



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

West Los Angeles Area Planning Commission

Date: January 20, 2021
Time: After 4:30 P.M.
Place: In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the APC meeting will be conducted entirely telephonically by Zoom [<https://zoom.us/>]. The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at <https://planning.lacity.org/about/commissions/boards-hearings> and/or by contacting apcWestLA@lacity.org

Case No.: APCW-2020-5233-TOC-SPR-BL-HCA
CEQA No.: ENV-2020-5234-CE
Incidental Cases: N/A
Related Cases: N/A
Council No.: 5 – Koretz
Plan Area: Palms – Mar Vista – Del Rey
Specific Plan: N/A
Certified NC: Palms
General Plan Land Use Designation: General Commercial, High Medium Residential
Zones: C2-1, R4-1
Applicant: Lou Jacobs, CLG WM, LLC
Representative: Ari Kahan, California Landmark Group

Public Hearing: January 20, 2021
Appeal Status: Transit Oriented Communities incentives are appealable to City Planning Commission by applicant or abutting owner/occupants per LAMC Sections 12.22-A,25 and 12.22-A,31. Building Line is appealable only by the applicant to City Council if disapproved in whole or in part.
Expiration Date: April 5, 2021
Multiple Approval: Yes

PROJECT

LOCATION: 3855-3859 South Motor Avenue; 10401-10417 West Washington Boulevard

PROPOSED PROJECT:

The proposed project involves the demolition of a one-story thrift store and automobile shop, and the construction, use, and maintenance of an eight-story, 91 feet in height addition to an existing four-story, 33-unit multi-family building. The addition includes 112 new dwelling units for a total of 145 dwelling units, including 15 units set aside for Extremely Low Income Households, and 2,000 square feet of ground floor commercial uses with one level of subterranean parking. The project will include 71 new parking spaces in addition to 34 existing parking spaces for 105 total parking spaces. Vehicular access would be provided via two driveways on Motor Avenue (one of which is already existing), a driveway on Washington Boulevard, and a driveway on the rear alley.

REQUESTED ACTIONS:

- 1) Pursuant to CEQA Guidelines, Section 15332, Class 32, an Exemption from CEQA, and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
- 2) Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22-A,31, a 70 percent increase in density consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program for a qualifying Tier 3 housing development project consisting of 112 new dwelling units, of which 15 units will be set aside for Extremely Low Income Households, requesting the following additional incentives:
 - a. A maximum reduction of 25 percent in the required amount of open space;
 - b. Utilization of the side and rear yard setback requirements of the RAS3 Zone for a project in a commercial zone; and
 - c. Floor Area Ratio (FAR) averaging across the C2-1 and R4-1 Zones;
- 3) Pursuant to LAMC Section 16.05, a Site Plan Review (SPR) to allow for the addition of 112 dwelling units to an existing building; and
- 4) Pursuant to LAMC Section 12.32-R, a Building Line Removal to remove a 20-foot building line along Washington Boulevard, established under Ordinance No. 60,771.

RECOMMENDED ACTIONS:

- 1) **Determine** that based on the whole of the administrative record, the Project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
- 2) **Approve** a 70 percent increase in density consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program for a qualifying Tier 3 housing development project consisting of 112 new dwelling units, of which 15 units will be set aside for Extremely Low Income Households, requesting the following additional incentives:
 - a. A maximum reduction of 25 percent in the required amount of open space;
 - b. Utilization of the side and rear yard setback requirements of the RAS3 Zone for a project in a commercial zone; and
 - c. Floor Area Ratio (FAR) averaging across the C2-1 and R4-1 Zones;
- 3) **Approve** a Site Plan Review to allow for the addition of 112 dwelling units to an existing building;
- 4) **Recommend** that the City Council approve the Building Line Removal to remove a 20-foot Building Line along Washington Boulevard, established under Ordinance No. 60,771;
- 5) **Adopt** the attached Conditions of Approval; and
- 6) **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning



Heather Bleemers
Senior City Planner



Esther Ahn
City Planner

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

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PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project involves the demolition of a one-story thrift store and automobile shop, and the construction, use, and maintenance of an eight-story, 91 feet in height addition to an existing four-story, 33-unit multi-family building in the Palms – Mar Vista – Del Rey Community Plan. The addition includes 2,000 square feet of commercial uses and 112 new dwelling units for a total of 145 dwelling units, including 15 units set aside for Extremely Low Income Households. The project site is located within a Tier 3 Transit Oriented Communities (TOC) Affordable Housing Incentive Area, qualified by its proximity to the intersection a Major Transit Stop. In exchange for reserving a portion of the project toward affordable housing, the applicant is entitled to the following base incentives by-right: a maximum 70 percent increase in density; a 50 percent increase in Floor Area Ratio (FAR) or an FAR increase resulting in at least a 3.75:1 FAR in commercial zones; a reduced parking ratio for residential units of 0.5 spaces per unit; and a 30 percent reduction in parking for non-residential uses. The applicant is also entitled to three Additional Incentives to facilitate the development of the project inclusive of the affordable units, which include the following: a maximum reduction of 25 percent in the required amount of open space; utilization of the side and rear yard setback requirements of the RAS3 Zone for a project in a commercial zone; and FAR averaging across the C2-1 and R4-1 Zones. Additionally, the applicant is seeking the removal of an existing 20-foot Building Line located along Washington Boulevard which impacts the placement of the project's units and amenities fronting this street. The project is requesting to, instead, observe a zero-foot front yard setback in conformance with the setback requirements of the underlying C2-1 Zone.

The project would include 91,688 square feet of new floor area added onto 24,382 square feet of existing floor area for a total of 116,070 square feet of floor area on the project site. With a total lot area of 32,876.65, the resulting FAR would equate to approximately 3.53:1. Residences will be comprised of 85 studio units, 26 one-bedroom units, and a single two-bedroom unit. The proposed mixed use building will observe zero-foot front yards along Washington Boulevard and Motor Avenue, zero-foot rear yards along the alley, and zero-foot side yards along the abutting properties with the exception of a five-foot westerly side yard on all floors above the podium level. A total of 8,420 square feet of open space will be provided, including private balconies for the residents, a roof deck, and common amenity areas. There is an existing billboard adjacent to the west side of the lot which the applicant is concurrently attempting to remove.

The project will provide 71 new parking spaces in addition to 34 existing parking spaces for a total of 105 parking spaces. The parking spaces will be located across three levels: one subterranean level, one level at-grade, and one level of podium parking. Vehicular access will be provided via two driveways on Motor Avenue (one of which is existing), one driveway on Washington Boulevard, and one driveway on the rear alley. The project will also provide 88 long-term and six short-term bicycle parking spaces; the long-term spaces will be provided at the basement level near the lobby, while the short-term spaces will be provided at street level adjacent to the public sidewalk.

The ground floor includes an entrance lobby as well as a commercial corner entrance leading to the commercial use. These uses will be fronting the public street with a double-height ceiling to completely screen the at-grade and podium parking. Floors 3 through 8 hold the remainder of the residential units with each level including a trash chute connecting to the trash room in the underground parking level.



Figure 1. Conceptual Rendering of Proposed Development

PROJECT BACKGROUND

Project Site

The project site is slightly sloping and consists of five contiguous lots on the corner of Washington Boulevard and Motor Avenue on the border of Culver City and the Palms neighborhood located in the City of Los Angeles. The proposed project will be developed entirely on property within the City of Los Angeles. The subject property totals approximately 32,877 square feet of lot area, with a frontage of approximately 160 feet along Washington Boulevard and a frontage of approximately 170 feet along Motor Avenue. Currently, the site is developed with a 33-unit residential structure, which will be retained, and a single-story thrift store and automobile shop, which are proposed to be demolished as part of the project.

General Plan Land Use Designation and Zoning

The project site is located within the Palms – Mar Vista – Del Rey Community Plan, which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the site for High Medium Residential land uses, corresponding to the R4 and R4(PV) Zones, and General Commercial, corresponding to the C1.5, C2, C4, RAS3, and RAS4 Zones. The project site is zoned R4-1 and C2-1, which is consistent with the corresponding zones of each land use designation; there are no special zoning overlays or conditions that further restrict the site's density, floor area ratio, or height beyond that which is regulated by the underlying zone. Thus, the zoning of the site is consistent with the existing land use designation. The site is not located within any specific plan, community design overlay, or interim control ordinance.

Surrounding Properties

The project site is located in an urbanized area surrounded primarily by commercial and multi-family residential uses. The properties to the north are zoned R4-1 and are developed with multi-family residential structures ranging from two- and four-stories in height. Properties to the west (along Mentone Avenue) are zoned C2-1 and developed with an auto body shop and a satellite communications service office containing a significant number of outdoor satellites. Properties to the east, across Motor Avenue, are also zoned C2-1 and developed with office buildings and a surface parking lot. Culver City borders the project site immediately to the south with multiple soundstages and facilities for Sony Pictures Studios.

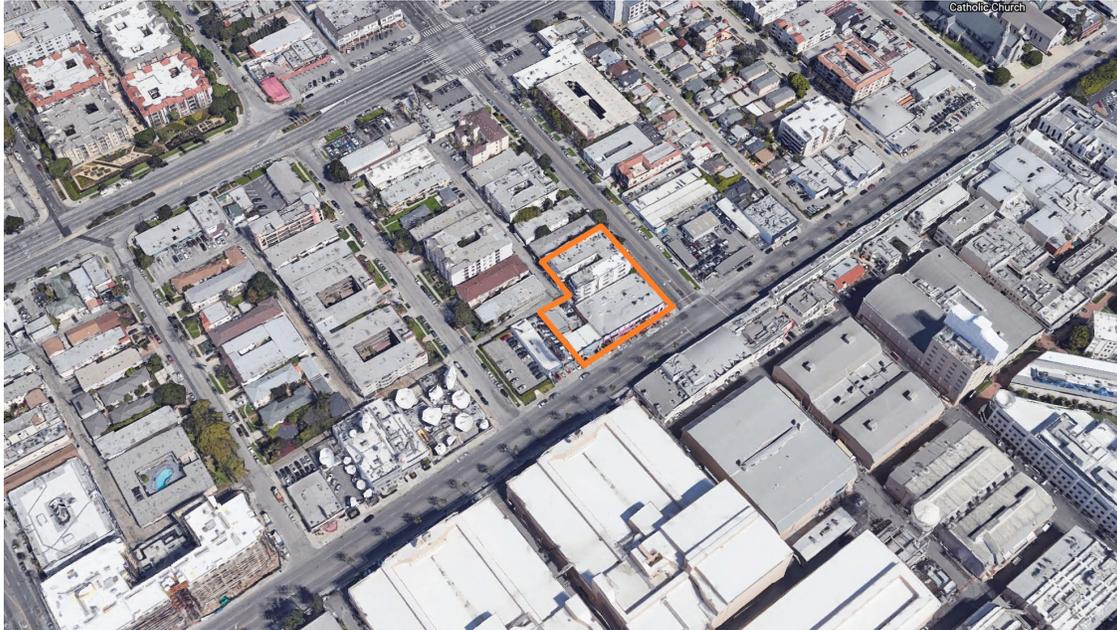


Figure 2. Project Site and Surrounding Area

Streets, Circulation, and Transit

Motor Avenue, adjoining the subject property to the east, is a designated Avenue II Street, dedicated to a varying right-of-way width of 80 feet and 85 feet and improved with curb, gutter, and sidewalk at the project's street frontage.

Washington Boulevard, adjoining the subject property to the south, is unidentified in the Los Angeles Mobility Plan 2035, but dedicated to a varying right-of-way width of 67 feet and 77 feet and improved with curb, gutter, and sidewalk at the project's street frontage.

An alley bisects the block to the north and west of the project site and has a width of 15 feet.

The following lines provide service to and around the project site:

- Santa Monica Big Blue Bus Rapid Line 12, 0.2 mile
- Metro Local Line 33, 0.2 mile
- Metro Rapid Bus Line 733, 0.2 mile
- Culver CityBus Line 1 and Line 3, 100 feet

Relevant Cases

Subject Property:

Case No. ZA 95-0955(CUZ) – On February 16, 1996, the Zoning Administrator approved a conditional use to permit the construction, use, and maintenance of an automobile repair business (wheel alignment/suspension repairs) as a 1,500 square-foot addition to an existing 2,000 square-foot facility with six parking spaces, located within 300 feet of a residential zone.

Case No. ZA 2004-3984(CUE) – On October 14, 2004, the Zoning Administrator approved the sale and dispensing of beer and wine only for on-site consumption in conjunction with an existing 1,328 square-foot restaurant.

Surrounding Properties:

Case No. DIR-2018-6691-TOC – On May 2, 2019, the Director of Planning approved a 70 percent increase in density consistent with the provisions of the TOC Affordable Housing Incentive Program for a Tier 3 project totaling 36 dwelling units, four of which were reserved for Extremely Low Income Household occupancy. The project was granted two incentives for reduced open space and reduced side yard setbacks. The project is located at 3766 South Motor Avenue in the C2-1 Zone.

Case No. DIR-2018-6322-TOC-SPR – On January 23, 2019, the Director of Planning approved a Site Plan Review and an eighteen percent increase in density and a Floor Area Ratio increase resulting in a 3.75:1 FAR consistent with the provisions of the TOC Affordable Housing Incentive Program for a qualifying Tier 3 project totaling 108 dwelling units, reserving 11 units for Extremely Low Income Household occupancy, with an incentive for a reduced rear yard setback. The project is located at 10375 West Washington Boulevard in the C2-1 Zone.

Case No. DIR-2018-3021-TOC – On December 17, 2018, the Director of Planning approved a 70 percent increase in density consistent with the provisions of the TOC Affordable Housing Incentive Program for a Tier 3 project totaling 79 dwelling units, eight of which were reserved for Extremely Low Income Household occupancy. The project was granted two incentives for reduced open space and a reduced rear yard setback. The project is located at 10424 West Venice Boulevard in the C2-1 Zone.

Case No. DIR-2018-3536-TOC – On June 18, 2018, an application was filed to request the construction, use, and maintenance of a six-story, 80-unit residential development with eight units set aside for Extremely Low Income Household occupancy, 99 on-site parking spaces, and 1,260 square feet of retail space. The project is located at 10150 Venice Boulevard, but has been on hold at the request of the Applicant.

Case No. DIR-2020-575-TOC-SPR-HCA – On September 12, 2016, the Director of Planning approved a 52.7 percent increase in density consistent with the provisions of the TOC Affordable Housing Incentive Program for a Tier 3 project totaling 139 dwelling units, 14 of which were reserved for Extremely Low Income Household occupancy. The project was granted two incentives for reduced open space and reduced side and rear yard setbacks. The project is located at 10375 West Washington Boulevard in the C2-1 Zone.

Case No. DIR-2014-3787-DB – On July 22, 2015, the Director of Planning approved a Density Bonus along with two incentives for increased FAR and an averaging of floor area over the project site with vehicular access permitted across two zones. The project allowed for 34 residential units, three of which were reserved for Very Low Income Household occupancy, and is located at 10300 – 10308 West Venice Boulevard and 3812 South Goldwyn Terrace in the C2-1 and R3-1 Zones.

REQUESTED ACTIONS

In order to develop the project, the applicant is requesting:

- 1) Utilization of the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program pursuant to LAMC Section 12.22-A,31 for a qualifying Tier 3 housing development project with Base Incentives and three (3) Additional Incentives as follows:
 - a. a maximum reduction of 25 percent in the required amount of open space;
 - b. utilization of the side and rear yard setback requirements of the RAS3 Zone for a project in a commercial zone; and
 - c. averaging of the Floor Area Ratio (FAR) across the C2-1 and R4-1 Zones;
- 2) a Site Plan Review pursuant to LAMC Section 16.05 to allow for the addition of 112 dwelling units to an existing building; and
- 3) a Building Line Removal pursuant to LAMC Section 12.32-R to remove a 20-foot building line along Washington Boulevard established under Ordinance No. 60,771.

Transit Oriented Communities Affordable Housing Incentive Program

In accordance with the voter-approved Measure JJJ and LAMC Section 12.22-A,31, a project must meet the Eligibility criteria set forth in Section IV of the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines) to be an eligible Transit Oriented Communities (TOC) Housing Development. A Housing Development located within a TOC Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets all of the following requirements, which the request herein does:

1. ***On-Site Restricted Affordable Units.*** *In each Tier, a Housing Development shall provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages described below. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.*
 - a. *Tier 1 - 8% of the total number of dwelling units shall be affordable to Extremely Low Income (ELI) income households, 11% of the total number of dwelling units shall be affordable to Very Low (VL) income households, or 20% of the total number of dwelling units shall be affordable to Lower Income households.*
 - b. *Tier 2 - 9% ELI, 12% VL or 21% Lower.*
 - c. *Tier 3 - 10% ELI, 14% VL or 23% Lower.*
 - d. *Tier 4 - 11% ELI, 15% VL or 25% Lower.*

The project site is located within a Tier 3 TOC Affordable Housing Incentive Area. As part of the proposed development, the project is required to reserve ten percent of the total number of on-site dwelling units for Extremely Low Income Households. The project will reserve a total of 15 on-site dwelling units for Extremely Low Income Households, which equates to 10 percent of the 145 dwelling units proposed as part of the Housing Development, and thus meets the eligibility requirement for On-Site Restricted Affordable Units.

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

As defined in the TOC Guidelines, a Major Transit Stop means a site with an existing rail transit station or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The project site is located approximately 1,100 feet of the intersection of Venice Boulevard and Overland Avenue, where the Santa Monica Big Blue Bus Rapid 12 Line intersects with the Metro Local Line 33 and Metro Rapid Line 733 with a service interval of 15 minutes or less during the morning and afternoon peak commute periods.

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

Pursuant to the Determination made by the Housing + Community Investment Department (HCIDLA) dated June 9, 2020 and attached to the subject case file, there are no units subject to replacement pursuant to the requirements. As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Section 65915(c)(3).

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

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

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

- a. *One Additional Incentive may be granted for projects that include at least 4% of the base units for Extremely Low Income Households, at least 5% of the base units for*

- Very Low Income Households, at least 10% of the base units for Lower Income Households, or at least 10% of the base units for persons and families of Moderate Income in a common interest development.*
- b. Two Additional Incentives may be granted for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units for Very Low Income Households, at least 20% of the base units for Lower Income Households, or at least 20% of the base units for persons and families of Moderate Income in a common interest development.*
 - c. Three Additional Incentives may be granted for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units for Very Low Income Households, at least 30% of the base units for Lower Income Households, or at least 30% of the base units for persons and families of Moderate Income in a common interest development.*

As an eligible housing development, the project is eligible to receive the Base Incentives listed in the TOC Guidelines. The project is also seeking three Additional Incentives: 1) a maximum reduction of 25 percent in the required amount of open space; 2) utilization of the side and rear yard setback requirements of the RAS3 Zone for a project in a commercial zone; and 3) FAR averaging across the C2-1 and R4-1 Zones. The project may be granted three Additional Incentives for reserving at least 11 percent of the base units for Extremely Low Income Households. The project is setting aside 15 units for Extremely Low Income Households, which equates to approximately 17.6 percent of the 85 base units permitted through the underlying zoning of the site. As such, the project meets the eligibility requirements for both on-site restricted affordable units and Base and Additional Incentives.

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

The project is not seeking any Additional Incentives beyond the three permitted in exchange for reserving at least 11 percent of the base units for Extremely Low Income Households. The project is setting aside 15 units for Extremely Low Income Households, which equates to approximately 17.6 percent of the 85 base units permitted through the underlying zoning of the site. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11, and this eligibility requirement does not apply.

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

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

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

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

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

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

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

The project seeks three Additional Incentives. The proposed development conforms to the Citywide Design Guidelines and has been conditioned to ensure a well-designed development and compliance with the Design Guidelines. The project has been conditioned to incorporate a variety of building materials and to provide a more pedestrian-friendly and oriented streetscape through the planting of new landscaping and enhanced design on the ground floor which will also feature a commercial tenant. Additionally, the project has been conditioned to provide buffers around rooftop mechanical equipment and to completely enclose any visible automobile parking to minimize impacts on surrounding properties.

Housing Replacement

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

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

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

In addition to the requirements of California State Density Bonus Law, on October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2025. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units. The Department of Housing and Community Investment (HCIDLA) has determined per the Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination, dated June 9, 2020, that there are no units subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330).

As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Sections 65915(c)(3) (State Density Bonus Law) and 66300 (Housing Crisis Act of 2019).

URBAN DESIGN STUDIO PROJECT REVIEW

The proposed project was reviewed by the Urban Design Studio through the Project Review process as requested by the Applicant on November 19, 2020. The resulting comments and suggestions detailed in the following section, Issues and Considerations, focus primarily on pedestrian activation, traffic circulation, and overall connectivity throughout the proposed development site.

ISSUES AND CONSIDERATIONS

The following includes a discussion of issues and considerations related to the project. These discussion points were either identified during the design review process with the Urban Design Studio (UDS) or in discussions with the applicant.

UDS recognized that the site's unique configuration with multiple frontages and narrow lot dimensions pose certain site constraints but suggested that the ground floor parking be moved underground or that the two-way driveway on Washington Boulevard be reduced to a one-way to reduce the number of parapets and driveways. Furthermore, UDS noted that the interface between the new and existing building creates a significant amount of shade and shadow cast onto the smaller, existing building, and that the amount of usable open space seems lacking. Staff also had concerns about the Washington Boulevard frontage, which was referred to as a "pedestrian plaza," because it was unfinished and unclear as to how it would interface with pedestrians.

In response to UDS and staff's comments, the applicant clarified that accommodating the changes to parking would result in the loss of roughly 30 percent of the project and loss of the active street frontage due to the ramps needed for internal circulation. Furthermore, the applicant had discussions with the Los Angeles Department of Transportation (LADOT) regarding the reduction of driveways but determined that the project's commercial parking and commercial corner activation would be lost as a result. Instead, the applicant agreed to convert the driveway on Motor Avenue to be right turn only as the best mitigation without destroying the integrity of the project. The applicant agreed with UDS in that their goal is to make the project as open and ventilated as possible, so plans were revised to enhance the roof deck amenities and refine the ground floor pedestrian activation. As a result of UDS's comments on pedestrian connectivity, the project has also been redesigned to include more decorative elements and landscaping along pedestrian walkways. The materials used for the project's façade treatment

have also been modified to create more transparency and harmony across the various architectural features.

Project Sustainability Features

As shown on the attached plans, the applicant will provide the installation of 2,111 square feet of solar panels, equating to approximately 15 percent of the total roof area. Additionally, at least five percent of non-residential parking and 10 percent of residential parking will be installed with electric vehicle (EV) chargers. In total, the project will have the capacity to dedicate four spaces for electric vehicles.

CONCLUSION

The proposed mixed-use project represents an infill development that will develop a parcel with new housing that will serve a mix of income levels while preserving existing multi-family residential units. The proposed commercial space along the ground floor will activate the street frontage abutting the project site, consistent with the continued transformation of the area into a more walkable and vibrant neighborhood in proximity to public transit. There has been no opposition to the project, and it has garnered the support of the Palms Neighborhood Council and Motor Avenue Improvement Association through proactive community outreach. Design features have been incorporated to add visual interest to the building and enliven and activate the pedestrian realm. Furthermore, the project will result in various improvements, such as curb replacement, street tree planting, and retrofitting of the existing multi-family building. As such, approval of the proposed project would enable the development and use of the site to be in harmony with the scale and identity of existing and future developments within the surrounding neighborhood.

Staff recommends that the Area Planning Commission find, based on its independent judgment, after consideration of the entire administrative record, that the project is categorically exempt from CEQA. Staff also recommends that the Area Planning Commission approve the requested TOC Additional Incentives, Site Plan Review, and removal of the 20-foot building line.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22-A,31 and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

Development Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project conditions. Changes beyond minor deviations required by other City Departments or the LAMC may not be made without prior review by the Department of City Planning, Expedited Processing Section, and written approval by the Director of Planning. Each change shall be identified and justified in writing.
2. **On-Site Restricted Affordable Units.** Fifteen (15) units, or equal to ten percent of the total number of dwelling units, shall be designated for Extremely Low Income Households, as defined by the Los Angeles Housing and Community Investment Department (HCIDLA) and California Government Code Section 65915(c)(2).
3. **Changes in On-Site Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A,31.
4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of HCIDLA to make ten percent of the total number of dwelling units available to Extremely Low Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with LAMC Section 12.22-A,31, to the satisfaction of HCIDLA, and in consideration of the project's Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.
5. **Base Incentives.**
 - a. **Residential Density.** The project shall be limited to a maximum density of 145 residential dwelling units (equal to a maximum density increase of 70 percent), including On-site Restricted Affordable Units.
 - b. **Floor Area Ratio (FAR).** The portion of the project zoned C2-1 shall be permitted a maximum FAR of 3.75 to 1 for a Tier 3 project in a commercial zone. The portion of the project zoned R4-1 shall be permitted a maximum FAR of 4.5 to 1.
 - c. **Parking.**

- i. **Automobile Parking.** Automobile parking shall be provided consistent with LAMC Section 12.22-A,31. The proposed development, a Tier 3 project, shall not be required to exceed 0.5 automobile parking spaces per unit. A greater number of parking spaces may be provided at the applicant's discretion.
 - ii. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21-A,16. In the event that the number of On-Site Restricted Affordable Units should increase or the composition of such units should change, then no modification of this determination shall be necessary and the number of bicycle parking spaces shall be re-calculated consistent with LAMC Section 12.21-A,16.
 - iii. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by HCIDLA.
6. **Additional Incentives.**
 - a. **Open Space.** The project shall be permitted a maximum reduction of 25 percent in the required amount of open space.
 - b. **Yards/Setbacks.** The project shall be permitted to utilize the side and rear yard setback requirements of the RAS3 Zone for a project in a commercial zone.
 - c. **Averaging F.A.R., Density, Parking, or Open Space, and Permitting Vehicular Access.** The project may average FAR, density, open space, and permit vehicular access across the entirety of the site. The total floor area shall not exceed 116,070 square feet.
7. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
8. **Landscaping.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The landscape plan shall indicate landscape points for the project equivalent to 10 percent more than otherwise required by LAMC Section 12.40 and Landscape Ordinance Guidelines.
9. **Parking.** With the exception of vehicle and pedestrian entrances and fresh intake grilles, all vehicle parking shall be completely wrapped along Washington Boulevard and Motor Avenue, and completely enclosed on all other sides of the building.
10. **Solar Panels.** Solar panels shall be installed on the project's rooftop space to be connected to the building's electrical system. A minimum 15% of the available roof area shall be reserved for the installation of a solar photovoltaic system, to be installed prior to the issuance of a certificate of occupancy, in substantial conformance with the plans stamped "Exhibit A".
11. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections

99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

12. **Materials.** A variety of high quality exterior building materials, consistent with the approved Exhibit "A" plans, shall be used. Substitutes of an equal quality shall be permitted to the satisfaction of the Department of City Planning.
 - a. Each façade of the building shall incorporate a minimum of three (3) different building materials. Windows, doors, balcony/deck railings, and fixtures (such as lighting, signs, etc.) shall not count towards this requirement.
13. **Trash.** All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.
14. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view by any abutting properties. The transformer, if located in the front yard, shall be screened with landscaping and/or materials consistent with the building façade on all exposed sides (those not adjacent to a building wall).
15. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, sidewalks, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
16. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above night skies.

Administrative Conditions

17. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
18. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
19. **Approvals, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
20. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.
21. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or

modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

22. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
23. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
24. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
25. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

Transit Oriented Communities Affordable Housing Incentive Program / Affordable Housing Incentives Compliance Findings

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

1. Pursuant to Section 12.22 A.25(g) of the LAMC, the decision-maker shall approve a density bonus and requested incentive(s) unless the decision-maker finds that:

- a. *The Incentives are not required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.*

The record does not contain substantial evidence that would allow the Area Planning Commission to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for extremely low, very low, and lower income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

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

Open Space. The project's additional 112 new apartment units requires 11,200 square feet of open space. The project requests a TOC Additional Incentive to permit a 25 percent open space reduction for 8,419 square feet of open space. The project complies by providing 8,420 square feet of open space distributed across private balconies, common open spaces, and a rooftop deck. The requested incentive for a reduction in the required amount of open space is expressed in the Menu of Incentives in the TOC Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. The requested incentive allows the developer to utilize more of the total building square footage for residential units, which facilitates the creation of more affordable units, while remaining in compliance with all other applicable zoning regulations. The incentive further supports the applicant's decision to reserve 15 units for Extremely Low Income Households and facilitates the creation of affordable housing units.

Yards/Setbacks. In the C2 Zone, there is no front yard setback required along Washington Boulevard, nor are there side and rear yard setback requirements along Motor Avenue or the alley pursuant to LAMC Section 12.22,A-18.C.3 as the project includes commercial and residential uses. The C2 Zone requires a nine-foot

side yard (western side) and an 18-foot rear yard (northern side); however, the applicant elects to instead utilize the RAS3 Zone yard requirements as an Additional Incentive. The requested incentive to utilize the side and rear yard/setback requirements of the RAS3 Zone for a project in a commercial zone is expressed in the Menu of Incentives in the TOC Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. The requested incentive allows the developer to expand the building footprint and allow for the construction of more units, including affordable units, while remaining in compliance with all other applicable zoning regulations. The incentive further supports the applicant's decision to reserve 15 units for Extremely Low Income Households and facilitates the creation of affordable housing units.

Averaging of F.A.R, Density, Parking, Vehicular Access. The project site contains two different zone designations and the building will be built over the entire site, crossing both zone boundaries. The FAR averaging incentive will result in greater construction efficiencies and cost reduction in supporting the development of affordable housing units. The requested averaging of F.A.R., density, parking, open space, and vehicular access is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. A Housing Development project that is located on two or more contiguous parcels may average the floor area, density, parking, open space, and vehicular access across multiple zones, provided that: the development includes 10 percent or more of the base units as Restricted Affordable Units for Extremely Low Income households; the proposed use is permitted by the underlying zone(s) of each parcel; and no further lot line adjustment or any other action that may cause the development site to be subsequently subdivided shall be permitted. The requested incentive will allow the developer to provide housing units reserved for Extremely Low Income Households and increase the overall density of the project site. The site is dual zoned, C2-1 Zone and R4-1 Zone. The C2 and R4 zones permit residential uses. The project is reserving 10 percent or more of the base units as Restricted Affordable Units for Extremely Low Income households. The project will also average density, parking and vehicular access across the entirety of the site. These incentives support the applicant's decision to reserve 15 units for Extremely Low Income Households and facilitates the creation of affordable housing units.

- b. ***The Incentive will have a Specific Adverse Impact upon public health and safety or the physical environment or any real property that is listed in the California Register of Historical Resources 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.***

There is no evidence that the proposed incentives will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22-A,25(b)).

The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. There is no evidence in the record which identifies a written objective health and safety standard that has been exceeded or violated. Based on the above, there is no basis to deny the requested incentives. Therefore, there is no substantial evidence that the project's proposed incentives will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources.

Site Plan Review Findings

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

The elements of the General Plan establish policies that provide for the regulatory environment in managing the City and for addressing concerns and issues. There are twelve elements of the General Plan. The majority of the policies derived from these elements are in the form of code requirements of the Los Angeles Municipal Code. Except for those entitlements requested herein, the project does not propose to deviate from any of the requirements of the Los Angeles Municipal Code. The Land Use Element of the City's General Plan is divided into 35 Community Plans. The subject property is located within the Palms – Mar Vista – Del Rey Community Plan, which designates the site for General Commercial land uses, corresponding to the C1.5, C2, C4, RAS3, and RAS4 Zones, and High Medium Residential land uses, corresponding to the R4 and R4(PV) Zones. The site is zoned C2-1 and R4-1, respectively, which is consistent with the existing land use designation. The site is not located within any specific plan or interim control ordinance.

The proposed project is consistent with the following goals, objectives, and policies of the Palms – Mar Vista – Del Rey Community Plan:

Residential

Goal 1: A safe, secure and high quality residential environment for all community residents.

Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policy 1-1.1: Provide for adequate multi-family residential development.

Policy 1-1.2: Protect the quality of residential environment and the appearance of communities with attention to site and building design.

Objective 1-2: To reduce vehicular trips and congestion by developing new housing in proximity to services and facilities.

Policy 1-2.1: Locate higher residential densities near commercial centers and major bus routes where public service facilities and infrastructure will support this development.

Objective 1-4: To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population.

Policy 1-4.1: Promote greater individual choice in type, quality, price and location of housing.

Commercial

Goal 2: A strong and competitive commercial sector which promotes economic vitality, serves the needs of the community through well designed, safe and accessible areas while preserving the historic, commercial and cultural character of the community.

Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services within existing commercial areas.

Policy 2-1.2: Protect commercially planned/zoned areas from encroachment by residential only development.

Objective 2-2: To promote distinctive commercial districts and pedestrian-oriented areas.

Policy 2-2.2: Require that mixed-use projects and development in pedestrian-oriented areas are developed according to specific design guidelines to achieve a distinctive character and compatibility with surrounding uses.

Policy 2-2.4: Promote mixed use projects along designated transit corridors and in appropriate commercial centers.

The proposed project is an eight-story mixed-use development, which includes 145 residential units (including 15 units set aside for Extremely Low Income Households), and 2,000 square feet of ground-floor commercial space. The project includes a variety of unit types. By providing a range of housing opportunities, the project accommodates an adequate supply of housing units by type and cost. When combined with the established single-family and multi-family neighborhoods near the site, the project contributes significantly to a range of housing opportunities in terms of type and cost.

Given that the proposed project is concentrated along the Washington Boulevard commercial corridor; the proposed commercial uses on the project site will strengthen and provide new viable commercial development in an existing established commercial area, while activating additional pedestrian activity along the thoroughfare. The proposed project will result in the removal of the current auto use development with the development of a mixed-use project that will provide 2,000 square-feet of neighborhood-serving commercial space on the ground level. Additionally, this mixed-use project will prevent encroachment by single-family, residential-only development by providing a mix of commercial retail space on the ground level and multifamily units above.

In addition, Chapter V, the Urban Design Chapter of the Palms – Mar Vista – Del Rey Community Plan describes that all new buildings shall be articulated to provide variation

and visual interest, enhance the streetscape by providing continuity and avoiding opportunities for graffiti. Buildings should additionally use articulations, recesses, surface perforations, and other architectural features to break up long, flat building facades. As such, the project includes architectural and landscaping features that minimize the mass and scale of the building while maintaining a pedestrian-friendly right-of-way. The pedestrian retail entrances are located at ground level along Washington Boulevard. The building includes variations in building materials and the exterior walls of the building are also articulated, incorporating street-facing, balconies and windows, and breaks in the entire massing to allow visibility to internal residential units. The ground floor consists of a variation in wall treatments, including a double-height ceiling and oversized glass store frontages that are integrated into the overall architectural style of the building. In addition, landscaping is utilized to create an attractive buffer between the exterior wall and the public right-of-way. Therefore, the proposed project is consistent with the goals and purposes of Chapter V Urban Design of the Palms – Mar Vista – Del Rey Community Plan.

Therefore, the project is in substantial conformance with the purposes, intent and provisions of the Palms – Mar Vista – Del Rey Community Plan and does not conflict with any applicable regulations or standards.

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

The arrangement of the proposed development is consistent and compatible with existing and future development in neighboring properties. The subject site is located within the Palms – Mar Vista – Del Rey Community Plan at the intersection of Washington Boulevard and Motor Avenue. The project site is bound by Washington Boulevard to the south; Motor Avenue to the east; multi-family residential structures ranging from two- and four-stories in height to the north; and general commercial uses and single- and multi-family residential buildings to the west. Directly south of the project site, across Washington Boulevard, is the Sony Pictures Studio, located within the City of Culver City.

The proposed project includes the construction of a mixed-use building with 145 residential units, inclusive of 15 units set aside for Extremely Low Income Households, and approximately 2,000 square feet of ground floor commercial space. The project provides a total of 71 automobile parking spaces and 94 bicycle parking spaces. The subject property is a relatively flat parcel, comprised of five lots with a combined area of approximately 32,877 square feet (0.75 acre).

Height, Bulk and Setbacks

The proposed building reaches a maximum height of 91 feet with eight stories, as permitted by the underlying Height District No. 1 of the site which allows for unlimited height and stories for developments within commercially-zoned properties. The C2-1 zoning of the site normally allows for a maximum Floor Area Ratio (FAR) of 1.5 to 1; however, as permitted through the TOC Incentive Program and LAMC Section 12.22-A,31. Housing Developments in Tier 3-designated commercial zones may qualify for a FAR increase of up to 3.75 to 1 in exchange for setting aside a portion of the proposed residential units toward affordable housing. Additionally, the R4-1 zoned portion of the project site is permitted a maximum FAR of 4.5 to 1 through the TOC Tier 3 incentive.

The project's total floor area ratio is 3.53:1, equating to approximately 116,070 square feet of floor area.

Upon removal of the 20-foot Building Line and utilization of the RAS3 Zone setback requirements per the TOC Incentive Program, the proposed building provides the minimum required front and rear yard setbacks of the C2 zone for mixed-use developments. The project includes an existing multi-family structure that exists on the northerly side yard which will remain. The project will observe a zero-foot westerly side yard setback on the ground floor up to the podium level, after which the building will be set back five feet in accordance with the RAS3 Zone setback requirements.

To minimize the bulk and massing of the proposed building, the project will incorporate a variety of building materials and well-articulated facades, including street-facing balconies and windows. Many of the balconies and upper levels have high transparency, allowing visibility into internal units. The projected balconies also feature contrasting colors to further enhance the sense of depth which breaks up the building's exterior facades. The ground floor consists of a variation in wall treatments, including glass, metal, and white tiles integrated into the overall architectural style of the building. The street-facing frontage of the ground floor also consists of double-height ceilings to completely screen the podium parking and create a pedestrian-friendly public realm. In addition, landscaping is utilized to create an attractive buffer between the exterior wall and the public right-of-way. The project design employs various architectural methods to establish a distinguishable and attractive building design. A variety of building materials and finishes, as well as landscape and hardscape materials, will result in a design that is complementary to the neighborhood.

Off-Street Parking Facilities

The project includes a total of 140 automobile parking spaces and 111 bicycle parking spaces for residential and commercial uses, consistent with the requirements of the LAMC and TOC Guidelines. The project includes an ingress and egress driveway along Motor Avenue, similar to existing site conditions. This driveway provides access to the subterranean parking level and ground floor parking. Its placement along Motor Avenue, the secondary right-of-way, allows for the maximization of commercial space along Washington Boulevard while minimizing disruptions to traffic flow. All parking will be screened and not be visible from the public right-of-way. Therefore, for the reasons stated above, the off-street parking facilities will be compatible with the existing and future developments in the neighborhood.

Lighting

Lighting for the proposed project has been conditioned to be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above. The project proposes security lighting to illuminate the building, entrances, walkways, and parking areas. Any outdoor lighting, however, will be shielded from so the light source cannot be seen from adjacent residential and commercial properties. The project's proposed lighting will also include low-level exterior lights to accent architectural features and landscaping elements throughout the site. Therefore, the lighting will be compatible with the existing and future developments in the neighborhood.

On-Site Landscaping

Various types of vegetation and trees are integrated into the design of the building facades to minimize the visual impact of the maximum 91-foot tall building and buffering from neighboring properties. The proposed project's landscaping creates a pedestrian-friendly ground floor that helps unify and bolster continuity between the neighborhood and the project site as a whole along Washington Boulevard and Motor Avenue. The planting of any required trees and street trees will be selected and installed per the Bureau of Street Services, Urban Forestry Division's requirements. Furthermore, the project has been conditioned to require that all open areas not used for buildings, driveways, parking areas, recreational facilities or walks be attractively landscaped. Therefore, as designed and conditioned, the on-site landscaping of the proposed project will be compatible with the existing and future developments in the neighborhood.

Loading/Trash Collection

The project has been conditioned herein and will include centralized on-site trash collection for both refuse and recyclable materials, in conformance with the LAMC. Compliance with these regulations will allow the project to be compatible with existing and future development. Additionally, all trash and recycling areas are conditioned to be enclosed and not visible to the public. Trash collection will occur within separate designated trash rooms which are available on each floor of the building. The trash rooms are not visible from the public right-of-way. Therefore, as proposed and conditioned, the project is compatible with existing and future development on neighboring properties.

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

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

The project provides several recreational and service amenities to improve habitability for the residents and minimize impacts on neighboring properties. The project proposes to enhance the pedestrian realm surrounding the project site with various improvements to the public right-of-way, including increased sidewalk widths along Motor Avenue and Washington Boulevard and new street trees and landscape planters. The project will provide 8,420 square feet of open space, including private balconies and various amenity rooms on each residential floor. The project's amenities will include a pool deck with glass enclosure and roof lounge deck on the eighth floor, all of which are attractively landscaped. The project will also accommodate off-street parking within three parking levels (one subterranean level, one at-grade level, and one podium level) at an amount that is more than required. In addition, the subject property is located in commercial zone near various amenities nearby and approximately 1,100 feet from a Major Transit Stop for transit-dependent residents. Therefore, as proposed, the project provides a variety of recreational and service amenities in order to improve habitability for the residents while minimizing impacts on neighboring properties.

Building Line Removal Findings

5. Pursuant to Section 12.32-R of the Municipal Code, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.

City records show that a 20-foot building line was established by Ordinance No. 60,771 along the north side of Washington Boulevard in the commercial zones between Keystone Avenue and Jasmin Avenue. The project proposes removal of the building line of Washington Avenue abutting the project site in order to instead observe the setback requirements of the underlying C2-1 Zone. Washington Boulevard is an undesignated roadway as properties on the north side of the street are located in the City of Los Angeles while properties south of the street are located in Culver City. The Bureau of Engineering has determined that the City of Los Angeles retains jurisdiction for dedications and improvements along the northerly side of Washington Boulevard and thus a 50-foot half right-of-way width is required. The project would provide a 10-foot dedication on the parcel located at Washington Boulevard and Motor Avenue which would provide the required 50-foot right-of-way to meet current City standards. Removal of the building line would also allow for proper utilization of a transit-oriented mixed-use project in a commercial zone as it is situated along a major commercial street and in close proximity to various modes of public transit. Therefore, the removal of the building line will allow for a project that is consistent with public necessity, convenience, general welfare, and good zoning practice.

Environmental Findings

6. **CEQA Finding.** The Department of City Planning has determined that the project is exempt from CEQA pursuant to CEQA Guidelines Section 15332, Class 32 (In-Fill Development Projects), and that there is no substantial evidence demonstrating that an exception to a categorical exemption, pursuant to CEQA Guidelines, Section 15300.2, applies. As detailed in the environmental narrative prepared by Pomeroy Environmental Services, dated September 2020, and attached to the subject case file for Case No. ENV-2020-5234-CE, the project qualifies as an in-fill development under the Class 32 exemption.

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

The subject site is located wholly within the City of Los Angeles, on a site that is approximately 0.75 acres in size. The project site is located in an urbanized area surrounded primarily by multi-family residential uses and commercial uses, including an auto body shop, office buildings, a surface parking lot and soundstages for Sony Pictures Studios. The site is currently developed with a one-story thrift store and automobile shop and an four-story, 33-unit multi-family building which will remain as part of the project. Therefore, the project is substantially surrounded by urban uses and has no value as habitat for endangered, rare, or threatened species.

The project would not result in any significant effects related to traffic, noise, air quality, or water quality.

- **Traffic.** On December 23, 2020, the Los Angeles Department of Transportation completed review of a trip generation assessment report, prepared by Crain and Associates and dated March 10, 2020 with subsequent revisions up to November 30, 2020, and confirmed that the project does not meet the trip threshold to require a transportation impact analysis. Therefore, no transportation assessment study is necessary, and the traffic effects of the project are considered to be less than significant.

- **Noise.** A Noise Study, dated September 2020, was prepared by Pomeroy Environmental Services for the proposed project indicated that noise impacts would be less than significant.
- **Air Quality.** An Air Quality Study, dated September 2020, was prepared by Pomeroy Environmental Services for the proposed project indicated that the project will result in less than significant impacts with regard to air quality.
- **Water Quality.** The project will be subject to Regulatory Compliance Measures (RCM), which require compliance with all applicable regulations regarding stormwater and surface water quality as governed by the State Water Resources Control Board (SWRCB). Compliance with these RCMs will ensure the project will not have a significant impact on water quality.

The project site is currently and will continue to be adequately served by all public utilities and services. The proposed project is required to adhere to all applicable regulatory compliance measures during construction, operation and maintenance of the proposed buildings.

Exceptions to Categorical Exemptions

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

The project is not located on or near any environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. There is not a succession of known projects of the same type and in same place as the subject project. The project would not reasonably result in a significant effect on the environment due to unusual circumstances. The project is not located near a State Scenic Highway. Furthermore, according to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity is identified as an active hazardous waste site. Lastly, the project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register or Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register, and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles.

7. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone X, areas of minimal flood hazard.

WASHINGTON-MOTOR MIXED USE

10401 WEST WASHINGTON BOULEVARD, LOS ANGELES, CA 90232



5711 WEST JEFFERSON BLVD, LOS ANGELES, CA 90028
TEL: 310.838.8898 WWW.ABRAMSONARCHITECTS.COM



WASHINGTON-MOTOR MIXED USE
10401 WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

EXHIBIT "A"
Page No. 1 of 24
Case No. APCW-2020-5233-
TOC-SPP-BL-HCA

PROJECT NO: CLG19-W

REV. NO.	DATE	DESCRIPTION
0	04/06/2020	PLANNING SET
1	12/21/2020	ENTITLEMENT SET

TITLE SHEET
T000

CONCEPTUAL IMAGE



ZONING CODE SUMMARY

PROJECT ADDRESS:
3865 - 3869 S MOTOR AVE, LOS ANGELES, CA 90232
10401 - 10417 W WASHINGTON BLVD, LOS ANGELES, CA 90232

LEGAL DESCRIPTION (S) LOTS:

APN: 4208-001-007 ZONING: R4-1 TRACT: FELLOWS TR. LOT: 19 AREA: 6,180.00 SF
APN: 4208-001-007 ZONING: C2-1 TRACT: FELLOWS TR. LOT: 18 AREA: 6,180.00 SF
APN: 4208-001-011 ZONING: C2-1 TRACT: FELLOWS TR. LOT: 17 AREA: 6,427.90 SF
APN: 4208-001-011 ZONING: C2-1 TRACT: FELLOWS TR. LOT: 16 AREA: 6,730.90 SF
APN: 4208-001-011 ZONING: C2-1 TRACT: REGAL SQ. LOT: 15 AREA: 6,779.90 SF

LOTS 18 AND 19 OF FELLOWS TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10 PAGE(S) 92 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

LOTS 16 AND 17 OF FELLOWS TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10, PAGE 92, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

LOT 15 IN BLOCK 1 OF REGAL SQUARE, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 24, PAGE 8, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ZONE: C2-1, R4-1
SITE AREA: 32,478.64 SF
TOTAL AREA: 38,112 SF

HEIGHT SUMMARY: NO LIMIT FOR C2 PARCELS (ALL NEW CONSTRUCTION ON C2 PARCELS)

PROPOSED HEIGHT:
75 FT FROM GRADE TO HIGHEST OCCUPIED FLOOR ELEVATION (BELOW HAISE LIMIT)
55 FT FROM AVERAGE GRADE PLANE TO ROOF FRAMING (TYPE IIA HEIGHT LIMIT)
75 FT OVERALL ZONING HEIGHT

ALLOWABLE DENSITY: 1 UNIT PER 400 SF
33,722.86 SF / 400 = 84 UNITS BASE DENSITY
70% TOC TER 18 BONUS = 147 UNITS BONUS DENSITY
EXISTING LIMITS TO REMAIN: 31 UNITS EXISTING
ALLOWABLE NEW UNITS: 112 UNITS ALLOWED

PROPOSED DENSITY: 112 UNITS
SINGLES: 88 UNITS
ONE BEDROOM: 25 UNITS
TWO BEDROOM: 1 UNITS

SETBACKS: MIXED-USE PROJECT WITH ALL NEW CONSTRUCTION IN C2-1 ZONING
FRONT YARD SETBACK: 0 FT (STREET FRONTAGE)
REAR YARD SETBACK: 0 FT (ALLEY FRONTAGE)
SIDE YARD SETBACK: 0 FT, 5 FT ABOVE POOLUM (WEST LOT LINE ONLY)

ALLOWABLE FLOOR AREA:
C2-1 ZONING AREA = 26,447.25 SF
ALLOWABLE F.A.R. C2-1 ZONING = 3.75 (TOC TER 18) = 99,177.18 SF
R4-1 ZONING AREA = 6,426.40 SF
ALLOWABLE F.A.R. R4-1 ZONING = 4.5 (TOC TER 18) = 29,024.40 SF
EXISTING BUILDING AREA TO REMAIN: 24,982.89 SF EXISTING TO REMAIN
ALLOWABLE NEW BUILDING AREA = 98,118.69 SF

BUILDING AREA SUMMARY:

LEVEL NO.	NO. FRS.	NO. NONRES.	NO. GROUP S-2	NO. RES.	NO. GROUP S-2
LEVEL P1	1,251 SF	2,000 SF	12,608 SF	882 SF	7,828 SF
LEVEL P2	15,298 SF	-	14,979 SF	7,800 SF	-
LEVEL 04	15,333 SF	-	-	7,800 SF	-
LEVEL 05	15,351 SF	-	-	7,800 SF	-
LEVEL 06	15,351 SF	-	-	7,800 SF	-
LEVEL 07	15,351 SF	-	-	7,800 SF	-
LEVEL 08	15,351 SF	-	-	7,800 SF	-
ROOF	1,776 SF	-	273 SF	-	-
TOTAL	89,688 SF	2,000 SF	43,972 SF	24,362 SF	12,187 SF

EXISTING FLOOR AREA TO REMAIN: 24,982.89 SF (R2, R2, 12,197.50 FT S-2)
PROPOSED NEW FLOOR AREA: 61,688 SQ FT (LAMB ZONING)
89,688 SQ FT GROUP R-2; 2,000 SQ FT GROUP A-2; 43,972 SQ FT GROUP S-2

RECREATIONAL PARKING SUMMARY:
VEHICLE PARKING CALCULATIONS
T.O.C. TER 3 RESIDENTIAL PARKING = 0.5 SPACES PER UNIT
112 PROPOSED UNITS x 0.5 SPACES = 56 SPACES REQUIRED
(+1 REPLACEMENT SPACE FOR EXISTING BUILDING)

RECREATIONAL PARKING PROVIDED:
LEVEL P1 = 25 SPACES (2) STANDARD, 3 COMPACT
LEVEL P2 = 9 SPACES (2) ACCESSIBLE, 4 STANDARD, 3 COMPACT
LEVEL P3 = 25 SPACES (2) STANDARD, 10 COMPACT
TOTAL = 57 SPACES (2 ACCESSIBLE, 46 STANDARD, 9 COMPACT)
10% RESIDENTIAL E.V. SPACES = 6 E.V. SPACES REQUIRED

EXISTING PARKING TO REMAIN: 34 SPACES
BASEMENT LEVEL (1) PARKING SPACES: (1) STANDARD, (1) TANDUM
GROUND FLOOR (2) PARKING SPACES: (1) STANDARD, (1) COMPACT, (1) TANDUM

LONG TERM BICYCLE PARKING:
120 UNITS x 1 PER UNIT = 120 SPACES
26-90 UNITS x 1 PER 15 UNITS = 17 SPACES
101-201 UNITS x 1 PER 20 UNITS = 5 SPACES
TOTAL L.T. BICYCLE PARKING = 142 SPACES REQUIRED

SHORT TERM BICYCLE PARKING:
120 UNITS x 1 PER UNIT = 120 SPACES
26-90 UNITS x 1 PER 15 UNITS = 17 SPACES
101-201 UNITS x 1 PER 20 UNITS = 5 SPACES
TOTAL SHORT TERM PARKING = 142 SPACES REQUIRED

NON-RESIDENTIAL PARKING SUMMARY:
VEHICLE PARKING CALCULATIONS
400 SF RESTAURANT/RETAIL SPACE PER 100 SF = 20 SPACES REQUIRED
T.O.C. TER 3 20% PARKING PRODUCTION = 14 SPACES REQUIRED

NON-RESIDENTIAL PARKING PROVIDED:
LEVEL P1 = 12 SPACES (1 ACCESSIBLE, 8 STANDARD, 3 COMPACT)
TOTAL = 14 SPACES (1 ACCESSIBLE, 8 STANDARD, 5 COMPACT 25%)
10% COMMERCIAL E.V. SPACES = 1 E.V. SPACE REQUIRED

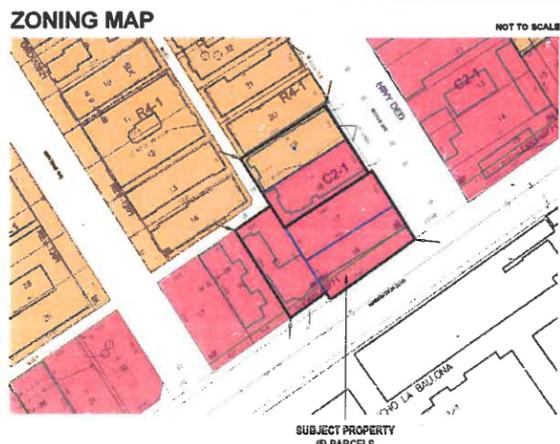
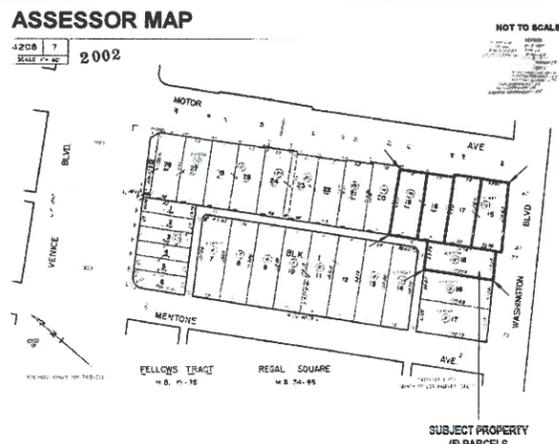
LONG TERM BICYCLE PARKING:
1 PER 2,000 SF (MIN 2) = 2 SPACES REQUIRED
SHORT TERM BICYCLE PARKING:
1 PER 2,000 SF (MIN 2) = 2 SPACES REQUIRED

OPEN SPACE SUMMARY:
REQUIRED OPEN SPACE CALCULATIONS
3 UNITS/ABLE ROOMS = 111 UNITS 100 SF/UNIT = 11,100 SF
3 UNITS/ABLE ROOMS = 1 UNITS 178 SF/UNIT = 178 SF
SUBTOTAL: 11,278 UNITS 11,278 SF
W/ 25% TOC 3 REDUCTION 8,458 SF REQUIRED OPEN SPACE
25% MAX INDOOR: 2,105 SF

COMMON OPEN SPACE PROVIDED: 15.5 FT MIN DIMENSION, 400 SF MIN AREA
LEVEL 04 AMBITIOUS = 2,105 SF (INDOOR RECREATION)
LEVEL 08 ROOF DECK = 3,353 SF (OUTDOOR AMBITIOUS)
SUBTOTAL: 5,458 SF COMMON OPEN SPACE

PRIVATE OPEN SPACE PROVIDED: 10 FT MIN DIMENSION, 50 SF MIN AREA
LEVEL 05 = 13 BALCONIES 650 SF
LEVEL 04 = 9 BALCONIES 500 SF
LEVEL 05 = 9 BALCONIES 500 SF
LEVEL 06 = 9 BALCONIES 500 SF
LEVEL 07 = 9 BALCONIES 500 SF
LEVEL 08 = 8 BALCONIES 400 SF
SUBTOTAL: 50 BALCONIES 3,000 SF PRIVATE OPEN SPACE

TOTAL OPEN SPACE: 6,426 SF PROVIDED OPEN SPACE



SHEET INDEX

GENERAL SHEET INDEX				
SHEET NO.	SHEET NAME	REV.	DATE	ISSUANCE
T000	TITLE SHEET	1	12/21/2020	ENTITLEMENT SET
T001	RENDERED ELEVATIONS	1	12/21/2020	ENTITLEMENT SET
T002	RENDERED ELEVATIONS	1	12/21/2020	ENTITLEMENT SET
T003	BUILDING AREAS & ACCESSIBLE PATH	1	12/21/2020	ENTITLEMENT SET
SURVEY SHEET INDEX				
1 OF 3	TITLE / BOUNDARY ESTABLISHMENT	0	04/06/2020	PLANNING SET
2 OF 3	MAP SHEET	0	04/06/2020	PLANNING SET
3 OF 3	MAP SHEET	0	04/06/2020	PLANNING SET
ARCHITECTURAL SHEET INDEX				
A100	SITE PLAN - 300'	1	12/21/2020	ENTITLEMENT SET
A201	BASEMENT PD DIMENSION PLAN	1	12/21/2020	ENTITLEMENT SET
A211	LEVEL P1 DIMENSION PLAN	1	12/21/2020	ENTITLEMENT SET
A221	LEVEL P2 DIMENSION PLAN	1	12/21/2020	ENTITLEMENT SET
A231	LEVEL 04 DIMENSION PLAN	1	12/21/2020	ENTITLEMENT SET
A241	LEVEL 05 DIMENSION PLAN	1	12/21/2020	ENTITLEMENT SET
A251	LEVEL 06 DIMENSION PLAN	1	12/21/2020	ENTITLEMENT SET
A261	LEVEL 07 DIMENSION PLAN	1	12/21/2020	ENTITLEMENT SET
A271	LEVEL 08 DIMENSION PLAN	1	12/21/2020	ENTITLEMENT SET
A281	LEVEL 09 DIMENSION PLAN	1	12/21/2020	ENTITLEMENT SET
A291	ROOF DIMENSION PLAN	1	12/21/2020	ENTITLEMENT SET
A300	BUILDING SECTIONS NORTH-SOUTH	1	12/21/2020	ENTITLEMENT SET
A301	BUILDING SECTIONS NORTH-SOUTH	1	12/21/2020	ENTITLEMENT SET
LANDSCAPE SHEET INDEX				
LP-1	GROUND FLOOR LANDSCAPE PLAN	0	04/06/2020	PLANNING SET
LP-2	THIRD FLOOR LANDSCAPE PLAN	0	04/06/2020	PLANNING SET
LP-3	ROOF DECK LANDSCAPE PLAN	0	04/06/2020	PLANNING SET
LP-4	PLANTING DETAILS	0	04/06/2020	PLANNING SET

PROJECT SUMMARY

SCOPE OF WORK:
NEW CONSTRUCTION OF MIXED-USE BUILDING WITH GROUND FLOOR COMMERCIAL SPACE AND 112 RESIDENTIAL UNITS, 6 STORES ABOVE GRADE OVER 1 LEVEL BASEMENT PARKING, UTILIZING THE TRANSIT ORIENTED COMMUNITIES (T.O.C.) TER 3 INCENTIVES, NEW BUILDING SHARES REAR WALL WITH EXISTING MULTIFAMILY RESIDENTIAL BUILDING AT 3865 MOTOR AVE, WHICH CONTAINS 33 RENTAL UNITS, EXISTING BUILDING TO REMAIN.

PROJECT SITE:
3865 - 3869 S MOTOR AVE, LOS ANGELES, CA 90232
10401 - 10417 W WASHINGTON BLVD, LOS ANGELES, CA 90232

PROJECT TEAM

OWNER: CLG WLL LLC
10600 SANTA MONICA BOULEVARD
LOS ANGELES, CA 90025
310.228.8889

ARCHITECT: ABRAMSON ARCHITECTS
5711 W JEFFERSON BLVD
LOS ANGELES, CA 90016
310.838.8898

CIVIL: WING ENGINEERING INC
1000 SANTA MONICA BOULEVARD, STE 300
LOS ANGELES, CA 90025
310.445.8474

STRUCTURAL: LABB FURR + ASSOCIATES
310 MAIN STREET
EL SEGUINO, CA 92425
213.238.9700

BUILDING CODE SUMMARY

TYPE OF CONSTRUCTION:
5 STORES OF TYPE IIA-OVER-3 STORES & ONE BASEMENT LEVEL OF TYPE IIA

BUILDING OCCUPANCY:
GROUP R-2 (APARTMENT); GROUP S-2 (PARKING); GROUP A RESTAURANT / RETAIL

AUTOMATIC FIRE SPRINKLERS:
AUTOMATIC FIRE SPRINKLERS WILL BE PROVIDED PER NFPA-13

PROPOSED HEIGHT: 91'-0" OVERALL HEIGHT, 85'-0" HEIGHT ABOVE AVG GRADE PLANE

PROPOSED STORES: 5 STORY BUILDING ON 3 STORY + 1 BASEMENT LEVEL CONCRETE STRUCTURE W/ POOLUM HORIZONTAL SEPARATION ALLOWANCE PER CBC 510.2

ALLOWABLE FLOOR AREA SUMMARY: SEE T500 SERIES SHEETS FOR MORE INFORMATION PER CBC TABLE 506.2

GROUP	AREA (SF)	TYPE	SPRINKLERED	MULTI-STORY
GROUP R-2	24,000 SF	(TYPE IIA, SPRINKLERED, MULTI-STORY)		
GROUP S-2	UNLIMITED	(TYPE IIA, SPRINKLERED, MULTI-STORY)		

ALLOWABLE HEIGHT SUMMARY: SEE T500 SERIES SHEETS FOR MORE INFORMATION PER CBC TABLE 504.3

GROUP	HEIGHT (FT)	TYPE	SPRINKLERED	MULTI-STORY
GROUP R-2	85 FT	(TYPE IIA, SPRINKLERED, MULTI-STORY)		
GROUP S-2	UNLIMITED	(TYPE IIA, SPRINKLERED, MULTI-STORY)		

ALLOWABLE STORES SUMMARY: SEE T500 SERIES SHEETS FOR MORE INFORMATION PER CBC TABLE 504.4

GROUP	STORES	TYPE	SPRINKLERED	MULTI-STORY
GROUP R-2	5 STORES	(TYPE IIA, SPRINKLERED, MULTI-STORY)		
GROUP S-2	UNLIMITED	(TYPE IIA, SPRINKLERED, MULTI-STORY)		

PROPOSED FLOOR AREA (TYPE IIA 5-STORY STRUCTURE + BASEMENT):

LEVEL	GROUP R-2	GROUP S-2	SUBTOTAL
FLOOR P1	18,054 SF	18,054 SF	36,108 SF
FLOOR P2	1,251 SF	2,000 SF	3,251 SF
FLOOR P3	14,979 SF	14,979 SF	29,958 SF
FLOOR 04	15,298 SF	15,298 SF	30,596 SF
FLOOR 05	15,351 SF	15,351 SF	30,702 SF
FLOOR 06	15,351 SF	15,351 SF	30,702 SF
FLOOR 07	15,351 SF	15,351 SF	30,702 SF
FLOOR 08	15,351 SF	15,351 SF	30,702 SF
ROOF	1,776 SF	273 SF	2,049 SF
TOTAL	42,365 SF	90,997 SF	133,362 SF

PROPOSED FLOOR AREA (GROUP R-2 TYPE IIA 5-STORY STRUCTURE W/ 5HR FIRE WALL):

LEVEL	GROUP R-2 WEST	GROUP R-2 EAST	SUBTOTAL
FLOOR 04	9,228 SF	9,228 SF	18,456 SF
FLOOR 05	9,228 SF	9,228 SF	18,456 SF
FLOOR 06	9,228 SF	9,228 SF	18,456 SF
FLOOR 07	9,228 SF	9,228 SF	18,456 SF
FLOOR 08	9,228 SF	9,228 SF	18,456 SF
TOTAL	46,144 SF	46,144 SF	92,288 SF

APPLICABLE CODES:

2020 LOS ANGELES MUNICIPAL CODE	(LAMC)
2020 LOS ANGELES BUILDING CODE	(LABC)
2019 CALIFORNIA BUILDING CODE	(CBC)
2019 CALIFORNIA ENERGY CODE	(T24)
2019 CALIFORNIA PLUMBING CODE	(CPC)
2019 CALIFORNIA ELECTRICAL CODE	(CEC)
2019 CALIFORNIA MECHANICAL CODE	(CMC)
2019 CALIFORNIA GREEN BUILDING STANDARDS CODE	(CALGREEN)

12/21/2020 3:52:40 PM D:\19201\Washington Motor Mixed Use\CD\01\19\45_Cover.dwg

ARCHITECTURAL SURVEY

LEGAL DESCRIPTION:

LOTS 18 AND 19 OF FELLOWS TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10 PAGE(S) 92 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM SAID LOT 19 ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES, LYING BELOW A DEPTH OF 500 FEET FROM THE SURFACE OF SAID PROPERTY, BUT WITH NO RIGHT OF SURFACE ENTRY, WHERE THEY HAVE BEEN PREVIOUSLY RESERVED IN INSTRUMENTS OF RECORD.

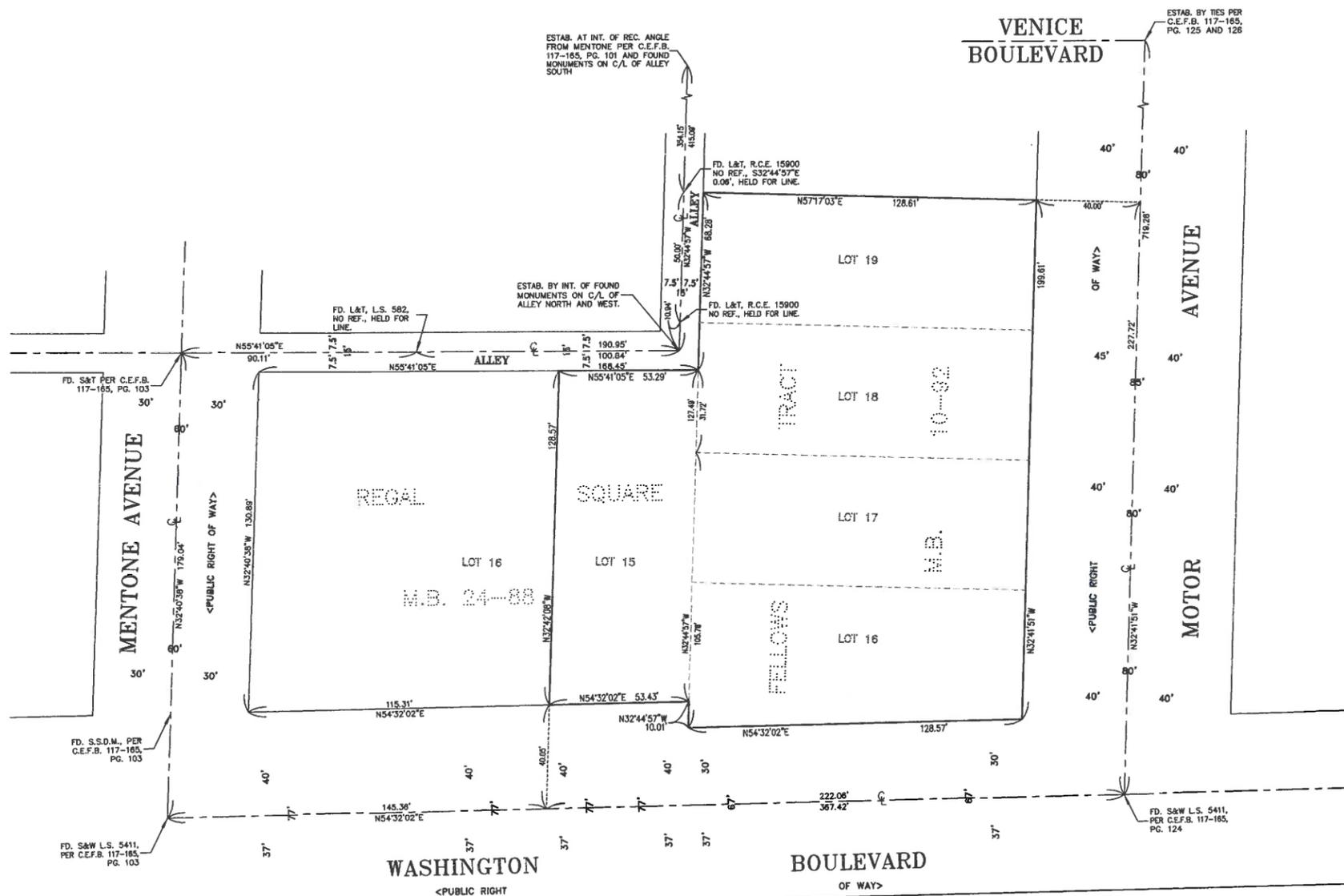
APN: 4208-007-037

LOTS 16 AND 17 OF FELLOWS TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10, PAGE 92, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 4208-007-015

LOT 15 IN BLOCK 1 OF REGAL SQUARE, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 24, PAGE 88, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 4208-007-012



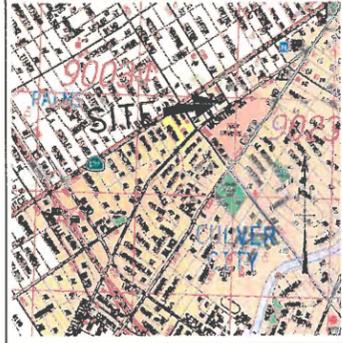
LEGEND:

- A.C. = ASPHALT CONCRETE
- A.D. = AREA DRAIN
- B.W. = BACK OF WALK
- C.B.W. = CONCRETE BLOCK WALL
- C.D. = CURB DRAIN
- CL = CENTERLINE
- C/L = CENTERLINE
- C.L.F. = CHAIN LINK FENCE
- CONC. = CONCRETE
- D.W.P. = DEPARTMENT OF WATER AND POWER
- F.H. = FIRE HYDRANT
- G.A. = GUY ANCHOR
- G.M. = GAS METER
- G.P. = GUARD POST
- G.V. = GAS VALVE
- H.C.R. = HANDICAPPED RAMP
- I.P. = IRON PIPE
- P.A. = PEDESTRIAN ACCESS
- P.B. = PULL BOX
- PKWY. = PARKWAY
- S.M.H. = SEWER MANHOLE
- V.A. = VEHICULAR ACCESS
- W.I.F. = WROUGHT IRON FENCE
- W.M. = WATER METER
- W.V. = WATER VALVE
- TSPB = TRAFFIC SIGNAL PULLBOX

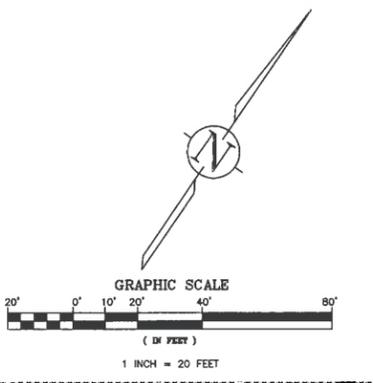
SURVEYOR'S NOTES:

1. DATE OF SURVEY: JUNE 27, 2019
2. SITE ADDRESS: 3655 & 3659 S MOTOR AVENUE & 10401-10417 WASHINGTON BLVD., LOS ANGELES, CA 90032
3. UTILITY INFORMATION SHOWN HEREON IS PER RECORD DATA AND IS ONLY AS ACCURATE AS SAID DATA.
4. BASED ON THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, FEDERAL INSURANCE ADMINISTRATION FLOOD HAZARD BOUNDARY MAP, COMMUNITY NUMBER 090137, SHEET NUMBER 06371595G REVISED DECEMBER 21, 2018, THE SUBJECT PROPERTY IS LOCATED IN ZONE X, WHICH IS NOT LOCATED IN A DESIGNATED FLOOD ZONE AREA.
5. BENCHMARK: CITY OF LOS ANGELES BENCH MARK NO. 13-02851 WIRE SPK IN E CURB CLARINGTON AVE. 1.87' N OF BC CURB RET N OF VENICE BL. OVER CB OPENING ELEV. = 95.327 (2000 ADJ.) (MAY 1988)
6. SITE AREA: 32876.65 SQ. FT. OR 0.7547 ACRES
7. BOUNDARY SHOWN HEREON IS PER FIELD MEASUREMENTS.

VICINITY MAP



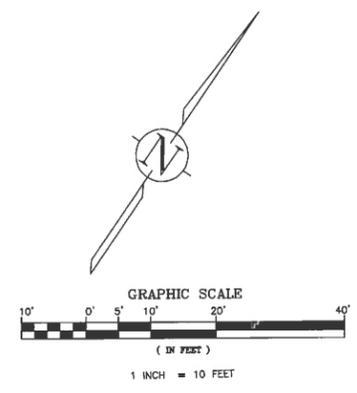
[Signature]
 10/8/19
 BRYAN GENTRY, L.S. 6345
 DATE



ARCHITECTURAL SURVEY
 Case No. APCW-2020-5233 - TOC-SPR-
 BL-HCA

No Revisions / Submissions		Date
GENTRY SURVEYING CO.		
256 E. EAST STREET UNIT B • SIMI VALLEY • CA • 93065		
(805) 627-5298 • FAX (805) 627-2349 • G18URVY@AOL.COM		
PREPARED FOR:		
CALIFORNIA LANDMARK		
DRAWING TITLE:		
ARCHITECTURAL SURVEY BOUNDARY ESTABLISHMENT		
DRAWING NO.	PROJECT NO.	
19-118_ARCHL_S1.dwg	19-118	
DRAWN BY:	SCALE:	
B.G./K.M.	1"=20'	
CHECKED BY:	DRAWING NO.	
B.G.	1 OF 3	
DATE:	DATE:	
10/8/19	10/8/19	
BRYAN GENTRY L.S. 6345		

ARCHITECTURAL SURVEY



LEGEND:

- A.C. = ASPHALT CONCRETE
- A.D. = AREA DRAIN
- B.W. = BACK OF WALK
- C.B.W. = CONCRETE BLOCK WALL
- C.D. = CURB DRAIN
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- S.M.H. = SEWER MANHOLE
- V.A. = VEHICULAR ACCESS
- W.I.F. = WROUGHT IRON FENCE
- W.M. = WATER METER
- W.V. = WATER VALVE
- TSPB = TRAFFIC SIGNAL PULLBOX

SURVEYOR'S NOTES:

VICINITY MAP

EXHIBIT "A"

Page No. 6 of 24
 Case No. APCW 2020-5233-T/C
 SPR- BL-HCA

No Revisions / Submissions _____ Date _____

GENTRY SURVEYING CO.
 205 E. EASY STREET UNIT B • SIMI VALLEY • CA • 93065
 (805) 527-5299 • FAX (805) 527-2349 • G1SURVEY@AOL.COM

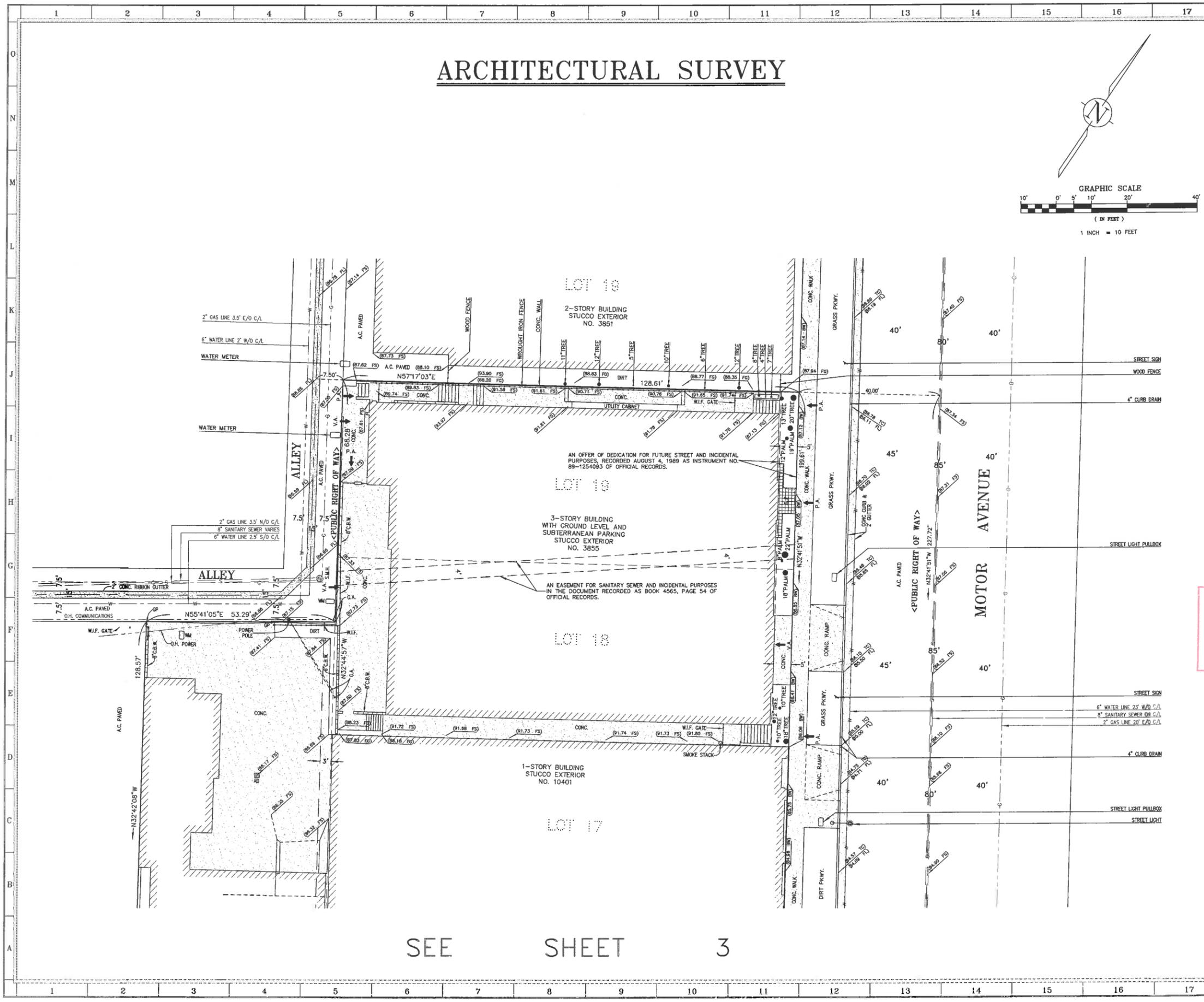
PREPARED FOR:
CALIFORNIA LANDMARK

DRAWING TITLE:
**ARCHITECTURAL SURVEY
 MAP SHEET**

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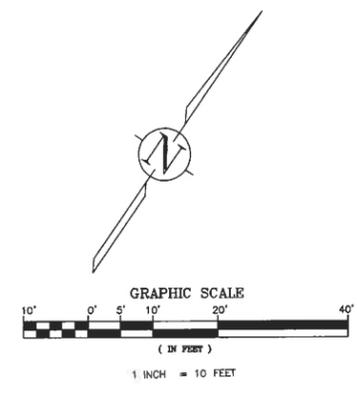
BRYAN GENTRY L.S. 6345

SEE SHEET 3



ARCHITECTURAL SURVEY

SEE SHEET 2



- LEGEND:**
- A.C. = ASPHALT CONCRETE
 - A.D. = AREA DRAIN
 - B.W. = BACK OF WALK
 - C.B.W. = CONCRETE BLOCK WALL
 - C.D. = CURB DRAIN
 - CL = CENTERLINE
 - C/L = CENTERLINE
 - C.L.F. = CHAIN LINK FENCE
 - CONC. = CONCRETE
 - D.W.P. = DEPARTMENT OF WATER AND POWER
 - F.H. = FIRE HYDRANT
 - G.A. = GUY ANCHOR
 - G.M. = GAS METER
 - G.P. = GUARD POST
 - G.V. = GAS VALVE
 - H.C.R. = HANDICAPPED RAMP
 - I.P. = IRON PIPE
 - P.A. = PEDESTRIAN ACCESS
 - P.B. = PULL BOX
 - PKWY. = PARKWAY
 - S.M.H. = SEWER MANHOLE
 - V.A. = VEHICULAR ACCESS
 - W.I.F. = WROUGHT IRON FENCE
 - W.M. = WATER METER
 - W.V. = WATER VALVE
 - TSPB = TRAFFIC SIGNAL PULLBOX

SURVEYOR'S NOTES:

VICINITY MAP:

EXHIBIT "A"

Page No. 7 of 24

Case No. APCW-2020-5233-TOC-SPR-BL
HCA

No	Revisions / Submissions	Date

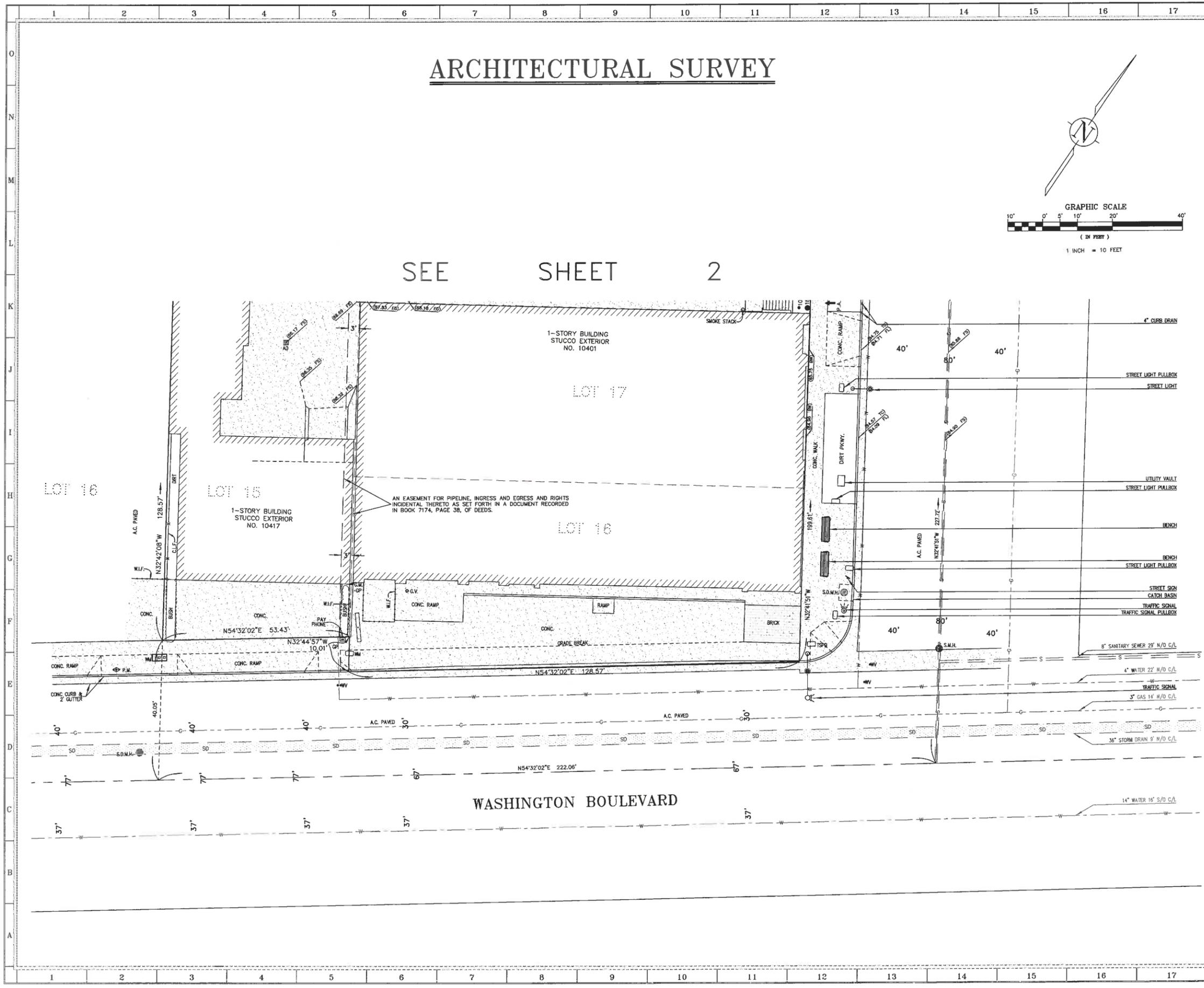
GENTRY SURVEYING CO.
 255 E. EASY STREET UNIT B • SIMI VALLEY • CA • 93005
 (805) 527-5299 • FAX (805) 527-2349 • G1SURVEY@AOL.COM

PREPARED FOR:
CALIFORNIA LANDMARK

DRAWING TITLE:
**ARCHITECTURAL SURVEY
 MAP SHEET**

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DATE: 10/8/19	

BRYAN GENTRY L.S. 6345

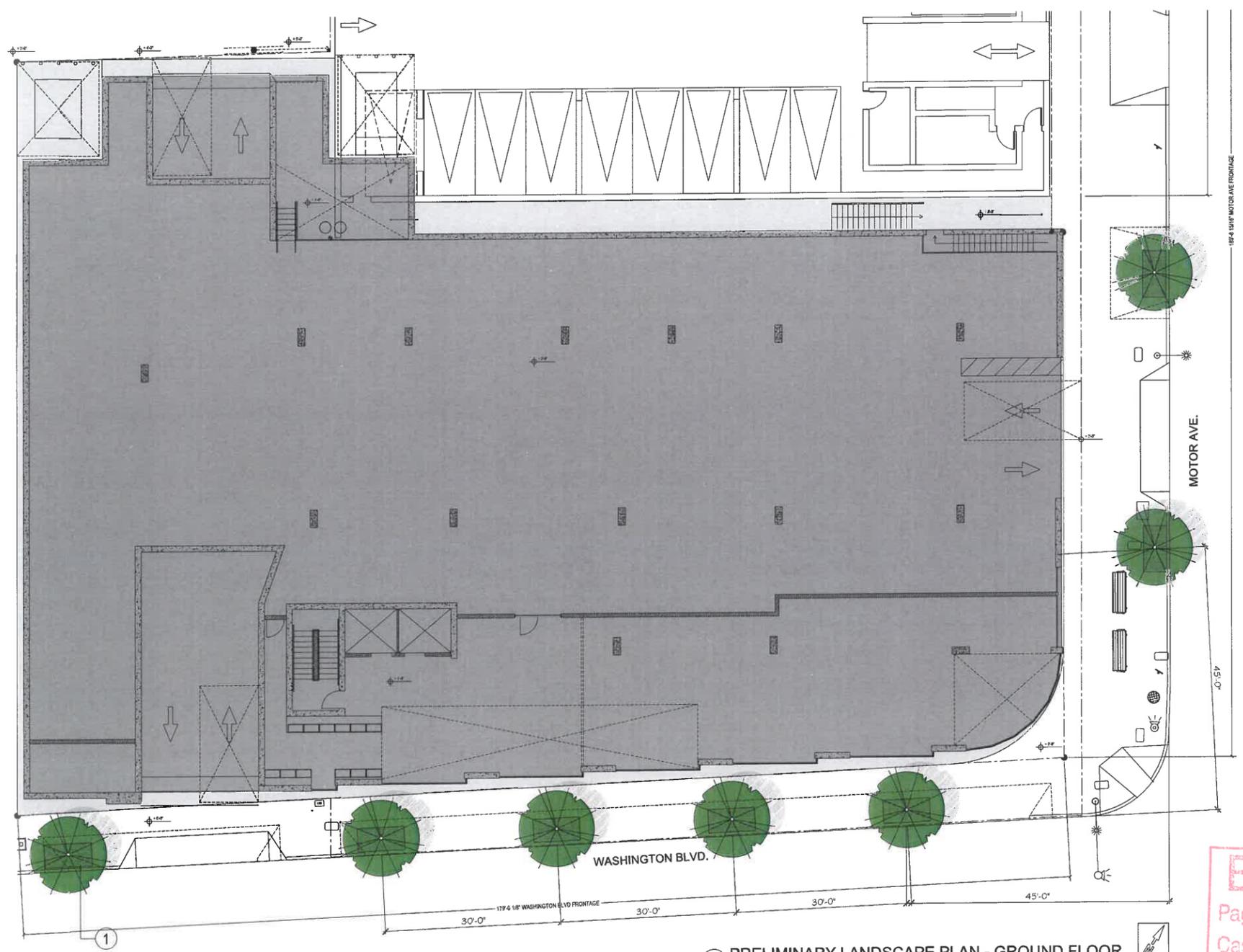


NOT FOR CONSTRUCTION

WA-MO MIXED USE
 10401 W WASHINGTON BOULEVARD
 LOS ANGELES, CA 90232

**PRELIMINARY LANDSCAPE PLAN
 - GROUND FLOOR**

EXHIBIT "A"
 Page No. 21 of 24
 Case No. APCW-2019-5233-HC4



1 PRELIMINARY LANDSCAPE PLAN - GROUND FLOOR
 SCALE: 1/8" = 1'-0"

TOTAL PROPOSED COMMON OPEN SPACE:	2,705 SF.
LANDSCAPE AREA PROVIDED:	745 SF. (28%)
7TH FLOOR:	2,705 SF.
LANDSCAPE AREA PROVIDED:	745 SF. (28%)
POOL DECK:	1,094 SF.
LANDSCAPE AREA PROVIDED:	160 SF.
ROOF DECK A:	729 SF.
LANDSCAPE AREA PROVIDED:	161 SF.
ROOF DECK B:	882 SF.
LANDSCAPE AREA PROVIDED:	424 SF.

TREES REQUIRED (LAMC SECTION 12.21.G.2)
 24" BOX TREE REQUIRED FOR EVERY 4 DWELLING UNITS (112 / 4) : 28 TREES
 PROVIDED TREES : 28 TREES (GROUND, FL. 7 TREES + 3RD, FL. 18 TREES + ROOF DECK 3 TREES)

KEYNOTES

- 1. 4x8 TREEWELL CUT-OUT FOR NEW STREET TREE W/ DG. TOP DRESSING

PLANTING LEGEND

TREES	QUAN.
NEW STREET TREE PER CITY OF L.A. URBAN FORESTRY STREET TREE DIVISION	7 EA.

PROJECT NO: CLG19-W

DATE	DESCRIPTION
12.20.2019	PLANNING SET
01.14.2020	SB330 SUBMITTAL
02.18.2020	SB330 SUBMITTAL
02.28.2020	30% PLANNING SET
04.04.2020	PLANNING SET
06.09.2020	COORDINATION SET

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



SOLA INC
 Landscape Architects

LP-1

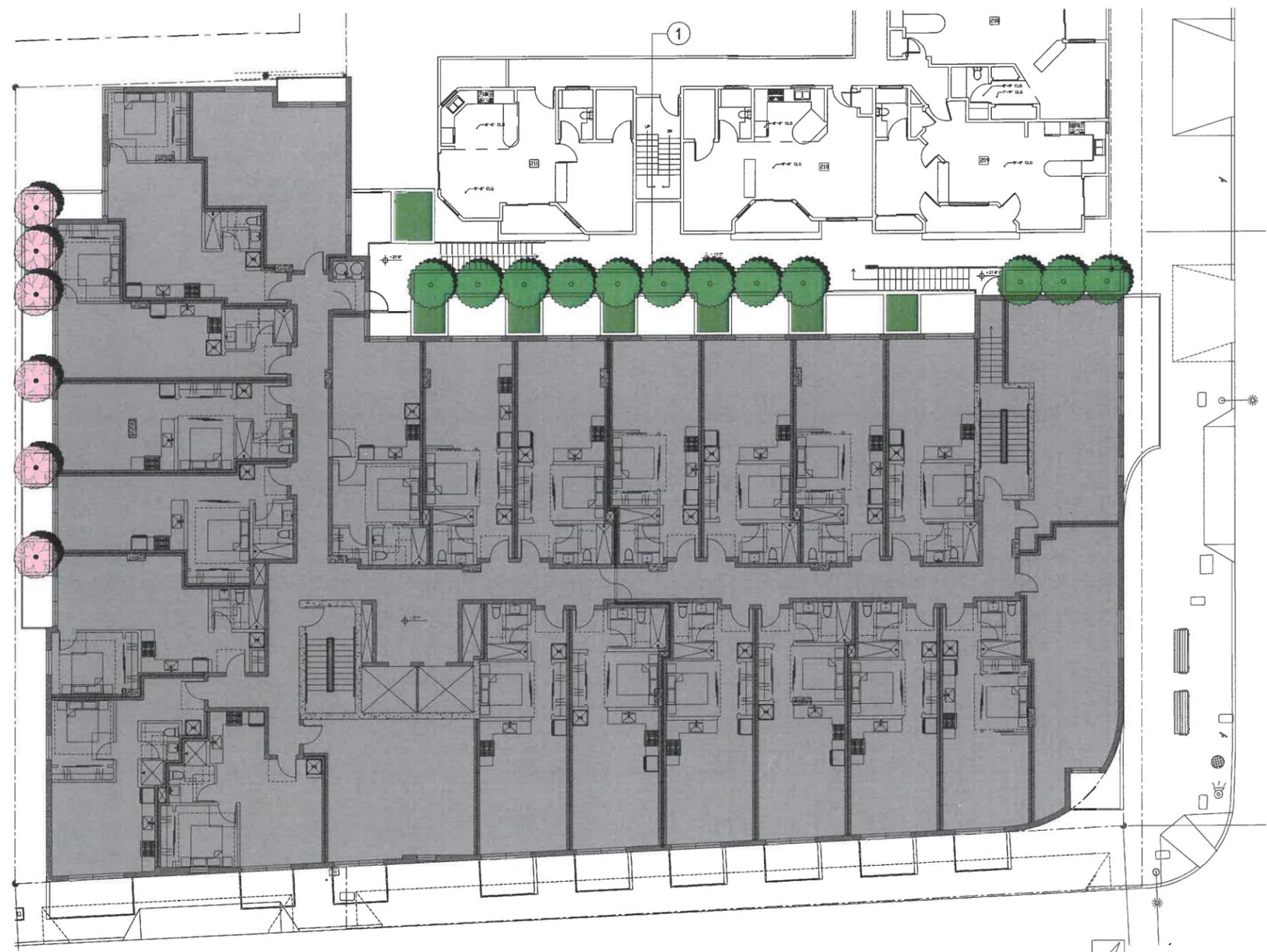
NOT FOR CONSTRUCTION

WA-MO MIXED USE
10401 W WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

**PRELIMINARY LANDSCAPE PLAN
- 3RD. FLOOR**

PROJECT NO: CLG19-W

DATE	DESCRIPTION
12.20.2019	PLANNING SET
01.16.2020	30% SUBMITTAL
03.18.2020	30% SUBMITTAL
02.28.2020	30% PLANNING SET
04.08.2020	PLANNING SET
05.09.2020	COORDINATION SET



1 PRELIMINARY LANDSCAPE PLAN - 3RD. FLOOR
SCALE: 1/8" = 1'-0"

- KEYNOTES**
1. PLANTER
- PLANTING LEGEND**
- | TREES | SIZE & QUAN. | WUCOLS |
|---------------------------------------|-----------------|--------|
| CERCIS OCCIDENTALIS
WESTERN REDBUD | 24" BOX/ 6 EA. | LOW |
| SALIX LASIOLEPSIS
ARROYO WILLOW | 24" BOX/ 12 EA. | LOW |
- SHRUBS & GROUND COVERS**
- LANDSCAPE AREA
 - WESTRINGIA FRUTICOSA
COAST ROSEMARY
 - DIETES BICOLOR
FORTNIGHT LILY
 - JUNCUS PATENS
'ELK BLUE'
CALIFORNIA GRAY RUSH
 - DIANELLA REVOLUTA
'ALYN-CITATION'
COOLVISTA DIANELLA

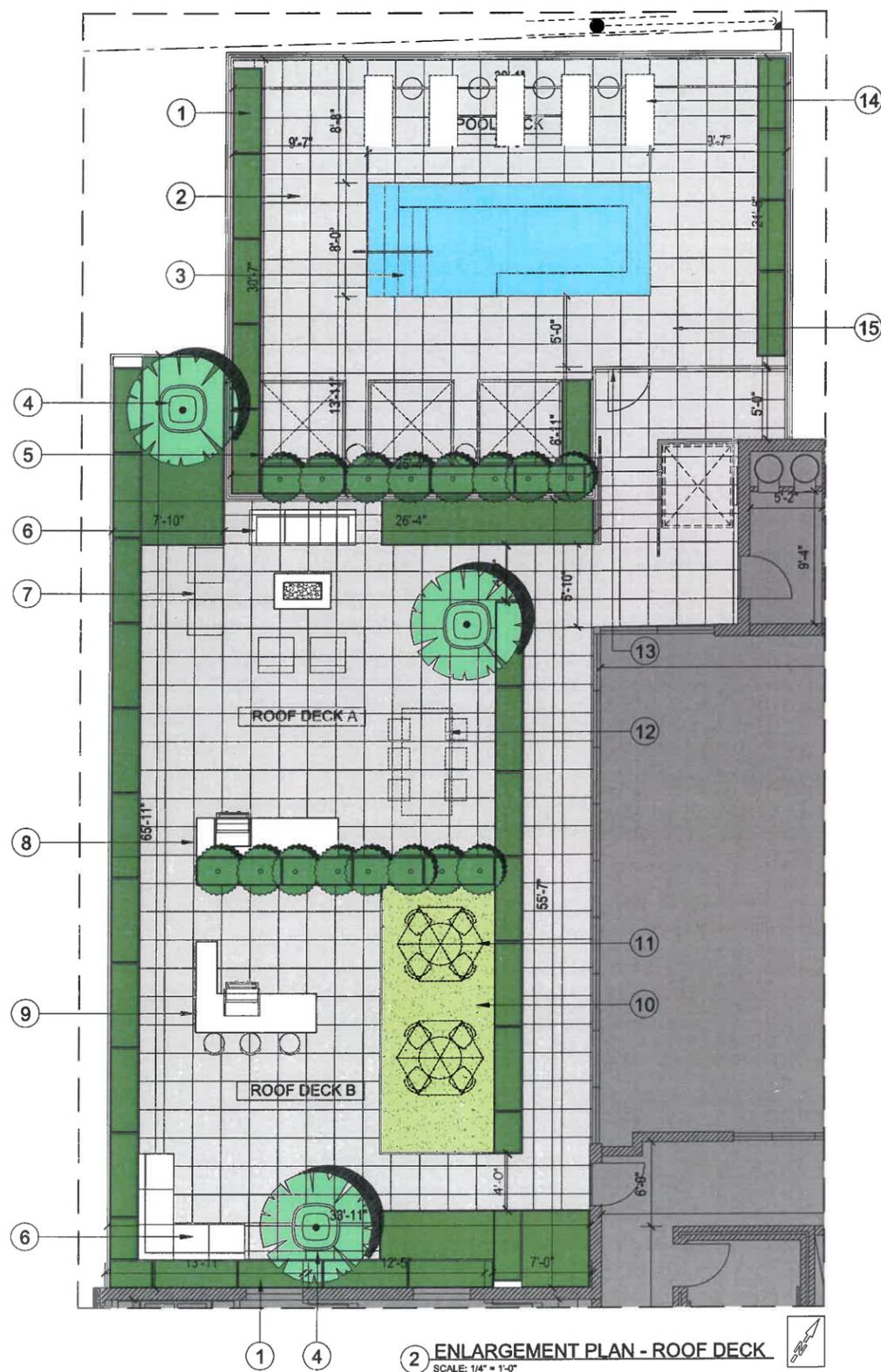
EXHIBIT "A"
Page No. 22 of 24
Case No. APCN-2020-5233-
T0C- SPR- BL- HCA

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



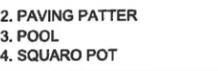
SQLA INC
Landscape Architects

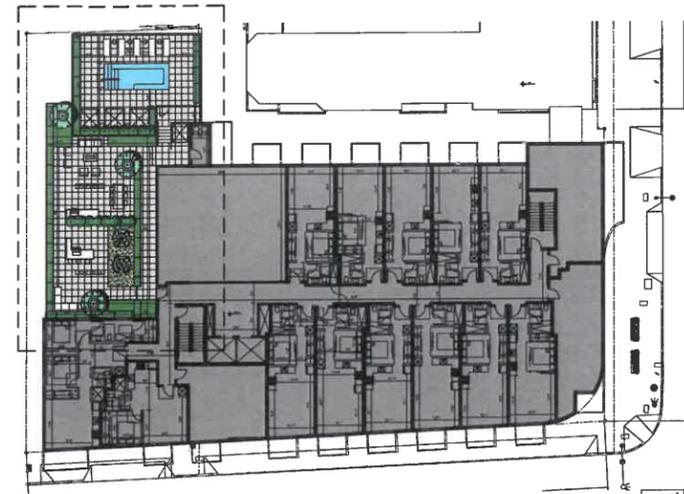
LP-2



2 ENLARGEMENT PLAN - ROOF DECK
SCALE: 1/4" = 1'-0"

KEYNOTES

1. FIBERGLASS PLANTER 
2. PAVING PATTERN 
3. POOL 
4. SQUARE POT 
5. 6' X 6' CABANA 
6. OUTDOOR SOFA 
7. FIREPIT 
8. BBQ W/ CONC. COUNTER 
9. BBQ W/ BAR 
10. GREEN ROOF 
11. TABLE W/ UMBRELLA 
12. DINING TABLE 
13. POOL GATE & FENCE 
14. CHAISE LOUNGE
15. 2x2 PAVER OVER PEDESTAL



1 PRELIMINARY LANDSCAPE PLAN - ROOF DECK
SCALE: 1" = 20'-0"

PLANTING LEGEND

TREES	SIZE & QUAN.	WUCOLS
GELIERA PARVIFLORA AUSTRALIAN WILLOW	24" BOX/ 3 EA.	MODERATE
LAURUS NOBILIS SWEET BAY	15GAL/ 16 EA.	LOW

SHRUBS & GROUND COVERS

LANDSCAPE AREA
WESTRINGIA FRUTICOSA COAST ROSEMARY
LOMANDRA LONGIFOLIA 'BREEZE' DWARF MATRUSH
JUNCUS PATENS 'ELK BLUE' CALIFORNIA GRAY RUSH
DIANELLA REVOLUTA 'ALL'YIN-CITATION' COOLVISTA DIANELLA

PROPOSED COMMON OPEN SPACE 7TH FLOOR:	2,705 SF.
LANDSCAPE AREA PROVIDED:	745 SF. (28%)
POOL DECK:	1,094 SF.
LANDSCAPE AREA PROVIDED:	160 SF. (15%)
ROOF DECK A:	729 SF.
LANDSCAPE AREA PROVIDED:	161 SF. (22%)
ROOF DECK B:	882 SF.
LANDSCAPE AREA PROVIDED:	424 SF. (48%)

EXHIBIT "A"
Page No. 23 of 24
Case No. APCW-2020-5233



NOT FOR CONSTRUCTION

WA-MO MIXED USE
10401 W WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PRELIMINARY LANDSCAPE PLAN
- ROOF DECK

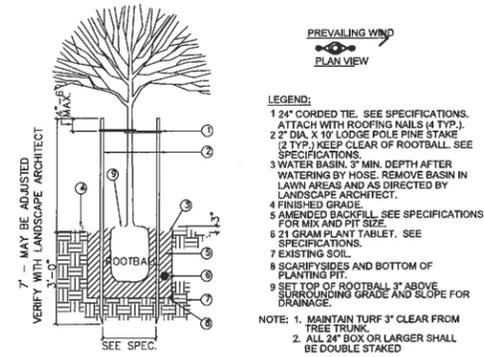
PROJECT NO: CLG19-W

DATE	DESCRIPTION
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01.16.2020	30% SUBMITTAL
02.18.2020	50% SUBMITTAL
02.28.2020	30% PLANNING SET
04.04.2020	PLANNING SET
05.09.2020	COORDINATION SET

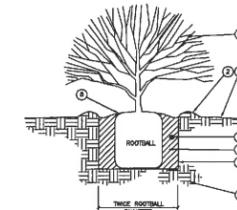
"I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS."

LANDSCAPE PLANTING NOTES

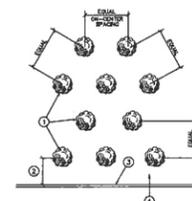
1. THE LANDSCAPE CONTRACTOR SHALL FURNISH ALL LABOR, EQUIPMENT, MATERIALS AND SERVICES FOR THE COMPLETE INSTALLATION AS DESCRIBED BY THE LANDSCAPE DRAWINGS
2. ANY DEVIATION FROM THE PLAN IS TO HAVE PRIOR WRITTEN APPROVAL BY THE OWNER OR HIS REPRESENTATIVE.
3. THE LANDSCAPE CONTRACTOR IS TO REMOVE ALL WEEDS AND OR GRASSES (INCLUDING THE ROOTS) EXISTING IN THE PROPOSED GROUND COVER AREA.
4. THE PROPOSED GROUND COVER AREA SHALL RECEIVE THE PRE-EMERGENT HERBICIDE SURFLAN 75W PER MANUFACTURER'S INSTRUCTIONS. APPLICATION OF THIS HERBICIDE SHALL BE DONE BY PERSONNEL LICENSED TO HANDLE AGRICULTURAL CHEMICALS.
5. ROUGH GRADING OTHER THAN THAT NOTED ON THE LANDSCAPE FINISH GRADING IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR. FINISH GRADING WILL CONSIST OF RAKING ALL AREAS TO A SMOOTH GRADE, LOOSENING THE SOIL TO A DEPTH OF 6" AND REMOVING ALL ROCKS OR CLODS OF 2" DIAMETER OR LARGER. FINISH GRADE IS TO BE 2" BELOW TOP OF ADJACENT CURBS AND SIDEWALKS.
6. ALL LANDSCAPE AREAS ARE TO RECEIVE AN EVEN APPLICATION OF 6 CUBIC YARDS OF NITROGEN MINERALIZED STABILIZED WOOD SAWDUST, 30 POUNDS OF 6N-20P-20K FERTILIZER, 10 LB. OF SOIL SULFUR FOR EACH 1,000 SQUARE FEET. THE ABOVE AMENDMENTS ARE TO BE INCORPORATED UNIFORMLY INTO THE TOP 6" OF SOIL.
7. ALL ROCK OR UNBROKEN SOIL CLODS OVER 1" IN DIAMETER BROUGHT TO THE SURFACE ARE TO BE REMOVED FROM THE SITE.
8. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE HORTICULTURAL SOILS FERTILITY REPORT PRIOR TO SOIL PREPARATION AND PLANT INSTALLATION. SOIL CONDITIONING AMENDMENTS AND PLANTING BACKFILL MIXES SHALL BE IN ACCORDANCE TO SOIL AND PLANT LAB RECOMMENDATIONS. SOIL AND PLANT LAB: (714)-282-8777, 1594 N. MAIN STREET, ORANGE, CA 92867
9. GROUNDCOVERS ARE TO BE PLANTED SO THAT AFTER SETTLING, THE CROWN OF THE THE PLANT IS EVEN WITH FINISH GRADE, ROOTS FULLY COVERED WITH SOIL AND FIRMED.
10. WATERING OF PLANTS IS TO TAKE PLACE IMMEDIATELY AFTER PLANTING.
11. MULCH ALL SHRUB AND GROUNDCOVER AREAS WITH A 3" MIN. LAYER OF 1/2" TO 3/4" REDWOOD BARK.
12. AT THE COMPLETION OF ALL PLANTING OPERATIONS, THE PREMISES ARE TO BE LEFT NEAT AND CLEAN. ALL SURPLUS MATERIALS, NURSERY TAGS AND WASTE ARE TO BE REMOVED FROM THE SITE.
13. THE LANDSCAPE CONTRACTOR IS TO MAINTAIN ALL LANDSCAPE AREAS FOR A PERIOD OF THIRTY CALENDAR DAYS FROM THE DATE OF COMPLETION, ESTABLISHED BY THE OWNER OR HIS REPRESENTATIVE. ALL AREAS ARE TO BE KEPT WELL WATERED, FREE OF GRASSES AND TRASH DURING THIS MAINTENANCE PERIOD.
14. AN APPLICATION OF FERTILIZER (16% NITROGEN, 6% PHOSPHORIC, 8% POTASH) IS TO BE MADE JUST PRIOR TO THE COMPLETION OF THE MAINTENANCE PERIOD, OR AT 30 DAYS INTERVALS IF MAINTENANCE PERIOD IS GREATER THAN 30 DAYS.
15. ALL TREES, SHRUBS AND PLANT MATERIAL (OTHER THAN FLATTED MATERIAL) LESS THAN 15 GALLON SIZE SHALL BE GUARANTEED FOR A PERIOD OF 1 MONTH; 15 GALLON SIZE SHALL BE GUARANTEED FOR A PERIOD OF 90 DAYS. ALL MATERIAL LARGER THAN 15 GALLON SIZE SHALL BE GUARANTEED FOR A PERIOD OF 1 YEAR.



TREE PLANTING-DOUBLE STAKING
SCALE: N.T.S. 1



SHRUB PLANTING
SCALE: N.T.S. 2



SHRUB/GROUNDCOVER SPACING
SCALE: N.T.S. 3



8624 LINDADE STREET, CULVER CITY, CA 90232
TEL: 310.638.8998 WWW.ABRAMSONARCHITECTS.COM

NOT FOR CONSTRUCTION

WA-MO MIXED USE
10401 W WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

EXHIBIT 7
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Case No. APCW-2020-5233-TUC-
SPR-BL-HCA

PLANTING DETAILS

PROJECT NO: CLG19-W

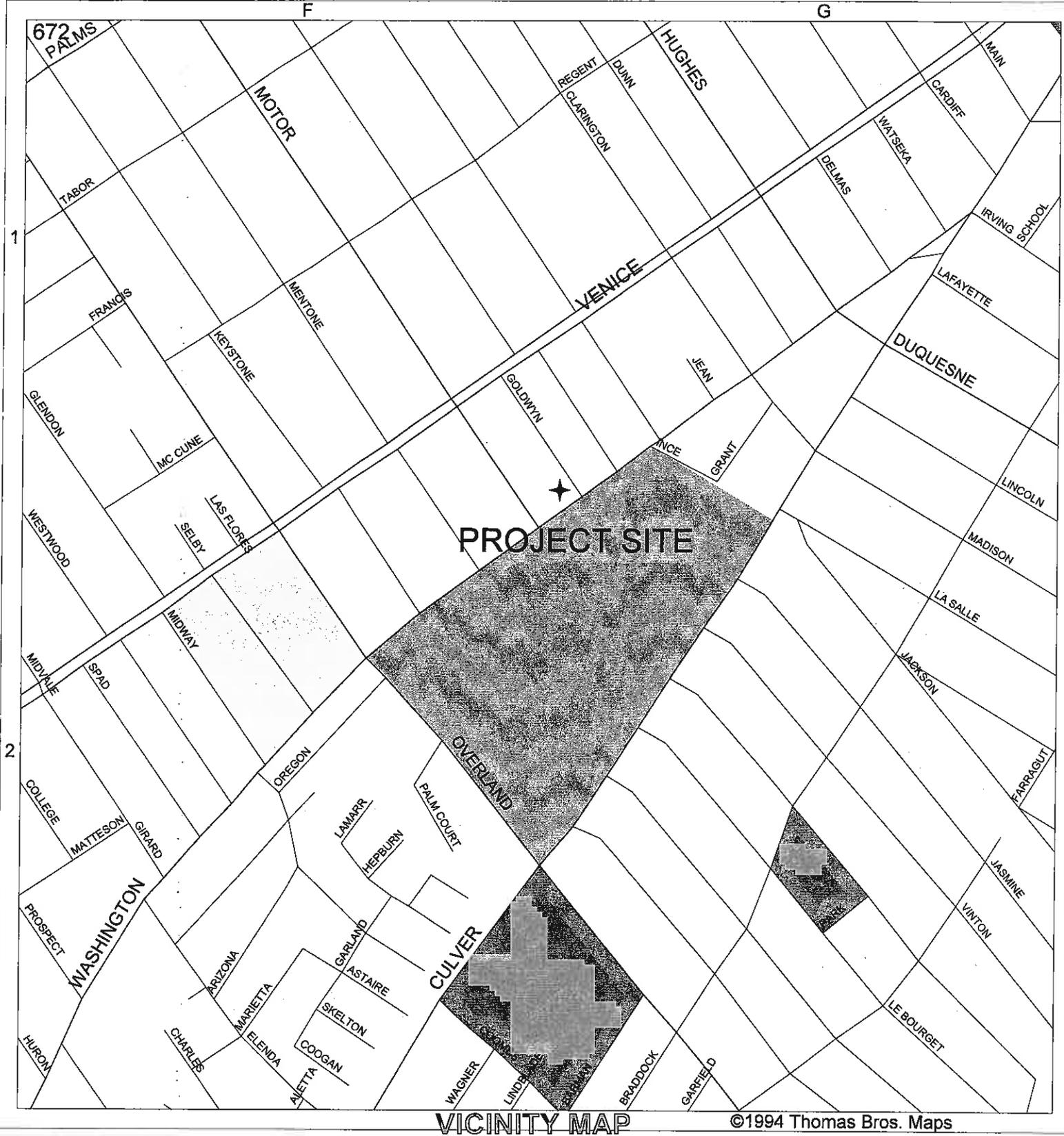
DATE	DESCRIPTION
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01.16.2020	SB330 SUBMITTAL
02.18.2020	SB330 SUBMITTAL
02.28.2020	30% PLANNING SET
04.08.2020	PLANNING SET
06.09.2020	COORDINATION SET



LP-4

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



SITE: 3855 MOTOR AVE / 10401-17 WASHINGTON BLVD., LOS ANGELES

GC MAPPING SERVICE, INC.
 3055 WEST VALLEY BOULEVARD
 ALHAMBRA CA 91803
 (626) 441-1080, FAX (626) 441-8850
GCMAPPING@RADIUSMAPS.COM



LEGAL: LOTS 16 TO 19, FELLOWS TRACT, M.B.10-92, AND
 LOT 15, BLOCK 1, REGAL SQUARE TRACT, M.B. 24-88

SITE PLAN REVIEW TRANSIT ORIENTED COMMUNITIES

C.D. 5
 C.T. 26699.03
 P.A. PALMS-MAR VISTA-
 DEL REY

GC MAPPING SERVICE, INC.

3055 WEST VALLEY BOULEVARD
 ALHAMBRA CA 91803
 (626) 441-1080 FAX (626) 441-8850
 GCMAPPING@RADIUSMAPS.COM

SITE ADDRESS:
 3855 MOTOR AVE.
 10401 WASHINGTON BL.
 10417 WASHINGTON BL.

CASE NO.
 DATE: 07-06-2020
 SCALE: 1" = 100'
 USES FIELD
 D.M. 117 B 165
 T.B. PAGE: 672 GRID: F-2

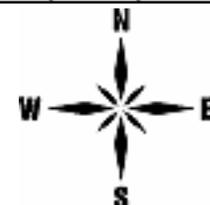
7.41 NET AC.



Address: 10401 W WASHINGTON BLVD
 APN: 4208007015
 PIN #: 117B165 232

Tract: FELLOWS TRACT
 Block: None
 Lot: 16
 Arb: None

Zoning: C2-1
 General Plan: General Commercial



0.01 Miles
50 Feet

**Evidence Supporting a Class 32 Categorical Exemption Per
CEQA Guidelines Section 15332 (In-Fill Development Projects)**

**10401-10417 Washington Blvd & 3855 Motor Avenue
Los Angeles, CA 90232**

Prepared by:



**Contact: Brett Pomeroy
25101 The Old Road, Suite 246
Santa Clarita, California 91381
T: (661) 388-2422
www.pomeroyes.com**

September 2020

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I. INTRODUCTION

1. INTRODUCTION

The subject of this Categorical Exemption is the proposed Project located at 10401-10417 Washington Boulevard and 3855 Motor Avenue in the Palms – Mar Vista – Del Rey Community Plan area of the City. The project site is comprised of five contiguous parcels with a lot area of 32,876.86 square feet. The project site is currently developed with a 24,382 square-foot (sf) building consisting of 33 apartments located at 3855 Motor Avenue (APN: 4208-007-037) which will remain., a 10,080 sf building consisting of a thrift store located at 10401 Washington Blvd (APN: 4208-007-015) , and a 3,684 SF single story auto garage that is vacant/closed located at 10417 Washington Boulevard (APN: 4208-007-012)

The Project proposes the demolition of the thrift store and auto garage buildings on Washington Boulevard (uses on Motor Ave. will remain) and construction of an 8-story, 85 feet in height addition to the building at 3855 Motor with 112 new residential units and 2,000 sf ground-floor commercial uses for a total of 145 residential units within the building. Of the 145 units, 15 units would be Extremely Low Income affordable units. The Project includes one level of subterranean parking located beneath the new addition. This analysis assumes the Project will begin construction in 2021 and will be operational in 2023. The Project is discussed in further detail in Section II (Project Description) of this report.

2. PROJECT INFORMATION

Project Title: WA-MO Mixed Use Project

Project Applicant: CLG WM, LLC
10600 Santa Monica Boulevard
Los Angeles, CA 90025

Project Location: 3855-3859 S. Motor Avenue; and 10401-10417 W. Washington Boulevard
Los Angeles, CA 90232

Lead Agency: City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 721
Los Angeles, CA 90012

3. PURPOSE AND CONTENTS OF THE CATEGORICAL EXEMPTION

The *State CEQA Guidelines* Section 15332 states that a Class 32 Exemption consists of projects characterized as in-fill development meeting the conditions described below:

- a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- c) The project site has no value as habitat for endangered, rare or threatened species.

- d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- e) The site can be adequately served by all required utilities and public services. This Class may be used where above-noted conditions (a) through (e) are fulfilled, where it can be seen with certainty that the proposed project could not have a significant effect on the environment.

This exemption is intended to promote infill development within urbanized areas. The class consists of environmentally benign in-fill projects which are consistent with local general plan and zoning requirements. This class is not intended to be applied to projects which would result in any significant traffic, noise, air quality, or water quality effects. Application of this exemption, as all categorical exemptions, is limited by the factors described in The *State CEQA Guidelines* Section 15300.2.

For a proposed project to qualify, it must be able to demonstrate that it does not fall under the following Exceptions:

- a) The project and successive projects of the same type in the same place will result in cumulative impacts.
- b) There are unusual circumstances creating the reasonable possibility of significant effects.
- c) The project may result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within an officially designated scenic highway.
- d) The project is located on a site that the Department of Toxic Substances Control and the Secretary of the Environmental Protection have identified, pursuant to Government code section 65962.5, as being affected by hazardous wastes or clean-up problems.
- e) The project may cause a substantial adverse change in the significance of an historical resource.

4. ORGANIZATION OF THE REPORT

This Categorical Exemption is organized as follows:

I. Introduction: This section provides introductory information such as the Project title, the Project Applicant, and the designated Lead Agency for the proposed Project.

II. Project Description: This section provides a detailed description of the proposed Project including the environmental setting, Project characteristics, and environmental clearance requirements.

III. Categorical Exemption Analysis: This section contains an assessment and discussion of impacts for each environmental issue identified in Section 3 above.

II. PROJECT DESCRIPTION

1. PROJECT APPLICANT

The Applicant for the WA-MO mixed-use Project (the “Project”) is CLG WM, LLC (the “Applicant”).

2. ENVIRONMENTAL SETTING

A. Project Location

The Project is located at 10401-10417 Washington Boulevard and 3855 Motor Avenue in the Palms – Mar Vista – Del Rey Community Plan area of the City. The project site is comprised of five contiguous parcels with a lot area of 32,876.86 square feet. The project site is currently developed with a four-story, 24,382 square-foot (sf) building consisting of 33 apartments located at 3855 Motor Avenue (APN: 4208-007-037) which will remain, a 10,080 sf building consisting of a thrift store located at 10401 Washington Blvd (APN: 4208-007-015), and a 3,684 SF single story auto garage that is vacant/closed located at 10417 Washington Boulevard (APN: 4208-007-012).

The Project proposes the demolition of the thrift store and auto garage buildings on Washington Boulevard (uses on Motor Ave. will remain) and construction of an 8-story, 85 feet in height addition to the building at 3855 Motor with 112 new residential units with 15 affordable units and 2,000 sf ground-floor commercial uses for a total of 145 residential units within the building. The Project includes one level of subterranean parking located beneath the new addition. The L-Shaped Project Site is located within Council District 5 of the City and is within a Tier 3 Transit Oriented Community (TOC). Regional access to the Project Site is provided by Interstate 10, located approximately 0.77 miles north of the Project Site and Interstate 405, located approximately 0.95 miles west of the Project Site. Land uses immediately surrounding the Project Site include adjacent multi-family residences to the north, and commercial uses to the west, east and to the south across Washington Boulevard (see Figure II-1, Aerial Photograph of the Project Site). Direct local access to the Project Site is provided by Washington Boulevard and Motor Avenue.

B. Existing Site Zoning and Land Use Designations

The northern most parcel on Motor Avenue with 6,182 square feet of lot area is zoned R4-1 and the remaining four parcels with 26,694 square feet of lot area are zoned C2-1. The R4 zoned parcel has a General Plan land use designation of High Medium Residential and the C2 zoned parcels have a land use designation of General Commercial as set forth in the Palms – Mar Vista – Del Rey Community Plan. . According to the Los Angeles Planning and Zoning Code (Zoning Code), the R4 zone is a Multi-Family zone which permits multi-family residential uses and the C2 zone is a commercial zone, and allows for C1.5 uses (limited commercial), retail with limited manufacturing, service stations and garages, businesses, churches, schools, auto Sales, and R4 uses (multiple dwellings). The C2 and R4 zone both permit the Project’s proposed residential use and the Project’s commercial use is located within the C2 zone which is permitted. The C2 and R4 zone permits a residential density of one dwelling unit per 400 square feet of lot area. In the C2 Zone, the “1” height district permits a 1.5 floor area ratio (FAR) and no direct height limit. In the R4 Zone, the “1” height district permits a 3:1 FAR and no direct height limit.

3. PROJECT CHARACTERISTICS

A. Project Features

The Project proposes the demolition of the existing uses on Washington Boulevard (existing residential building and units on Motor Avenue will remain), and the construction of an approximately 91,889 square-foot, 8-story 85 feet in height mixed-use addition to the Motor building to remain with 112 residential units, of which 85 would be classified as studios and 27 one-bedroom units. With the addition, the building would contain 145 units, including 15 affordable units. The Project also includes 2,000 sf of ground-floor restaurant space fronting Washington Boulevard. Approximately 4,300 square feet of private open space and 4,573 square feet of common open space is proposed to serve the Project's residents. The Project includes 71 new parking spaces in one level of subterranean parking, one level of at-grade parking, and one level of above-grade parking for the commercial and residential uses (i.e., 57 residential parking spaces and 14 commercial parking spaces). The Project would retain 34 existing parking spaces in the existing building for a total of 105 spaces. Vehicular access would be provided via two driveways on Motor Avenue (one existing), a driveway on Washington Boulevard, and a driveway on the rear alley. This analysis assumes the Project will begin construction in 2021 and will be operational in 2023. The Project Site Plan is shown below in Figure II-2, Project Site Plan.

Figure II-1 Aerial Photograph of Project Site

Figure II-2 Project Site Plan

In accordance with the Palms – Mar Vista – Del Rey Community Plan and Citywide Design Guidelines, the proposed building provides a variety of architectural materials and building planes and ground-level façade transparency, with special attention to the surrounding area while also providing a pedestrian friendly environment. Additionally, the Project is designed to complement the scale and grain of the existing neighborhood while contributing an architecturally unique building to a major transportation area (i.e., a Tier 3 TOC). The design of the proposed building alternates different textures, colors, materials, and distinctive architectural treatments to add visual interest and to avoid repetitive facades. Moreover, the proposed Project is designed and oriented to connect the Project Site with the Washington Boulevard and Motor Avenue frontages.

The proposed building would meet and/or exceed all City Building Code and Title 24 requirements. As such, the building would incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star®-rated appliances, water saving/low-flow fixtures, non-volatile organic compound paints/adhesives, drought-tolerant planting, and a high-performance building envelopment.

B. Access and Parking

The Project includes 71 parking spaces in one level of subterranean parking, one level of at-grade parking, and one level of above-grade parking for the commercial and residential uses (i.e., 57 residential parking spaces and 14 commercial parking spaces). 34 spaces located within the existing building footprint would remain. Vehicular access would be provided via two driveways on Motor Avenue (one existing), a driveway on Washington Boulevard, and a driveway on the rear alley. To encourage and facilitate the use of public transportation and bicycle use by residents and patrons, the Project would include 89 bicycle parking spaces (8 short-term bicycle parking spaces, and 81 long-term bicycle parking spaces).

C. Construction

The Project would be constructed over approximately 15 months and would begin 2021 and would be operational by 2023. Construction activities would include, demolition, grading, excavation, and building construction. Demolition would occur for approximately one month, grading, excavation, and foundation preparation activities would occur over approximately one month, and building construction would occur over approximately 13 months.

The Project would require the export of approximately 8,881 cubic yards of soil from the Project Site. No soil would be imported. The likely haul route would allow trucks to reach the Project Site via Interstate 10 and Interstate 405. Exported materials would likely be disposed at the Scholl Canyon Landfill, Bradley Landfill and Recycling Center in Sun Valley, and/or at the Atkinson Brickyard site in the City of Compton.

4. DISCRETIONARY ACTIONS AND APPROVALS

The Department of City Planning is the lead agency for the Project. In order to permit development of the Project, the following discretionary actions are required:

1. Pursuant to CEQA Guidelines, Section 21080 of the California Public Resources Code, and Article 19 and Section 15332 (Class 32 – Infill Development) there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2. Pursuant to LAMC Section 12.22.C.31, Density Bonus Compliance Review for a Tier 3 TOC project with Additional Incentives for reduced open space, to permit RAS3 setbacks in the C2 zoned portion, and to permit FAR averaging.
3. Pursuant to LAMC Section 16.05.C.1.b, Site Plan Review for the addition of 112 units to an existing building.
4. Pursuant to LAMC Section 12.32.R, a Building Line Removal to remove a 20 feet building line (Ordinance No. 60771) along Washington Boulevard.
- 5.

The Project will also require other permits as necessary pursuant to various sections of the LAMC from the City of Los Angeles Department of Building and Safety (and other municipal agencies) in order to execute and implement the Project. Such approvals may include, but are not limited to grading, excavation, and building permits, landscaping plan approvals, stormwater discharge permits, permits for temporary street closures, installation and hookup approvals for public utilities, haul route approvals, and other related permits.

1) Project-Specific Noise Impacts

Consistent with Appendix G of the State CEQA Guidelines, a significant impact may occur if a project would:

- a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; . . . or
- c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airstrip, expose people residing or working in the project area to excessive noise levels;

a) A significant impact may occur if the Project would generate excess noise that would cause the ambient noise environment at the Project Site to fail to comply with noise level standards set forth in the City of Los Angeles Noise Ordinance (Noise Ordinance) (Section 111.00 through Section 116.01 of the LAMC). Implementation of the Project would result in an increase in ambient noise levels during both construction and operations, as discussed in detail below.

Construction Noise

Construction-related noise impacts would be significant if, as indicated in LAMC Section 112.05, noise from construction equipment within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet from the noise source. However, the above noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. As such, construction noise impacts would not be considered significant if the Project fully implements noise attenuation measures to the fullest extent possible to reduce noise impacts during construction of the proposed building, in conformance with the requirements of the LAMC.

Construction of the Project would require the use of heavy equipment for demolition, grading foundation preparation, the installation of utilities, and building construction. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the Project Site are presented in Table III-4, Noise Range of Typical Construction Equipment, and Table III-5, Estimated Project Construction Noise Levels, respectively, at a distance of 50 feet from the noise source (i.e., reference distance).

The noise levels shown in Table III-5 represent composite noise levels associated with the construction

activities that will be carried out by the Project, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction in a development such as the Project. As shown in Table III-5, construction noise during the excavation/grading and finishing periods of construction is presented as 86 dBA Leq when measured at a reference distance of 50 feet from the center of construction activity. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance over acoustically “hard” sites (e.g., asphalt and concrete surfaces). For example, a noise level of 84 dBA Leq measured at 50 feet from the noise source to the receptor would reduce to 78 dBA Leq at 100 feet from the source to the receptor, and reduce by another 6 dBA Leq to 72 dBA Leq at 200 feet from the source to the receptor. The nearest noise sensitive receptors to the Project Site are adjacent residential uses.

**Table III-4
Noise Range of Typical Construction Equipment**

Construction Equipment	Noise Level in dBA Leq at 50 Feet ^a
Front Loader	73-86
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	81-85
Back Hoe	73-95
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

^a Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.
Source: United States Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, PB 206717, 1971.

**Table III-5
Estimated Project Construction Noise Levels**

Construction Phase	Noise Levels at 50 Feet with Mufflers (dBA Leq)	Noise Levels at 60 Feet with Mufflers (dBA Leq)	Noise Levels at 100 Feet with Mufflers (dBA Leq)	Noise Levels at 200 Feet with Mufflers (dBA Leq)
Ground Clearing	82	80	76	70
Excavation, Grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
Finishing	86	84	80	74

Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

Due to the use of construction equipment during the construction phase, the Project would expose surrounding off-site receptors to increased ambient exterior noise levels comparable to the previously listed noise level above in Table III-5. Specifically, based on the data provided in Table III-5, construction noise levels at the residences within 50 feet could reach 86 dB. It should be noted, however, that any increase in noise levels at off-site receptors during construction of the Project would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier initial periods of construction (i.e. demolition and foundation work) would typically be reduced in the later construction phases (i.e., interior building construction at the proposed building) as the physical structure of the proposed structure would break the line-of-sight noise transmission from the construction area to the nearby sensitive receptors.

Similar to other development projects in the City, the Project would comply with the City’s existing noise regulations to ensure noise impacts would be less than significant. LAMC Section 41.40 regulates noise from construction activities. Exterior construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday.¹ The construction activities associated with the Project would comply with these LAMC requirements. In addition, the Project would implement all technically feasible noise reduction measures in compliance with the standards set forth in LAMC Section 112.05 (see RCM-1 through RCM-7 below).

Specifically, the use of barriers such as plywood structures, flexible sound control curtains, or intervening construction trailers, could reduce line-of-sight noise levels by approximately 10 dbA.² And, with the incorporation of the LAMC-required noise reduction techniques, construction noise levels could be

¹ Los Angeles Municipal Code, Section 41.40.

² Based on a review of Table 4 of the FHWA Noise Barrier Design Handbook (July 14, 2011), the design feasibility of a sound barrier that reduces noise by 5 dBA is considered “simple” and a reduction of up to 10 dBA as “attainable.” And, reductions of 15 and 20 dBA are considered “very difficult” and “nearly impossible,” respectively.

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reduced by up to approximately 20 dBA.³ As previously stated, construction noise levels could reach up to approximately 86 dBA Leq. However, with the reduction of approximately 20 dBA per code-required noise reduction techniques (see RCM-1 through RCM-7, and footnotes 7 and 8 below), the resulting construction noise levels would be reduced to approximately 66 dBA Leq. These noise levels would not exceed the noise threshold of 75 dBA at 50 feet from the noise source as outlined in LAMC Section 112.05.

Thus, based on the provisions set forth in LAMC 112.05, implementation of the following regulatory compliance measures would ensure the Project be consistent with, and not violate the provisions of, the LAMC. As such, the Project would comply with the City's existing noise regulations to ensure construction noise impacts would be less than significant. The noise reduction techniques required by LAMC 41.40 and 112.05, would include the following:

RCM-1: The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 (see LAMC Section 112.05), and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels.

RCM-2: Construction shall be restricted to the hours of 7:00 A.M. to 9:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday.

RCM-3: Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

RCM-4: Noise-generating equipment operated at the Project Site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

RCM-5: Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

³ Estimate based on information from the United States Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, PB 206717, 1971. Per Table V, *Noise Control For Construction Equipment* therein, use of improved mufflers/silencers would achieve approximately 10 dBA reduction and enclosures/barriers blocking line-of-sight would achieve approximately 10 dBA reduction. While the additional measures would reduce noise, it should be noted that all reductions would not be wholly additive, but would be incremental, and therefore have conservatively not been quantified in the estimated reduction.

RCM-6: Barriers including, but not limited to, plywood structures or flexible sound control curtains shall be erected around the perimeter of the construction site, and around stationary equipment as feasible (i.e., generators, air compressors, etc.), to minimize the amount of noise during construction on nearby noise-sensitive uses. Specifically, a temporary, continuous sound barrier shall be erected along the perimeter of the Project Site. Perimeter barriers shall be at least 8 feet in height and constructed of materials achieving a Transmission Loss (TL) value of at least 20 dBA, such as ½ inch plywood.⁴

RCM-7: The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048 (see LAMC Section 91.106.4.8), which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

Operational Noise

Traffic Noise

In order for a new noise source to be audible, there would need to be a 3 dBA or greater CNEL noise increase. The traffic volume on any given roadway would need to double in order for a 3 dBA increase in ambient noise to occur. According to the L.A. CEQA Thresholds Guide, if a project would result in traffic that is less than double the existing traffic, then the project's mobile noise impacts are assumed to be less than significant. Based on the Project's size, the Project would not have the potential to double the traffic volumes on any roadway segment in the vicinity of the Project Site. As such, the Project would not increase roadway noise levels by 3 dBA and, thus, traffic noise impacts would be less than significant.

Stationary Noise Sources

New stationary sources of noise, such as mechanical HVAC equipment, would be installed as part of the Project. However, the noise levels generated by these equipment types are not anticipated to be substantially greater than those generated by the current HVAC equipment serving the existing uses on the Project Site or adjacent buildings in the Project vicinity. As such, the HVAC equipment associated with the Project would not represent a new source of noise in the Project Site vicinity. In addition, the design of this equipment would comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Compliance this regulation will ensure

⁴ Based on the FHWA Noise Barrier Design Handbook (July 14, 2011), see Table 3, Approximate sound transmission loss values for common materials.

that HVAC-related noise impacts are less than significant.

Parking and Loading Noise

Noise would be generated by activities within the proposed parking garage (one level of subterranean parking, at-grade parking, and one above-grade level). Sources of noise would include engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking area would fluctuate with the amount of automobile and human activity. It is anticipated that parking related noise would be less than the existing surface parking and street parking noise as the Project proposes enclosed subterranean parking which would reduce noise impacts to off-site uses. In addition, parking-related noise generated by motor driven vehicles within and around the Project Site is regulated under the LAMC. Specifically, with regard to motor-driven vehicles, LAMC Section 114.02 prohibits the operation of any motor-driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than five decibels. As such, noise impacts associated with the Project's parking area would be less than significant.

Operational noise from loading and unloading would be subject to LAMC Section 114.03, which prohibits loading or unloading of any vehicle, operating any dollies, carts, forklifts, or other wheeled equipment, which causes any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10:00 PM and 7:00 AM of the following day. Through the Project's compliance with this regulation, potential noise impacts relating to loading and unloading would therefore be considered less than significant.

In addition, on-site residences would not be adversely impacted by elevated ambient urban noise levels because the Project would be constructed to meet and exceed Title 24 insulation standards of the California Code of Regulations for residential buildings, which serves to provide an acceptable interior noise environment for sensitive uses. Specifically, as required by Title 24, the Project would be designed and constructed to ensure interior noise levels would be at or below a CNEL of 45 dBA in any habitable room of the project. As such, impacts associated with interior noise levels at the proposed residences

c) The Project Site is not located in the vicinity of a private airstrip. In addition, the Project Site is not located within an airport land use plan or within two miles of a public airport or public use airstrip. The Santa Monica Municipal Airport is the closest airport to the Project Site, located approximately 2.7 miles to the west. As such, the Project would not expose people to excessive aircraft noise levels. Therefore, no impact would occur.

2) Project-Specific Air Quality Impacts

Consistent with Appendix G of the State CEQA Guidelines, a significant impact may occur if a project would:

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

a) A significant air quality impact may occur if a project is not consistent with the applicable Air Quality Management Plan (AQMP), or would in some way represent a substantial hindrance to employing the policies, or obtaining the goals, of that plan.

The South Coast Air Quality Management District SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and State ambient air quality standards. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the Governing Board of the SCAQMD on March 3, 2017. This AQMP, referred to as the 2016 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2016 AQMP identifies the control measures that will be implemented over a 15-year horizon to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin. The future air quality levels projected in the 2016 AQMP are based on several assumptions. For example, the SCAQMD assumes that general new development within the Basin will occur in accordance with population growth and transportation projections identified by the Southern California Association of Governments (SCAG) in its most current version of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which was adopted April 7, 2016. The 2016 AQMP also assumes that general development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations, which are designed to address air quality impacts and pollution control measures.

For development projects, SCAQMD recommends that consistency with the current AQMP be determined by comparing the population generated by a project to the population projections used in the development of the AQMP. As mentioned above, the Project is located within the Palms – Mar Vista – Del Rey Community Plan area. As part of the City's General Plan, the Palms – Mar Vista – Del Rey Community Plan (Community Plan) was adopted in 1997 and sets forth goals, objectives, policies, and implementation programs that pertain to the Palms – Mar Vista – Del Rey area. The Community Plan

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offers projections for population, housing, and employment for the area up to the year 2010. Since the Project is expected to become operational in 2023 this report analyzes compliance with the AQMP through SCAG's population estimates in the 2016 RTP/SCS as they are the most current estimates. Projects that are consistent with SCAG's applicable growth projections would not interfere with air quality attainment because this growth is included in the projections used in the formulation of the 2016 AQMP. As such, projects, land uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP. The Project would comply with all SCAQMD rules and regulations that are applicable to the Project; the Project Applicant is not requesting any exemptions from the currently adopted or proposed SCAQMD rules.

The Project proposes the demolition of the existing uses on the parcels zoned C2-1 (i.e., fronting Washington Boulevard) and the development of 112 additional residential units, 2,000 sf ground floor commercial and one level of subterranean parking. As part of its comprehensive planning process for the Southern California region, SCAG has divided its jurisdiction into 14 subregions. The Project Site is located within the City of Los Angeles subregion, which includes all areas within the boundaries of the City of Los Angeles. SCAG's 2012 housing estimates for the City are 1,325,500 total housing units and estimates the housing of the City will increase to 1,690,300 housing units by 2040, a 27.5 percent increase.⁵ The Project's 112 housing units would account for less than 0.01 percent of the total housing unit growth from 2012 to 2040. Thus, the Project's relatively small increase in [population and] housing would not have the potential to conflict with the regional growth projections for the Los Angeles subregion. In addition, and further discussed herein, the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Thus, the Project would not impair implementation of the AQMP, and this impact would be less than significant.

b) A significant impact may occur if a project would add a considerable cumulative contribution to federal or State non-attainment pollutant. Measurements of ambient concentrations of the criteria pollutants are used by the U.S. EPA and the California Air Resources Board (ARB) to assess and classify the air quality of each air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with national and State standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in "attainment." If the pollutant exceeds the standard, the area is classified as a "non-attainment" area. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated "unclassified." Attainment status of the Basin with regard to the national ambient air quality standards (NAAQS) and California ambient air quality standards (CAAQS) are shown in Table III-7, Attainment Status for the South Coast Air

⁵ Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategies, Demographics and Growth Forecast Appendix, Adopted April 2016, website: http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf, page 24 accessed: September 2020.

Basin. As shown, the Basin is in nonattainment for ozone, PM₁₀ and PM_{2.5}.

**Table III-7
Attainment Status for the South Coast Air Basin**

Pollutant	Attainment Status	
	NAAQS	CAAQS
Ozone (1-Hour)	Non-Attainment (Extreme)	Non-Attainment
Ozone (8-Hour)	Pending – Expect Non-Attainment (Extreme)	Non-Attainment
Carbon Monoxide (1- & 8-hour)	Attainment (Maintenance)	Attainment
Nitrogen Dioxide (1-Hour)	Unclassifiable/Attainment	Attainment
Nitrogen Dioxide (Annual)	Attainment (Maintenance)	Attainment
Sulfur Dioxide (1-Hour)	Designations Pending (expect Unclassified/Attainment)	Attainment
Sulfur Dioxide (24-Hour & Annual)	Unclassified/Attainment	attainment
PM ₁₀ (24-Hour)	Attainment (Maintenance)	Non-Attainment
PM ₁₀ (Annual)	N/A	Non-Attainment
PM _{2.5} (24-Hour)	Non-Attainment (Serious)	N/A
PM _{2.5} (Annual)	Non-Attainment (Moderate)	Non-Attainment
Lead	Non-Attainment (Partial)	Attainment
Source: SCAQMD, Air Quality Management Plan Appendix II website: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-ii.pdf?sfvrsn=4 , accessed: September 2020.		

Because the South Coast Air Basin is currently in nonattainment for ozone, PM₁₀ and PM_{2.5}, related projects may exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, the SCAQMD states that if an individual development project generates less-than-significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.⁶

A project may have a significant impact if project-related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or projected air quality violation. The Project Site is located in the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for the Basin. To address potential impacts from construction and operational activities, the SCAQMD currently recommends that impacts from projects with mass daily emissions that exceed any of the thresholds

⁶ South Coast Air Quality Management District, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, Appendix A, August 2003.*

outlined in Table III-8, SCAQMD Thresholds of Significance, be considered significant. The City defers to these thresholds for the evaluation of construction and operational air quality impacts.

**Table III-8
SCAQMD Thresholds of Significance**

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)
Volatile Organic Compounds (VOC)	75	55
Nitrogen Oxides (NO _x)	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO _x)	150	150
Particulate Matter (PM ₁₀)	150	150
Fine Particulate Matter (PM _{2.5})	55	55
<i>Note: lbs = pounds.</i> <i>Source: SCAQMD CEQA Handbook (SCAQMD, 1993), SCAQMD Air Quality Significance Thresholds, website: http://aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2; accessed: September 2020.</i>		

Regional Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 15 months, which is a conservative estimate and yields the maximum daily impacts. Construction activities would be undertaken in three main steps: (1) demolition, (2) excavation, grading and foundation preparation, and (3) building construction. Demolition would occur for approximately one month and would require the demolition of the existing uses totaling approximately 13,764 square feet. Excavation, grading, and foundation preparation would occur for approximately one month with an export of approximately 8,881 cubic yards of soil.⁷ Building construction would occur for approximately 13 months. This phase would include the construction of the proposed structure, connection of utilities, laying irrigation for landscaping, architectural coatings, and landscaping the Project Site. These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving grading and site preparation would primarily generate PM_{2.5} and PM₁₀ emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the Project Site) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time. The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod 2016.3.2) recommended by the SCAQMD to quantify the estimated daily emissions associated with Project construction. The results are presented in Table III-9, Estimated Peak Daily Construction Emissions, which identifies daily emissions that are estimated to occur on peak construction days for each construction phase.

⁷ The area of the Project Site with the proposed new subterranean garage is approximately 19,981.30 sf (i.e., the parcels currently zoned C2-1 fronting Washington Boulevard) and the Project proposes one level of subterranean parking. As such, this analysis assumes approximately 8,881 cubic yards (cy) of soil would be exported.

Table III-9
Estimated Peak Daily Construction Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Demolition Phase						
Fugitive Dust	--	--	--	--	0.24	0.04
Off-Road Diesel Equipment	0.80	7.25	7.60	0.01	0.41	0.39
On-Road Diesel (Hauling)	0.02	0.78	0.19	0.01	0.05	0.02
Worker Trips	0.05	0.03	0.37	0.01	0.11	0.03
Total Emissions	0.87	8.06	8.16	0.03	0.81	0.48
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Excavation/Grading/Foundation Preparation						
Fugitive Dust	--	--	--	--	0.32	0.17
Off-Road Diesel Equipment	0.80	7.25	7.60	0.01	0.47	0.39
On-Road Diesel (Hauling)	0.43	13.70	3.37	0.04	0.92	0.28
Worker Trips	0.05	0.03	0.37	0.01	0.11	0.03
Total Emissions	1.28	20.98	11.34	0.06	1.82	0.87
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Building Construction Phase						
Building Construction Off-Road Diesel Equipment	0.78	7.99	7.26	0.01	0.45	0.41
Building Construction Vendor Trips	0.05	1.65	0.48	0.01	0.11	0.03
Building Construction Worker Trips	0.44	0.30	3.42	0.01	1.05	0.28
Architectural Coatings	13.24	--	--	--	--	--
Architectural Coating Off-Road Diesel Equipment	0.20	1.41	1.81	0.01	0.08	0.08
Architectural Coatings Worker Trips	0.09	0.06	0.64	0.01	0.21	0.06
Total Emissions	14.80	11.41	13.61	0.05	1.90	0.86
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
<i>Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. Calculation sheets are provided in Appendix A to this report.</i>						

These calculations assume compliance with SCAQMD Rule 1113 – Architectural Coatings and appropriate dust control measures would be implemented as part of the Project during each phase of development as required by SCAQMD Rule 403 – Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes (at least three times per day), applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. As shown in Table III-9, construction-related daily emissions associated with the Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. Therefore, regional construction impacts are considered to be less than significant. Localized air quality emissions are addressed under Question 3(d) below.

Regional Operational Emissions

The Project proposes the demolition of the existing uses on Washington Boulevard (uses on Motor Avenue would remain as-is) and the development of 112 additional units, 2,000 sf of ground-floor commercial space, and parking provided in one subterranean level. Operational emissions generated by area sources, motor vehicles and energy demand would result from normal day-to-day activities of the Project. The analysis of daily operational emissions associated with the Project has been prepared utilizing CalEEMod 2016.3.2 recommended by the SCAQMD. The results of these calculations are presented in Table III-10, Estimated Daily Operational Emissions. As shown, the net increase in operational emissions generated by the Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Project would be less than significant.

Table III-10
Estimated Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summertime (Smog Season) Emissions						
Area Sources	2.44	1.78	9.97	0.01	0.19	0.19
Energy Demand	0.05	0.44	0.24	<0.01	0.04	0.04
Mobile (Motor Vehicles)	1.61	6.55	20.44	0.08	6.39	1.75
Total Project Emissions	4.10	8.77	30.65	0.09	6.62	1.98
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No
Wintertime (Non-Smog Season) Emissions						
Area Sources	2.44	1.78	9.97	0.01	0.19	0.19
Energy Demand	0.05	0.44	0.24	<0.01	0.04	0.04
Mobile (Motor Vehicles)	1.56	6.70	19.48	0.07	6.39	1.75
Total Project Emissions	4.05	8.92	29.70	0.09	6.62	1.98
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No
<i>Note: Column totals may not add due to rounding from the model results.</i>						
<i>Calculation sheets provided in Appendix A to this report.</i>						

As discussed above, the mass daily construction and operational emissions generated by the Project would not exceed any of the thresholds of significance recommended by the SCAQMD. In addition, as discussed under threshold question a), the Project would not exceed SCAG projections for the City population and is therefore consistent with the AQMP. Also, as discussed below, localized emissions generated by the Project would not exceed the SCAQMD's Localized Significance Thresholds (LSTs). Therefore, the Project would not contribute a cumulatively considerable increase in emissions for the pollutants which the Basin is in nonattainment. Thus, cumulative air quality impacts associated with the Project would be less than significant.

c) A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Land uses that are considered more sensitive to changes in air quality than others are referred to as sensitive receptors. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive to poor air quality because the

very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential uses are considered sensitive because people in residential areas are often at home for extended periods of time, so they could be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function. The nearest air quality sensitive receptors to the Project Site are adjacent residential uses along Washington Boulevard and Motor Avenue. There are no schools or parks within 500 feet of the Project Site.⁸

Localized Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. The SCAQMD has developed localized significance threshold (LST) look-up tables for project sites that are one, two, and five acres in size to simplify the evaluation of localized emissions at small sites. LSTs are provided for each Source Receptor Area (SRA) and various distances from the source of emissions.

In the case of this analysis, the Project Site is located within SRA 2 covering the Northwest Coastal Los Angeles County area. The nearest sensitive receptors to the Project Site are residential uses within 25 meters. The closest receptor distance in the SCAQMD's mass rate look-up tables is 25 meters. Projects that are located closer than 25 meters to the nearest receptor are directed to use the LSTs for receptors located within 25 meters. The Project Site is 0.46 acres in size. Therefore, consistent with SCAQMD recommendations for sites less than one acre in size, the LSTs for a one-acre site in SRA 2 with receptors located within 25 meters have been used to address the potential localized NO_x, CO, PM₁₀, and PM_{2.5} emissions to the area surrounding the Project Site.

As shown in Table III-11, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for a one-acre site in SRA 2. Therefore, localized air quality impacts from Project construction activities on the off-site sensitive receptors would be less than significant.

With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The SCAQMD suggests conducting a CO hotspots analysis for any intersection where a project would worsen the Level of Service (LOS) from A-C to any level below C, and for any intersection rated D or worse where the project would increase the V/C ratio by two percent or more. Based on the Project's size, the Project does not meet the criteria for a full traffic study and would not have the potential to meet the SCAQMD criteria at any of the intersections in the Project vicinity. Thus, the Project would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively; or

⁸ City of Los Angeles, Department of City Planning, ZIMAS, accessed September 2020.

generate an incremental increase equal to or greater than 1.0 ppm for the California one-hour CO standard, or 0.45 ppm for the eight-hour CO standard at any local intersection. Therefore, impacts with respect to localized CO concentrations would be less than significant.

Table III-11
Localized On-Site Peak Daily Construction Emissions

Construction Phase ^a	Total On-site Emissions (Pounds per Day)			
	NO _x ^b	CO	PM ₁₀	PM _{2.5}
Demolition Emissions	7.25	7.60	1.39	0.67
<i>SCAQMD Localized Thresholds</i>	<i>103.00</i>	<i>562.00</i>	<i>4.00</i>	<i>3.00</i>
Potentially Significant Impact?	No	No	No	No
Excavation/Grading/Foundation Preparation	7.02	7.97	0.73	0.55
<i>SCAQMD Localized Thresholds</i>	<i>103.00</i>	<i>562.00</i>	<i>4.00</i>	<i>3.00</i>
Potentially Significant Impact?	No	No	No	No
Building Construction Emissions	17.73	18.03	0.97	0.90
<i>SCAQMD Localized Thresholds</i>	<i>103.00</i>	<i>562.00</i>	<i>4.00</i>	<i>3.00</i>
Potentially Significant Impact?	No	No	No	No
<i>Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. Building construction emissions include architectural coatings.</i> ^a <i>The area of the Project Site with proposed demolition and improvements is 0.46 acres. Consistent with SCAQMD recommendations, the localized thresholds for all phases are based on a one-acre site with a receptor distance of 25 meters (82 feet) in SCAQMD’s SRA 2.</i> ^b <i>The localized thresholds listed for NO_x in this table takes into consideration the gradual conversion of NO_x to NO₂, and are provided in the mass rate look-up tables in the “Final Localized Significance Threshold Methodology” document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO_x emissions is focused on NO₂ levels as they are associated with adverse health effects. Calculation sheets are provided in Appendix A to this report.</i>				

Toxic Air Contaminants (TAC)

As the Project consists of a mixed-use development with residential and ground floor commercial uses, the Project would not include any land uses that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants and no toxic airborne emissions would typically result from Project implementation. In addition, construction activities associated with the Project would be typical of other development projects in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Moreover, construction activity would not result in long-term substantial sources of diesel particulate matter or other TAC emissions (i.e., 30 or 70 years) and would therefore not have the potential to generate significant health risks. Therefore, impacts associated with the release of toxic air contaminants would be less than significant.

d) A project-related significant adverse effect could occur if construction or operation of the proposed Project would result in generation of odors that would be perceptible in adjacent sensitive areas. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The Project involves the construction and operation of residential and ground-floor commercial uses, which are not

typically associated with odor complaints. Potential sources that may emit odors during construction activities include equipment exhaust. Odors from these sources would be localized and generally confined to the immediate area surrounding the Project. The Project would use typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. As mentioned previously, the Project would be consistent with SCAQMD Rule 1113 – Architectural Coatings. As the Project involves no operational elements related to industrial projects, no long-term operational objectionable odors are anticipated. Moreover, trash areas associated with the Project would be fully enclosed, minimizing objectionable odors. Additionally, potential on-site restaurant uses would be required to comply with existing regulations to reduce odor impacts. Therefore, potential impacts associated with objectionable odors would be less than significant

3) Project-Specific Water Quality Impacts

Based upon the criteria established in the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this issue, a significant impact may occur if a project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

Construction

Construction activities associated with the Project have the potential to degrade water quality through the exposure of surface runoff (primarily rainfall) to exposed soils, dust, and other debris, as well as from runoff from construction equipment. Construction associated with the Project would be subject to the requirements of LARWQCB Order No. R4-2012-0175, NPDES No. CAS004001, effective December 28, 2012, Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County (the Los Angeles County MS4 Permit), which controls the quality of runoff entering municipal storm drains in Los Angeles County. Section VI.D.8 of the Los Angeles County MS4 Permit, Development Construction Program, requires permittees (which include the City) to enforce implementation of Best Management Practices (BMPs), including, but not limited to, approval of an Erosion and Sediment Control Plan (ESCP) for all construction activities within their jurisdiction.⁹ ESCPs are required to include the elements of a Stormwater Pollution Prevention Plan

⁹ California Regional Water Quality Control Board – Los Angeles Region, MS4 Discharges within the Coastal Watersheds of Los Angeles County Except those Discharges Originating from the City of Long Beach MS4, Order No. R4-2012-0175, as amended by Order WQ 2015-0075, NPDES No. CAS004001, page 116 et seq.

(SWPPP). Accordingly, the construction contractor for the Project would be required to implement BMPs that would meet or exceed local, State, and federal mandated guidelines for stormwater treatment to control erosion and to protect the quality of surface water runoff during the construction period. BMPs utilized could include, without limitation: disposing of waste in accordance with all applicable laws and regulations; cleaning up leaks, drips, and spills immediately; conducting street sweeping during construction activities; limiting the amount of soil exposed at any given time; covering trucks; keeping construction equipment in good working order; and installing sediment filters during construction activities. Therefore, potential impacts during construction of the Project would be less than significant.

Operation

With respect to water quality during operation of the Project, Los Angeles County and all incorporated cities within Los Angeles County (except the City of Long Beach) are permittees under the Los Angeles County MS4 Permit. Section VI.D.7 of the Los Angeles County MS4 Permit, Planning and Land Development Program, is applicable to, among others, land-disturbing activities that result in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site, which would apply to the Project.¹⁰ This Program requires, among other things, that the Project runoff volume from the following be retained on-site: (a) the 0.75 inch, 24-hour rain event; or (b) the 85th percentile, 24-hour rain event, as determined from the Los Angeles County 85th percentile precipitation isohyetal map, whichever is greater. The Project would also be subject to the BMP requirements of the SUSMP adopted by LARWQCB. As a permittee, the City is responsible for implementing the requirements of the County-wide SUSMP within its boundaries. A Project-specific SUSMP would be implemented during the operation of the Project. In compliance with the Los Angeles County MS4 Permit and SUSMP requirements, the Project would be required to retain, treat and/or filter stormwater runoff through biofiltration before it enters the City stormwater drain system. The system incorporated into the Project must follow design requirements set forth in the MS4 permit and must be approved by the City. Adherence to the requirements of the MS4 Permit and SUSMP would ensure that potential impacts associated with water quality would be less than significant. With appropriate Project design and compliance with the applicable federal, State, local regulations, and permit provisions, impacts of the Project related to stormwater runoff quality would be less than significant.

In addition, the Project would be subject to the provisions of the City's Low Impact Development (LID) Ordinance, which is designed to mitigate the impacts of increases in runoff and stormwater pollution as close to the source as possible. LID comprises a set of site design approaches and BMPs that promote the use of natural systems for infiltration, evapotranspiration and use of stormwater, as appropriate. The LID Ordinance will require the Project to incorporate LID standards and practices to encourage the beneficial use of rainwater and urban runoff, reduce stormwater runoff, promote rainwater harvesting, and provide increased groundwater recharge. In this regard, the City has established review procedures to be implemented by the Department of City Planning, Department of Building and Safety (LADBS), and

¹⁰ *Ibid.*, page 97 et seq.

Department of Public Works that parallel the review of the SUSMP discussed above. Incorporation of these features would minimize the increase in stormwater runoff from the Project Site. The SUSMP consists of structural BMPs built into the Project for ongoing water quality purposes over the life of the Project. Additionally, because the Project Site does not currently operate under a SUSMP, implementation of the Project with a SUSMP would improve water quality leaving the Project Site compared to existing conditions. Therefore, impacts would be less than significant.

Condition (e). The following provides a Project-specific analysis of the impacts to utilities and public services that would serve the Project.

1) Impacts to Project-Serving Utilities and Public Services

As the Project meets the definition of an urban-infill redevelopment Project, the existing Project Site is currently served by the City's Utilities and Services including but not limited to: water treatment and infrastructure (i.e., sewer services and water supply services), solid waste disposal and recycling, natural gas and electricity, fire protection services, police protection services, schools, parks and recreation, libraries,

With respect to schools, to reduce any potential population growth impacts on public schools, the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of facilities (pursuant to California Education Code Section 17620(a)(1)). The Developer Fee Justification Study for LAUSD was prepared to support the school district's levy of the fees authorized by Section 17620 of the California Education Code.¹¹ The Project would be required to pay the appropriate fees, based on the square footage, to LAUSD.

With respect to parks and recreation, the Project would be required to make a payment per the Dwelling Unit Construction Tax to the City for the proposed construction of apartment units. Monies collected as part of the Dwelling Unit Construction Tax is placed in a "Park and Recreational Sites and Facilities Fund" and used exclusively for the acquisition and development of park and recreational sites and facilities as set forth in LAMC Section 21.10.3(d). Therefore, impacts would be less than significant.

With respect to library services, funding is now mandated under the City Charter to be funded from property taxes including those assessed against the Project, which would increase with the new development and be utilized for additional staff, books, computers, and other library materials. Therefore, impacts to library facilities would be less than significant and no mitigation measures are required.

¹¹ Los Angeles Unified School District, 2016 Developer Fee Justification Study, March 2017.

Conclusion of Class 32 Categorical Exemption Conditions Consistency

The Project meets all five conditions enumerated for a Class 32 Categorical Exemption under CEQA, and is therefore eligible for clearance under the CEQA. Furthermore, and discussed in detail below, none of the Exceptions to grant project clearance under a categorical exemption are applicable for the Project.

B. Exceptions to a Categorical Exemption

State CEQA Guidelines Section 15300.2. Exceptions

- (a) *Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply 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.*

Project Analysis

Exception (a). This exception does not apply to the Project as the Project is seeking Class 32 Categorical Exemption.

Exception (b). Cumulative impacts are two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (State CEQA Guidelines Section 15355). Cumulative impacts may be analyzed by considering a list of past, present, and probable future projects producing related or cumulative impacts (State CEQA Guidelines Section 15130[b][1][A]).

The Project could coincide with recently completed development and potentially proposed future development within the City (Related Projects). An overview of each impact discussion is provided below, and as shown, the Project would not result in any Project-specific significant impacts, and would not have

any impacts that are individually limited but cumulatively considerable.

1) Local Land Use Plans and Zoning

The focus of this cumulative impacts analysis is on the combined impact of the Project and the proposed developments within the City, including consistency with land use plans and zoning. The cumulative impacts study area for land use and planning is the extent of the City and Related Projects.

Development of potential related projects is expected to occur in accordance with adopted plans and regulations. It is also reasonably anticipated that future development would be compatible with the zoning and land use designations of each Project Site and its existing surrounding uses. In addition, it is reasonable to assume that development under consideration in the surrounding area would implement and support local and regional planning goals and policies. Therefore, cumulative land use impacts would be less than significant.

2) Endangered, Rare, or Threatened Species

The focus of this cumulative impacts analysis is on the combined impact of the Project and potential future related projects, including special status species and habitat.

The Project Site and surrounding areas are heavily urbanized. However, it is unknown whether or not any of the related projects contain biological resources, such as sensitive species that may be listed at the federal or State level as endangered, rare, or threatened. Nonetheless, as the Project would not result in a potentially significant impact to listed species or habitat, there is no potential for the Project to contribute to a cumulative impact.

3) Traffic

The focus of this cumulative impacts analysis is on the combined impact of the Project and potential future related projects.

With respect to construction traffic, it is unknown whether or not any of the proposed related projects would have overlapping construction schedules with the Project. However, similar to the Project, all development projects in the City would be required to submit formal construction staging and traffic control plans for review and approval by the City prior to the issuance of construction permits. The Work Area Traffic Control Plan would identify all traffic control measures, signs, delineators, and work instructions through the duration of construction activities. It is reasonably anticipated that all City development projects would comply with this requirement, similar to the Project, and as such, the cumulative construction traffic impact would be less than significant.

As mentioned previously, the Project would not add a significant number of trips to the area. While it is unknown whether any future development projects would create a significant impact to traffic, it is assumed all future projects in the City would assess impacts to traffic and consider possible mitigation

measure to reduce any significant impacts. Moreover, as the Project would not cause a significant impact to traffic it would not contribute to a cumulative impact. Therefore, the cumulative traffic operational impact would be less than significant.

4) Noise

The focus of this cumulative impacts analysis is on the combined impact of the Project and related projects, including construction noise and operational noise.

Development of the Project in combination with related projects would result in an increase in construction noise, traffic noise, as well as on-site stationary noise sources in an already urbanized area of the City. With respect to construction impacts, it is unknown whether or not any related projects would have overlapping construction schedules with the Project. However, similar to the Project, future development projects would be required to comply with the local jurisdiction's Noise Ordinance as well as any noise-attenuating measures that may be prescribed pursuant to CEQA that require significant impacts to be reduced to the extent feasible. As such, it is anticipated that the cumulative construction noise impact would be less than significant.

With respect to cumulative traffic noise impacts, as stated previously, it is clear that the Project would not double the traffic volumes on any roadway segment or study intersection in the Project Site vicinity. It is unknown whether or not any of the future related projects would double the traffic volumes on any roadway segment or study intersection. If there were a potential cumulative noise impact, the Project would not make a cumulatively considerable contribution to the impact for the reasons described above, and therefore, impacts would be less than significant.

5) Air Quality

The focus of this cumulative impacts analysis is on the combined impact of the Project and related projects, including consistency with air quality plans, contributing to air pollutants, exposing sensitive receptors to air pollutants, etc. The cumulative impacts air quality study area is the Basin. As discussed above, a significant impact may occur if a project would add a considerable cumulative contribution to federal or State non-attainment pollutant.

Because the Basin is currently in non-attainment for ozone (O₃), NO₂, PM₁₀, and PM_{2.5}, the Project, in combination with nearby planned development projects, could exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the Project contribution, SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed using the same significance criteria as those for project-specific impacts. Furthermore, SCAQMD states that, if an individual development project generates less than significant construction or operational

emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment.¹²

As discussed above, the mass daily construction and operational emissions generated by the Project would not exceed any of thresholds of significance recommended by SCAQMD. Also, localized emissions generated by the Project would not exceed SCAQMD's LSTs. Therefore, the Project would not contribute a cumulatively considerable increase in emissions for the pollutants which the Basin is in non-attainment. Cumulative air quality impacts would be less than significant.

Historical Resources

The focus of this cumulative impacts analysis is on the combined impact of the Project and the Related Projects.

The Project would result in less than significant impacts to historical resources. It is unknown whether or not any of the properties on which future development projects in the City are located contain historical resources. Any development projects that contain historical resources would be required to comply with regulations and/or safeguard measures as appropriate for that project. As the Project would not result in a significant impact to historical resources, there is no potential for the Project to contribute to a cumulative impact, and thus, the cumulative impact would be less than significant.

Exception (c). There are no unusual circumstances to the Project Site or the proposed Project that would create a reasonable possibility of significant effects to the environment. The Project Site is located within a highly urbanized setting, and the site would be redeveloped with a mixed-use building including residential and ground-floor commercial space, which are typical urban land uses appropriate for the area. Additionally, as discussed in Condition (a), above, the Project would be consistent with the City's underlying zoning and land use designation. The Lead Agency has not determined an unusual circumstance is applicable to the Project.

Moreover, as analyzed in Exception (b), above, the Project would not result in any Project-specific or cumulative traffic, noise, air quality, or water quality impacts. The proposed land use and intensity of the Project is consistent and compatible with the surrounding area and typical for an infill development located near transit and on a major City thoroughfare. Therefore, as there are no unusual circumstances regarding the proposed Project or Project Site, the exception is not applicable to the Project.

Exception (d). There are no State-designated scenic highways or highways eligible for scenic designation in the Project Site vicinity.¹³ There are also no locally-designated scenic highways in the Project Site

¹² South Coast Air Quality Management District, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, Appendix A, August 2003.*

¹³ California Department of Transportation, *California Scenic Highway Mapping System.*

vicinity.¹⁴ Therefore, as the Project Site is not located along a State- or City-designated scenic highway, the exception is not applicable to the Project.

Exception (e). California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities where there is known migration of hazardous waste, and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if a Project Site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

There are no known hazardous sites associated with the Project Site as according to California Department of Toxic Substances Control's (DTSC) EnviroStor database,¹⁵ SWRCB's GeoTracker database,¹⁶ and DTSC's current "Cortese" list.¹⁷ Additionally, the Project involves the construction and operation of a mixed-use development with residential and commercial uses, which are not typically associated with hazardous waste. Therefore, construction and operation of the Project would not pose an environmental hazard to surrounding sensitive uses or the environment in regards to siting the Project on a known hazardous waste site, and a less than significant impact would occur.

The Project Site is not located within a Methane Zone.¹⁸ Therefore, potentially hazardous impacts associated with methane would be less than significant. Therefore, as the Project Site is not located on a hazardous waste site and no potentially significant hazardous impacts would result, the exception is not applicable to the Project.

Exception (f). Section 15064.5 of the *State CEQA Guidelines* defines a historical resource as:

- 1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources;
- 2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or
- 3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural,

¹⁴ City of Los Angeles Department of City Planning, *Mobility Plan 2035, Citywide General Plan Circulation System, Map A3 – West Subarea, September 2016.*

¹⁵ California Department of Toxic Substances Control, *EnviroStor, website: <http://www.envirostor.dtsc.ca.gov/public/>, accessed: September 2020.*

¹⁶ State Water Resources Control Board, *GeoTracker, website: <http://geotracker.waterboards.ca.gov>, accessed: September 2020.*

¹⁷ California Department of Toxic Substances Control, *Hazardous Waste and Substances Site List (Cortese), website: http://www.envirostor.dtsc.ca.gov/public/mandated_reports.asp, accessed: September 2020.*

¹⁸ City of Los Angeles Department of City Planning, *Zone Information & Map Access System, website: <http://zimas.lacity.org>, accessed: September 2020.*

educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

A significant adverse effect would occur if a project were to adversely affect a historical resource meeting one of the above definitions. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

1) Regulatory Framework

Generally, a lead agency must consider a property a historical resource under CEQA if it is eligible for listing in the California Register of Historical Resources (the "California Register"). The California Register is modeled after the National Register of Historic Places (the "National Register"). Furthermore, a property is presumed to be historically significant if it is listed in a local register of historical resources or has been identified as historically significant in a historic resources survey (provided certain criteria and requirements are satisfied) unless a preponderance of evidence demonstrates that the property is not historically or culturally significant.¹⁹ The National Register, California Register, and City of Los Angeles Historic-Cultural Monument programs are discussed below.

a) National Register

The National Register is an authoritative guide to be used by federal, State, and local governments, private groups and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment.

i) Criteria

To be eligible for listing in the National Register, a property must be at least 50 years of age (unless the property is of "exceptional importance") and possess significance in American history and culture, architecture, or archaeology. A property of potential significance must meet one or more of the following four established criteria:²⁰

- A. Associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Yield, or may be likely to yield, information important in prehistory or history.

¹⁹ Public Resources Code Section 5024.1 and 14 California Code of Regulations Section 4850.

²⁰ Title 36 Code of Federal Regulations Part 60.4.

i) *Physical Integrity*

According to *National Register Bulletin #15*, “to be eligible for listing in the National Register, a property must not only be shown to be significant under National Register criteria, but it also must have integrity.”²¹ Integrity is defined in *National Register Bulletin #15* as “the ability of a property to convey its significance.”²² Within the concept of integrity, the National Register recognizes seven aspects or qualities that in various combinations define integrity. They are feeling, association, workmanship, location, design, setting, and materials, and they are defined by *National Register Bulletin #15* as follows:²³

- Location is the place where the historic property was constructed or the place where the historic event occurred.
- Design is the combination of elements that create the form, plan, space, structure, and style of a property.
- Setting is the physical environment of a historic property.
- Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- Feeling is a property’s expression of the aesthetic or historic sense of a particular period of time.
- Association is the direct link between an important historic event or person and a historic property.

ii) *Context*

To be eligible for listing in the National Register, a property must also be significant within a historic context. *National Register Bulletin #15* states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are “those patterns, themes, or trends in history by which a specific...property or site is understood and its meaning...is made clear.”²⁴ A property must represent an important aspect of the area’s history or prehistory and possess the requisite integrity to qualify for the National Register.

iii) *Historic Districts*

The National Register includes significant properties, which are classified as buildings, sites, districts, structures, or objects. A historic district “derives its importance from being a unified entity, even though

²¹ *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation (Washington D.C.: U.S. Department of the Interior, 1997).*

²² *Ibid.*

²³ *Ibid.*

²⁴ *Ibid.*

it is often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related properties.”²⁵

A district is defined as a geographically definable area of land containing a significant concentration of buildings, sites, structures, or objects united by past events or aesthetically by plan or physical development.²⁶ A district’s significance and historic integrity should help determine the boundaries. Other factors include:

- Visual barriers that mark a change in the historic character of the area or that break the continuity of the district, such as new construction, highways, or development of a different character;
- Visual changes in the character of the area due to different architectural styles, types, or periods, or to a decline in the concentration of contributing resources;
- Boundaries at a specific time in history, such as the original city limits or the legally recorded boundaries of a housing subdivision, estate, or ranch; and
- Clearly differentiated patterns of historical development, such as commercial versus residential or industrial.²⁷

Within historic districts, properties are identified as contributing and noncontributing. A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archeological values for which a district is significant because:

- It was present during the period of significance, relates to the significance of the district, and retains its physical integrity; or
- It independently meets the criterion for listing in the National Register.²⁸

b) California Register

In 1992, Governor Wilson signed AB 2881 into law establishing the California Register. The California Register is an authoritative guide used by state and local agencies, private groups, and citizens to identify historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse impacts.²⁹

The California Register consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed in the National Register and those formally Determined Eligible for the National Register;

²⁵ *Ibid.*

²⁶ *Title 36 Code of Federal Regulations Part 60.3(d).*

²⁷ *National Register Bulletin #21: Defining Boundaries for National Register Properties Form (Washington D.C.: U.S. Department of the Interior, 1997).*

²⁸ *National Register Bulletin #16: How to Complete the National Register Registration Form (Washington D.C.: U.S. Department of the Interior, 1997).*

²⁹ *Public Resources Code Section 5024.1(a).*

- State Historical Landmarks from No. 0770 onward; and
- Those California Points of Historical Interest that have been evaluated by the State Office of Historic Preservation (SOHP) and have been recommended to the State Historical Resources Commission for inclusion in the California Register.³⁰

For properties not automatically listed, the criteria for eligibility of listing in the California Register are based upon National Register criteria, but are identified as 1-4 instead of A-D. To be eligible for listing in the California Register, a property generally must be at least 50 years of age and must possess significance at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

Historical resources eligible for listing in the California Register may include buildings, sites, structures, objects, and historic districts. Resources less than 50 years of age may be eligible if it can be demonstrated that sufficient time has passed to understand their historical importance. While the enabling legislation for the California Register is less rigorous with regard to the issue of integrity, there is the expectation that properties reflect their appearance during their period of significance.³¹

The California Register may also include properties identified during historical resource surveys. However, the survey must meet all of the following criteria:³²

1. The survey has been or will be included in the State Historic Resources Inventory;
2. The survey and the survey documentation were prepared in accordance with office [SOHP] procedures and requirements;
3. The resource is evaluated and determined by the office [SOHP] to have a significance rating of Category 1 to 5 on a DPR Form 523; and
4. If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

³⁰ Public Resources Code Section 5024.1(d).

³¹ Public Resources Code Section 4852.

³² Public Resources Code Section 5024.1.

i) SOHP Survey Methodology

The evaluation instructions and classification system proscribed by the SOHP in its *Instructions for Recording Historical Resources* provide a three-digit evaluation code for use in classifying potential historical resources. In 2003, the codes were revised to address the California Register. The first digit indicates the general category of evaluation. The second digit is a letter code to indicate whether the resource is separately eligible (S), eligible as part of a district (D), or both (B). The third digit is a number, which is coded to describe some of the circumstances or conditions of the evaluation referred to in the first digit. The general evaluation categories are as follows:

1. Listed in the National Register or the California Register.
2. Determined eligible for listing in the National Register or the California Register.
3. Appears eligible for listing in the National Register or the California Register through survey evaluation.
4. Appears eligible for listing in the National Register or the California Register through other evaluation.
5. Recognized as historically significant by local government.
6. Not eligible for listing or designation as specified.
7. Not evaluated or needs re-evaluation.

c) City Cultural Heritage Ordinance

The Los Angeles City Council adopted the Cultural Heritage Ordinance in 1962 and amended it in 2007 (Sections 22.171 et. seq. of the Administrative Code). The Ordinance created a Cultural Heritage Commission and criteria for designating Historic-Cultural Monuments. The Commission is comprised of five citizens, appointed by the Mayor, who have exhibited knowledge of Los Angeles history, culture and architecture. The four criteria for Monument designation are stated below:

- The proposed Monument reflects the broad cultural, economic, or social history of the nation, state or community; or
- The proposed Monument is identified with historic personages or with important events in the main currents of national, state or local history; or
- The proposed Monument embodies the characteristics of an architectural type specimen inherently valuable for a study of a period, style or method of construction;
- The proposed Monument is the notable work of a master builder, designer, or architect whose individual genius influenced his or her age.³³

Unlike the National and California Registers, the Ordinance makes no mention of concepts such as physical integrity or period of significance. Moreover, properties do not have to reach a minimum age requirement, such as 50 years, to be designated as Monuments.

³³ Los Angeles Administrative Code Section 22.171.7.

2) Historic Resources in Study Area

A historic preservation review has shown the Project Site is not within a historic preservation overlay zone;³⁴ nor is the Project Site identified as a City Historic-Cultural Monument (HCM).³⁵ Additionally, the Historic Places LA resource inventory indicates no historic resources on the site or adjacent to the site.³⁶

3) Eligibility Evaluation

While the existing buildings fronting Washington Boulevard is 50 years or older, it does not possess significance in American history, and the Project Site would not be eligible for the National Register, California Register.

4) Impact Analysis

i) Threshold Criteria

The *State CEQA Guidelines* set the standard for determining the significance of impacts to historical resources in Title 14 California Code of Regulations Section 15064.5(b), which states: “A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.”

Title 14 California Code of Regulations Section 15064.5(b)(1) further clarifies “substantial adverse change” as follows: “Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.”

Title 14 California Code of Regulations Section 15064.5(b)(1) in turn explains that a historical resource is “materially impaired” when a project: “Demolishes or materially alters in an adverse manner those physical characteristics that convey its significance and that justify its inclusion in or eligibility for inclusion in the California Register, local register, or its identification in a historic resources survey.”

The following factors are set forth in the *L.A. CEQA Thresholds Guide*, which states that a project would normally have a significant impact on a historical resource if it would result in a substantial adverse change in the significance of the historical resource. A substantial adverse change in significance occurs if the project involves:

- Demolition of a significant resource;
- Relocation that does not maintain the integrity and (historical/architectural) significance of a significant resource;

³⁴ City of Los Angeles Department of City Planning Zone Information & Map Access System, website: <http://zimas.lacity.org>, accessed: September 2020.

³⁵ City of Los Angeles Department of City Planning, LA Historic-Cultural Monuments, May 2015, website: http://planning.lacity.org/mapgallery/image/citywide/LA_HCM.pdf, accessed: September 2020.

³⁶ City of Los Angeles Department of City Planning, Office of Historic Resources, Historic Places LA online map, website: <http://www.historicplacesla.org/map>, accessed: September 2020.

- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings; or
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.

As such, the test for determining whether or not a proposed project will have a significant impact on an identified historical resource is whether or not it will materially impair the physical integrity of the historical resource such that it would no longer be eligible for listing in the National or California Registers or other landmark programs such as the list of Los Angeles Historic-Cultural Monuments.

ii) Direct Project Impacts

The Project would have no direct impacts on historical resources. There are no historical resources on the Project Site and no historical resources would be demolished, altered, or relocated as a result of the Project. The Project Site is not identified as an HCM and does not possess significance in American history, the Project Site would not be eligible for the National Register, California Register. Therefore, the Project would have no direct impacts on historical resources.

iii) Indirect Project Impacts

The Project does not involve any physical changes to historical resources; therefore the Secretary of the Interior's Standards for the Treatment of Historic Properties do not apply.

5) Summary

The Project would have no direct impacts on historical resources. There are no historical resources on the Project Site and no historical resources would be demolished, altered, or relocated as a result of the Project. Indirect impacts on historical resources were also analyzed. The Project would no impact on historical resources in the Project vicinity. Therefore, as the Project would not cause a substantial adverse change in the significance of a historical resource, the exception is not applicable to the Project.

ii) Conclusion

None of the six exceptions to a Categorical Exemption are applicable to this Project. As the Project meets all five conditions enumerated for a Class 32 Categorical Exemption under CEQA and no exceptions are applicable, the Project therefore qualifies as a Categorical Exemption under CEQA. No further analysis is required.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 10401 Washington Boulevard
 Scenario: With Project
 Address: 3855 S MOTOR AVE, 90232



If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes No

Existing Land Use

Land Use Type	Value	Unit
Retail Auto Repair	3.864	ksf
Housing Multi-Family	3	
Retail Auto Repair		
Retail Free-Standing Discount		

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail High-Turnover Sit-Down Restaurant	4.75	ksf
Housing Multi-Family		
Retail High-Turnover Sit-Down Restaurant		
Housing Affordable Housing - Family		

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Project Screening Summary

Existing Land Use	Proposed Project
551 Daily Vehicle Trips	799 Daily Vehicle Trips
3,771 Daily VMT	5,006 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	248 Net Daily Trips
The net increase in daily VMT ≤ 0	1,235 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	4.750 ksf
The proposed project is not required to perform VMT analysis.	



CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



Project Information

Project: 10401 Washington Boulevard
 Scenario: With Project
 Address: 3855 S MOTOR AVE, 90232



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	130	
Retail High-Turnover Sit-Down Restaurant	4.75	
Housing Affordable Housing - Family	15	

TDM Strategies

Select each section to show individual strategies
 Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A Parking

Reduce Parking Supply: 446 city code parking provision for the project site
 Proposed Prj Mitigation 250 actual parking provision for the project site

Unbundle Parking: 150 monthly parking cost (dollar) for the project site
 Proposed Prj Mitigation

Parking Cash-Out: 100 percent of employees eligible
 Proposed Prj Mitigation

Price Workplace Parking: 6.00 daily parking charge (dollar)
 Proposed Prj Mitigation 25 percent of employees subject to priced parking

Residential Area Parking Permits: 200 cost (dollar) of annual permit
 Proposed Prj Mitigation

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
695 Daily Vehicle Trips	628 Daily Vehicle Trips
4,354 Daily VMT	3,987 Daily VMT
N/A Household VMT per Capita	N/A Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?	
Household: N/A Threshold = 7.4 15% Below APC	Household: N/A Threshold = 7.4 15% Below APC
Work: N/A Threshold = 11.1 15% Below APC	Work: N/A Threshold = 11.1 15% Below APC



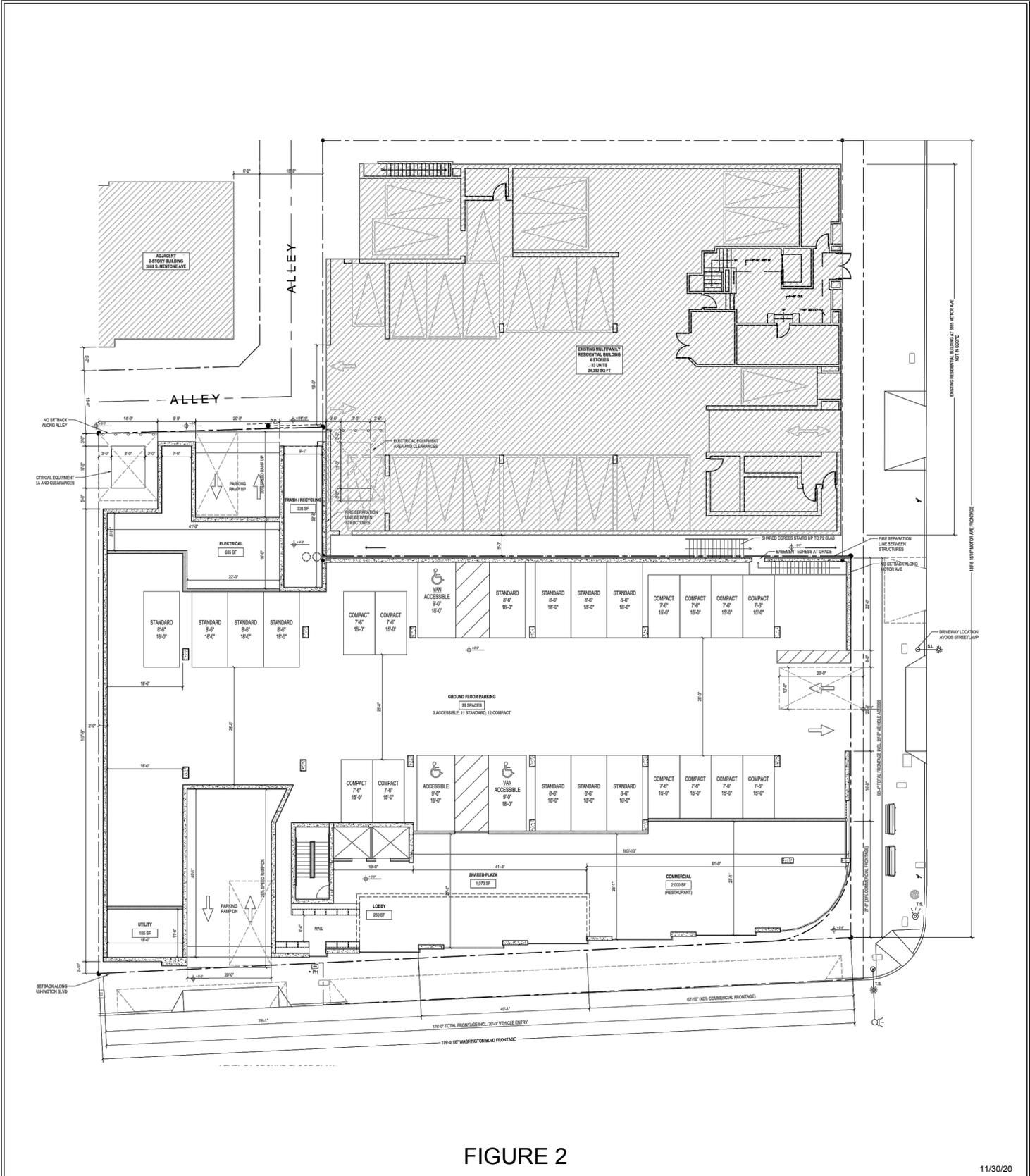


FIGURE 2

11/30/20

FN: WASHINGTON (10401) MIXED USE SITE PLAN

PROJECT CONCEPTUAL SITE PLAN

CA CRAIN & ASSOCIATES
 Transportation Planning
 Traffic Engineering
 300 Corporate Pointe, Suite 470
 Culver City, California 90230
 PH (310) 473 6508 F (310) 444 9771
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