity of air pollution in accordance with older OEHHA guidance from 2003. This guidance utilizes a less health protective scenario than what is currently recommended by SCAQMD, the air quality district with jurisdiction over the City, and several other air districts in the state. Furthermore, in accordance with the guidance set forth by OEHHA, we used the 95<sup>th</sup> percentile breathing rates for infants.<sup>25</sup> Finally, according to SCAQMD guidance, we used a Fraction of Time At Home (“FAH”) Value of 1 for the 3rd trimester and infant receptors.<sup>26</sup> We used a cancer potency factor of 1.1 (mg/kg-day)<sup>-1</sup> and an averaging time of 25,550 days. The results of our calculations are shown below.

**The Maximum Exposed Individual at an Existing Residential Receptor (MEIR)**

<b>Activity</b>	<b>Duration (years)</b>	<b>Concentration (ug/m3)</b>	<b>Breathing Rate (L/kg-day)</b>	<b>Cancer Risk without ASFs*</b>	<b>ASF</b>	<b>Cancer Risk with ASFs*</b>
Construction	0.25	1.67	361	2.3E-06	10	2.3E-05
<b>3rd Trimester Duration</b>	<b>0.25</b>			<b>2.3E-06</b>	<b>3rd Trimester Exposure</b>	<b>2.3E-05</b>
Construction	0.22	1.67	1090	6.1E-06	10	6.1E-05
Operation	1.78	1.919	1090	5.6E-05	10	5.6E-04
<b>Infant Exposure Duration</b>	<b>2.00</b>			<b>6.2E-05</b>	<b>Infant Exposure</b>	<b>6.2E-04</b>
Operation	14.00	1.919	572	2.3E-04	3	6.9E-04

<sup>22</sup> “Draft Environmental Impact Report (DEIR) for the Proposed The Exchange (SCH No. 2018071058).” SCAQMD, March 2019, available at: <http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2019/march/RVC190115-03.pdf?sfvrsn=8>, p. 4.

<sup>23</sup> “California Environmental Quality Act Air Quality Guidelines.” BAAQMD, May 2017, available at: [http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa\\_guidelines\\_may2017-pdf.pdf?la=en](http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en), p. 56; see also “Recommended Methods for Screening and Modeling Local Risks and Hazards.” BAAQMD, May 2011, available at: <http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/BAAQMD%20Modeling%20Approach.ashx>, p. 65, 86.

<sup>24</sup> “Update to District’s Risk Management Policy to Address OEHHA’s Revised Risk Assessment Guidance Document.” SJVAPCD, May 2015, available at: <https://www.valleyair.org/busind/pto/staff-report-5-28-15.pdf>, p. 8, 20, 24.

<sup>25</sup> “Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics ‘Hot Spots’ Information and Assessment Act,” July 2018, available at: <http://www.aqmd.gov/docs/default-source/planning/risk-assessment/ab2588supplementalguidelines.pdf>, p. 16.

“Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments.” OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>

<sup>26</sup> “Risk Assessment Procedures for Rules 1401, 1401.1, and 212.” SCAQMD, August 2017, available at: [http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/riskassessmentprocedures\\_2017\\_080717.pdf](http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/riskassessmentprocedures_2017_080717.pdf), p. 7.

<b>Child Exposure Duration</b>	<b>14.00</b>			<b>2.3E-04</b>	<b>Child Exposure</b>	<b>6.9E-04</b>
Operation	14.00	1.919	261	7.7E-05	1	7.7E-05
<b>Adult Exposure Duration</b>	<b>14.00</b>			<b>7.7E-05</b>	<b>Adult Exposure</b>	<b>7.7E-05</b>
<b>Lifetime Exposure Duration</b>	<b>30.00</b>			<b>3.7E-04</b>	<b>Lifetime Exposure</b>	<b>1.4E-03</b>

\* We, along with CARB and SCAQMD, recommend using the more updated and health protective 2015 OEHHA guidance, which includes ASFs.

As demonstrated in the table above, the excess cancer risk to adults, children, infants, and during the 3<sup>rd</sup> trimester of pregnancy at the MEIR located approximately 25 meters away, over the course of Project construction and operation, utilizing age sensitivity factors, are approximately 77, 690, 620, and 23 in one million, respectively. The excess cancer risk over the course of a residential lifetime (30 years), utilizing age sensitivity factors, is approximately 1,400 in one million. The 3<sup>rd</sup> trimester, infant, child, adult, and lifetime cancer risks all exceed the SCAQMD threshold of 10 in one million, thus resulting in a potentially significant impact not previously addressed or identified by the AQ Report. Utilizing age sensitivity factors is the most conservative, health-protective analysis according to the most recent guidance by OEHHA and reflects recommendations from the air district. Results without age sensitivity factors are presented in the table above, although we **do not** recommend utilizing these values for health risk analysis. Regardless, the excess cancer risk to adults, children, infants, and during the 3<sup>rd</sup> trimester of pregnancy at the MEIR located approximately 25 meters away, over the course of Project construction and operation, without age sensitivity factors, are approximately 77, 230, 62, and 2.3 in one million, respectively. The excess cancer risk over the course of a residential lifetime (30 years), without age sensitivity factors, is approximately 370 in one million. The infant, child, and lifetime cancer risks, without age sensitivity factors, all exceed the SCAQMD threshold of 10 in one million, thus resulting in a potentially significant impact not previously addressed or identified by the AQ Report. While we recommend the use of age sensitivity factors, health risk impacts exceed the SCAQMD threshold regardless.

As a result of our findings, the proposed Project does not qualify for a Class 32 Exemption under the California Environmental Quality Act ("CEQA") and 14 Cal. Code of Regs. 1500 et seq. ("CEQA Guidelines") and, therefore, a full CEQA analysis must be prepared to adequately assess and mitigate the potential air quality and health risk impacts that the Project may have on the surrounding environment.

An agency must include an analysis of health risks that connects the Project's air emissions with the health risk posed by those emissions. Our analysis represents a screening-level HRA, which is known to be conservative and tends to err on the side of health protection.<sup>27</sup> The purpose of the screening-level construction and operational HRA shown above is to demonstrate the link between the proposed Project's emissions and the potential health risk. Our screening-level HRA demonstrates that

<sup>27</sup> "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>, p. 1-5

construction and operation of the Project could result in a potentially significant health risk impact, when correct exposure assumptions and up-to-date, applicable guidance are used. Therefore, since our screening-level HRA indicates a potentially significant impact, the City should prepare a Project-specific EIR with an HRA which makes a reasonable effort to connect the Project's air quality emissions and the potential health risks posed to nearby receptors. Thus, the City should prepare an updated, quantified air pollution model as well as an updated, quantified refined health risk assessment which adequately and accurately evaluates health risk impacts associated with both Project construction and operation.

## Greenhouse Gas

### Failure to Evaluate Greenhouse Gas Impacts

As previously stated, the Report claims that the Project is categorically exempt pursuant to Section 15332 of the CEQA Guidelines (p. 1). As a result, the Project's potential greenhouse gas ("GHG") impacts have not been evaluated. However, as discussed above, the proposed Project does not qualify for a Class 32 Exemption, as the AQ Report fails to adequately analyze the Project's potential air quality impacts. As a result, a full CEQA analysis should be prepared for the proposed Project, including an evaluation of the Project's GHG impacts.

In an effort to determine the significance of the Project's GHG impacts, we conducted an analysis of the Project's GHG emissions utilizing SWAPE's updated CalEEMod model, as previously described. The SCAQMD provides an updated Tier 4 service population efficiency target goal of 3.0 MTCO<sub>2</sub>e/SP/year for target year 2035.<sup>28</sup> The CalEEMod output files, modeled by SWAPE with Project-specific information, disclose the Project's mitigated emissions, which include approximately 452 MT CO<sub>2</sub>e of total construction emissions and approximately 1,471 MT CO<sub>2</sub>e/year of annual operational emissions (sum of area, energy, mobile, waste, and water-related emissions). Furthermore, according to CAPCOA's *CEQA & Climate Change* report, service population is defined as "the sum of the number of residents and the number of jobs supported by the project."<sup>29</sup> The Project's CalEEMod output files indicate that the Project would house 312 residents. As the Project does not contain any nonresidential land uses, we assumed the Project would not employ any workers. Thus, we estimate a service population of 312 people.<sup>30</sup> When dividing the Project's GHG emissions (amortized construction + operational) by the service population, we find that the Project would emit approximately 4.8 MT CO<sub>2</sub>e/SP/yr.<sup>31</sup> When we compare the Project's service population efficiency of 4.8 MT CO<sub>2</sub>e/SP/year to the SCAQMD's updated

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<sup>28</sup> See SCAQMD (Dec. 5, 2008) Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans, [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2); see also SCAQMD (Oct. 2008) Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/ghgattachmente.pdf](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf); SCAQMD (Sep. 28, 2010) Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group # 15, [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf).

<sup>29</sup> CAPCOA (Jan. 2008) CEQA & Climate Change, p. 71-72, <http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA-White-Paper.pdf>.

<sup>30</sup> Calculated: 312 residents + 0 employees = 312 service population.

<sup>31</sup> Calculated: (1,485.7 MT CO<sub>2</sub>e/year) / (312 service population) = (4.8 MT CO<sub>2</sub>e/SP/year).

Tier 4 service population efficiency target goal, we find a potentially significant GHG impact (see table below).

SWAPE Annual Greenhouse Gas Emissions	
Project Phase	Proposed Project (MT CO <sub>2</sub> e/year)
Construction (amortized over 30 years)	15.1
Area	36.8
Energy	461.0
Mobile	858.6
Waste	25.2
Water	89.0
<b>Total</b>	<b>1485.7</b>
Service Population	312
<b>Service Population Efficiency</b>	<b>4.8</b>
Threshold	3
<b>Exceed?</b>	<b>Yes</b>

As the table above demonstrates, the Project's GHG emissions exceed the SCAQMD's 2035 service population efficiency threshold of 3.0 MT CO<sub>2</sub>e/SP/year, thus demonstrating a potentially significant impact not previously assessed or identified in the AQ Report. Thus, a full CEQA analysis should be prepared for the Project and additional mitigation should be incorporated accordingly.

SWAPE has received limited discovery regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,



Matt Hagemann, P.G., C.Hg.

A handwritten signature in blue ink that reads "Paul Rosenfeld". The signature is written in a cursive style with a large initial 'P' and 'R'.

Paul E. Rosenfeld, Ph.D.

## Attachment C 2

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Annual

**1331 South Pacific Avenue Future**  
**Los Angeles-South Coast County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	127.00	Space	0.00	50,800.00	0
Apartments Mid Rise	109.00	Dwelling Unit	0.72	109,000.00	312

**1.2 Other Project Characteristics**

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2021

Utility Company Los Angeles Department of Water & Power

CO2 Intensity (lb/MW/hr)	1227.89	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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**1.3 User Entered Comments & Non-Default Data**



1331 South Pacific Avenue Future - Los Angeles-South Coast County, Annual

Project Characteristics -

Land Use - See SWAPE comment about parking land use size.

Construction Phase - See SWAPE comment about construction phase changes.

Off-road Equipment - Consistent with AQ Report model.

Off-road Equipment -

Off-road Equipment - Consistent with AQ Report model.

Off-road Equipment - Consistent with AQ Report model.

Off-road Equipment -

Off-road Equipment -

Grading - Consistent with AQ Report model.

Demolition - Consistent with AQ Report model.

Trips and VMT - See SWAPE comment about worker trips.

Vehicle Trips - Consistent with AQ Report model.

Woodstoves - See SWAPE comment about fireplace and woodstove values.

Construction Off-road Equipment Mitigation - See SWAPE comment about construction-related mitigation measures.

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Annual

Table Name	Column Name	Default Value	New Value
tblGrading	AcresOfGrading	0.00	0.72
tblGrading	MaterialExported	0.00	23,348.00
tblLandUse	LotAcreage	1.14	0.00
tblLandUse	LotAcreage	2.87	0.72
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentType		Cement and Mortar Mixers
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblTripsAndVMT	HaulingTripLength	20.00	41.00
tblTripsAndVMT	HaulingTripLength	20.00	41.00
tblTripsAndVMT	HaulingTripNumber	2,919.00	3,335.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	6.39	5.29
tblVehicleTrips	SU_TR	5.86	5.29
tblVehicleTrips	WD_TR	6.65	5.29

## 2.0 Emissions Summary

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Annual

## 2.1 Overall Construction

## Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Nonbiogenic CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr											MT/yr				
2020	0.4958	1.8453	1.1830	4.7900e-003	0.1690	0.0500	0.2190	0.0413	0.0476	0.0889	0.0000	450.8788	450.8788	0.0422	0.0000	451.9342
Maximum	0.4958	1.8453	1.1830	4.7900e-003	0.1690	0.0500	0.2190	0.0413	0.0476	0.0889	0.0000	450.8788	450.8788	0.0422	0.0000	451.9342

## Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Nonbiogenic CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.4958	1.8453	1.1830	4.7900e-003	0.1690	0.0500	0.2190	0.0413	0.0476	0.0889	0.0000	450.8787	450.8787	0.0422	0.0000	451.9341
Maximum	0.4958	1.8453	1.1830	4.7900e-003	0.1690	0.0500	0.2190	0.0413	0.0476	0.0889	0.0000	450.8787	450.8787	0.0422	0.0000	451.9341

[illegible]

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	5-1-2020	7-31-2020	1.8625	1.8625
2	8-1-2020	9-30-2020	0.3915	0.3915
		Highest	1.8625	1.8625

## 2.2 Overall Operational

## Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	MBiogenic CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Area	0.8233	0.0413	1.8211	1.8300e-003		0.1103	0.1103		0.1103	0.1103	11.5779	24.0880	35.6659	0.0363	7.9000e-004	36.8080
Energy	5.4200e-003	0.0463	0.0197	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	459.8243	459.8243	0.0106	2.9700e-003	460.9742
Mobile	0.1933	1.0020	2.6892	9.2900e-003	0.7474	7.9400e-003	0.7553	0.2003	7.4200e-003	0.2078	0.0000	857.4729	857.4729	0.0458	0.0000	858.6174
Waste						0.0000	0.0000		0.0000	0.0000	10.1780	0.0000	10.1780	0.6015	0.0000	25.2155
Water						0.0000	0.0000		0.0000	0.0000	2.2531	79.2079	81.4609	0.2333	5.8500e-003	89.0367
Total	1.0220	1.0896	4.5300	0.0114	0.7474	0.1220	0.8694	0.2003	0.1215	0.3218	24.0089	1,420,593 <sup>0</sup>	1,444,602 <sup>0</sup>	0.9275	9.6100e-003	1,470.651 <sup>7</sup>

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Annual

**2.2 Overall Operational****Mitigated Operational**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Area	0.8233	0.0413	1.8211	1.8300e-003		0.1103	0.1103		0.1103	0.1103	11.5779	24.0880	35.6659	0.0363	7.9000e-004	36.8080
Energy	5.4200e-003	0.0463	0.0197	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	459.8243	459.8243	0.0106	2.9700e-003	460.9742
Mobile	0.1933	1.0020	2.6892	9.2900e-003	0.7474	7.9400e-003	0.7553	0.2003	7.4200e-003	0.2078	0.0000	857.4729	857.4729	0.0458	0.0000	858.6174
Waste						0.0000	0.0000		0.0000	0.0000	10.1780	0.0000	10.1780	0.6015	0.0000	25.2155
Water						0.0000	0.0000		0.0000	0.0000	2.2531	79.2079	81.4609	0.2333	5.8500e-003	89.0367
Total	1.0220	1.0896	4.5300	0.0114	0.7474	0.1220	0.8694	0.2003	0.1215	0.3218	24.0089	1,420,593 <sup>0</sup>	1,444,602 <sup>0</sup>	0.9275	9.6100e-003	1,470,651 <sup>7</sup>
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail****Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/1/2020	5/14/2020	5	10	
2	Site Preparation	Site Preparation	5/15/2020	5/15/2020	5	1	
3	Grading	Grading	5/16/2020	5/19/2020	5	2	
4	Building Construction	Building Construction	5/20/2020	10/6/2020	5	100	
5	Paving	Paving	10/7/2020	10/13/2020	5	5	
6	Architectural Coating	Architectural Coating	10/14/2020	10/20/2020	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.72

Acres of Paving: 0

Residential Indoor: 220,725; Residential Outdoor: 73,575; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,048  
(Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	1	8.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Demolition	Dumpers/Tenders	5	8.00	16	0.38
Demolition	Excavators	1	8.00	158	0.38
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Dumpers/Tenders	5	8.00	16	0.38
Grading	Excavators	2	8.00	158	0.38
Building Construction	Air Compressors	2	8.00	78	0.48
Building Construction	Cement and Mortar Mixers	2	8.00	9	0.56

Trips and VMT







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## 3.2 Demolition - 2020

## Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.8100e-003	0.0884	0.0207	2.6000e-004	6.1100e-003	3.2000e-004	6.4300e-003	1.6600e-003	3.1000e-004	1.9800e-003	0.0000	25.6116	25.6116	1.6200e-003	0.0000	25.6521
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.7000e-004	5.1500e-003	1.0000e-005	1.3700e-003	1.0000e-005	1.3800e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2767	1.2767	4.0000e-005	0.0000	1.2777
Total	3.3900e-003	0.0889	0.0259	2.7000e-004	7.4800e-003	3.3000e-004	7.8100e-003	2.0400e-003	3.2000e-004	2.3500e-003	0.0000	26.8883	26.8883	1.6600e-003	0.0000	26.9298

## 3.3 Site Preparation - 2020

## Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4000e-004	4.2200e-003	2.0500e-003	0.0000		1.7000e-004	1.7000e-004		1.5000e-004	1.5000e-004	0.0000	0.4280	0.4280	1.4000e-004	0.0000	0.4314
Total	3.4000e-004	4.2200e-003	2.0500e-003	0.0000	2.7000e-004	1.7000e-004	4.4000e-004	3.0000e-005	1.5000e-004	1.8000e-004	0.0000	0.4280	0.4280	1.4000e-004	0.0000	0.4314

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**3.3 Site Preparation - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.0000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0255	0.0255	0.0000	0.0000	0.0256
Total	1.0000e-005	1.0000e-005	1.0000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0255	0.0255	0.0000	0.0000	0.0256

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4000e-004	4.2200e-003	2.0500e-003	0.0000		1.7000e-004	1.7000e-004		1.5000e-004	1.5000e-004	0.0000	0.4280	0.4280	1.4000e-004	0.0000	0.4314
Total	3.4000e-004	4.2200e-003	2.0500e-003	0.0000	2.7000e-004	1.7000e-004	4.4000e-004	3.0000e-005	1.5000e-004	1.8000e-004	0.0000	0.4280	0.4280	1.4000e-004	0.0000	0.4314

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**3.3 Site Preparation - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.0000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0255	0.0255	0.0000	0.0000	0.0256
Total	1.0000e-005	1.0000e-005	1.0000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0255	0.0255	0.0000	0.0000	0.0256

**3.4 Grading - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.4500e-003	0.0000	2.4500e-003	6.5000e-004	0.0000	6.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0100e-003	0.0186	0.0175	4.0000e-005		8.9000e-004	8.9000e-004		8.4000e-004	8.4000e-004	0.0000	3.0586	3.0586	7.9000e-004	0.0000	3.0783
Total	2.0100e-003	0.0186	0.0175	4.0000e-005	2.4500e-003	8.9000e-004	3.3400e-003	6.5000e-004	8.4000e-004	1.4900e-003	0.0000	3.0586	3.0586	7.9000e-004	0.0000	3.0783

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**3.4 Grading - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio- CO <sub>2</sub>	NBio- CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Category	tons/yr										MT/yr					
Hauling	0.0271	0.8494	0.1992	2.5000e-003	0.0587	3.0700e-003	0.0618	0.0161	2.9400e-003	0.0191	0.0000	246.1516	246.1516	0.0156	0.0000	246.5414
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.1000e-004	1.2300e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.3064	0.3064	1.0000e-005	0.0000	0.3067
<b>Total</b>	<b>0.0272</b>	<b>0.8495</b>	<b>0.2004</b>	<b>2.5000e-003</b>	<b>0.0590</b>	<b>3.0700e-003</b>	<b>0.0621</b>	<b>0.0162</b>	<b>2.9400e-003</b>	<b>0.0192</b>	<b>0.0000</b>	<b>246.4580</b>	<b>246.4580</b>	<b>0.0156</b>	<b>0.0000</b>	<b>246.8480</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio- CO <sub>2</sub>	NBio- CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Category	tons/yr										MT/yr					
Fugitive Dust					2.4500e-003	0.0000	2.4500e-003	6.5000e-004	0.0000	6.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0100e-003	0.0186	0.0175	4.0000e-005		8.9000e-004	8.9000e-004		8.4000e-004	8.4000e-004	0.0000	3.0586	3.0586	7.9000e-004	0.0000	3.0783
<b>Total</b>	<b>2.0100e-003</b>	<b>0.0186</b>	<b>0.0175</b>	<b>4.0000e-005</b>	<b>2.4500e-003</b>	<b>8.9000e-004</b>	<b>3.3400e-003</b>	<b>6.5000e-004</b>	<b>8.4000e-004</b>	<b>1.4900e-003</b>	<b>0.0000</b>	<b>3.0586</b>	<b>3.0586</b>	<b>7.9000e-004</b>	<b>0.0000</b>	<b>3.0783</b>

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**3.4 Grading - 2020****Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio- CO <sub>2</sub>	NBio- CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
tons/yr																
Hauling	0.0271	0.8494	0.1992	2.5000e-003	0.0587	3.0700e-003	0.0618	0.0161	2.9400e-003	0.0191	0.0000	246.1516	246.1516	0.0156	0.0000	246.5414
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.1000e-004	1.2300e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.3064	0.3064	1.0000e-005	0.0000	0.3067
Total	0.0272	0.8495	0.2004	2.5000e-003	0.0590	3.0700e-003	0.0621	0.0162	2.9400e-003	0.0192	0.0000	246.4580	246.4580	0.0156	0.0000	246.8480

**3.5 Building Construction - 2020****Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio- CO <sub>2</sub>	NBio- CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
tons/yr																
Off-Road	0.0777	0.6715	0.6149	1.0000e-003	0.0399	0.0399	0.0399	0.0380	0.0380	0.0380	0.0000	85.2991	85.2991	0.0182	0.0000	85.7543
Total	0.0777	0.6715	0.6149	1.0000e-003	0.0399	0.0399	0.0399	0.0380	0.0380	0.0380	0.0000	85.2991	85.2991	0.0182	0.0000	85.7543

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**3.5 Building Construction - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio- CO <sub>2</sub>	NBio- CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6300e-003	0.1084	0.0293	2.6000e-004	6.3000e-003	5.0000e-004	6.8000e-003	1.8200e-003	4.8000e-004	2.3000e-003	0.0000	24.8426	24.8426	1.5800e-003	0.0000	24.8821
Worker	0.0231	0.0186	0.2058	5.7000e-004	0.0548	4.7000e-004	0.0553	0.0146	4.3000e-004	0.0150	0.0000	51.0675	51.0675	1.6100e-003	0.0000	51.1078
<b>Total</b>	<b>0.0267</b>	<b>0.1270</b>	<b>0.2352</b>	<b>8.3000e-004</b>	<b>0.0611</b>	<b>9.7000e-004</b>	<b>0.0621</b>	<b>0.0164</b>	<b>9.1000e-004</b>	<b>0.0173</b>	<b>0.0000</b>	<b>75.9102</b>	<b>75.9102</b>	<b>3.1900e-003</b>	<b>0.0000</b>	<b>75.9898</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio- CO <sub>2</sub>	NBio- CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Category	tons/yr										MT/yr					
Off-Road	0.0777	0.6715	0.6149	1.0000e-003	0.0399	0.0399	0.0399	0.0380	0.0380	0.0380	0.0000	85.2990	85.2990	0.0182	0.0000	85.7542
<b>Total</b>	<b>0.0777</b>	<b>0.6715</b>	<b>0.6149</b>	<b>1.0000e-003</b>	<b>0.0399</b>	<b>0.0399</b>	<b>0.0399</b>	<b>0.0380</b>	<b>0.0380</b>	<b>0.0380</b>	<b>0.0000</b>	<b>85.2990</b>	<b>85.2990</b>	<b>0.0182</b>	<b>0.0000</b>	<b>85.7542</b>

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**3.5 Building Construction - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6300e-003	0.1084	0.0293	2.6000e-004	6.3000e-003	5.0000e-004	6.8000e-003	1.8200e-003	4.8000e-004	2.3000e-003	0.0000	24.8426	24.8426	1.5800e-003	0.0000	24.8821
Worker	0.0231	0.0186	0.2058	5.7000e-004	0.0548	4.7000e-004	0.0553	0.0146	4.3000e-004	0.0150	0.0000	51.0675	51.0675	1.6100e-003	0.0000	51.1078
Total	0.0267	0.1270	0.2352	8.3000e-004	0.0611	9.7000e-004	0.0621	0.0164	9.1000e-004	0.0173	0.0000	75.9102	75.9102	3.1900e-003	0.0000	75.9898

**3.6 Paving - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.9300e-003	0.0181	0.0178	3.0000e-005	9.9000e-004	9.9000e-004	9.9000e-004	9.2000e-004	9.2000e-004	9.2000e-004	0.0000	2.3482	2.3482	6.8000e-004	0.0000	2.3653
Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.9300e-003	0.0181	0.0178	3.0000e-005	9.9000e-004	9.9000e-004	9.9000e-004	9.2000e-004	9.2000e-004	9.2000e-004	0.0000	2.3482	2.3482	6.8000e-004	0.0000	2.3653



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**3.6 Paving - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.7000e-004	1.8500e-003	1.0000e-005	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4596	0.4596	1.0000e-005	0.0000	0.4600
Total	2.1000e-004	1.7000e-004	1.8500e-003	1.0000e-005	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4596	0.4596	1.0000e-005	0.0000	0.4600

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.9300e-003	0.0181	0.0178	3.0000e-005	9.9000e-004	9.9000e-004	9.9000e-004	9.2000e-004	9.2000e-004	0.0000	0.0000	2.3482	2.3482	6.8000e-004	0.0000	2.3653
Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.9300e-003	0.0181	0.0178	3.0000e-005	9.9000e-004	9.9000e-004	9.9000e-004	9.2000e-004	9.2000e-004	0.0000	0.0000	2.3482	2.3482	6.8000e-004	0.0000	2.3653

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**3.6 Paving - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.7000e-004	1.8500e-003	1.0000e-005	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4596	0.4596	1.0000e-005	0.0000	0.4600
Total	2.1000e-004	1.7000e-004	1.8500e-003	1.0000e-005	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4596	0.4596	1.0000e-005	0.0000	0.4600

**3.7 Architectural Coating - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3481					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.1000e-004	4.2100e-003	4.5800e-003	1.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6396
Total	0.3487	4.2100e-003	4.5800e-003	1.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6396

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**3.7 Architectural Coating - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio- CO <sub>2</sub>	NBio- CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.9000e-004	2.0600e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5107	0.5107	2.0000e-005	0.0000	0.5111
Total	2.3000e-004	1.9000e-004	2.0600e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5107	0.5107	2.0000e-005	0.0000	0.5111

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio- CO <sub>2</sub>	NBio- CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Category	tons/yr										MT/yr					
Archit. Coating	0.3481					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.1000e-004	4.2100e-003	4.5800e-003	1.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6396
Total	0.3487	4.2100e-003	4.5800e-003	1.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6396

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**3.7 Architectural Coating - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio- CO <sub>2</sub>	NBio- CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2e</sub>
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.9000e-004	2.0600e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5107	0.5107	2.0000e-005	0.0000	0.5111
Total	2.3000e-004	1.9000e-004	2.0600e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5107	0.5107	2.0000e-005	0.0000	0.5111

**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

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	FOG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1933	1.0020	2.6892	9.2900e-003	0.7474	7.9400e-003	0.7553	0.2003	7.4200e-003	0.2078	0.0000	857.4729	857.4729	0.0458	0.0000	858.6174
Unmitigated	0.1933	1.0020	2.6892	9.2900e-003	0.7474	7.9400e-003	0.7553	0.2003	7.4200e-003	0.2078	0.0000	857.4729	857.4729	0.0458	0.0000	858.6174

## 4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartment's Mid Rise	576.61	576.61	576.61	1,969,172	1,969,172
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	576.61	576.61	576.61	1,969,172	1,969,172

## 4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartment's Mid Rise	14.70	5.90	8.70	40.00	19.00	41.00	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

## 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartment's Mid Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

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**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	FOG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	406.2125	406.2125	9.5900e-003	1.9800e-003	407.0439
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	406.2125	406.2125	9.5900e-003	1.9800e-003	407.0439
NaturalGas Mitigated	5.4200e-003	0.0463	0.0197	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.6118	53.6118	1.0300e-003	9.8000e-004	53.9304
NaturalGas Unmitigated	5.4200e-003	0.0463	0.0197	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.6118	53.6118	1.0300e-003	9.8000e-004	53.9304

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**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.00465e+006	5.4200e-003	0.0463	0.0197	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.6118	53.6118	1.0300e-003	9.8000e-004	53.9304
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>5.4200e-003</b>	<b>0.0463</b>	<b>0.0197</b>	<b>3.0000e-004</b>		<b>3.7400e-003</b>	<b>3.7400e-003</b>		<b>3.7400e-003</b>	<b>3.7400e-003</b>	<b>0.0000</b>	<b>53.6118</b>	<b>53.6118</b>	<b>1.0300e-003</b>	<b>9.8000e-004</b>	<b>53.9304</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.00465e+006	5.4200e-003	0.0463	0.0197	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.6118	53.6118	1.0300e-003	9.8000e-004	53.9304
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>5.4200e-003</b>	<b>0.0463</b>	<b>0.0197</b>	<b>3.0000e-004</b>		<b>3.7400e-003</b>	<b>3.7400e-003</b>		<b>3.7400e-003</b>	<b>3.7400e-003</b>	<b>0.0000</b>	<b>53.6118</b>	<b>53.6118</b>	<b>1.0300e-003</b>	<b>9.8000e-004</b>	<b>53.9304</b>

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**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	431649	240.4117	5.6800e-003	1.1700e-003	240.9038
Enclosed Parking with Elevator	297688	165.8008	3.9200e-003	8.1000e-004	166.1401
<b>Total</b>		<b>406.2125</b>	<b>9.6000e-003</b>	<b>1.9800e-003</b>	<b>407.0439</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	431649	240.4117	5.6800e-003	1.1700e-003	240.9038
Enclosed Parking with Elevator	297688	165.8008	3.9200e-003	8.1000e-004	166.1401
<b>Total</b>		<b>406.2125</b>	<b>9.6000e-003</b>	<b>1.9800e-003</b>	<b>407.0439</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**



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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8233	0.0413	1.8211	1.8300e-003		0.1103	0.1103		0.1103	0.1103	11.5779	24.0880	35.6659	0.0363	7.9000e-004	36.8080
Unmitigated	0.8233	0.0413	1.8211	1.8300e-003		0.1103	0.1103		0.1103	0.1103	11.5779	24.0880	35.6659	0.0363	7.9000e-004	36.8080

## 6.2 Area by SubCategory

## Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0348					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3972					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.3570	0.0263	0.6929	1.7700e-003		0.1041	0.1041		0.1041	0.1041	11.5779	22.2487	33.8266	0.0345	7.9000e-004	34.9240
Landscaping	0.0343	0.0130	1.1282	6.0000e-005		6.2200e-003	6.2200e-003		6.2200e-003	6.2200e-003	0.0000	1.8393	1.8393	1.7900e-003	0.0000	1.8840
Total	0.8233	0.0413	1.8211	1.8300e-003		0.1103	0.1103		0.1103	0.1103	11.5779	24.0880	35.6659	0.0363	7.9000e-004	36.8080

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Annual

**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0348					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3972					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.3570	0.0283	0.6929	1.7700e-003		0.1041	0.1041		0.1041	0.1041	11.5779	22.2487	33.8266	0.0345	7.9000e-004	34.9240
Landscaping	0.0343	0.0130	1.1282	6.0000e-005		6.2200e-003	6.2200e-003		6.2200e-003	6.2200e-003	0.0000	1.8393	1.8393	1.7900e-003	0.0000	1.8840
<b>Total</b>	<b>0.8233</b>	<b>0.0413</b>	<b>1.8211</b>	<b>1.8300e-003</b>		<b>0.1103</b>	<b>0.1103</b>		<b>0.1103</b>	<b>0.1103</b>	<b>11.5779</b>	<b>24.0880</b>	<b>35.6659</b>	<b>0.0363</b>	<b>7.9000e-004</b>	<b>36.8080</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	81.4609	0.2333	5.8500e-003	89.0367
Unmitigated	81.4609	0.2333	5.8500e-003	89.0367

## 7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	7.10179 / 4.47721	81.4609	0.2333	5.8500e-003	89.0367
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>81.4609</b>	<b>0.2333</b>	<b>5.8500e-003</b>	<b>89.0367</b>

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Annual

**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	7.10179 / 4.47721	81.4609	0.2333	5.8500e-003	89.0367
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>81.4609</b>	<b>0.2333</b>	<b>5.8500e-003</b>	<b>89.0367</b>

**8.0 Waste Detail****8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	10.1780	0.6015	0.0000	25.2155
Unmitigated	10.1780	0.6015	0.0000	25.2155

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Annual

**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	50.14	10.1780	0.6015	0.0000	25.2155
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>10.1780</b>	<b>0.6015</b>	<b>0.0000</b>	<b>25.2155</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	50.14	10.1780	0.6015	0.0000	25.2155
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>10.1780</b>	<b>0.6015</b>	<b>0.0000</b>	<b>25.2155</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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1331 South Pacific Avenue Future - Los Angeles-South Coast County, Annual

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

**1331 South Pacific Avenue Future**  
**Los Angeles-South Coast County, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	127.00	Space	0.00	50,800.00	0
Apartments Mid Rise	109.00	Dwelling Unit	0.72	109,000.00	312

**1.2 Other Project Characteristics**

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2021
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW/hr)	1227.89	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006

**1.3 User Entered Comments & Non-Default Data**

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

Project Characteristics -

Land Use - See SWAPE comment about parking land use size.

Construction Phase - See SWAPE comment about construction phase changes.

Off-road Equipment - Consistent with AQ Report model.

Off-road Equipment -

Off-road Equipment - Consistent with AQ Report model.

Off-road Equipment - Consistent with AQ Report model.

Off-road Equipment -

Off-road Equipment -

Grading - Consistent with AQ Report model.

Demolition - Consistent with AQ Report model.

Trips and VMT - See SWAPE comment about worker trips.

Vehicle Trips - Consistent with AQ Report model.

Woodstoves - See SWAPE comment about fireplace and woodstove values.

Construction Off-road Equipment Mitigation - See SWAPE comment about construction-related mitigation measures.



## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

Table Name	Column Name	Default Value	New Value
tblGrading	AcresOfGrading	0.00	0.72
tblGrading	MaterialExported	0.00	23,348.00
tblLandUse	LotAcreage	1.14	0.00
tblLandUse	LotAcreage	2.87	0.72
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentType		Cement and Mortar Mixers
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblTripsAndVMT	HaulingTripLength	20.00	41.00
tblTripsAndVMT	HaulingTripLength	20.00	41.00
tblTripsAndVMT	HaulingTripNumber	2,919.00	3,335.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	6.39	5.29
tblVehicleTrips	SU_TR	5.86	5.29
tblVehicleTrips	WD_TR	6.65	5.29

## 2.0 Emissions Summary



## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Area	31.2031	2.3657	64.4574	0.1419		8.3761	8.3761		8.3761	8.3761	1,020.994 <sup>1</sup>	1,978.220 <sup>0</sup>	2,999.214 <sup>1</sup>	3.0606	0.0693	3,096.379 <sup>0</sup>
Energy	0.0297	0.2537	0.1079	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427
Mobile	1.1183	5.2652	15.3478	0.0529	4.1873	0.0436	4.2309	1.1206	0.0407	1.1613		5,382.129 <sup>0</sup>	5,382.129 <sup>0</sup>	0.2795		5,389.116 <sup>0</sup>
Total	32.3511	7.8845	79.9131	0.1965	4.1873	8.4402	12.6275	1.1206	8.4373	9.5579	1,020.994 <sup>1</sup>	7,684.167 <sup>3</sup>	8,705.161 <sup>4</sup>	3.3463	0.0752	8,811.237 <sup>7</sup>

**Mitigated Operational**

	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Area	31.2031	2.3657	64.4574	0.1419		8.3761	8.3761		8.3761	8.3761	1,020.994 <sup>1</sup>	1,978.220 <sup>0</sup>	2,999.214 <sup>1</sup>	3.0606	0.0693	3,096.379 <sup>0</sup>
Energy	0.0297	0.2537	0.1079	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427
Mobile	1.1183	5.2652	15.3478	0.0529	4.1873	0.0436	4.2309	1.1206	0.0407	1.1613		5,382.129 <sup>0</sup>	5,382.129 <sup>0</sup>	0.2795		5,389.116 <sup>0</sup>
Total	32.3511	7.8845	79.9131	0.1965	4.1873	8.4402	12.6275	1.1206	8.4373	9.5579	1,020.994 <sup>1</sup>	7,684.167 <sup>3</sup>	8,705.161 <sup>4</sup>	3.3463	0.0752	8,811.237 <sup>7</sup>

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## 3.0 Construction Detail

## Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/1/2020	5/14/2020	5	10	
2	Site Preparation	Site Preparation	5/15/2020	5/15/2020	5	1	
3	Grading	Grading	5/16/2020	5/19/2020	5	2	
4	Building Construction	Building Construction	5/20/2020	10/6/2020	5	100	
5	Paving	Paving	10/7/2020	10/13/2020	5	5	
6	Architectural Coating	Architectural Coating	10/14/2020	10/20/2020	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.72

Acres of Paving: 0

Residential Indoor: 220,725; Residential Outdoor: 73,575; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,048  
 (Architectural Coating – sqft)

OffRoad Equipment

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	1	8.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Demolition	Dumpers/Tenders	5	8.00	16	0.38
Demolition	Excavators	1	8.00	158	0.38
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Dumpers/Tenders	5	8.00	16	0.38
Grading	Excavators	2	8.00	158	0.38
Building Construction	Air Compressors	2	8.00	78	0.48
Building Construction	Cement and Mortar Mixers	2	8.00	9	0.56

Trips and VMT

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	10	25.00	0.00	347.00	14.70	6.90	41.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	12	30.00	0.00	3,335.00	14.70	6.90	41.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	100.00	20.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

## 3.1 Mitigation Measures Construction

## 3.2 Demolition - 2020

## Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Fugitive Dust					7.5132	0.0000	7.5132	1.1376	0.0000	1.1376			0.0000			0.0000
Off-Road	1.4796	12.6103	12.1445	0.0209		0.6725	0.6725		0.6417	0.6417	1,952.055 <sup>2</sup>	1,952.055 <sup>2</sup>	1,952.055 <sup>2</sup>	0.4114		1,962.339 <sup>2</sup>
<b>Total</b>	<b>1.4796</b>	<b>12.6103</b>	<b>12.1445</b>	<b>0.0209</b>	<b>7.5132</b>	<b>0.6725</b>	<b>8.1857</b>	<b>1.1376</b>	<b>0.6417</b>	<b>1.7792</b>	<b>1,952.055<sup>2</sup></b>	<b>1,952.055<sup>2</sup></b>	<b>1,952.055<sup>2</sup></b>	<b>0.4114</b>		<b>1,962.339<sup>2</sup></b>

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

## 3.2 Demolition - 2020

## Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.5598	16.9496	4.0951	0.0523	1.2430	0.0638	1.3067	0.3407	0.0610	0.4016		5,667.864 <sup>3</sup>	5,667.864 <sup>3</sup>	0.3545		5,676.726 <sup>8</sup>
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1151	0.0819	1.0946	2.9500e-003	0.2794	2.3400e-003	0.2818	0.0741	2.1500e-003	0.0763		294.0282	294.0282	9.2700e-003		294.2600
Total	0.6749	17.0315	5.1897	0.0553	1.5224	0.0661	1.5885	0.4148	0.0631	0.4779		5,961.892 <sup>5</sup>	5,961.892 <sup>5</sup>	0.3638		5,970.986 <sup>8</sup>

## Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Fugitive Dust					7.5132	0.0000	7.5132	1.1376	0.0000	1.1376			0.0000			0.0000
Off-Road	1.4796	12.6103	12.1445	0.0209		0.6725	0.6725		0.6417	0.6417	0.0000	1,952.055 <sup>2</sup>	1,952.055 <sup>2</sup>	0.4114		1,962.339 <sup>2</sup>
Total	1.4796	12.6103	12.1445	0.0209	7.5132	0.6725	8.1857	1.1376	0.6417	1.7792	0.0000	1,952.055 <sup>2</sup>	1,952.055 <sup>2</sup>	0.4114		1,962.339 <sup>2</sup>

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

**3.2 Demolition - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.5598	16.9496	4.0951	0.0523	1.2430	0.0638	1.3067	0.3407	0.0610	0.4016		5,667.864 3	5,667.864 3	0.3545		5,676.726 8
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1151	0.0819	1.0946	2.9500e-003	0.2794	2.3400e-003	0.2818	0.0741	2.1500e-003	0.0763		294.0282	294.0282	9.2700e-003		294.2600
Total	0.6749	17.0315	5.1897	0.0553	1.5224	0.0661	1.5885	0.4148	0.0631	0.4779		5,961.892 5	5,961.892 5	0.3638		5,970.986 8

**3.3 Site Preparation - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085		943.4872	943.4872	0.3051		951.1158
Total	0.6853	8.4307	4.0942	9.7400e-003	0.5303	0.3353	0.8656	0.0573	0.3085	0.3658		943.4872	943.4872	0.3051		951.1158



## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

**3.3 Site Preparation - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0230	0.0164	0.2189	5.9000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		58.8056	58.8056	1.8500e-003		58.8520
<b>Total</b>	<b>0.0230</b>	<b>0.0164</b>	<b>0.2189</b>	<b>5.9000e-004</b>	<b>0.0559</b>	<b>4.7000e-004</b>	<b>0.0564</b>	<b>0.0148</b>	<b>4.3000e-004</b>	<b>0.0153</b>		<b>58.8056</b>	<b>58.8056</b>	<b>1.8500e-003</b>		<b>58.8520</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158
<b>Total</b>	<b>0.6853</b>	<b>8.4307</b>	<b>4.0942</b>	<b>9.7400e-003</b>	<b>0.5303</b>	<b>0.3353</b>	<b>0.8656</b>	<b>0.0573</b>	<b>0.3085</b>	<b>0.3658</b>	<b>0.0000</b>	<b>943.4872</b>	<b>943.4872</b>	<b>0.3051</b>		<b>951.1158</b>

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

**3.3 Site Preparation - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0230	0.0164	0.2189	5.9000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		58.8056	58.8056	1.8500e-003		58.8520
Total	0.0230	0.0164	0.2189	5.9000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		58.8056	58.8056	1.8500e-003		58.8520

**3.4 Grading - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Fugitive Dust					2.4548	0.0000	2.4548	0.6549	0.0000	0.6549			0.0000			0.0000
Off-Road	2.0060	18.5869	17.5361	0.0356		0.8926	0.8926		0.8441	0.8441		3,371.5307	3,371.5307	0.8704		3,393.2919
Total	2.0060	18.5869	17.5361	0.0356	2.4548	0.8926	3.3473	0.6549	0.8441	1.4990		3,371.5307	3,371.5307	0.8704		3,393.2919

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

**3.4 Grading - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	26.9027	814.5100	196.7892	2.5130	59.7315	3.0634	62.7949	16.3699	2.9308	19.3007		272.367.8 279	272.367.8 279	17.0356		272.793.7 172
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1381	0.0982	1.3135	3.5400e-003	0.3353	2.8000e-003	0.3381	0.0889	2.5800e-003	0.0915		352.8339	352.8339	0.0111		353.1120
Total	27.0407	814.6082	198.1027	2.5166	60.0669	3.0662	63.1330	16.4589	2.9334	19.3922		272.720.6 618	272.720.6 618	17.0467		273.146.8 291

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Fugitive Dust					2.4548	0.0000	2.4548	0.6549	0.0000	0.6549			0.0000			0.0000
Off-Road	2.0060	18.5869	17.5361	0.0356		0.8926	0.8926		0.8441	0.8441	0.0000	3,371.530 7	3,371.530 7	0.8704		3,393.291 9
Total	2.0060	18.5869	17.5361	0.0356	2.4548	0.8926	3.3473	0.6549	0.8441	1.4990	0.0000	3,371.530 7	3,371.530 7	0.8704		3,393.291 9

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

**3.4 Grading - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio- CO <sub>2</sub>	NBio- CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Category	lb/day															
Hauling	26.9027	814.5100	196.7892	2.5130	59.7315	3.0634	62.7949	16.3699	2.9308	19.3007		272.367.8	272.367.8	17.0356		272.793.7
												279	279			172
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1381	0.0982	1.3135	3.5400e-003	0.3353	2.8000e-003	0.3381	0.0889	2.5800e-003	0.0915		352.8339	352.8339	0.0111		353.1120
Total	27.0407	814.6082	198.1027	2.5166	60.0669	3.0662	63.1330	16.4589	2.9334	19.3922		272.720.6	272.720.6	17.0467		273.146.8
												618	618			291

**3.5 Building Construction - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio- CO <sub>2</sub>	NBio- CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Category	lb/day															
Off-Road	1.5530	13.4302	12.2980	0.0200		0.7985	0.7985		0.7606	0.7606		1,880.523	1,880.523	0.4014		1,890.558
												4	4			1
Total	1.5530	13.4302	12.2980	0.0200		0.7985	0.7985		0.7606	0.7606		1,880.523	1,880.523	0.4014		1,890.558
												4	4			1

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

**3.5 Building Construction - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio- CO <sub>2</sub>	NBio- CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0711	2.1275	0.5574	5.1900e-003	0.1280	0.0100	0.1381	0.0369	9.5800e-003	0.0464		554.0494	554.0494	0.0338		554.8946
Worker	0.4602	0.3274	4.3785	0.0118	1.1178	9.3400e-003	1.1271	0.2964	8.6100e-003	0.3050		1,176.1129	1,176.1129	0.0371		1,177.0399
Total	0.5313	2.4548	4.9359	0.0170	1.2458	0.0194	1.2652	0.3333	0.0182	0.3515		1,730.1623	1,730.1623	0.0709		1,731.9345

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio- CO <sub>2</sub>	NBio- CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Category	lb/day															
Off-Road	1.5530	13.4302	12.2980	0.0200		0.7985	0.7985		0.7606	0.7606	0.0000	1,880.5234	1,880.5234	0.4014		1,890.5581
Total	1.5530	13.4302	12.2980	0.0200		0.7985	0.7985		0.7606	0.7606	0.0000	1,880.5234	1,880.5234	0.4014		1,890.5581

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

**3.5 Building Construction - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0711	2.1275	0.5574	5.1900e-003	0.1280	0.0100	0.1381	0.0369	9.5800e-003	0.0464	554.0494	554.0494	0.0338			554.8946
Worker	0.4602	0.3274	4.3785	0.0118	1.1178	9.3400e-003	1.1271	0.2964	8.6100e-003	0.3050	1,176.1129	1,176.1129	0.0371			1,177.0399
Total	0.5313	2.4548	4.9359	0.0170	1.2458	0.0194	1.2652	0.3333	0.0182	0.3515	1,730.1623	1,730.1623	0.0709			1,731.9345

**3.6 Paving - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Off-Road	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669	1,035.3926	1,035.3926	0.3016			1,042.9323
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669	1,035.3926	1,035.3926	0.3016			1,042.9323

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

**3.6 Paving - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0828	0.0589	0.7881	2.1300e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		211.7003	211.7003	6.6700e-003		211.8672
<b>Total</b>	<b>0.0828</b>	<b>0.0589</b>	<b>0.7881</b>	<b>2.1300e-003</b>	<b>0.2012</b>	<b>1.6800e-003</b>	<b>0.2029</b>	<b>0.0534</b>	<b>1.5500e-003</b>	<b>0.0549</b>		<b>211.7003</b>	<b>211.7003</b>	<b>6.6700e-003</b>		<b>211.8672</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Off-Road	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669	0.0000	1,035.3926	1,035.3926	0.3016		1,042.9323
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.7716</b>	<b>7.2266</b>	<b>7.1128</b>	<b>0.0113</b>		<b>0.3950</b>	<b>0.3950</b>		<b>0.3669</b>	<b>0.3669</b>	<b>0.0000</b>	<b>1,035.3926</b>	<b>1,035.3926</b>	<b>0.3016</b>		<b>1,042.9323</b>

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

**3.6 Paving - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0828	0.0589	0.7881	2.1300e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		211.7003	211.7003	6.6700e-003		211.8672
<b>Total</b>	<b>0.0828</b>	<b>0.0589</b>	<b>0.7881</b>	<b>2.1300e-003</b>	<b>0.2012</b>	<b>1.6800e-003</b>	<b>0.2029</b>	<b>0.0534</b>	<b>1.5500e-003</b>	<b>0.0549</b>		<b>211.7003</b>	<b>211.7003</b>	<b>6.6700e-003</b>		<b>211.8672</b>

**3.7 Architectural Coating - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Archit. Coating	139.2336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
<b>Total</b>	<b>139.4757</b>	<b>1.6838</b>	<b>1.8314</b>	<b>2.9700e-003</b>		<b>0.1109</b>	<b>0.1109</b>		<b>0.1109</b>	<b>0.1109</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0218</b>		<b>281.9928</b>



## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

**3.7 Architectural Coating - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0920	0.0655	0.8757	2.3600e-003	0.2236	1.8700e-003	0.2254	0.0583	1.7200e-003	0.0610		235.2226	235.2226	7.4200e-003		235.4080
<b>Total</b>	<b>0.0920</b>	<b>0.0655</b>	<b>0.8757</b>	<b>2.3600e-003</b>	<b>0.2236</b>	<b>1.8700e-003</b>	<b>0.2254</b>	<b>0.0583</b>	<b>1.7200e-003</b>	<b>0.0610</b>		<b>235.2226</b>	<b>235.2226</b>	<b>7.4200e-003</b>		<b>235.4080</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Archit. Coating	139.2336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
<b>Total</b>	<b>139.4757</b>	<b>1.6838</b>	<b>1.8314</b>	<b>2.9700e-003</b>		<b>0.1109</b>	<b>0.1109</b>		<b>0.1109</b>	<b>0.1109</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0218</b>		<b>281.9928</b>

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

**3.7 Architectural Coating - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio- CO <sub>2</sub>	NBio- CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0920	0.0655	0.8757	2.3600e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		235.2226	235.2226	7.4200e-003		235.4080
Total	0.0920	0.0655	0.8757	2.3600e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		235.2226	235.2226	7.4200e-003		235.4080

**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

	FOG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.183	5.2652	15.3478	0.0529	4.1873	0.0436	4.2309	1.1206	0.0407	1.1613	5,382,129	5,382,129	0	0.2795		5,389,116
											0	0	0			0
Unmitigated	1.183	5.2652	15.3478	0.0529	4.1873	0.0436	4.2309	1.1206	0.0407	1.1613	5,382,129	5,382,129	0	0.2795		5,389,116

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT		Annual VMT	
Apartment Mid Rise	576.61	576.61	576.61	1,969,172		1,969,172	
Enclosed Parking with Elevator	0.00	0.00	0.00				
Total	576.61	576.61	576.61	1,969,172		1,969,172	

## 4.3 Trip Type Information

Land Use	Miles				Trip %				Trip Purpose %			
	H-W or C-W	H-S or C-C	H-O or C-NW		H-W or C-W	H-S or C-C	H-O or C-NW		Primary	Diverted	Pass-by	
Apartment Mid Rise	14.70	5.90	8.70		40.00	19.00	41.00		86	11	3	
Enclosed Parking with Elevator	16.60	8.40	6.90		0.00	0.00	0.00		0	0	0	

## 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartment Mid Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0297	0.2537	0.1079	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427
NaturalGas Unmitigated	0.0297	0.2537	0.1079	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day															
Apartments Mid Rise	2752.46	0.0297	0.2537	0.1079	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0297</b>	<b>0.2537</b>	<b>0.1079</b>	<b>1.6200e-003</b>		<b>0.0205</b>	<b>0.0205</b>		<b>0.0205</b>	<b>0.0205</b>		<b>323.8184</b>	<b>323.8184</b>	<b>6.2100e-003</b>	<b>5.9400e-003</b>	<b>325.7427</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day															
Apartments Mid Rise	2,752.46	0.0297	0.2537	0.1079	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0297</b>	<b>0.2537</b>	<b>0.1079</b>	<b>1.6200e-003</b>		<b>0.0205</b>	<b>0.0205</b>		<b>0.0205</b>	<b>0.0205</b>		<b>323.8184</b>	<b>323.8184</b>	<b>6.2100e-003</b>	<b>5.9400e-003</b>	<b>325.7427</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	31.2031	2.3657	64.4574	0.1419		8.3761	8.3761		8.3761	8.3761	1,020.994 <sup>1</sup>	1,978.220 <sup>0</sup>	2,999.214 <sup>1</sup>	3.0606	0.0693	3,096.379 <sup>0</sup>
Unmitigated	31.2031	2.3657	64.4574	0.1419		8.3761	8.3761		8.3761	8.3761	1,020.994 <sup>1</sup>	1,978.220 <sup>0</sup>	2,999.214 <sup>1</sup>	3.0606	0.0693	3,096.379 <sup>0</sup>

## 6.2 Area by SubCategory

## Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1907					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.1762					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	28.5619	2.2616	55.4322	0.1414		8.3263	8.3263		8.3263	8.3263	1,020.994 <sup>1</sup>	1,962.000 <sup>0</sup>	2,982.994 <sup>1</sup>	3.0448	0.0693	3,079.764 <sup>9</sup>
Landscaping	0.2743	0.1042	9.0252	4.8000e-004		0.0497	0.0497		0.0497	0.0497		16.2200	16.2200	0.0158		16.6141
Total	31.2031	2.3657	64.4574	0.1419		8.3761	8.3761		8.3761	8.3761	1,020.994 <sup>1</sup>	1,978.220 <sup>0</sup>	2,999.214 <sup>1</sup>	3.0606	0.0693	3,096.379 <sup>0</sup>

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1907					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.1762					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	28.5619	2.2616	55.4322	0.1414		8.3263	8.3263		8.3263	8.3263	1,020.994 <sup>1</sup>	1,962.000 <sup>0</sup>	2,982.994 <sup>1</sup>	3.0448	0.0693	3,079.764 <sup>9</sup>
Landscaping	0.2743	0.1042	9.0252	4.8000e-004		0.0497	0.0497		0.0497	0.0497		16.2200	16.2200	0.0158		16.6141
Total	31.2031	2.3657	64.4574	0.1419		8.3761	8.3761		8.3761	8.3761	1,020.994 <sup>1</sup>	1,978.220 <sup>0</sup>	2,999.214 <sup>1</sup>	3.0606	0.0693	3,096.379 <sup>0</sup>

**7.0 Water Detail****7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

**Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

**1331 South Pacific Avenue Future**

**Los Angeles-South Coast County, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	127.00	Space	0.00	50,800.00	0
Apartments Mid Rise	109.00	Dwelling Unit	0.72	109,000.00	312

**1.2 Other Project Characteristics**

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2021
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW/hr)	1227.89	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006

**1.3 User Entered Comments & Non-Default Data**

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

Project Characteristics -

Land Use - See SWAPE comment about parking land use size.

Construction Phase - See SWAPE comment about construction phase changes.

Off-road Equipment - Consistent with AQ Report model.

Off-road Equipment -

Off-road Equipment - Consistent with AQ Report model.

Off-road Equipment - Consistent with AQ Report model.

Off-road Equipment -

Off-road Equipment -

Grading - Consistent with AQ Report model.

Demolition - Consistent with AQ Report model.

Trips and VMT - See SWAPE comment about worker trips.

Vehicle Trips - Consistent with AQ Report model.

Woodstoves - See SWAPE comment about fireplace and woodstove values.

Construction Off-road Equipment Mitigation - See SWAPE comment about construction-related mitigation measures.

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

Table Name	Column Name	Default Value	New Value
tblGrading	AcresOfGrading	0.00	0.72
tblGrading	MaterialExported	0.00	23,348.00
tblLandUse	LotAcreage	1.14	0.00
tblLandUse	LotAcreage	2.87	0.72
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentType		Cement and Mortar Mixers
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblTripsAndVMT	HaulingTripLength	20.00	41.00
tblTripsAndVMT	HaulingTripLength	20.00	41.00
tblTripsAndVMT	HaulingTripNumber	2,919.00	3,335.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	6.39	5.29
tblVehicleTrips	SU_TR	5.86	5.29
tblVehicleTrips	WD_TR	6.65	5.29

## 2.0 Emissions Summary

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

### 2.1 Overall Construction (Maximum Daily Emission)

## Unmitigated Construction

Year	lb/day										lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2020	139,577.9	852,502.9	221,550.3	2,529.2	62,521.6	3,982.2	66,503.8	17,113.8	3,799.9	20,913.7	0.0000	273,614.0	273,614.0	18,265.7	0.0000	274,070.7
Maximum	139,577.9	852,502.9	221,550.3	2,529.2	62,521.6	3,982.2	66,503.8	17,113.8	3,799.9	20,913.7	0.0000	273,614.0	273,614.0	18,265.7	0.0000	274,070.7

## Mitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2020	139.5779	852.5029	221.5503	2.5292	62.5216	3.9822	66.5038	17.1138	3.7999	20.9137	0.0000	273,614.0	273,614.0	18.2657	0.0000	274,070.7
Maximum	139.5779	852.5029	221.5503	2.5292	62.5216	3.9822	66.5038	17.1138	3.7999	20.9137	0.0000	273,614.0	273,614.0	18.2657	0.0000	274,070.7

[illegible]

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Area	31.2031	2.3657	64.4574	0.1419		8.3761	8.3761		8.3761	8.3761	1,020.994 <sup>1</sup>	1,978.220 <sup>0</sup>	2,999.214 <sup>1</sup>	3.0606	0.0693	3,096.379 <sup>0</sup>
Energy	0.0297	0.2537	0.1079	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427
Mobile	1.0866	5.4040	14.5640	0.0504	4.1873	0.0438	4.2311	1.1206	0.0409	1.1616		5,121.666 <sup>1</sup>	5,121.666 <sup>1</sup>	0.2782		5,128.622 <sup>0</sup>
<b>Total</b>	<b>32.3194</b>	<b>8.0234</b>	<b>79.1293</b>	<b>0.1939</b>	<b>4.1873</b>	<b>8.4404</b>	<b>12.6277</b>	<b>1.1206</b>	<b>8.4375</b>	<b>9.5381</b>	<b>1,020.994<sup>1</sup></b>	<b>7,423.704<sup>5</sup></b>	<b>8,444.698<sup>6</sup></b>	<b>3.3450</b>	<b>0.0752</b>	<b>8,550.743<sup>7</sup></b>

**Mitigated Operational**

	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Area	31.2031	2.3657	64.4574	0.1419		8.3761	8.3761		8.3761	8.3761	1,020.994 <sup>1</sup>	1,978.220 <sup>0</sup>	2,999.214 <sup>1</sup>	3.0606	0.0693	3,096.379 <sup>0</sup>
Energy	0.0297	0.2537	0.1079	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427
Mobile	1.0866	5.4040	14.5640	0.0504	4.1873	0.0438	4.2311	1.1206	0.0409	1.1616		5,121.666 <sup>1</sup>	5,121.666 <sup>1</sup>	0.2782		5,128.622 <sup>0</sup>
<b>Total</b>	<b>32.3194</b>	<b>8.0234</b>	<b>79.1293</b>	<b>0.1939</b>	<b>4.1873</b>	<b>8.4404</b>	<b>12.6277</b>	<b>1.1206</b>	<b>8.4375</b>	<b>9.5381</b>	<b>1,020.994<sup>1</sup></b>	<b>7,423.704<sup>5</sup></b>	<b>8,444.698<sup>6</sup></b>	<b>3.3450</b>	<b>0.0752</b>	<b>8,550.743<sup>7</sup></b>

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail****Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/1/2020	5/14/2020	5	10	
2	Site Preparation	Site Preparation	5/15/2020	5/15/2020	5	1	
3	Grading	Grading	5/16/2020	5/19/2020	5	2	
4	Building Construction	Building Construction	5/20/2020	10/6/2020	5	100	
5	Paving	Paving	10/7/2020	10/13/2020	5	5	
6	Architectural Coating	Architectural Coating	10/14/2020	10/20/2020	5	5	

**Acres of Grading (Site Preparation Phase): 0.5****Acres of Grading (Grading Phase): 0.72****Acres of Paving: 0**

**Residential Indoor: 220,725; Residential Outdoor: 73,575; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,048 (Architectural Coating – sqft)**

**OffRoad Equipment**

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	1	8.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Demolition	Dumpers/Tenders	5	8.00	16	0.38
Demolition	Excavators	1	8.00	158	0.38
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Dumpers/Tenders	5	8.00	16	0.38
Grading	Excavators	2	8.00	158	0.38
Building Construction	Air Compressors	2	8.00	78	0.48
Building Construction	Cement and Mortar Mixers	2	8.00	9	0.56

Trips and VMT

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	10	25.00	0.00	347.00	14.70	6.90	41.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	12	30.00	0.00	3,335.00	14.70	6.90	41.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	100.00	20.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

## 3.1 Mitigation Measures Construction

## 3.2 Demolition - 2020

## Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Fugitive Dust					7.5132	0.0000	7.5132	1.1376	0.0000	1.1376			0.0000			0.0000
Off-Road	1.4796	12.6103	12.1445	0.0209		0.6725	0.6725		0.6417	0.6417	1,952.055 <sup>2</sup>	1,952.055 <sup>2</sup>	1,952.055 <sup>2</sup>	0.4114		1,962.339 <sup>2</sup>
<b>Total</b>	<b>1.4796</b>	<b>12.6103</b>	<b>12.1445</b>	<b>0.0209</b>	<b>7.5132</b>	<b>0.6725</b>	<b>8.1857</b>	<b>1.1376</b>	<b>0.6417</b>	<b>1.7792</b>	<b>1,952.055<sup>2</sup></b>	<b>1,952.055<sup>2</sup></b>	<b>1,952.055<sup>2</sup></b>	<b>0.4114</b>		<b>1,962.339<sup>2</sup></b>



## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

## 3.2 Demolition - 2020

## Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.5671	17.3512	4.2204	0.0518	1.2430	0.0642	1.3072	0.3407	0.0615	0.4021		5,616.724 <sup>3</sup>	5,616.724 <sup>3</sup>	0.3618		5,625.768 <sup>5</sup>
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1278	0.0906	1.0025	2.7800e-003	0.2794	2.3400e-003	0.2818	0.0741	2.1500e-003	0.0763		276.8551	276.8551	8.7300e-003		277.0733
Total	0.6948	17.4418	5.2230	0.0546	1.5224	0.0666	1.5890	0.4148	0.0636	0.4784		5,893.579 <sup>4</sup>	5,893.579 <sup>4</sup>	0.3705		5,902.841 <sup>8</sup>

## Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Fugitive Dust					7.5132	0.0000	7.5132	1.1376	0.0000	1.1376			0.0000			0.0000
Off-Road	1.4796	12.6103	12.1445	0.0209		0.6725	0.6725		0.6417	0.6417	0.0000	1,952.055 <sup>2</sup>	1,952.055 <sup>2</sup>	0.4114		1,962.339 <sup>2</sup>
Total	1.4796	12.6103	12.1445	0.0209	7.5132	0.6725	8.1857	1.1376	0.6417	1.7792	0.0000	1,952.055 <sup>2</sup>	1,952.055 <sup>2</sup>	0.4114		1,962.339 <sup>2</sup>

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

**3.2 Demolition - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio- CO <sub>2</sub>	NBio- CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Category	lb/day															
Hauling	0.5671	17.3512	4.2204	0.0518	1.2430	0.0642	1.3072	0.3407	0.0615	0.4021		5,616.724 3	5,616.724 3	0.3618		5,625.768 5
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1278	0.0906	1.0025	2.7800e-003	0.2794	2.3400e-003	0.2818	0.0741	2.1500e-003	0.0763		276.8551	276.8551	8.7300e-003		277.0733
Total	0.6948	17.4418	5.2230	0.0546	1.5224	0.0666	1.5890	0.4148	0.0636	0.4784		5,893.579 4	5,893.579 4	0.3705		5,902.841 8

**3.3 Site Preparation - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio- CO <sub>2</sub>	NBio- CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Category	lb/day															
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085		943.4872	943.4872	0.3051		951.1158
Total	0.6853	8.4307	4.0942	9.7400e-003	0.5303	0.3353	0.8656	0.0573	0.3085	0.3658		943.4872	943.4872	0.3051		951.1158

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

**3.3 Site Preparation - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0256	0.0181	0.2005	5.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		55.3710	55.3710	1.7500e-003		55.4147
<b>Total</b>	<b>0.0256</b>	<b>0.0181</b>	<b>0.2005</b>	<b>5.6000e-004</b>	<b>0.0559</b>	<b>4.7000e-004</b>	<b>0.0564</b>	<b>0.0148</b>	<b>4.3000e-004</b>	<b>0.0153</b>		<b>55.3710</b>	<b>55.3710</b>	<b>1.7500e-003</b>		<b>55.4147</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158
<b>Total</b>	<b>0.6853</b>	<b>8.4307</b>	<b>4.0942</b>	<b>9.7400e-003</b>	<b>0.5303</b>	<b>0.3353</b>	<b>0.8656</b>	<b>0.0573</b>	<b>0.3085</b>	<b>0.3658</b>	<b>0.0000</b>	<b>943.4872</b>	<b>943.4872</b>	<b>0.3051</b>		<b>951.1158</b>

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

**3.3 Site Preparation - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0256	0.0181	0.2005	5.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		55.3710	55.3710	1.7500e-003		55.4147
Total	0.0256	0.0181	0.2005	5.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		55.3710	55.3710	1.7500e-003		55.4147

**3.4 Grading - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Fugitive Dust					2.4548	0.0000	2.4548	0.6549	0.0000	0.6549			0.0000			0.0000
Off-Road	2.0060	18.5869	17.5361	0.0356		0.8926	0.8926		0.8441	0.8441		3,371.5307	3,371.5307	0.8704		3,393.2919
Total	2.0060	18.5869	17.5361	0.0356	2.4548	0.8926	3.3473	0.6549	0.8441	1.4990		3,371.5307	3,371.5307	0.8704		3,393.2919

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

**3.4 Grading - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio- CO <sub>2</sub>	NBio- CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Category	lb/day															
Hauling	27.2509	833.8072	202.8111	2.4903	59.7315	3.0869	62.8184	16.3699	2.9533	19.3232		269,910.3082	269,910.3082	17.3848		270,344.9284
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1533	0.1087	1.2030	3.3400e-003	0.3353	2.8000e-003	0.3381	0.0889	2.5800e-003	0.0915		332.2261	332.2261	0.0105		332.4879
<b>Total</b>	<b>27.4042</b>	<b>833.9160</b>	<b>204.0142</b>	<b>2.4936</b>	<b>60.0669</b>	<b>3.0897</b>	<b>63.1565</b>	<b>16.4589</b>	<b>2.9558</b>	<b>19.4147</b>		<b>270,242.5343</b>	<b>270,242.5343</b>	<b>17.3953</b>		<b>270,677.4163</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio- CO <sub>2</sub>	NBio- CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Category	lb/day															
Fugitive Dust					2.4548	0.0000	2.4548	0.6549	0.0000	0.6549			0.0000			0.0000
Off-Road	2.0060	18.5869	17.5361	0.0356		0.8926	0.8926		0.8441	0.8441	0.0000	3,371.5307	3,371.5307	0.8704		3,393.2919
<b>Total</b>	<b>2.0060</b>	<b>18.5869</b>	<b>17.5361</b>	<b>0.0356</b>	<b>2.4548</b>	<b>0.8926</b>	<b>3.3473</b>	<b>0.6549</b>	<b>0.8441</b>	<b>1.4990</b>	<b>0.0000</b>	<b>3,371.5307</b>	<b>3,371.5307</b>	<b>0.8704</b>		<b>3,393.2919</b>

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

**3.4 Grading - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	27.2509	833.8072	202.8111	2.4903	59.7315	3.0869	62.8184	16.3699	2.9533	19.3232		269.910.3082	269.910.3082	17.3848		270.344.9284
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1533	0.1087	1.2030	3.3400e-003	0.3353	2.8000e-003	0.3381	0.0889	2.5800e-003	0.0915		332.2261	332.2261	0.0105		332.4879
Total	27.4042	833.9160	204.0142	2.4936	60.0669	3.0897	63.1565	16.4589	2.9558	19.4147		270.242.5343	270.242.5343	17.3953		270.677.4163

**3.5 Building Construction - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Off-Road	1.5530	13.4302	12.2980	0.0200		0.7985	0.7985		0.7606	0.7606		1,880.5234	1,880.5234	0.4014		1,890.5581
Total	1.5530	13.4302	12.2980	0.0200		0.7985	0.7985		0.7606	0.7606		1,880.5234	1,880.5234	0.4014		1,890.5581

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

**3.5 Building Construction - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio- CO <sub>2</sub>	NBio- CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0744	2.1270	0.6148	5.0500e-003	0.1280	0.0102	0.1382	0.0369	9.7300e-003	0.0466		538.8981	538.8981	0.0360		539.7990
Worker	0.5110	0.3625	4.0101	0.0111	1.1178	9.3400e-003	1.1271	0.2964	8.6100e-003	0.3050		1,107.4204	1,107.4204	0.0349		1,108.2930
<b>Total</b>	<b>0.5854</b>	<b>2.4895</b>	<b>4.6249</b>	<b>0.0162</b>	<b>1.2458</b>	<b>0.0195</b>	<b>1.2653</b>	<b>0.3333</b>	<b>0.0183</b>	<b>0.3516</b>		<b>1,646.3185</b>	<b>1,646.3185</b>	<b>0.0709</b>		<b>1,648,0920</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio- CO <sub>2</sub>	NBio- CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Category	lb/day															
Off-Road	1.5530	13.4302	12.2980	0.0200		0.7985	0.7985		0.7606	0.7606	0.0000	1,880.5234	1,880.5234	0.4014		1,890.5581
<b>Total</b>	<b>1.5530</b>	<b>13.4302</b>	<b>12.2980</b>	<b>0.0200</b>		<b>0.7985</b>	<b>0.7985</b>		<b>0.7606</b>	<b>0.7606</b>	<b>0.0000</b>	<b>1,880.5234</b>	<b>1,880.5234</b>	<b>0.4014</b>		<b>1,890.5581</b>

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

**3.5 Building Construction - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0744	2.1270	0.6148	5.0500e-003	0.1280	0.0102	0.1382	0.0369	9.7300e-003	0.0466		538.8981	538.8981	0.0360		539.7990
Worker	0.5110	0.3625	4.0101	0.0111	1.1178	9.3400e-003	1.1271	0.2964	8.6100e-003	0.3050		1,107.4204	1,107.4204	0.0349		1,108.2930
Total	0.5854	2.4895	4.6249	0.0162	1.2458	0.0195	1.2653	0.3333	0.0183	0.3516		1,646.3185	1,646.3185	0.0709		1,648.0920

**3.6 Paving - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Off-Road	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669		1,035.3926	1,035.3926	0.3016		1,042.9323
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669		1,035.3926	1,035.3926	0.3016		1,042.9323



## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

**3.6 Paving - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0920	0.0652	0.7218	2.0000e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		199.3357	199.3357	6.2800e-003		199.4927
<b>Total</b>	<b>0.0920</b>	<b>0.0652</b>	<b>0.7218</b>	<b>2.0000e-003</b>	<b>0.2012</b>	<b>1.6800e-003</b>	<b>0.2029</b>	<b>0.0534</b>	<b>1.5500e-003</b>	<b>0.0549</b>		<b>199.3357</b>	<b>199.3357</b>	<b>6.2800e-003</b>		<b>199.4927</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Off-Road	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669	0.0000	1,035.3926	1,035.3926	0.3016		1,042.9323
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.7716</b>	<b>7.2266</b>	<b>7.1128</b>	<b>0.0113</b>		<b>0.3950</b>	<b>0.3950</b>		<b>0.3669</b>	<b>0.3669</b>	<b>0.0000</b>	<b>1,035.3926</b>	<b>1,035.3926</b>	<b>0.3016</b>		<b>1,042.9323</b>

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

**3.6 Paving - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0920	0.0652	0.7218	2.0000e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		199.3357	199.3357	6.2800e-003		199.4927
<b>Total</b>	<b>0.0920</b>	<b>0.0652</b>	<b>0.7218</b>	<b>2.0000e-003</b>	<b>0.2012</b>	<b>1.6800e-003</b>	<b>0.2029</b>	<b>0.0534</b>	<b>1.5500e-003</b>	<b>0.0549</b>		<b>199.3357</b>	<b>199.3357</b>	<b>6.2800e-003</b>		<b>199.4927</b>

**3.7 Architectural Coating - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Archit. Coating	139.2336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
<b>Total</b>	<b>139.4757</b>	<b>1.6838</b>	<b>1.8314</b>	<b>2.9700e-003</b>		<b>0.1109</b>	<b>0.1109</b>		<b>0.1109</b>	<b>0.1109</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0218</b>		<b>281.9928</b>

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

**3.7 Architectural Coating - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1022	0.0725	0.8020	2.2200e-003	0.2236	1.8700e-003	0.2254	0.0583	1.7200e-003	0.0610		221.4841	221.4841	6.9800e-003		221.6586
<b>Total</b>	<b>0.1022</b>	<b>0.0725</b>	<b>0.8020</b>	<b>2.2200e-003</b>	<b>0.2236</b>	<b>1.8700e-003</b>	<b>0.2254</b>	<b>0.0583</b>	<b>1.7200e-003</b>	<b>0.0610</b>		<b>221.4841</b>	<b>221.4841</b>	<b>6.9800e-003</b>		<b>221.6586</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Archit. Coating	139.2336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
<b>Total</b>	<b>139.4757</b>	<b>1.6838</b>	<b>1.8314</b>	<b>2.9700e-003</b>		<b>0.1109</b>	<b>0.1109</b>		<b>0.1109</b>	<b>0.1109</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0218</b>		<b>281.9928</b>

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

**3.7 Architectural Coating - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio- CO <sub>2</sub>	NBio- CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2e</sub>
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1022	0.0725	0.8020	2.2200e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		221.4841	221.4841	6.9800e-003		221.6586
Total	0.1022	0.0725	0.8020	2.2200e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		221.4841	221.4841	6.9800e-003		221.6586

**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

	FOG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0866	5.4040	14.5640	0.0504	4.1873	0.0438	4.2311	1.1206	0.0409	1.1616	5,121,666	5,121,666	5,121,666	0.2782		5,128,622
											1	1	1			0
Unmitigated	1.0866	5.4040	14.5640	0.0504	4.1873	0.0438	4.2311	1.1206	0.0409	1.1616	5,121,666	5,121,666	5,121,666	0.2782		5,128,622
											1	1	1			0

## 4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartment's Mid Rise	576.61	576.61	576.61	1,969,172	1,969,172
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	576.61	576.61	576.61	1,969,172	1,969,172

## 4.3 Trip Type Information

	Miles	Trip %					Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartment's Mid Rise	14.70	5.90	8.70	40.00	19.00	41.00	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

## 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartment's Mid Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0297	0.2537	0.1079	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427
NaturalGas Unmitigated	0.0297	0.2537	0.1079	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2752.46	0.0297	0.2537	0.1079	1.6200e-003	0.0205	0.0205	0.0205	0.0205	0.0205	0.0205	323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427	
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Total		0.0297	0.2537	0.1079	1.6200e-003	0.0205	0.0205	0.0205	0.0205	0.0205	0.0205	323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427	

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	kBTU/yr	lb/day										lb/day						
Apartments Mid Rise	2.75246	0.0297	0.2537	0.1079	1.6200e-003	0.0205	0.0205	0.0205	0.0205	0.0205	0.0205	323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427		
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		
Total		0.0297	0.2537	0.1079	1.6200e-003	0.0205	0.0205	0.0205	0.0205	0.0205	0.0205	323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427		

**6.0 Area Detail****6.1 Mitigation Measures Area**

## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	31.2031	2.3657	64.4574	0.1419		8.3761	8.3761		8.3761	8.3761	1,020.994 <sup>1</sup>	1,978.220 <sup>0</sup>	2,999.214 <sup>1</sup>	3.0606	0.0693	3,096.379 <sup>0</sup>
Unmitigated	31.2031	2.3657	64.4574	0.1419		8.3761	8.3761		8.3761	8.3761	1,020.994 <sup>1</sup>	1,978.220 <sup>0</sup>	2,999.214 <sup>1</sup>	3.0606	0.0693	3,096.379 <sup>0</sup>

## 6.2 Area by SubCategory

## Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1907					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.1762					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	28.5619	2.2616	55.4322	0.1414		8.3263	8.3263		8.3263	8.3263	1,020.994 <sup>1</sup>	1,962.000 <sup>0</sup>	2,982.994 <sup>1</sup>	3.0448	0.0693	3,079.764 <sup>9</sup>
Landscaping	0.2743	0.1042	9.0252	4.8000e-004		0.0497	0.0497		0.0497	0.0497		16.2200	16.2200	0.0158		16.6141
Total	31.2031	2.3657	64.4574	0.1419		8.3761	8.3761		8.3761	8.3761	1,020.994 <sup>1</sup>	1,978.220 <sup>0</sup>	2,999.214 <sup>1</sup>	3.0606	0.0693	3,096.379 <sup>0</sup>



## 1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1907					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.1762					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	28.5619	2.2616	55.4322	0.1414		8.3263	8.3263		8.3263	8.3263	1,020.994 <sup>1</sup>	1,962.000 <sup>0</sup>	2,982.994 <sup>1</sup>	3.0448	0.0693	3,079.764 <sup>9</sup>
Landscaping	0.2743	0.1042	9.0252	4.8000e-004		0.0497	0.0497		0.0497	0.0497		16.2200	16.2200	0.0158		16.6141
Total	31.2031	2.3657	64.4574	0.1419		8.3761	8.3761		8.3761	8.3761	1,020.994 <sup>1</sup>	1,978.220 <sup>0</sup>	2,999.214 <sup>1</sup>	3.0606	0.0693	3,096.379 <sup>0</sup>

**7.0 Water Detail****7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

**Fire Pumps and Emergency Generators**

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

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

**User Defined Equipment**

Equipment Type	Number
----------------	--------

**11.0 Vegetation**

---

# Attachment C 3

Start date and time 10/28/20 14:41:21

AERSCREEN 16216

1331 S Pacific Avenue Construction

1331 S Pacific Avenue Construction

----- DATA ENTRY VALIDATION -----

METRIC

ENGLISH

\*\* AREADATA \*\*

Emission Rate: 0.305E-02 g/s 0.242E-01 lb/hr

Area Height: 3.00 meters 9.84 feet

Area Source Length: 65.00 meters 213.25 feet

Area Source Width: 45.00 meters 147.64 feet

Vertical Dimension: 1.50 meters 4.92 feet

Model Mode: URBAN

Population: 3990000

Dist to Ambient Air: 1.0 meters 3. feet

\*\* BUILDING DATA \*\*

No Building Downwash Parameters

**\*\* TERRAIN DATA \*\***

No Terrain Elevations

Source Base Elevation: 0.0 meters 0.0 feet

Probe distance: 5000. meters 16404. feet

No flagpole receptors

No discrete receptors used

**\*\* FUMIGATION DATA \*\***

No fumigation requested

**\*\* METEOROLOGY DATA \*\***

Min/Max Temperature: 250.0 / 310.0 K -9.7 / 98.3 Deg F

Minimum Wind Speed: 0.5 m/s

Anemometer Height: 10.000 meters

Dominant Surface Profile: Urban

Dominant Climate Type: Average Moisture

Surface friction velocity ( $u^*$ ): not adjusted

DEBUG OPTION ON

AERSCREEN output file:

2020.10.28\_1331SPacific\_Construction.out

\*\*\* AERSCREEN Run is Ready to Begin

No terrain used, AERMAP will not be run

\*\*\*\*\*

SURFACE CHARACTERISTICS & MAKEMET

Obtaining surface characteristics...

Using AERMET seasonal surface characteristics for Urban with Average Moisture

Season	Albedo	Bo	zo
Winter	0.35	1.50	1.000
Spring	0.14	1.00	1.000
Summer	0.16	2.00	1.000
Autumn	0.18	2.00	1.000

Creating met files aerscreen\_01\_01.sfc & aerscreen\_01\_01.pfl

Creating met files aerscreen\_02\_01.sfc & aerscreen\_02\_01.pfl

Creating met files aerscreen\_03\_01.sfc & aerscreen\_03\_01.pfl

Creating met files aerscreen\_04\_01.sfc & aerscreen\_04\_01.pfl

Buildings and/or terrain present or rectangular area source, skipping probe

FLOWSECTOR started 10/28/20 14:42:07

\*\*\*\*\*

Running AERMOD

Processing Winter

Processing surface roughness sector 1

\*\*\*\*\*

Processing wind flow sector 1

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 0

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 2

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 5

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 3

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 10

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*



\*\*\*\*\*

Processing wind flow sector 4

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 15

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 5

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 20

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 6

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 25

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 7

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 30

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 8

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 35

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Running AERMOD

Processing Spring

Processing surface roughness sector 1

\*\*\*\*\*

Processing wind flow sector 1

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 0

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 2

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 5

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 3

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 10

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 4

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 15

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 5

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 20

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 6

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 25

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 7

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 30

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 8

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 35

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Running AERMOD

Processing Summer

Processing surface roughness sector 1

\*\*\*\*\*

Processing wind flow sector 1

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 0

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 2

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 5

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*  
\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 3

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 10

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*  
\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 4

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 15

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*  
\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 5

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 20

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 6

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 25

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 7

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 30

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 8

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 35

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Running AERMOD

Processing Autumn

Processing surface roughness sector 1

\*\*\*\*\*

Processing wind flow sector 1

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 0

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 2

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 5

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*



\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 3

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 10

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 4

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 15

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 5

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 20

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 6

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 25

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 7

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 30

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 8

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 35

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

FLOWSECTOR ended 10/28/20 14:42:17

REFINE started 10/28/20 14:42:17

AERMOD Finishes Successfully for REFINE stage 3 Winter sector 0

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

REFINE ended 10/28/20 14:42:18

\*\*\*\*\*

AERSCREEN Finished Successfully

With no errors or warnings

Check log file for details

\*\*\*\*\*

Ending date and time 10/28/20 14:42:20

Concentration			Distance		Elevation	Diag	Season/Month		Zo sector		Date	
H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF	WS
REF	TA	HT										HT
	0.13009E+02		1.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.16698E+02		25.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
*	0.17527E+02		33.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.10996E+02		50.00	0.00	30.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.57488E+01		75.00	0.00	5.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.37842E+01		100.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.27537E+01		125.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.21288E+01		150.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.17147E+01		175.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.14234E+01		200.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.12078E+01		225.00	0.00	5.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.10434E+01		250.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.91440E+00		275.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.81077E+00		300.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.72564E+00		325.00	0.00	5.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.65508E+00		350.00	0.00	10.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0

310.0	2.0										
	0.59557E+00	375.00	0.00	10.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.54485E+00	400.00	0.00	10.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.50130E+00	425.00	0.00	5.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.46347E+00	450.00	0.00	0.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.43039E+00	475.00	0.00	0.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.40110E+00	500.00	0.00	0.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.37504E+00	525.00	0.00	0.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.35170E+00	550.00	0.00	0.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.33078E+00	575.00	0.00	5.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.31192E+00	600.00	0.00	0.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.29487E+00	625.00	0.00	10.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.27937E+00	650.00	0.00	15.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.26524E+00	675.00	0.00	20.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.25230E+00	699.99	0.00	20.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.24040E+00	725.00	0.00	20.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.22945E+00	750.00	0.00	20.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.21934E+00	775.00	0.00	15.0	Winter	0-360	10011001				

-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.21073E+00		800.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.20200E+00		825.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.19388E+00		850.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.18630E+00		875.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.17922E+00		900.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.17260E+00		925.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.16639E+00		950.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.16055E+00		975.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.15506E+00		1000.00		0.00	5.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.14989E+00		1025.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.14501E+00		1050.00		0.00	5.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.14040E+00		1075.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.13604E+00		1100.00		0.00	5.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.13190E+00		1125.00		0.00	20.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.12798E+00		1149.99		0.00	15.0	Winter		0-360	10011001	
-1.30	0.043										

0.12072E+00	1200.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.11735E+00	1225.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.11414E+00	1250.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.11108E+00	1275.00	0.00	30.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.10816E+00	1300.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.10537E+00	1325.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.10270E+00	1350.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.10015E+00	1375.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.97702E-01	1400.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.95358E-01	1425.00	0.00	15.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.93110E-01	1450.00	0.00	20.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.90953E-01	1475.00	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.88880E-01	1500.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.86888E-01	1525.00	0.00	10.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.84972E-01	1550.00	0.00	10.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.83128E-01	1574.99	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.81352E-01	1600.00	0.00	35.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0

310.0	2.0											
	0.79640E-01	1625.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.77991E-01	1650.00	0.00	20.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.76399E-01	1675.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.74863E-01	1700.00	0.00	15.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.73380E-01	1725.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.71947E-01	1750.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.70561E-01	1775.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.69221E-01	1800.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.67925E-01	1824.99	0.00	15.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.66670E-01	1850.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.65455E-01	1875.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.64277E-01	1899.99	0.00	25.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.63136E-01	1924.99	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.62029E-01	1950.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.60956E-01	1975.00	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.59915E-01	2000.00	0.00	35.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.58904E-01	2025.00	0.00	5.0		Winter	0-360	10011001				



-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.57922E-01		2050.00		0.00	30.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.56968E-01		2075.00		0.00	5.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.56041E-01		2100.00		0.00	20.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.55140E-01		2124.99		0.00	25.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.54264E-01		2150.00		0.00	30.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.53411E-01		2175.00		0.00	5.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.52582E-01		2200.00		0.00	20.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.51775E-01		2224.99		0.00	15.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.50988E-01		2250.00		0.00	15.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.50223E-01		2275.00		0.00	5.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.49477E-01		2300.00		0.00	20.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.48751E-01		2325.00		0.00	5.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.48042E-01		2350.00		0.00	25.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.47352E-01		2375.00		0.00	0.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.46678E-01		2399.99		0.00	35.0		Winter	0-360	10011001	
-											

0.45380E-01	2449.99	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.44753E-01	2475.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.44142E-01	2500.00	0.00	15.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.43544E-01	2525.00	0.00	20.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.42961E-01	2550.00	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.42390E-01	2575.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.41833E-01	2600.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.41289E-01	2625.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.40756E-01	2650.00	0.00	15.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.40236E-01	2675.00	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.39726E-01	2700.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.39228E-01	2725.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.38741E-01	2750.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.38263E-01	2775.00	0.00	15.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.37796E-01	2800.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.37339E-01	2824.99	0.00	35.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.36892E-01	2850.00	0.00	10.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0

310.0	2.0											
	0.36453E-01	2875.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.36024E-01	2900.00	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.35603E-01	2925.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.35190E-01	2950.00	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.34786E-01	2975.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.34390E-01	3000.00	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.34001E-01	3025.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.33620E-01	3050.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.33247E-01	3075.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.32880E-01	3100.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.32521E-01	3125.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.32168E-01	3150.00	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.31822E-01	3174.99	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.31482E-01	3200.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.31148E-01	3225.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.30821E-01	3249.99	0.00	35.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.30499E-01	3275.00	0.00	0.0		Winter	0-360	10011001				

-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.30183E-01		3300.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.29873E-01		3325.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.29568E-01		3350.00		0.00	5.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.29269E-01		3375.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.28975E-01		3400.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.28686E-01		3425.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.28401E-01		3450.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.28122E-01		3475.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.27848E-01		3500.00		0.00	20.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.27578E-01		3525.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.27312E-01		3550.00		0.00	25.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.27051E-01		3575.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.26794E-01		3600.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.26542E-01		3625.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.26293E-01		3650.00		0.00	0.0	Winter		0-360	10011001	
-1.30											

0.25808E-01	3700.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.25572E-01	3725.00	0.00	15.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.25339E-01	3750.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.25109E-01	3775.00	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.24883E-01	3800.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.24661E-01	3825.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.24442E-01	3850.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.24227E-01	3875.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.24014E-01	3900.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.23805E-01	3925.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.23599E-01	3950.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.23396E-01	3975.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.23197E-01	4000.00	0.00	15.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.23000E-01	4025.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.22806E-01	4050.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.22614E-01	4074.99	0.00	35.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.22426E-01	4100.00	0.00	10.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0

310.0	2.0											
	0.22240E-01	4125.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.22057E-01	4150.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.21877E-01	4175.00	0.00	25.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.21699E-01	4200.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.21523E-01	4225.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.21350E-01	4250.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.21179E-01	4275.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.21011E-01	4300.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.20845E-01	4325.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.20681E-01	4350.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.20520E-01	4375.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.20360E-01	4400.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.20203E-01	4425.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.20048E-01	4450.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.19895E-01	4475.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.19744E-01	4500.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.19595E-01	4525.00	0.00	10.0		Winter	0-360	10011001				

-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.19448E-01		4550.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.19303E-01		4575.00		0.00	20.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.19159E-01		4600.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.19018E-01		4625.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.18878E-01		4650.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.18740E-01		4675.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.18604E-01		4700.00		0.00	15.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.18469E-01		4725.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.18336E-01		4750.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.18205E-01		4775.00		0.00	30.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.18075E-01		4800.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.17947E-01		4825.00		0.00	15.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.17821E-01		4850.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.17696E-01		4875.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.17573E-01		4900.00		0.00	0.0	Winter		0-360	10011001	
-1.30											

0.17330E-01	4950.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000 0.020 -999. 21.	6.0 1.000 1.50	0.35 0.50 10.0				
310.0 2.0						
0.17211E-01	4975.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000 0.020 -999. 21.	6.0 1.000 1.50	0.35 0.50 10.0				
310.0 2.0						
0.17094E-01	5000.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000 0.020 -999. 21.	6.0 1.000 1.50	0.35 0.50 10.0				
310.0 2.0						



Start date and time 10/28/20 14:42:25

AERSCREEN 16216

1331 S Pacific Avenue Operation

1331 S Pacific Avenue Operation

----- DATA ENTRY VALIDATION -----

METRIC

ENGLISH

\*\* AREADATA \*\*

Emission Rate: 0.351E-02 g/s 0.279E-01 lb/hr

Area Height: 3.00 meters 9.84 feet

Area Source Length: 65.00 meters 213.25 feet

Area Source Width: 45.00 meters 147.64 feet

Vertical Dimension: 1.50 meters 4.92 feet

Model Mode: URBAN

Population: 3990000

Dist to Ambient Air: 1.0 meters 3. feet

\*\* BUILDING DATA \*\*

No Building Downwash Parameters

**\*\* TERRAIN DATA \*\***

No Terrain Elevations

Source Base Elevation: 0.0 meters 0.0 feet

Probe distance: 5000. meters 16404. feet

No flagpole receptors

No discrete receptors used

**\*\* FUMIGATION DATA \*\***

No fumigation requested

**\*\* METEOROLOGY DATA \*\***

Min/Max Temperature: 250.0 / 310.0 K -9.7 / 98.3 Deg F

Minimum Wind Speed: 0.5 m/s

Anemometer Height: 10.000 meters

Dominant Surface Profile: Urban

Dominant Climate Type: Average Moisture

Surface friction velocity ( $u^*$ ): not adjusted

DEBUG OPTION ON

AERSCREEN output file:

2020.10.28\_1331SPacific\_Operation.out

\*\*\* AERSCREEN Run is Ready to Begin

No terrain used, AERMAP will not be run

\*\*\*\*\*

SURFACE CHARACTERISTICS & MAKEMET

Obtaining surface characteristics...

Using AERMET seasonal surface characteristics for Urban with Average Moisture

Season	Albedo	Bo	zo
Winter	0.35	1.50	1.000
Spring	0.14	1.00	1.000
Summer	0.16	2.00	1.000
Autumn	0.18	2.00	1.000

Creating met files aerscreen\_01\_01.sfc & aerscreen\_01\_01.pfl

Creating met files aerscreen\_02\_01.sfc & aerscreen\_02\_01.pfl

Creating met files aerscreen\_03\_01.sfc & aerscreen\_03\_01.pfl

Creating met files aerscreen\_04\_01.sfc & aerscreen\_04\_01.pfl

Buildings and/or terrain present or rectangular area source, skipping probe

FLOWSECTOR started 10/28/20 14:43:22

\*\*\*\*\*

Running AERMOD

Processing Winter

Processing surface roughness sector 1

\*\*\*\*\*

Processing wind flow sector 1

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 0

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 2

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 5

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 3

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 10

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 4

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 15

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 5

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 20

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 6

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 25

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 7

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 30

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 8

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 35

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Running AERMOD

Processing Spring

Processing surface roughness sector 1

\*\*\*\*\*

Processing wind flow sector 1

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 0

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 2

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 5

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 3

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 10

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 4

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 15



\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 5

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 20

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 6

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 25

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 7

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 30

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 8

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 35

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Running AERMOD

Processing Summer

Processing surface roughness sector 1

\*\*\*\*\*

Processing wind flow sector 1

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 0

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 2

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 5

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*  
\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 3

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 10

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*  
\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 4

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 15

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*  
\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 5

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 20

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 6

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 25

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 7

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 30

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 8

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 35

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Running AERMOD

Processing Autumn

Processing surface roughness sector 1

\*\*\*\*\*

Processing wind flow sector 1

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 0

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 2

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 5

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 3

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 10

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 4

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 15

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 5

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 20

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 6

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 25

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 7

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 30

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 8

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 35

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

FLOWSECTOR ended 10/28/20 14:43:32

REFINE started 10/28/20 14:43:32

AERMOD Finishes Successfully for REFINE stage 3 Winter sector 0

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

REFINE ended 10/28/20 14:43:33

\*\*\*\*\*

AERSCREEN Finished Successfully

With no errors or warnings

Check log file for details

\*\*\*\*\*

Ending date and time 10/28/20 14:43:35



Concentration			Distance		Elevation	Diag	Season/Month		Zo sector		Date	
H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF	WS
REF	TA	HT										HT
	0.14953E+02		1.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.19193E+02		25.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
*	0.20146E+02		33.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.12639E+02		50.00	0.00	30.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.66078E+01		75.00	0.00	5.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.43497E+01		100.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.31652E+01		125.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.24469E+01		150.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.19709E+01		175.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.16361E+01		200.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.13883E+01		225.00	0.00	5.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.11993E+01		250.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.10510E+01		275.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.93191E+00		300.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.83407E+00		325.00	0.00	5.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.75296E+00		350.00	0.00	10.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0

310.0	2.0										
	0.68457E+00	375.00	0.00	10.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.62627E+00	400.00	0.00	10.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.57621E+00	425.00	0.00	5.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.53272E+00	450.00	0.00	0.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.49470E+00	475.00	0.00	0.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.46103E+00	500.00	0.00	0.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.43108E+00	525.00	0.00	0.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.40426E+00	550.00	0.00	0.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.38021E+00	575.00	0.00	5.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.35853E+00	600.00	0.00	0.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.33893E+00	625.00	0.00	10.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.32111E+00	650.00	0.00	15.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.30488E+00	675.00	0.00	20.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.29000E+00	699.99	0.00	20.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.27632E+00	725.00	0.00	20.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.26373E+00	750.00	0.00	20.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.25211E+00	775.00	0.00	15.0		Winter	0-360	10011001			

-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.24222E+00		800.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.23219E+00		825.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.22285E+00		850.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.21414E+00		875.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.20600E+00		900.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.19839E+00		925.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.19125E+00		950.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.18454E+00		975.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.17823E+00		1000.00		0.00	5.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.17229E+00		1025.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.16668E+00		1050.00		0.00	5.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.16138E+00		1075.00		0.00	15.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.15636E+00		1100.00		0.00	5.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.15161E+00		1125.00		0.00	20.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.14710E+00		1150.00		0.00	5.0	Winter		0-360	10011001	
-1.30	0.043										

0.13876E+00	1200.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.13488E+00	1225.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.13120E+00	1249.99	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.12768E+00	1275.00	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.12432E+00	1300.00	0.00	15.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.12111E+00	1325.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.11805E+00	1350.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.11511E+00	1375.00	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.11230E+00	1400.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.10961E+00	1425.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.10702E+00	1450.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.10454E+00	1475.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.10216E+00	1500.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.99871E-01	1525.00	0.00	10.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.97668E-01	1550.00	0.00	20.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.95549E-01	1574.99	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.93508E-01	1600.00	0.00	35.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0

310.0	2.0											
	0.91541E-01	1625.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.89644E-01	1650.00	0.00	20.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.87815E-01	1675.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.86049E-01	1700.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.84344E-01	1725.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.82697E-01	1750.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.81105E-01	1775.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.79565E-01	1800.00	0.00	25.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.78075E-01	1824.99	0.00	15.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.76632E-01	1850.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.75235E-01	1875.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.73882E-01	1899.99	0.00	25.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.72570E-01	1924.99	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.71298E-01	1950.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.70065E-01	1975.00	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.68868E-01	2000.00	0.00	35.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.67705E-01	2025.00	0.00	5.0		Winter	0-360	10011001				

-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.66577E-01		2050.00		0.00	20.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.65480E-01		2075.00		0.00	5.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.64415E-01		2100.00		0.00	15.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.63379E-01		2124.99		0.00	25.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.62372E-01		2150.00		0.00	30.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.61392E-01		2175.00		0.00	5.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.60439E-01		2200.00		0.00	20.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.59511E-01		2224.99		0.00	15.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.58608E-01		2250.00		0.00	15.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.57728E-01		2275.00		0.00	5.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.56870E-01		2300.00		0.00	0.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.56035E-01		2325.00		0.00	5.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.55221E-01		2350.00		0.00	25.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.54427E-01		2375.00		0.00	5.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.53653E-01		2399.99		0.00	35.0		Winter	0-360	10011001	
-1											

0.52161E-01	2449.99	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.51441E-01	2475.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.50738E-01	2500.00	0.00	15.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.50051E-01	2525.00	0.00	20.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.49380E-01	2550.00	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.48725E-01	2575.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.48084E-01	2600.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.47458E-01	2625.00	0.00	20.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.46846E-01	2650.00	0.00	15.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.46248E-01	2675.00	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.45662E-01	2700.00	0.00	10.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.45090E-01	2725.00	0.00	20.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.44529E-01	2750.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.43981E-01	2775.00	0.00	15.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.43444E-01	2800.00	0.00	10.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.42919E-01	2824.99	0.00	35.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.42404E-01	2850.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0

310.0	2.0											
	0.41900E-01	2875.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.41406E-01	2900.00	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.40923E-01	2925.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.40449E-01	2950.00	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.39984E-01	2975.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.39528E-01	3000.00	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.39082E-01	3025.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.38644E-01	3050.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.38215E-01	3075.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.37793E-01	3100.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.37380E-01	3125.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.36975E-01	3150.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.36576E-01	3174.99	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.36186E-01	3200.00	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.35802E-01	3225.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.35426E-01	3250.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.35056E-01	3275.00	0.00	30.0		Winter	0-360	10011001				



-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.34693E-01		3300.00		0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.34337E-01		3325.00		0.00	15.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.33987E-01		3350.00		0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.33642E-01		3375.00		0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.33304E-01		3400.00		0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.32972E-01		3425.00		0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.32645E-01		3450.00		0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.32324E-01		3475.00		0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.32009E-01		3500.00		0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.31698E-01		3525.00		0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.31393E-01		3550.00		0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.31093E-01		3575.00		0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.30798E-01		3600.00		0.00	5.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.30508E-01		3625.00		0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0

0.29665E-01	3700.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.29393E-01	3725.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.29125E-01	3750.00	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.28861E-01	3775.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.28602E-01	3800.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.28346E-01	3825.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.28095E-01	3850.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.27847E-01	3875.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.27603E-01	3900.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.27362E-01	3925.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.27126E-01	3950.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.26893E-01	3975.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.26663E-01	4000.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.26437E-01	4025.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.26213E-01	4050.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.25994E-01	4075.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.25777E-01	4100.00	0.00	10.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0

310.0	2.0											
	0.25564E-01	4125.00	0.00	30.0	Winter	0-360	10011001					
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.25353E-01	4150.00	0.00	10.0	Winter	0-360	10011001					
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.25146E-01	4175.00	0.00	5.0	Winter	0-360	10011001					
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.24941E-01	4200.00	0.00	0.0	Winter	0-360	10011001					
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.24739E-01	4225.00	0.00	5.0	Winter	0-360	10011001					
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.24540E-01	4250.00	0.00	10.0	Winter	0-360	10011001					
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.24344E-01	4275.00	0.00	0.0	Winter	0-360	10011001					
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.24151E-01	4300.00	0.00	10.0	Winter	0-360	10011001					
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.23960E-01	4325.00	0.00	5.0	Winter	0-360	10011001					
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.23772E-01	4350.00	0.00	10.0	Winter	0-360	10011001					
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.23586E-01	4375.00	0.00	0.0	Winter	0-360	10011001					
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.23403E-01	4400.00	0.00	0.0	Winter	0-360	10011001					
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.23222E-01	4425.00	0.00	0.0	Winter	0-360	10011001					
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.23044E-01	4450.00	0.00	0.0	Winter	0-360	10011001					
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.22868E-01	4475.00	0.00	0.0	Winter	0-360	10011001					
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.22694E-01	4500.00	0.00	0.0	Winter	0-360	10011001					
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.22523E-01	4525.00	0.00	0.0	Winter	0-360	10011001					

-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.22354E-01		4550.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.22187E-01		4575.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.22022E-01		4600.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.21859E-01		4625.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.21699E-01		4650.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.21540E-01		4675.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.21383E-01		4700.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.21229E-01		4725.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.21076E-01		4750.00	0.00	5.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.20925E-01		4775.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.20776E-01		4800.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.20629E-01		4825.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.20484E-01		4850.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.20340E-01		4875.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.20198E-01		4900.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0										

0.19920E-01	4950.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000 0.020 -999. 21.	6.0 1.000 1.50	0.35 0.50 10.0				
310.0 2.0						
0.19783E-01	4975.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000 0.020 -999. 21.	6.0 1.000 1.50	0.35 0.50 10.0				
310.0 2.0						
0.19648E-01	5000.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000 0.020 -999. 21.	6.0 1.000 1.50	0.35 0.50 10.0				
310.0 2.0						

## Communication from Public

**Name:** Jamie T. Hall

**Date Submitted:** 11/04/2020 07:36 PM

**Council File No:** 20-0680

**Comments for Public Posting:** Dear Members of the Planning Land Use Management (PLUM) Committee: This firm represents Citizens Protecting San Pedro. Attached please find Attachments D to E to the letter submitted by Channel Law Group on November 4, 2020. Sincerely, Jamie T. Hall

# Attachment D 1

# Special Speed Study Report: 14TH STREET

## Station ID : 14TH STREET

Info Line 1 : 14th Street (San Pedro)

Info Line 2 : E/O Grand Av

GPS Lat/Lon :

DB File : 14THEGRA W858.DB

Last Connected Device Type : RoadRunner3

Version Number : 1.34

Serial Number : 17858

Number of Lanes : 2

Posted Speed Limit : 25.0 mph

## Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	W	West	Ax-Ax	4.0 ft	6.0 ft	

## Lane #1 Special Speed Study Data From: 08:00 - 10/20/2020 To: 06:59 - 10/22/2020

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
10/20/20	08:00	10	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19
Tue	09:00	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	10:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	11:00	5	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	12
	12:00	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	13:00	10	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	21
	14:00	16	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	22
	15:00	11	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	16:00	9	7	4	3	0	0	0	0	0	0	0	0	0	0	0	0	23
	17:00	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	18:00	21	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	34
	19:00	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	20:00	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	21:00	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	22:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	23:00	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Daily Total :		173	69	26	12	1	0	0	0	0	0	0	0	0	0	0	0	281
Percent :		62%	25%	9%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		62%	86%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		11	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	18

Average Speed 15.7 mph      50% Speed : 13.4 mph      67% Speed : 21.3 mph      85% Speed : 24.4 mph  
10mph Pace: 5.4 - 15.3 (57.3%)



Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
10/21/20	00:00	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Wed	01:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	06:00	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	07:00	4	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	08:00	7	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	09:00	9	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	10:00	8	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	13
	11:00	9	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	19
	12:00	10	8	4	1	1	0	0	0	0	0	0	0	0	0	0	0	24
	13:00	7	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	14:00	12	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	15:00	13	7	5	3	0	0	0	0	0	0	0	0	0	0	0	0	28
	16:00	18	7	2	1	0	1	0	0	0	0	0	0	0	0	0	0	29
	17:00	17	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	18:00	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	19:00	16	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	20:00	13	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	19
	21:00	9	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	22:00	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	23:00	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	10
<b>Daily Total :</b>		194	86	50	14	2	1	0	0	0	0	0	0	0	0	0	0	347
Percent :		56%	25%	14%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		56%	81%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	15

Average Speed	16.8 mph	50% Speed :	14.8 mph	67% Speed :	22.4 mph	85% Speed :	26.8 mph
				10mph Pace: 6.1 - 16.0 (46.4%)			

		#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
10/22/20	00:00	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Thu	01:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	02:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	03:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	06:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
<b>Daily Total :</b>		16	12	2	1	0	1	0	0	0	0	0	0	0	0	0	0	32
Percent :		50%	38%	6%	3%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		50%	88%	94%	97%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
		Average Speed 17.5 mph		50% Speed : 10.6 mph				67% Speed : 22.5 mph				85% Speed : 22.9 mph				10mph Pace: 9.6 - 19.5 (50.0%)		

## Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	E	East	Ax-Ax	4.0 ft	6.0 ft	

### Lane #2 Special Speed Study Data From: 08:00 - 10/20/2020 To: 06:59 - 10/22/2020

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
		19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	
10/20/20	08:00	8	8	3	1	1	0	0	0	0	0	0	0	0	0	0	0	21
Tue	09:00	18	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	30
	10:00	10	3	4	0	0	1	0	0	0	0	0	0	0	0	0	0	18
	11:00	10	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	12:00	9	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	17
	13:00	2	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	9
	14:00	15	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	15:00	11	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	20
	16:00	17	7	3	4	1	1	1	0	0	0	0	0	0	0	0	0	34
	17:00	25	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	35
	18:00	12	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	24
	19:00	11	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	20:00	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	21:00	3	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	22:00	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	23:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
<b>Daily Total :</b>		170	87	40	13	3	2	1	0	0	0	0	0	0	0	0	0	316
Percent :		54%	28%	13%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		54%	81%	94%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		11	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	20

Average Speed 17.1 mph	50% Speed : 14.6 mph	67% Speed : 22.5 mph
85% Speed : 27.0 mph		
10mph Pace: 5.3 - 15.2 (50.9%)		

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
		19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	
10/21/20	00:00	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Wed	01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	7	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	10
	07:00	9	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	08:00	8	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	09:00	14	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	27
	10:00	11	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	11:00	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	12:00	9	9	8	2	2	0	0	0	0	0	0	0	0	0	0	0	30
	13:00	8	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	14:00	16	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	25
	15:00	11	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	16:00	14	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31
	17:00	18	8	4	2	0	0	1	0	0	0	0	0	0	0	0	0	33
	18:00	6	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	19:00	13	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	17
	20:00	12	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	21:00	8	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	22:00	10	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	23:00	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	11
<b>Daily Total :</b>		195	112	62	15	2	1	1	0	0	0	0	0	0	0	0	0	388
Percent :		50%	29%	16%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		50%	79%	95%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		8	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	17

Average Speed	17.6 mph	50% Speed : 16.0 mph	67% Speed : 22.8 mph	85% Speed : 27.0 mph
10mph Pace: 20.1 - 30.0 (44.8%)				

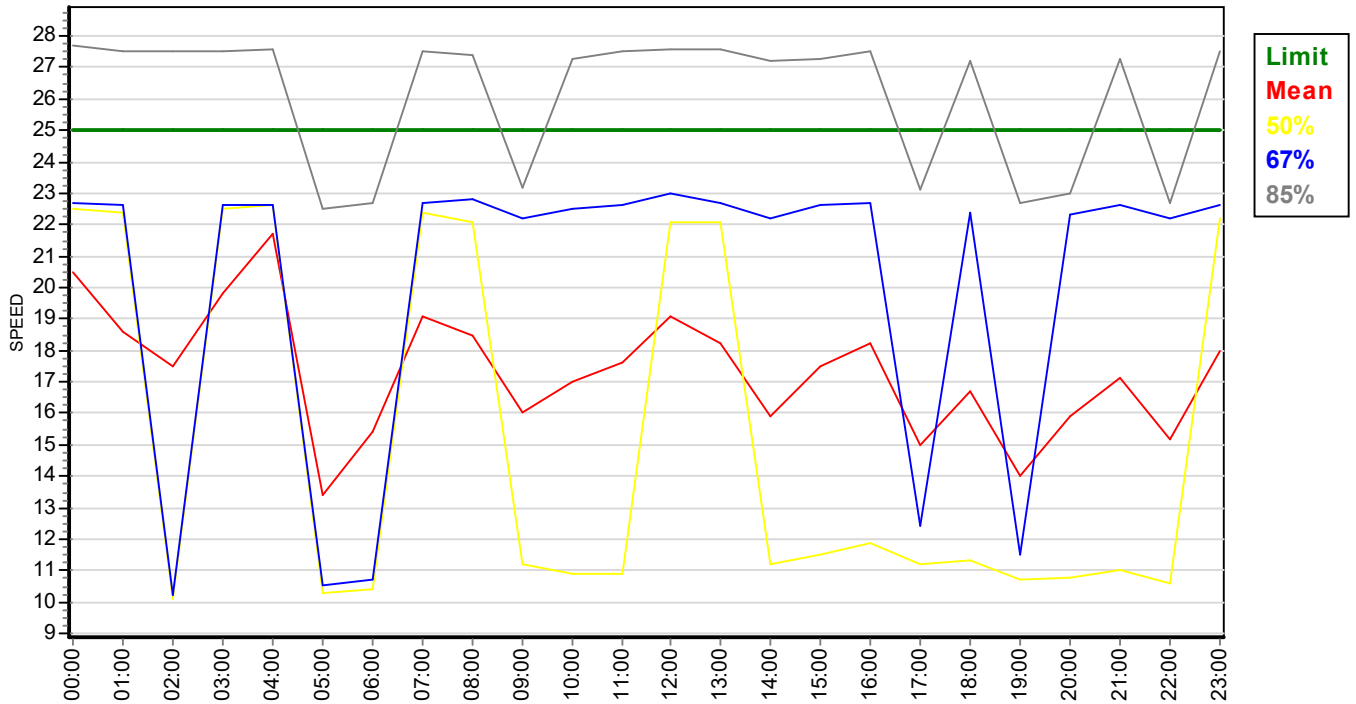
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16		
		0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -			
Date	Time	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total	
10/22/20	00:00	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Thu	01:00	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	06:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
<b>Daily Total :</b>		16	6	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31
Percent :		52%	19%	19%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		52%	71%	90%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
		Average Speed 18.0 mph		50% Speed : 10.5 mph				67% Speed : 22.6 mph				85% Speed : 27.6 mph				10mph Pace: 9.6 - 19.5 (51.6%)			

		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16		
		0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -			
Date	Time	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total	

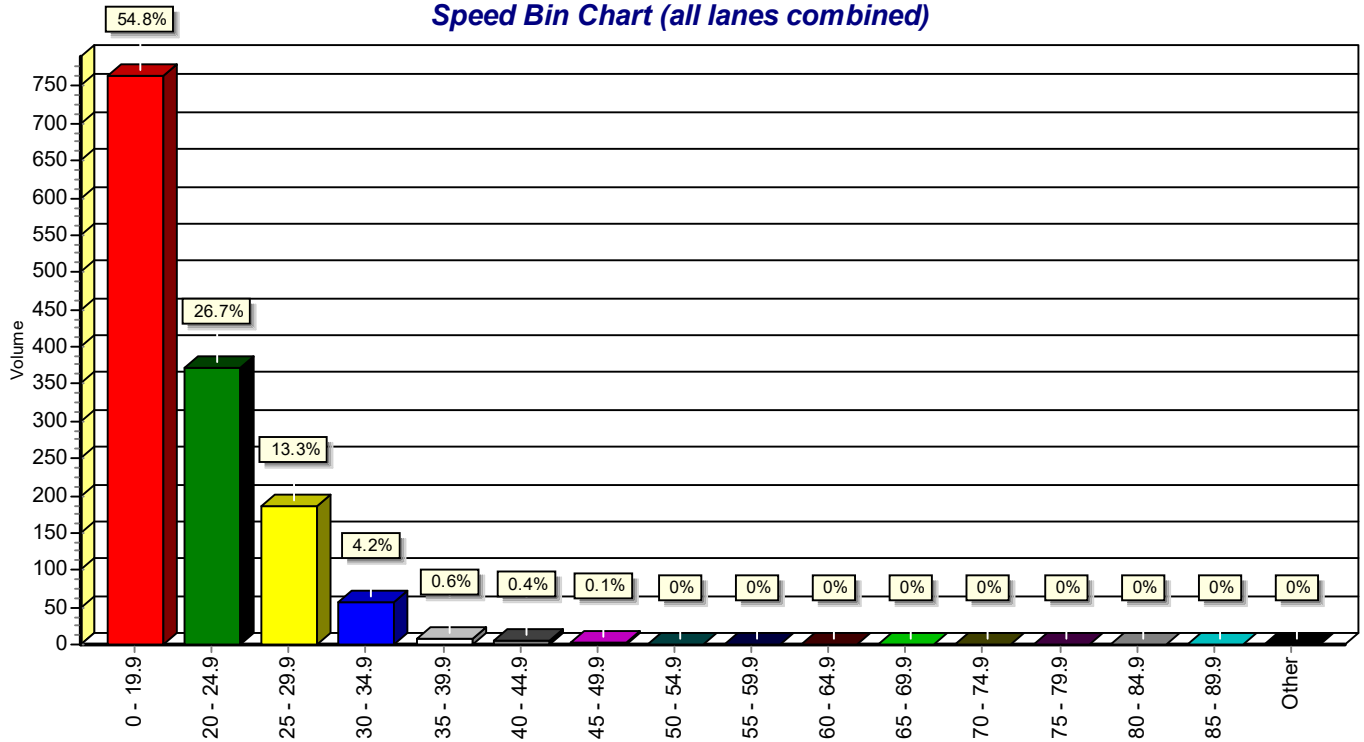
## Special Speed Study Summary: 14TH STREET

	#1 0 -	#2 20 -	#3 25 -	#4 30 -	#5 35 -	#6 40 -	#7 45 -	#8 50 -	#9 55 -	#10 60 -	#11 65 -	#12 70 -	#13 75 -	#14 80 -	#15 85 -	#16 Other	Total
Description	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9		
<b>Grand Total #1:</b>	383	167	78	27	3	2	0	0	0	0	0	0	0	0	0	0	660
Percent :	58%	25%	12%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	58%	83%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	15
<b>ADT = 337</b>	Average Speed 16.3 mph      50% Speed : 16.7 mph      67% Speed : 21.9 mph      85% Speed : 25.8 mph 10mph Pace: 15.0 - 24.9 (37.6%)																
<b>Grand Total #2:</b>	381	205	108	31	5	3	2	0	0	0	0	0	0	0	0	0	735
Percent :	52%	28%	15%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	52%	80%	94%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	15
<b>ADT = 375</b>	Average Speed 17.4 mph      50% Speed : 19.1 mph      67% Speed : 22.7 mph      85% Speed : 27.0 mph 10mph Pace: 19.9 - 29.8 (42.7%)																
<b>Comb. Total :</b>	764	372	186	58	8	5	2	0	0	0	0	0	0	0	0	0	1395
Percent :	55%	27%	13%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	55%	81%	95%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	16	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	29
<b>ADT = 712</b>	Average Speed 16.9 mph      50% Speed : 18.0 mph      67% Speed : 22.4 mph      85% Speed : 26.6 mph 10mph Pace: 19.9 - 29.8 (40.1%)																

**Speed Percent vs. Time (all lanes)**



**Speed Bin Chart (all lanes combined)**



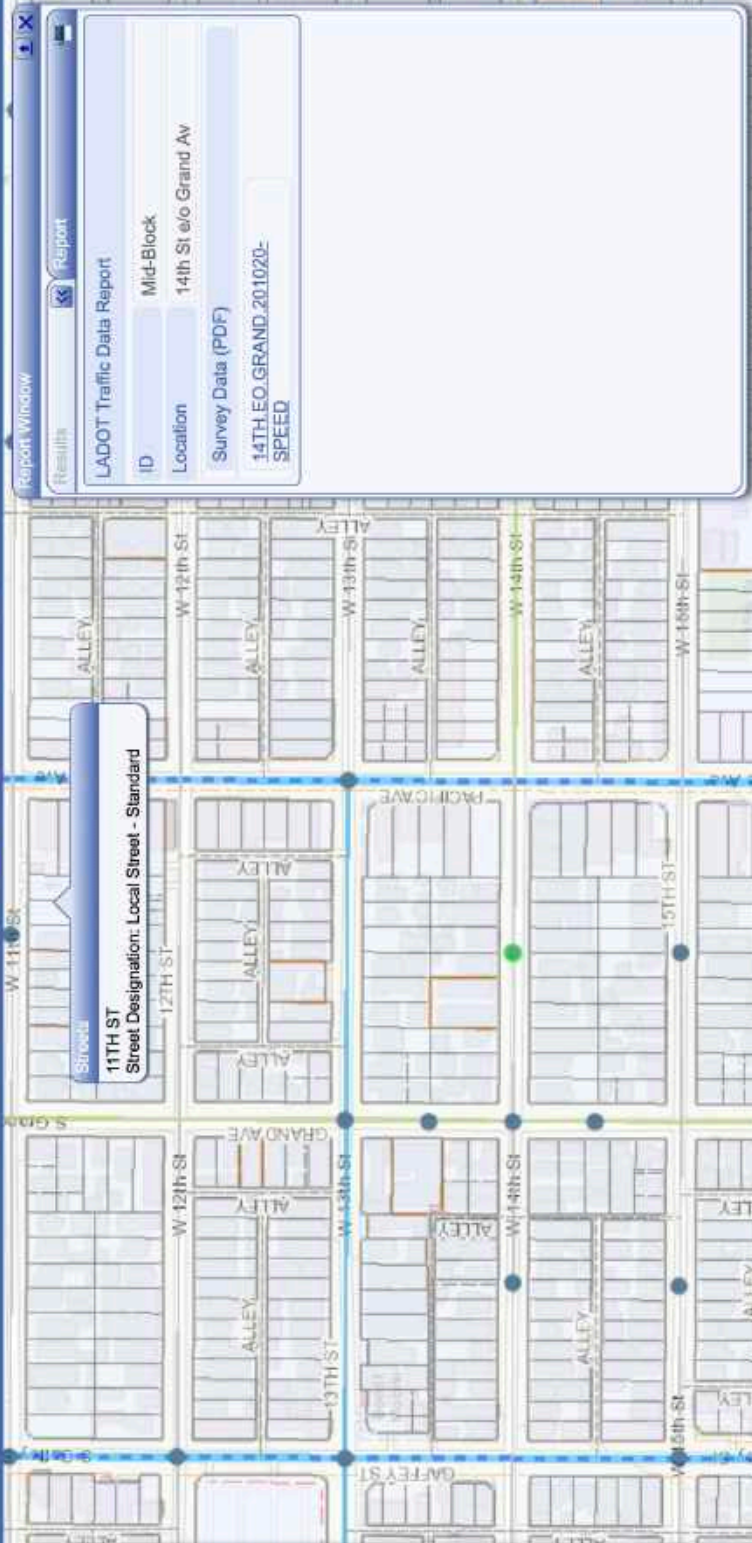


## Attachment D 2

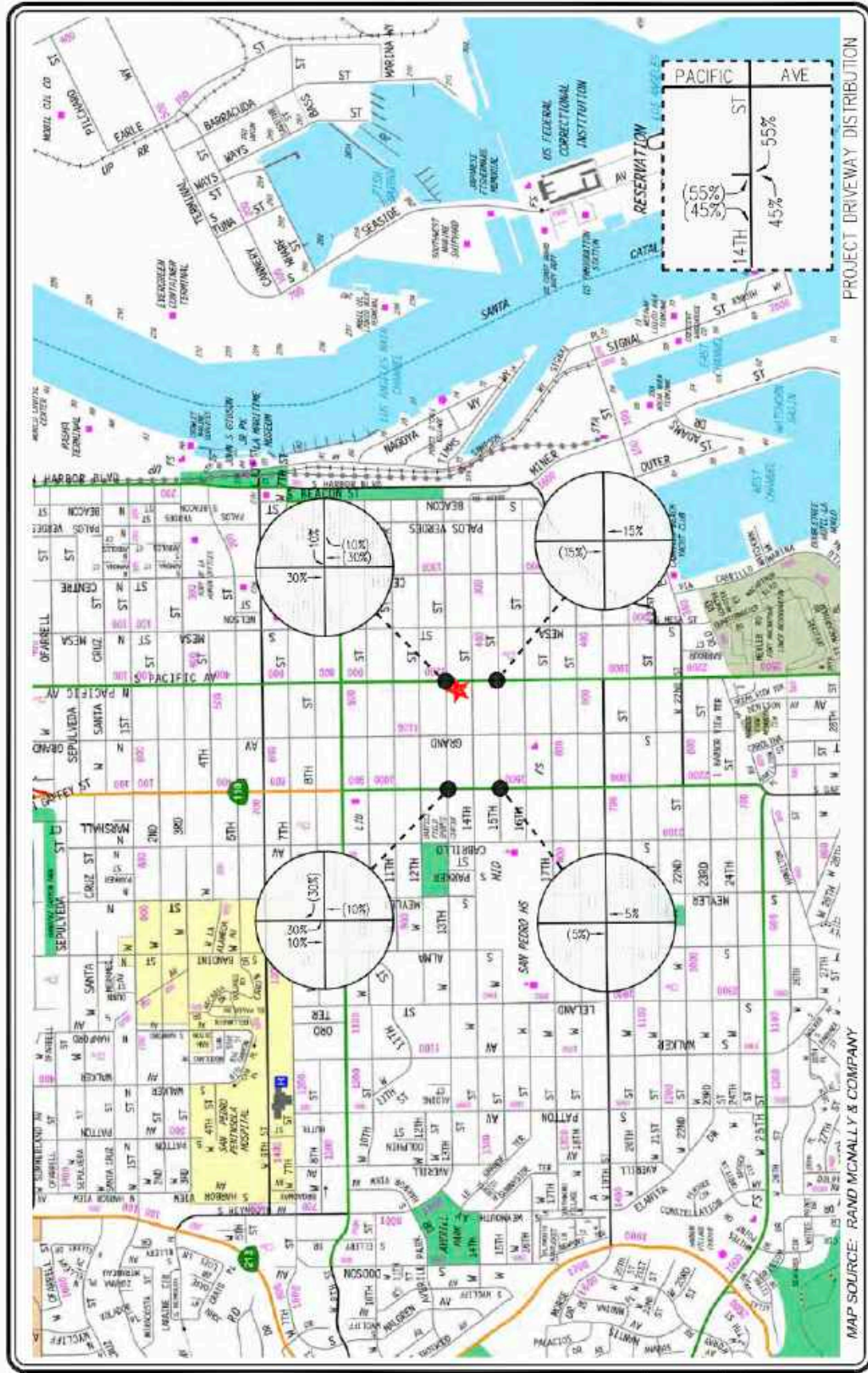
Table of Contents:

Filter Layers

- ☐ Census 2010
- ☐ City Planning Department
- ☐ County of Los Angeles
- ☐ DWP
- ☐ Fire Department
- ☐ General Services Department
- ☐ Geotechnical
- ☐ Housing Department
- ☐ Hydrographic Information
- ☒ LADOT
  - ☐ Bikeways (Existing)
  - ☐ City Owned Parking Lots
  - ☐ Crossing Guards
  - ☐ Crosswalks
  - ☐ DASH Routes
  - ☐ High Injury Network
  - ☐ Parking Meter Sensors
  - ☐ Railroad Crossings
  - ☐ Regulatory Signs
  - ☐ Stop and Yield Signs
  - ☒ Traffic Data
- ☐ LAPD



## Attachment D 3



**FIGURE 8**  
**PROJECT TRIP DISTRIBUTION**

1331 S. PACIFIC AVENUE RESIDENTIAL PROJECT

## Attachment D 4



# CITY OF LOS ANGELES DEPARTMENTS OF CITY PLANNING (DCP) AND TRANSPORTATION (LADOT) CEQA TRANSPORTATION ANALYSIS UPDATE FREQUENTLY ASKED QUESTIONS – August 2019



## SUMMARY

In 2013, the State of California signed Senate Bill (SB) 743 into law, which requires a shift in the way cities measure environmental impacts. The Los Angeles Departments of City Planning (DCP) and Transportation (LADOT) updated the City's California Environmental Quality Act (CEQA) Transportation Thresholds to comply with and implement SB 743. LADOT also revised its Transportation Assessment Guidelines for evaluating project-level transportation review outside of the requirements under CEQA.

## BACKGROUND

On July 30, 2019, the Los Angeles City Council unanimously voted to update the City of Los Angeles CEQA Transportation Thresholds to comply with SB 743 and implement the policies of the Mobility Plan 2035 and LA's Green New Deal.

## FREQUENTLY ASKED QUESTIONS

### How is Vehicle Miles Traveled (VMT) measured?

VMT captures the automobile trips generated by a proposed development, multiplied by the estimated number of miles driven for each trip. This figure is divided by the number of residents (VMT per capita) or employees (VMT per employee). Typically, development located farther from key destinations, such as job centers or transit, may result in longer distance driving. Development located closer to job centers and transit may result in lower VMT due to shorter driving distances.

### Which projects will have to measure transportation-related impacts under CEQA?

Any discretionary land use project that is estimated to surpass the screening criteria, is required to analyze environmental impacts related to transportation.

### How will a land use project's transportation impacts be measured under CEQA?

If a development project exceeds the screening criteria, the applicant must evaluate the VMT impact of a proposed project. The VMT Calculator, a spreadsheet-based tool available for download on LADOT's website, is one method of conducting this analysis. To initiate a VMT analysis using the VMT Calculator, input the project's address, land use mix, and intensity. The tool then assigns trip generation and travel characteristics, derived from local travel data, to estimate the VMT (per capita or per employee) generated by people



*VMT Calculator*

# CITY OF LOS ANGELES DEPARTMENTS OF CITY PLANNING (DCP) AND TRANSPORTATION (LADOT)

## CEQA TRANSPORTATION ANALYSIS UPDATE

### FREQUENTLY ASKED QUESTIONS – August 2019



traveling to and from the project site. If the project's VMT exceeds the significant impact criteria threshold for the project area, the new tool offers a menu of mitigation measures to select from that have been proven to reduce VMT.

#### **What are the CEQA impact criteria thresholds for land use projects?**

The land use project threshold compares the estimated VMT of a project to the average VMT per capita observed within the boundaries of their respective Area Planning Commission (APC). A project must perform at least 15% below the average of the APC area, per capita and per employee. The APC area boundaries represent a land area equivalent to a medium-size California city and captures consistent travel behavior zones and geographies in the City of Los Angeles. The map displays APC boundaries and table summarizes the thresholds.



*Area Planning Commission boundary map*

Recommended Threshold by Area Planning Commission		
Area Planning Commission	VMT per capita	VMT per employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

#### **How can a project with a significant transportation impact mitigate VMT impacts?**

If a proposed project exceeds the significant impact criteria threshold for the APC in which it is located, a menu of mitigation measure options is available within the VMT Calculator. Mitigation measures were selected for inclusion based on available evidence of demonstrated ability to reduce VMT. Examples of measures include transit incentives,

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education and marketing, commute trip reductions, parking management, improved neighborhood connectivity, and shared mobility options.

**How does this affect projects that have initiated their transportation analysis process and/or are going through the entitlement process?**

As previously described during the project open houses and public hearings and at City Planning Commission on February 28, 2019, upon adoption by City Council the updated transportation thresholds became effective and a transition period started. During this transition, projects that already have a signed memorandum of understanding (MOU) with LADOT and have filed an application with DCP may continue analyzing transportation impacts with level of service (LOS), as long as the project will be adopted and through any appeal period prior to the State deadline of July 1, 2020. It is strongly recommended that these projects analyze transportation impacts with VMT, or at a minimum complete a parallel review process with both LOS and VMT, in the case that they are not able to complete approval prior to the State deadline. All land use development projects must measure transportation-related CEQA impacts with VMT starting on July 1, 2020, as required by state legislation.

**Will projects that do not have transportation impacts be required to make improvements?**

Projects that have impacts in other CEQA categories outside of transportation will have to mitigate impacts in each respective category. The updated City of Los Angeles Transportation Assessment Guidelines may also include requirements for projects that propose physical street modifications or introduce new travel demand. Projects will be required to assess potential effects on pedestrian, bicycle, and transit facilities in the project vicinity, in addition to the review required under CEQA. A delay-based analysis may be needed to evaluate if the project would contribute to potential circulation and access deficiencies that require specific operational improvements to the circulation system. Proposed projects may be required to upgrade pedestrian crossings, install safety countermeasures, or optimize traffic signal performance if the project would foreseeably affect the performance of existing facilities.

**Will level of service (LOS) still be measured?**

LADOT may require proposed projects to evaluate scenarios outside of CEQA through vehicle LOS to identify circulation and access deficiencies that may require specific operational improvements. CEQA analysis for other subject areas, such as air quality analysis, may also continue to rely on vehicle LOS analysis to inform emissions modeling.

**Does my ability to engage in land use and transportation decisions change?**

No. The City's planning process will continue to allow and encourage community members to weigh in on land use changes and transportation projects through existing venues and



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methods, including opportunities to provide comments, speak at public hearings, and contact elected representatives on proposed new development.

**What other cities have updated their CEQA evaluation process to include vehicle miles traveled (VMT) as a transportation performance metric?**

Upon adoption on July 30, 2019, Los Angeles became the fifth city in California to align procedures with State law, along with Pasadena, San Francisco, San Jose, and Oakland. All California cities must update the way transportation impacts are analyzed under CEQA before the deadline of July 1, 2020.

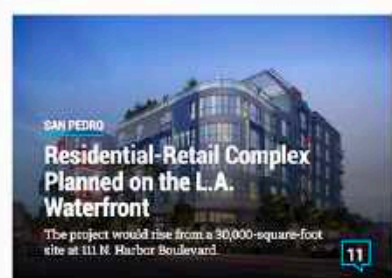
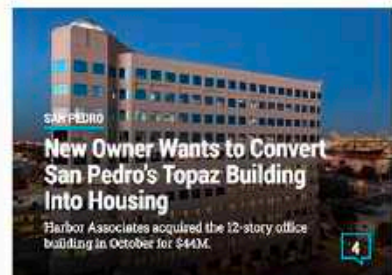
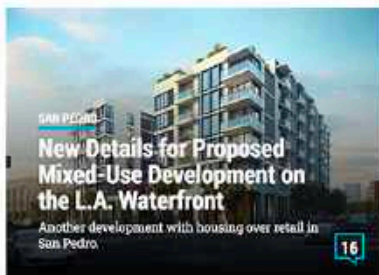
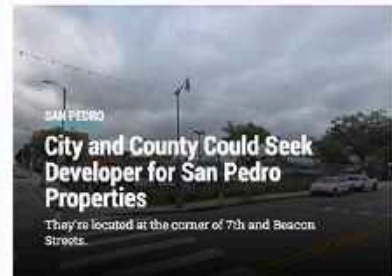
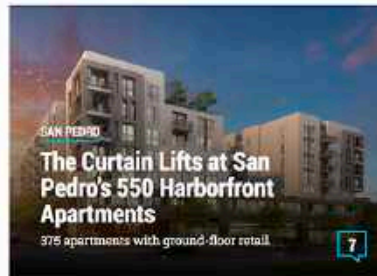
**Where can I learn more?**

Additional resources are available on the [DCP](#) and [LADOT](#) project websites.

**Who can I contact for more information?**

Questions can be directed to [ladot.vmt@lacity.org](mailto:ladot.vmt@lacity.org)

# Attachment E 1



## Attachment E 2



March 2020  
San Pedro Today Magazine

# IF YOU THINK TRAFFIC IS BAD NOW, JUST WAIT

by Steve Marconi



It's an analogy appropriate for the town that was once the nation's fishing capital, but apparently housing developers want San Pedrans packed in like sardines.

To get a clear picture of the horror descending on our once sleepy little town, check out urbanize.la online and click on San Pedro (warning: graphic visuals). For those who don't do computers, here's a rundown on under-construction or planned housing for the near future:

- 111 N. Harbor Blvd., 120 units, seven stories
- 407 N. Harbor Blvd., 63 units, six stories
- 511 N. Harbor Blvd., 137 units,

eight stories (The Grinder location)

- 222 W. 6th St., 228 units (replacing commercial in the Topaz building)
- 1300 block of Pacific Ave., 102 units, four stories *1309 Pacific*
- 337 W. 7th St., 32 units, five stories
- 444 W. 5th St., 99 units, eight stories
- 420 W. 9th St., 56 units
- 500 block of S. Palos Verdes St., 375 units, seven stories
- 2100 block of Pacific Ave., 101 units, four stories *2111 Pacific*
- 200 block of 8th St., 24 townhomes, three stories
- 1801 Mesa, 22 townhomes, three stories

That's 12 — count 'em, 12 — new housing developments. And it's noteworthy that none of them are in what some real estate agents would call a desirable area. Even those

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extra cheese 310.732-5800  
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## Double Trouble

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with up to 2 Toppings each

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extra cheese 310.732-5800  
Limited time only.

with harbor views are bordered by arguably some of San Pedro's more questionable neighborhoods. And I doubt that "homeless encampment views" is included in the sales brochure for the townhomes on 8th Street, which reportedly are starting at nearly \$800,000. Good luck with that.

Here's the bottom line: 1,313 apartments and 46 townhomes.

Figuring a minimum of three people for each townhome and two per apartment (some units are studios), that's an increase in population of 2,764.

Figuring two cars for each townhome and just one for each tenant, which you know is low, that's an additional 1,405 cars, and if you're paying attention, all those new units are between Pacific and Harbor Boulevard. You can picture for yourself the parking nightmare, even with the planned garages.

Can you say urban disaster? I used to think San Pedro had a density limit, but apparently not, and as for zoning, I guess some of those developments are getting around it by having retail on the bottom floor. Adding retail to lower San Pedro, where it seems every other storefront is vacant now, sounds like a bad joke.

I'm sure local business is excited by the prospects of all these new customers, but what about the rest of us, the vast majority of San Pedrans who live here and already face gridlock on a daily basis? We all know there is a housing shortage in Southern California and rents, especially in San Pedro, are through the roof, but there is no doubt all these new developments will negatively impact our quality of life. Some will say this is just a NIMBY attitude. It is, because San Pedro's backyards are full and have been for some time.

The road diet on south Pacific already makes life miserable for Point Fermin residents. Gaffey at rush hour is almost impossible now with cars going on and coming off the 110. What will Gaffey be like when all those new residents on the Pacific corridor want to get on the freeway? Or Harbor Boulevard, already a traffic jam for special events on the waterfront and without the Public Market.

Our infrastructure can't handle

the current population. Just look at northwest San Pedro.

I thought maybe I was done ranting about Western Avenue after last month's column, but like Western Avenue itself, I'm far from done.

I almost choked on my morning coffee when I read "the worst is over" in our "local" paper after Western Avenue was down to one lane for most of January for work on medians.

Only someone who doesn't live in the area, like most of our developers, would say something that dumb. The worst is far from over, folks. What's it going to be like when those 800 units open at Ponte Vista? We're talking a minimum of 1,600 cars (two per household) added to Western Avenue traffic, which can't handle the current load. And adding a new light at Peninsula Verde Drive? How's that going to improve traffic flow from Ponte Vista to Palos Verdes Drive North? I'm sure that light is being put in just for the handful of people who live on Peninsula Verde, because without it, how would they ever get out once Ponte Vista is done?

The best we can hope for is that residents of Ponte Vista will resist the urge to drive their children the few blocks to Dodson and Taper Avenue schools and let them walk or ride bicycles (do kids do that anymore?).

And the "genius" traffic engineers who have created this mess have decided that the solution to the congestion at Taper Avenue and Westmont when Mary Star lets out is to close the Taper gate and funnel all of the Mary Star cars onto Western. Of course, that doesn't solve the problem, it just moves it from one street to another.

Is it any wonder more and more San Pedrans are moving away or thinking of leaving? This beautiful town that we love so much is disappearing. Those hilarious tsunami warnings along the waterfront no longer seem so funny: A tidal wave of people and vehicles will soon make this town unlivable. spt

Steve Marconi can be reached at [spmarconi@yahoo.com](mailto:spmarconi@yahoo.com).

# Attachment E 3

## **Multiple Developments Data - see page 2 - from San Pedro Bay Historical Society Newsletter - SUMMER 2020**

### **A Raft of Developments Headed This Way**

The new seven-story apartment block of 375 units at 550 S. Palos Verdes Street is impossible to miss. It's simply huge. A second big box development may land right across the street, opposite the entrance to the Municipal Building. And there's more! Clustering in

the downtown area and along the commercial corridor of Pacific Avenue, at least eleven other developments are waiting in the wings, not including the adaptive reuse of Harbor View House (the old YMCA) and the increased units being fitted into the existing acreage of the eventual Rancho San Pedro redevelopment.

By including a small, and some would say inadequate, number of low-income units or by meeting other criteria, developers win approval of variances on height, square footage, set-backs, and other measures. Buildout can be maximized through so-called "density bonuses," which policies at various levels of government allow in order to promote more housing.

In practical terms, the cumulative impact of these developments is of concern. Think of safety, traffic, noise, pollution, and parking, both in Pacific Avenue adjacent neighborhoods and in the downtown area. Of equal concern is whether these developments stray from the San Pedro Community Plan, a document that reflects community input. Let's look at the vision statement embedded in the Plan: "San Pedro is a stable community that provides a high quality of life for its residents—one that builds upon its distinct natural beauty, rich cultural heritage, and proximity to the Port and waterfront, while retaining the community's small town feel for multiple generations of San Pedrans." Certainly that small-town feel is about to change, while the natural beauty will be obscured. Throughout much of the Community Plan, sensitive development is called for, such as the protection of residential areas by transitioning the scale and massing of new buildings; good pedestrian and vehicular access, including parking; provision for retail, especially along the Pacific Avenue corridor; and preserving the character of San Pedro.

That "Pedro pride" one hears about comes not only from our ties to one another but from the connections we feel to the visible geography and the streetscape that still remains intact. Destroying older buildings, obliterating views, both to the hills and the harbor, will diminish the uniqueness of this place. The Community Plan becomes only so much print on paper if fortress-like buildings are allowed to dwarf neighborhoods and downtown developments make access to the historic core nearly impossible for those who do not already live there.

Dedicated to preserving historical buildings and the uniquely heterogenous nature of the San Pedro Bay community, SPBHS board members are not silent.

We speak up at development hearings and at neighborhood councils; we write letters to city officials and LA City Planning, and one of our members is on the Vinegar Hill Historic



Preservation Overlay Zone Board. Still, many more voices are needed if residents are to help shape the way development unfolds in San Pedro. Can you get involved?

For the Community Plan and its overlays, visit <https://planning.lacity.org/plans-policies/community-plan-area/san-pedro>. The dramatic scope of the proposed developments can be seen at the website Urbanize LA: <https://urbanize.la/neighborhood/san>. To receive City Planning news, sign up at <https://planning.lacity.org/about/email-sign-up>.

## **Recently Completed**

**24 units** — 8th and Centre Sts.

**375 units** — 550 South Palos Verdes St.

## **Proposed Projects**

**281 units** — 625 S. Beacon St.

**100 units** — 921 S. Beacon, Harbor View House Adaptive Reuse Project, now underway

**300 units** — 505 S. Centre (old Court House property) 137 units — 511 S. Harbor Blvd.

**80 rooms** — 544 S. Pacific Ave., hotel

**101 units** — 2100 block S. Pacific Ave.

**109 units** — 1300 block S. Pacific Ave.

**99 units** — 444 5th St.

**32 units** — 336-350 7th St.

**56 units** — 420 9th St.

**91 units** — 456 W. 9th St.

## **Outside Downtown and Pacific Ave. Corridor**

**120 units** — 120 N. Harbor Blvd.

**63 units** — 407 N. Harbor Blvd. 1,626 units

**1,626 units** — Rancho San Pedro redevelopment, between 1st & 3rd Sts. + Beacon + Mesa Sts.

**676** detached homes, townhomes, and flats — 26900 S. Western Ave. Ponte Vista residential development

Note: Project information is derived from available online sources. Project scope may vary after approvals or final construction. Many articles on historic preservation are available online. One of relevance to San Pedro is at Bloomberg CityLab: <https://www.bloomberg.com/news/articles/2019-02-08/why-historic-preservation-needs-a-new-approach>

## Attachment E 4

**Table 2**  
**RELATED PROJECTS LIST AND TRIP GENERATION [1]**

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]		PM PEAK HOUR VOLUMES [2]	
			LAND-USE	SIZE			IN	OUT	IN	OUT
1	Proposed	City Dock No. 1 Development 2200 S. Signal Street	Research & Development Phase 1 Research & Development Phase 2	87,603 GSF 234,780 GSF	[3] [3]	1,037 1,889	83 235	19 47	22 38	74 209
2	Proposed	3601 S. Gaffey Street	City Swimming Pool	140 Persons	[1]	--	--	--	35	35
3	Proposed	Harbor View Mixed-Use 921 S. Beacon Street	Mixed-Use	107,000 GSF	[1]	1,114	43	55	64	32
4	Proposed	544 S. Pacific Avenue	Hotel	80 Rooms	[1]	757	21	14	31	26
5	Under Construction	550 S. Palos Verdes Street	Apartment Retail Office	412 DU 3,800 GLSF 14,875 GSF	[1]	5,478	66	335	331	163
6	Proposed	San Pedro Mixed-Use Project 437-439 W. 4th Street	Apartment Affordable Housing Retail	91 DU 8 DU 2,000 GLSF	[4]	566	11	27	28	19
7	Under Construction	Ponte Vista at San Pedro 26900 S. Western Avenue	Single-Family Residential Condominiums	208 DU 492 DU	[5]	4,850	76	296	304	162
8	Proposed	2111 S. Pacific Avenue	Apartment Affordable Housing	94 DU 7 DU	[6]	431	11	29	18	15
<b>TOTAL</b>						<b>16,122</b>	<b>546</b>	<b>822</b>	<b>871</b>	<b>735</b>
										<b>1,606</b>

[1] Source: City of Los Angeles Department of Transportation (LADOT) and Department of City Planning (LADCP), except as noted below. The peak hour traffic volumes were forecast on trip data provided by LADOT and by applying trip rates as provided in the ITE "Trip Generation Manual", 9th or 10th Editions, 2012 and 2017. For those related projects that LADOT provided trip data, the peak hour directional distribution data provided in the ITE "Trip Generation Manual" (10th Edition) were utilized.

[2] Trips are one-way traffic movements, entering or leaving.

[3] Source: "City Dock No. 1 Development Project Traffic Impact Study," prepared by Fehr & Peers, dated May 2012.

[4] Source: "San Pedro Mixed-Use Project Transportation Impact Study," prepared by LLG Engineers, dated December 6, 2018.

[5] Source: "Ponte Vista at San Pedro Traffic Assessment" prepared by LLG Engineers, dated September 13, 2013.

[6] Source: "2111 S. Pacific Avenue Project Transportation Impact Study Memorandum of Understanding," prepared by LLG Engineers, dated July 2019.