



DEPARTMENT OF CITY PLANNING

APPEAL REPORT

City Planning Commission

Date: June 10, 2021
Time: After 8:30 a.m.*
Place: In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [<https://zoom.us/>].

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

Public Hearing: Required
Appeal Status: Not further appealable
Expiration Date: In conformity with the Mayor's Tolling of Deadlines Prescribed in the Municipal Code on March 21, 2020, the expiration date is tolled until the end of the Emergency Order

Case No.: DIR-2020-4249-TOC-SPP-VHCA-1A
CEQA No.: ENV-2020-4250-CE
Incidental Cases: None
Council No.: 13 – O'Farrell
Plan Area: Hollywood
Specific Plan: Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan – Subarea C (Community Center)
Certified NC: East Hollywood
GPLU: Highway Oriented Commercial
Zone: C2-1D, R4-1D
Applicant: Canfield Development Inc. (Attn: Jared Brenner-Goldstein)
Representative: Hayden Planning, Matthew Hayden
Appellant: Eric Moore – Citizens for Reasonable Development
Appellant's Representative: N/A

PROJECT LOCATION: 4750 West Santa Monica Boulevard (4750-4760 West Santa Monica Boulevard, 1033-1039 North New Hampshire Avenue)

PROPOSED PROJECT: Demolition of one (1) existing commercial building, one (1) storage building, one (1) two-story single-family dwelling and accessory buildings; and the construction, use and maintenance of an eight-story, mixed-use building, with two (2) levels of subterranean parking, 76,650 square feet of floor area, consisting of 85 dwelling units and 1,137 square feet of commercial floor area, within Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan.

REQUEST: **Partial Appeal** of the Director of Planning's determination which:

1. **Determined** that based on the whole of the administrative record as supported by the justification prepared and found in the environmental case file, the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332 (Class 32 - In-Fill Development Project), and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA

Guidelines regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources applies

2. **Approved with Conditions** an 80 percent increase in density, 36 percent increase in Floor Area Ratio (FAR), and no residential parking spaces consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program for a qualifying Tier 4 project totaling 85 dwelling units, reserving 10 units for Extremely Low Income Household occupancy for a period of 55 years, with the following two (2) Additional Incentives:
 - a. **Height.** A 22-foot increase in height to permit 97 feet of maximum building height in lieu of the maximum 75 feet otherwise permitted per the underlying zone;
 - (i) An increase of 11 feet in height to the setback requirement per the SNAP which requires that no portion of any structure located in Subarea B or C shall exceed more than 30 feet in height within 15 feet of the front property line, along Santa Monica Boulevard.
 - (ii) An increase of one-story in height to the setback requirement per the SNAP which requires that all buildings with a property line fronting on a major highway, including Santa Monica Boulevard, have the second-floor set back 10 feet from the first-floor.
 - b. **Open Space.** A 25 percent reduction to permit a minimum 6,919 square feet of overall usable open space in lieu of the minimum 9,225 square feet otherwise required; and
3. **Approved with Conditions** a Project Permit Compliance Review for the demolition of one (1) commercial building, one (1) storage building, one (1) two-story single-family dwelling and accessory buildings; and the construction, use and maintenance of an eight-story, mixed-use building, with two (2) levels of subterranean parking, 76,650 square feet of floor area, consisting of 85 dwelling units and 1,137 square feet of commercial floor area, within Subarea C (Community Center) of the Vermont/Western SNAP Specific Plan; and
4. Adopted the Conditions of Approval and Findings.

RECOMMENDATION:

1. **Deny** the appeal of DIR-2020-4249-TOC-SPP-VHCA;
2. **Determine**, based on the whole of the administrative record, that the project is exempt from CEQA pursuant to State CEQA Statute and Guidelines, Article 19, Section 15332 (Urban In-Fill Development), and there is no substantial evidence demonstrating that an exception to a Categorical Exemption pursuant to State CEQA Statute and Guidelines, Section 15300.2 applies;
3. **Sustain** the action of the Director of Planning in approving DIR-2020-4249-TOC-SPP-VHCA, and
4. **Adopt** the Conditions of Approval and Findings of the Director of Planning.


VINCENT P. BERTONI, AICP
Director of Planning

Approved by:



Jane Choi, AICP, Principal City Planner

Reviewed by:

 for

Deborah Kahen, AICP, Senior City Planner

Reviewed by:



Valentina Knox-Jones, City Planner

Prepared by:



Danalynn Dominguez, City Planning Associate
danalynn.dominguez@lacity.org

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. Requirements for submission of materials can be found on the Department of City Planning website at <https://planning.lacity.org/about/virtual-commission-instructions>. 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 72 working hours prior to the meeting by calling the Commission Secretariat at (213) 978-1295.

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APPEAL REPORT

On March 12, 2021, the Director of Planning approved a Project with an 80 percent increase in density, 36 percent increase in Floor Area Ratio (FAR), and no residential parking spaces, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program for a qualifying Tier 4 project totaling 85 dwelling units, reserving 10 units for Extremely Low Income Household occupancy for a period of 55 years, with the following two (2) Additional Incentives and as follows: (1) a 22-foot increase in height to permit 97 feet of maximum building height in lieu of the maximum 75 feet otherwise permitted per the underlying zone inclusive of a height increase to the stepback requirements of the SNAP and (2) a 25 percent reduction to permit a minimum 6,919 square feet of overall usable open space in lieu of the minimum 9,225 square feet otherwise required. The project also entails a Project Permit Compliance Review for the demolition of one (1) commercial building, one (1) storage building, one (1) two-story single-family dwelling and accessory buildings; and the construction use and maintenance of an eight-story mixed-use building, with two (2) levels of subterranean parking, 76,650 square feet of floor area, consisting of 85 dwelling units and 1,137 square feet of commercial floor area, within Subarea C (Community Center) of the Vermont/Western SNAP Specific Plan.

On March 28, 2021, the Department of City Planning received one (1) partial appeal of the Director of Planning's decision to conditionally approve a TOC Affordable Housing Incentive Program and Project Permit Compliance Review under Case No. DIR-2020-4249-TOC-SPP-VHCA.

Background

The subject site consists of three (3) contiguous parcels with 125 feet of frontage along the southerly side of Santa Monica Boulevard and 150 feet of frontage along the westerly side of New Hampshire. The subject site is 18,741.81 square feet in size according to a survey prepared by Justin Denver Hold, Land Surveyor, License No. 9008. The project site is located within the Hollywood Community Plan and Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan. Lots 18 and 19 are zoned C2-1D and Lot 20 is zoned R4-1D, the entirety of the site is designated for Highway Oriented Commercial land uses and is currently improved with one (1) commercial building, one (1) storage building, one (1) two-story single-family dwelling, and accessory buildings. All structures on-site will be demolished.

The surrounding area is characterized by level topography, improved streets, and commercial and multi-residential buildings. Properties to the north, west and east are zoned C2-1D and R4-1D, developed with commercial and residential uses, and located within Subarea C (Community Center) of the SNAP. The property to the south is zoned RD1.5-1XL and is developed with residential uses and located within Subarea C (Community Center) of the SNAP.

Project Summary

The proposed project is for the demolition of one (1) commercial building, one (1) storage building, one (1) two-story single-family dwelling, and accessory buildings; and the construction, use and maintenance of an eight-story, mixed-use building, with two (2) levels of subterranean parking, 76,650 square feet of floor area, consisting of 85 dwelling units and 1,137 square feet of commercial floor area, and measuring 97 feet in height. The project provides 6,930 square feet of open space, two (2) commercial parking spaces, 72 residential parking spaces, and no guest parking spaces.

Pursuant to the TOC Guidelines, the project is eligible for Base Incentives and up to three (3) Additional Incentives for setting aside 10 percent of the total 85 units and 11 percent of the base 47 units for Extremely Low Income Households. The applicant is proposing to set aside an overall 10 units for Extremely Low Income households. The applicant is seeking a discretionary approval of the TOC Housing Incentive Program with the following incentives:

Base Incentives:

1. 80 percent increase in density,
2. 36 percent increase in Floor Area Ratio (FAR); and
3. No required residential parking.

Additional Incentives:

1. Height increase to the maximum building height per the SNAP and setback requirements per the SNAP; and
2. 25 percent reduction in the overall usable open space requirement.

The Appeal/Staff Responses

The following is a summary of the appeal and staff response.

Appeal Point 1: *Limiting the appeal of TOC project determinations to adjacent and abutting owners and tenants is arbitrary, constitutes a denial of procedural and substantive due process, and is a violation of the language and intent of Measure JJJ.*

Staff's Response: Per LAMC Section 12.22 A.31(e), enacted by voter initiative Measure JJJ, TOC projects follow the procedures outlined in LAMC Section 12.22 A.25(g) applicable to Density Bonus projects. LAMC Section 12.22 A.25(g) states that an appeal can only be filed by "an applicant or any owner or tenant of a property abutting, across the street or alley from, or having a common corner with the subject property aggrieved by the Director's decision." It was within the voters' and City's authority to utilize these procedures for Density Bonus and TOC projects. The City's Charter does not proscribe a different notice or appeal process. State Density Bonus law at Government Code Section 65915 does not proscribe notice, hearing or appeal. The procedures applicable to Density Bonus and TOC projects are consistently applied and were applied to this TOC project. The City followed the legally required process under LAMC Section 12.22.A.25(g) and 12.22.A.31(e) by providing notice of the instant project's initial determination and appeal per Code and then processing administrative appeals as required by the LAMC. In addition, the instant TOC project and its appeals will be considered at a public meeting of the City Planning Commission noticed under the Brown Act. Thus, any member of the public, regardless location of residence, may submit verbal or written comments on the instant TOC project and related appeals. As such, the City's appeal procedures comply with applicable laws.

Appeal Point 2: *The Project does not substantially comply with the applicable regulations, findings, standards, and provisions of the Vermont/Western SNAP or Hollywood Community Plan.*

Staff's Response: As indicated in the Letter of Determination (Exhibit C) dated March 12, 2021, the proposed project complies with all the applicable provisions of the Vermont/Western SNAP, in conjunction with the TOC Affordable Housing Incentive Program.

The project site is zoned C2-1D and R4-1D. The "D" Limitation as established by Ordinance 164,686 states that the total floor area contained in all buildings on a lot shall not exceed one half (0.5) times the buildable area of the lot. However, Section 3.B. of the Vermont/Western SNAP states: "Wherever this Specific Plan contains provisions which require or permit greater or lesser setbacks, street dedications, open space, densities, heights, uses, parking, or other controls on development than would be allowed or required pursuant to the provisions contained in Chapter 1 of the Code, the Specific Plan shall prevail and supersede the applicable provisions of the Code." As such, the Vermont/Western SNAP Specific Plan supersedes the "D" Limitation in Ordinance 164,686 and allows a maximum FAR of 3.0:1 for any new mixed-use building. The applicant is seeking a 36 percent increase of the allowable 55 percent FAR increase to permit 4.09:1 in FAR. Therefore, through the application of the TOC Program Incentives to the regulations established by the SNAP, the project complies with the FAR regulation in Section 9.B of the Specific Plan and the LAMC.

In regards to the maximum height, the SNAP Subarea C allows any new mixed-use building a maximum height of 75 feet. However, the applicant is seeking a 22-foot increase in height to permit 97 feet of maximum building height in lieu of the maximum 75 feet otherwise permitted. The proposed building will have a maximum height of 97 feet. Therefore, the project complies with the height regulation in Section 9.B of the Specific Plan and the LAMC.

In terms of use and density, the project site is zoned C2-1D and R4-1D, which allows R4 density and commercial uses as permitted in the C4 Zone. This complies with Subarea C Section 9.A of the SNAP which states that only R4 density is allowed regardless of the underlying zone, and thus, limits residential density of the subject property to a maximum of one dwelling unit for each 400 square feet of lot area. The subject site is 18,741.81 square feet in size, allowing a maximum of 47 base dwelling units. However, the applicant is seeking an 80 percent increase in the maximum allowable density permitted in the SNAP to allow 85 dwelling units in lieu of the otherwise permitted 47 dwelling units, in exchange for setting aside 11 percent, or 10 units, of the total 85 units for Extremely Low Income households per the TOC Affordable Housing Incentive Program. The project has been conditioned to record a covenant with the Los Angeles Housing and Community Investment Department (HCIDLA) to make 10 units available to Extremely Low Income Households to ensure

the applicant sets aside the required number of units for affordable housing to be eligible for an 80 percent increase from the total density permitted by the SNAP.

Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with the density regulation in Section 9.A of the Specific Plan.

Moreover, as demonstrated in Finding Number 2 of the Letter of Determination (Exhibit C), the project is in substantial conformance with the Specific Plan regulations as well as the Development Standards and Design Guidelines required. Lastly, the Hollywood Community Plan's stated intent is to "further the development of Hollywood as a major center of population." Through the use of the TOC program, the proposed project will construct 1,137 square feet of commercial use, 85 dwelling units and allocate 10 units for Extremely Low Income Households, allowing the project to contribute to the Hollywood area as a medium- to high-density residential development that provides housing for multiple income levels.

Appeal Point 3:

The TOC Guidelines are illegal and far exceeds the authority granted by the voters. The TOC Guidelines contain requirements not authorized by Measure JJJ. The project violates Measure JJJ by utilizing the Tiers for determining the base incentives and by granting Additional Incentives not authorized by Measure JJJ.

Staff's Response:

Voter approved Measure JJJ was officially adopted by the Los Angeles City Council as Ordinance No. 184,745 on December 13, 2016. Measure JJJ codified the Transit Oriented Communities (TOC) Affordable Housing Incentive Program at LAMC Section 12.22 A.31. The process for preparing and adopting the TOC Incentive Guidelines is at LAMC Section 12.22.A.31(b) and (c). Following the process outlined in the Code, the Director of Planning prepared the TOC Guidelines and then presented them to the City Planning Commission at its regularly scheduled meeting on May 25, 2017. Upon consideration of the TOC Guidelines the City Planning Commission recommended their adoption on May 25, 2017. Thereafter, the Director of Planning adopted them and published them on September 22, 2017. The TOC Program became effective on September 22, 2017 and was subsequently revised February 26, 2018. The process followed for the adoption of the TOC Guidelines is documented in Department of City Planning Case File DIR-2017-1914-MS. Measure JJJ did not include any requirement that the City Council adopt the TOC Guidelines. By ordinance, that function was expressly delegated to the Director of Planning, after receiving a recommendation from the City Planning Commission.

The Department of City Planning structured the Guidelines to provide levels of incentives linked to the quality and proximity of a transit stop. This approach results in a system that incentivizes development for projects located a half-mile from a regular bus lines, than for a project located adjacent to a Metro Rail Station. To reflect these important distinctions, a

Tier-based system classifies eligible areas into TOC Tiers depending on the project's distance from different types of transit service. All incentives and tiers are in proportion to the affordable housing requirements outlined in JJJ and the development incentives in the City's current Density Bonus program. The specific incentives offered through the program are determined by the TOC Guidelines and are consistent with the provisions of Measure JJJ, including up to three (3) Additional Incentives, depending on the percent of affordable housing provided. As such, the Guidelines were established following the provisions of Measure JJJ.

Appeal Point 4:

The City has failed to determine whether or not the incentives are required in order to provide for the additional units of affordable housing.

Staff's Response:

The referenced findings are not required to approve incentives, but are findings required to deny a TOC incentive. The required findings to deny a TOC incentive request are the same as those set forward in LAMC Section 12.22 A.25 applicable to denials of Density Bonus incentive requests. Per the ordinance, the Commission shall approve a TOC density increase and requested incentives unless the Commission makes a finding based on substantial evidence that the incentives are not required to provide for affordable housing costs. The record does not contain substantial evidence that would allow the Commission to deny the incentive request by making a finding that the requested incentives are not required to provide for affordable housing.

The list of incentives in the TOC Guidelines is similar to the menu of incentives found in the Density Bonus Ordinance, LAMC Section 12.22 A.25. The list of TOC incentives include types of relief from development standards that provide economic return by minimizing restrictions on the size and layout of the housing project. As such, the Director will always arrive at the conclusion that the TOC incentives are required to provide for affordable housing because the incentives by their nature increase the scale of the project. The incentives granted here allow the developer to reduce the SNAP open space requirements so that the project, including the affordable housing units reserved for Extremely Low Income Households, can be constructed and the overall space dedicated to residential uses is increased. The requested incentives allow for a larger building envelope to provide for more floor area to build the actual units of the project. These incentives support the applicant's decision to reserve 10 units for Extremely Low Income Households.

Appeal Point 5:

The Project does not qualify for its entitlements because the zoning regulations, procedures, and protocols attendant discretionary approvals were not followed due to the lack of Site Plan Review procedure.

Staff's Response:

The Site Plan Review requirements of LAMC 16.05 apply to the following projects:

- (a) Any development project which creates, or results in an increase of 50,000 gross square feet or more of nonresidential floor area.

- (b) Any development project which creates, or results in an increase of, 50 or more dwelling units or guest rooms, or combination thereof.
- (c) Any change of use to a Drive-Through Fast Food Establishment or any change of use to a Fast-Food Establishment, either of which results in a net increase of 500 or more average daily trips as determined by, and using the trip generations of the Department of Transportation.
- (d) Any change of use other than to a Drive-Through Fast-food Establishment or to a Fast-food Establishment which results in a net increase of 1,000 or more average daily trips as determined by, and using the trip generation factors promulgated by the Department of Transportation.
- (e) (Deleted by Ord. No. 186,325, Eff. 11/11/19.)
- (f) Any single-family residential development with a cumulative Residential Floor Area of 17,500 square feet or larger located in the HCR District.

Per Section V (2)(b) of the TOC Guidelines, “the threshold for a project triggering the Site Plan Review requirements of LAMC 16.05 shall be based on the number of units that would be permitted prior to any density increase from Section VI 1(a) of these guidelines.” This is consistent with LAMC 12.22 A.25 (c)(8), a subsection of the Density Bonus regulations from which the TOC Guidelines are modeled after, which states that “approval of Density Bonus units shall not, in and of itself, trigger other discretionary approvals required by the Code.” The subject site is 18,741.81 square feet in size, allowing a maximum of 46 by-right dwelling units, which is below the 50 dwelling unit threshold that would have otherwise required Site Plan Review.

Appeal Point 6:

The Project does not consist 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 adjacent properties.

Staff’s Response:

The appellant’s argument that the project “consist 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 adjacent properties” is a required finding for projects subject to Site Plan Review. As previously discussed, this project is not subject to Site Plan Review because the by-right density allowance is only 46 units and bonus units do not trigger Site Plan Review.

Appeal Point 7:

The Project does not qualify for a Class 32 (In-Fill Project) Categorical Exemption due to cumulative effects surrounding past, present and future projects based upon a list of 42 projects within the proposed project site.

A local agency’s determination that the project falls within a categorical exemption includes an implied finding that none of the exceptions

identified in the CEQA Guidelines apply. Instead, the burden shifts to the challenging party to produce evidence showing that one of the exceptions applies to take the project out of the exempt category. (*Berkley Hillside Preservation v. City of Berkley* (2015) 60 Cal.4th 1086; *San Francisco Beautiful v. City and County of San Francisco* (2014) 226 Cal.App.4th 1012, 1022-23.) Here, the Appellant has not met its burden as no facts were submitted in the administrative record to conclude that there will be a cumulative impact of successive projects of the same type in the same place, over time that is significant. The cumulative impact exception applies when the environmental impact at issue generally affects the environment in general and does not apply to activity that has an impact on only some particular persons. (*Santa Monica Chamber of Commerce v. City of Santa Monica* (2002) 101 Cal.App.4th 786, 799.) Speculation that significant cumulative impacts will occur simply because other development projects may be or were previously approved in the same area is insufficient to trigger this exception. Simply listing other projects occurring in the area that might cause significant cumulative impacts is not evidence that the proposed project will have adverse impacts or that the impacts are cumulatively considerable. (*Hines v. California Coastal Comm'n* (2010) 186 Cal.App.4th 830, 857.)

As demonstrated in the Class 32 Justification for Project Exemption Case No. ENV-2020-4250-CE (Exhibit E), the proposed project meets all criteria to qualify as an infill site under the Class 32 CEQA Exemption, California Environmental Quality Act & CEQA Guidelines Section 15332. Relevant to this matter, CEQA Guidelines Section 15300.2(b) states that a categorical exemption is inapplicable "when the cumulative impact of successive projects of the same type in the same place, over time is significant." CEQA Guidelines Sections 15065(a)(3) and 15064(h) state that a "cumulatively considerable" impact means that the incremental effects of an individual project are significant when viewed in connection with the effects of other related projects.

The Appellant has submitted no evidence that there will be a cumulative adverse impact caused by the proposed project and other projects of the same type in the same place over time that is significant. Moreover, the Appellant does not state which cumulative effects are at issue or provide any supporting facts regarding those impacts.

As set forth in the administrative record, the proposed project and other projects in the vicinity area are subject to Regulatory Compliance Measures (RCMs) related to air quality, noise, hazardous materials, geology, and transportation. Numerous RCMs in the City's Municipal Code and State law provide requirements for construction activities and ensure impacts from construction related air quality, noise, traffic, and parking are less than significant. For example, the South Coast Air Quality Management District (SCAQMD) has District Rules related to dust control during construction, type and emission of construction vehicles, architectural coating, and air pollution. All projects are subject to the City's

Noise Ordinance No. 144,331, which regulates construction equipment and maximum noise levels during construction and operation.

Additionally, the Appellant lists 42 projects that are within an unspecified radius, with 25 projects being located more than 1,500 feet from the subject property. The Appellant's unspecified radius appears arbitrary and speculative in nature. The radius to be studied depends on the impact at issue. Here, the appellant has not identified which cumulative impacts, e.g., noise, aesthetics, dust, are at issue. Additionally, "in the same place" means the area where a particular project impact will occur, not the environment in general. See *Robinson v. City and County of San Francisco* (2012) 208 Cal.App.4th 950, 958. Furthermore, the applicant submitted a trip generation assessment report by Crain and Associates, a trip generation analysis memo by Department of Transportation, a tree report prepared by Leonard Markowitz, Certified Arborist #WE0342, a Historic Resource Assessment, a Noise and Vibration Study and an Air Quality Study by Rincon Consultants that demonstrated the proposed project will not have a significant impact upon the environment. Additionally, the applicant has submitted a memo from Rincon Consultants in response to the Appellant's cumulative impact concerns. All technical studies and agency letters can be found in Case No. ENV-2020-4250-CE and Exhibit F.3.

In conclusion, the Appellant has failed to provide substantial evidence demonstrating that the Class 32 Categorical Exemption for the Project is deficient. The CEQA Determination includes substantial evidence that the Class 32 Categorical Exemption applies to the proposed project and that no exceptions to the categorical exemption apply.

Therefore, the Class 32 Categorical Exemption adequately addresses all impacts relative to the proposed project at 4750 West Santa Monica Boulevard.

STAFF'S RECOMMENDATION:

In consideration of the foregoing, it is submitted that the Director of Planning acted reasonably in conditionally approving a Transit Oriented Communities (TOC) Affordable Housing Incentive Program, and Project Permit Compliance Review for the demolition of one (1) commercial building, one (1) storage building, one (1) two-story single-family dwelling, and accessory buildings; and the construction, use, and maintenance of an eight-story, mixed-use building, with two (2) levels of subterranean parking, 76,650 square feet of floor area, consisting of 85 dwelling units, within Subarea C of the Vermont/Western SNAP Specific Plan. Staff recommends that the Los Angeles City Planning Commission deny the appeal, determine that the project is categorically exempt from CEQA as a Class 32 In-fill Project, sustain the action of the Director of Planning in approving a Transit Oriented Communities (TOC) Affordable Housing Incentive Program, and Project Permit Compliance Review, and adopt the Findings of the Director of Planning.

A – APPEAL DOCUMENTS



APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

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

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

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

- Area Planning Commission City Planning Commission City Council Director of Planning
- Zoning Administrator

Regarding Case Number: DIR-2020-4249-TOC-SPP-VHCA

Project Address: 4750 Santa Monica Blvd.

Final Date to Appeal: 03/29/2021

2. APPELLANT

Appellant Identity:
(check all that apply)

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

Person, other than the Applicant, Owner or Operator claiming to be aggrieved

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

- Representative Owner Aggrieved Party
- Applicant Operator

3. APPELLANT INFORMATION

Appellant's Name: Eric Moore

Company/Organization: _____

Mailing Address: 853 N. Edgemont St.

City: Los Angeles State: CA Zip: 90029

Telephone: (323) 687-4521 E-mail: professoreric@gmail.com

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

- Self Other: Citizens for Reasonable Development

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

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): _____

Company: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ E-mail: _____

5. JUSTIFICATION/REASON FOR APPEAL

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

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

If Yes, list the condition number(s) here: _____

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

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

6. APPLICANT'S AFFIDAVIT

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

Appellant Signature: Eric Moore X Date: 3/28/21 X

GENERAL APPEAL FILING REQUIREMENTS

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

1. Appeal Documents

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

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

b. Electronic Copy

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

c. Appeal Fee

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

d. Notice Requirement

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

SPECIFIC CASE TYPES - APPEAL FILING INFORMATION

C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)

1. Density Bonus/TOC

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

NOTE:

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

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

D. WAIVER OF DEDICATION AND OR IMPROVEMENT

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

NOTE:

- Waivers for By-Right Projects, can only be appealed by the owner.
- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

E. TENTATIVE TRACT/VESTING

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

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

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

F. BUILDING AND SAFETY DETERMINATION

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

a. Appeal Fee

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

b. Notice Requirement

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

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

a. Appeal Fee

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

b. Notice Requirement

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

G. NUISANCE ABATEMENT

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

NOTE:

- Nuisance Abatement is only appealable to the City Council.

a. Appeal Fee

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

2. Plan Approval/Compliance Review

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

a. Appeal Fee

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

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

NOTES

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

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

This Section for City Planning Staff Use Only		
Base Fee:	Reviewed & Accepted by (DSC Planner):	Date:
Receipt No:	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

March 25, 2021

Eric Moore, Citizens for Reasonable Development
853 N. Edgemont St.
Los Angeles, CA 90029

City of Los Angeles, Department of City Planning
200 N. Spring St.
Los Angeles, CA 90012

**Appeal of: Case Nos.: DIR-2020-4249-TOC-SPP-VHCA/ENV-2020-4250-CE,
Project Permit Compliance Review
Project Addresses: 4750 Santa Monica Blvd., 1033-1039 N. New Hampshire Ave.**

This is a partial appeal filed under protest of Case No. DIR-2020-4249-TOC-SPP-VHCA, a proposed 85-unit, 97-foot-tall Transit Oriented Communities (TOC) project located at 4750-4760 Santa Monica Blvd. and 1033-1039 N. New Hampshire Ave. in East Hollywood.

Per the clear language of Section 7 of Measure JJJ, any aggrieved party has the right to appeal a Transit Oriented Communities project. Yet the city arbitrarily limits such appeals to those residing or owning property within immediate proximity of the project site. Without waiving our rights, we are filing a partial appeal of the city's approval of the project's entitlements, specifically the Project Permit Compliance Review approvals granted to this project and with it the city's determination of a CEQA exemption -- which were based on the illegal grant of a TOC approval.

I. THE CITY'S RESTRICTION OF THE RIGHT TO FILE TOC APPEALS TO ONLY ADJACENT AND ABUTTING PROPERTY OWNERS AND TENANTS IS ILLEGAL

The City's arbitrary restriction on the right to appeal Transit Oriented Communities (TOC) projects is a denial of substantive and procedural due process, and is illegal under the voter initiative Measure JJJ. The City improperly limits appellant rights of TOC project approvals to only adjacent and abutting property owners and tenants.

Such restrictions are in clear conflict with the text of Section 7 of Measure JJJ, which states: *"Any aggrieved person or resident of the City of Los Angeles shall have the right to maintain an action for equitable relief to restrain any violation of this Ordinance...The provisions of this Act shall be construed liberally to effectuate its intent and purposes."*

Sec. 7. Enforcement.

Any aggrieved person or resident of the City of Los Angeles shall have the right to maintain an action for equitable relief to restrain any violation of this Ordinance, or City failure to enforce the duties imposed on it by this Ordinance. The provisions of this Act shall be construed liberally to effectuate its intent and purposes. A joint labor-management committee established pursuant to the federal Labor Management Cooperation Act of 1978 (29 U.S.C. Section 175a) may bring an action in any court of competent jurisdiction against an employer that fails to pay the prevailing wage to its employees as required by this Ordinance.

The artificial distinction set out by the City that limits those who can appeal density bonus entitlement determinations (a distinction which appears nowhere else in the City Municipal Code) constitutes a denial of procedural and substantive due process and a violation of the clear language and intent of Measure JJJ.

The bifurcation of those determinations from other entitlements which any aggrieved party can appeal constitutes an unreasonable distinction without justification in law or fact, and is in conflict with Measure JJJ. The adoption of such an artificially and factually and legally unsupportable distinction is arbitrary and capricious, and burdens speech disparately dependent on the proximity to the land use approval.

Such arbitrary distinctions are meant to stifle community participation. “[Common] sense and wise public policy...require an opportunity for property owners to be heard before ordinances which substantially affect their property rights are adopted...” Kissinger v. City of Los Angeles (1958) 161 Cal. App. 2d 454, 464.

Local procedural rules and statutory provisions limiting the right to appeal to adjacent owners and applicants are illegal. Under Horn v. County of Ventura (1979) 24 Cal. 3d 605, 156, if an applicant has a right to appeal, any interested person adversely affected has a similar right inasmuch as constitutional due process requires that notice and opportunity for hearing be given to such interested persons.

As noted, when the voters adopted Measure JJJ, they specifically concluded that any aggrieved person or resident should have the right to file appeals – including the right to seek an action for equitable relief to restrain violation of the ordinance. The courts have liberally construed the definition of “aggrieved” in cases giving the right to appeal to any person aggrieved by a determination by a public agency. Marina Plaza v. California Coastal Zone Conservation Commission (1977) 73 Cal. App. 3d 311, 321.

The City’s attempt to preclude an appeal to an aggrieved person who was not an adjacent property owner but to nonetheless allow any aggrieved person to bring an action for equitable relief in the Los Angeles County Superior Court effectively precludes that aggrieved person from exhausting his or her administrative remedies.

II. PROJECT BACKGROUND

The proposed “4750 Santa Monica” project involves the demolition of two, 2-story Craftsman homes and a commercial office structure located on three contiguous parcels totaling approximately 18,742 sq. ft. The existing homes, which were constructed in 1906 and 1910, pre-date the establishment of the Los Angeles State Normal School’s Vermont Ave. campus (later the site of the University of California, Los Angeles). The applicant, Jared Brenner-Goldstein of Canfield Development, Inc. proposes to construct an 8-story, 97-foot-tall mixed-use complex totaling approximately 76,719 sq. ft. The site’s underlying zoning is C2-1D for the two northernmost parcels and R4-1D for the third, and is in Subarea C of the Vermont/Western Transit Oriented District Specific Plan (also known as the Station Neighborhood Area Plan, or SNAP). The existing SNAP subarea permits 46 residential units with a 75-foot height limitation.

The applicant proposes to set aside ten units for low income housing, in exchange for receiving the following generous incentives:

- A) An 80% increase in the allowed density (from 46 units to 85 units);
- B) A decrease in required parking from a maximum of 169 required stalls to no stalls;
- C) A 22-foot increase in the maximum permitted building height, from 75 feet to 97 feet;
- D) A 25% reduction in the required open space, from 9,225 sq. ft. to 6,919 sq. ft.
- E) A 45% increase in the permitted Floor Area Ratio from 3.0:1 to 4.35:1 (NOTE: The underlying zoning has a 0.5 FAR limitation per Ordinance 164686).

Note the below chart outlining the permitted zoning and the requested entitlements:

Project	Permitted	Approved
Density	46 dwelling units	85 dwelling units, an 80% increase (the city has rounded-up the percentages).
FAR	3:1 per SNAP Subarea C	4.35:1 over the entire site
Open Space	9,225 sq. ft. required	6,919 sq. ft. approved
Height	75 feet	97 feet plus roof attachments
Stepback	30' in height max 1 st floor	41 feet in height for first floor
Stepback	2 nd Floor 10 feet back	2 nd Floor zero feet back from first floor
Parking,	141 (minimum required) 169 (maximum allowed)	Zero parking stalls. (The application states that 70 parking stalls may be provided)

The Project as approved by the Director has no relationship to either the intent or purpose of the Specific Plan, the Hollywood Community Plan, or good planning practice. Put simply, the proposed Project – with a smidgeon of affordable housing units, no required parking, and a height that would exceed anything in the surrounding area – isn’t designed for the benefit of our community, but is being utilized to mine the city for profitable land-use entitlements.

The Project is regulated by the zoning restrictions of the Vermont/Western Transit Orientated District Specific Plan. Created in 2001 “to guide all development, including use, location, height and density, to assure compatibility of uses,” the Specific Plan is not just a document of egalitarian goals, but is instead a roadmap for the future. Yet the city is using an illegal TOC process to discard this plan.

II. OBJECTIONS

- A. *The Project DOES NOT comply with the applicable regulations, findings, standards and provisions of the Specific Plan, and the Project is NOT in substantial conformance with the purposes, intent and provisions of the community plan***

The applicant seeks to construct 85 dwelling units, an 80% increase over the allowed base density, and a density of one unit per approximately 220 sq. ft. of lot area, which is a density equivalent to the R5 Zone. A density of R5 is permitted only in the Regional Center Commercial area of the Hollywood Community Plan, which is the area on Hollywood Blvd. and Sunset Blvd. between La Brea Ave. to the west and Gower St. to the east. The proposed project’s density is incompatible with the regulations governing the SNAP.

The proposed Project is not consistent with SNAP’s goals, objectives and policies as it proposes a Regional Center density project in a location where it is not allowed.

Land Use Designation	Corresponding Zones	Density Per Net Acre
Low Medium I RD	RD3, RD4, RZ2.5, RZ3, RZ4, RU	10-17
Low Medium II	RW1, RD1.5, RD2	18-29
Medium	R3	30-55
High Medium	R4, [Q]R4	56-109
High	R5, [Q]R5	110-218

The Project as proposed is not in conformance with the above table, which provides guidance for appropriate densities in different zoning classifications. The Project is located within the C2 and R4 Zones, which permit a maximum density of one unit per 400 sq. ft. of lot area. The proposed density of 85 dwelling units calculates to 197 dwelling units per acre, or more than the density permitted under R5 zoning. The site is therefore not suitable for the proposed density.

In order to achieve the Regional Center density and receive other entitlements inconsistent with the SNAP and the city’s General Plan, the city approved the project as a Transit Oriented Communities (TOC) development. As noted below, however, TOC projects are illegal and therefore cannot be used as the basis for such significant changes to the underlying zoning restrictions.

B. *The Transit Oriented Communities Guidelines are illegal.*

On November 8, 2016, voters in the City of Los Angeles approved a ballot measure known as Measure JJJ. The title of this measure was "*Affordable Housing and Labor Standards Related to City Planning.*" The measure was further titled "The Build Better LA Initiative." As the ballot titles reveal, Measure JJJ was drafted to promote two purposes: 1) an increase in the amount of affordable housing constructed in the City, and 2) the creation of local jobs paying adequate wages.

The ballot question for Measure JJJ read: "Shall an ordinance: 1) requiring that certain residential development projects provide for affordable housing and comply with prevailing wage, local hiring and other labor standards; 2) requiring the City to assess the impacts of community plan changes on affordable housing and local jobs; 3) creating an affordable housing incentive program for developments near major transit stops; and 4) making other changes; be adopted?"

The City's Chief Legislative Analysis prepared an Impartial Analysis of Measure JJJ, which provided that Measure JJJ "*will amend City law to add affordable housing standards and training, local hiring, and specific wage requirements for certain residential projects or more units seeking General Plan amendments or zoning changes.*" The Impartial Analysis explained "*This measure also creates an affordable housing incentive program with increased density and reduced parking in areas within a one-half mile radius around a major transit stop.*"

On September 27, 2017 the City Planning Commission released the draft TOC Guidelines "*developed pursuant to Measure JJJ.*" These TOC Guidelines were clarified and updated on February 25, 2018. The TOC Guidelines contend that they "*provide the eligibility standards, incentives, and other necessary components of the TOC Program consistent with LAMC §12.22 A.31 [enacted by Measure JJJ].*"

Yet the Commission and City far exceeded the authority granted it by the voters as well as its own laws and state laws. TOC "incentives" far exceed those authorized by the voters enacting Measure JJJ, while failing to provide for well-paid jobs adhering to the prevailing wage in Los Angeles. These incentives constitute vast departures from numerous existing codified ordinances yet were never approved legislatively: not by the voters, nor by the City Council.

The reliance upon these improper guidelines by the City and the City Planning Commission constitutes an improper policy and practice of ignoring the voters' mandate in Measure JJJ and disregarding the proper legislative procedures for amending the General Plan and zoning ordinances. They therefore have no force of law.

In fact, the TOC Guidelines depart significantly from the parameters and requirements of Measure JJJ in numerous respects. While Measure JJJ provides that the TOC Guidelines may allow a different level of density increase based upon a property's base zone and density, the TOC Guidelines utilize a system of Tiers based upon distance from a Major Transit Stop to award differing levels of density increase, regardless of a property's base zone or density.

Measure JJJ merely provides that the TOC Guidelines contain incentives "*consistent with the following*": a residential density increase, adjustments to minimum square feet per dwelling unit, floor area ratio, or both, as well as parking reductions.

C. Nowhere does Measure JJJ authorize incentives for increased height or reduced open space. Nor were voters informed of such incentives by Measure JJJ, or that an unelected commission could upend the city's General Plan.

The TOC Guidelines also include additional, non-voter approved incentives for reductions in required yards and setback, open space, lot width, increases in maximum lot coverage, height, transitional height requirements, and FAR starting levels irrespective of the underlying zoning. Each of these "additional" incentives alters otherwise applicable limitations in the municipal code without complying with the procedural requirements for zone changes, height district amendments and general plan amendments or variances, all of which provide due process and full transparency.

Section 5 of Measure JJJ provides that in the case of projects with 10 or more residential dwelling units, in order to be eligible for "*a discretionary General Plan amendment... or any zone change or height-district change that results in increased allowable residential floor area, density or height, or allows a residential use where previously not allowed,*" the project must comply with various affordable housing requirements (including on- or off-site), and shall comply with the job standards in subdivision (i). '

The job standards require that all work be performed by licensed contractors, that at least 30 percent of the workforce are residents of the City, that 10 percent of the workforce consists of "transitional" workers living within a 5-mile radius of the project, and that the workers are paid the standard prevailing wages in the project area. Yet despite TOC projects now comprising the overwhelming majority of discretionary building applications, there have been almost no labor standard projects approved under Measure JJJ.

Voters adopted Measure JJJ being told that the measure would require projects seeking zone changes or height district changes to abide by labor standards and affordable housing requirements. What voters got instead are guidelines that provide wholesale elimination of established zoning laws for a pittance of affordable housing -- while destroying whole swaths of Rent Stabilized housing.

The TOC Guidelines were never adopted in a legislative process or presented to the voters, and do not require the "good jobs" that Measure JJJ promised. Projects that would have been required to meet labor standards under Section 5 avoid those standards because the TOC Guidelines claim to obviate the need for zone changes and height district changes in the many areas of the city that are within a half mile from a bus line or transit stop.

The TOC Guidelines are quite simply a scam. They overturn a significant number of municipal code provisions regarding height and other planning standards, yet the Guidelines were never adopted by the legislative body legally authorized to make those changes, the City Council. Nor were the TOC Guidelines adopted by the voters. Instead, the TOC Guidelines are nothing more than a rouge entitlement giveaway that significantly departs from the land use and planning framework approved by the voters, and they overturn the duly-adopted ordinances passed by the Los Angeles City Council.

Neither were the TOC "Tiers" allowing increased density within proximity to transit authorized by Measure JJJ. The Tiers function as newly created zones, which were not adopted by ordinance nor approved by voters. Only the voters can amend Measure JJJ; the Council may only make non-substantive amendments to the measure's provisions.

The TOC Guidelines are so sweeping they effectively constitute a general plan amendment, vastly increasing permissible density and height for certain residential projects. Yet the TOC Guidelines were not adopted consistent with the process for a general plan amendment.

Further, by impermissibly including height and other incentives not provided for in Measure JJJ, the city has effectively rendered moot the general plan amendment process, thereby creating inconsistencies within the general plan in violation of state law.

The TOC Guidelines undermine one of the two fundamental premises of Measure JJJ: the requirement of projects to meet labor standard requirements to receive incentives under the TOC Guidelines. Absent this requirement, the fundamental promise of Measure JJJ to provide "good jobs" is undermined.

While Measure JJJ Section 5 sets forth an elaborate set of requirements for projects seeking general plan amendments, zone changes, or height district changes, and requires adherence to labor standards in order to receive these entitlements, projects receiving incentives under the improperly approved TOC Guidelines no longer need zone changes or height district changes, and so do not comply with the labor standards or provide the public with notice and public hearings to make these massive changes. The TOC Guidelines, as written and illegally "approved," is nothing short of an attempt to end-run the City Charter and the will of the voters.

In adopting the TOC Guidelines in conflict with JJJ, the Planning Department and City Planning Commission abused their discretion, and promulgated TOC Guidelines in an arbitrary and capricious manner that is not consistent with the requirements of Measure JJJ nor consistent with the requirements of state and local law for the adoption of zoning ordinances and maintaining general plan consistency. As such, any approval by the city is illegal and has no relevance in law, and cannot be employed as a conceit to approve this or any other project.

D. *The city has failed to determine whether or not the incentives are required in order to provide for the affordable housing.*

The determination letter states at page 15: *“The list of incentives in the Transit Oriented Communities Guidelines were pre-evaluated at the time the Transit Oriented Communities Affordable Housing Incentive Program Ordinance was adopted to include various types of relief that minimize restrictions on the size of the project.”* This is simply not true.

As previously noted, the text of Measure JJJ in no manner “pre-evaluated” the incentives ultimately adopted by the City Planning Commission for the TOC Guidelines. Ordinance 184,745 simply states: *“The City Planning Commission shall review the TOC Guidelines and shall by vote make a recommendation to adopt or reject the TOC Guidelines.”*

The TOC Guidelines are not an ordinance. They are not present in the Municipal Code. They are merely a set of impromptu policy requirements that can be altered at any time. The text of Measure JJJ specifies that the Commission was required to *“make a recommendation”* regarding the proposed guidelines. Recommendations by the Commission on zoning changes are prescribed by the City Charter to be forwarded to the City Council for approval and codification as an ordinance. None of this occurred. Instead, a developer’s wish list of relaxed zoning standards was approved by the Commission and has been illegally enforced as if it were somehow the law.

In fact, the record contains no evidence whatsoever regarding whether or not the TOC incentives are necessary to provide for the minimal amount of affordable housing required by the TOC Guidelines because the city has never requested such evidence.

Furthermore, if the list of TOC incentives had been pre-evaluated for all factors, then approvals would be ministerial, not discretionary. The Director retains the authority to reject incentives if it can be determined that the incentive is not required to provide for the housing. The fact that the City refuses to determine whether or not the incentive is necessary does not somehow make the approvals mandatory.

The project's determination letter states: "*The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law.*"

The record does not contain such evidence because the Director has never required such evidence.

The City fails to assess the economic matrix of the Project to determine whether or not the incentives are necessary in order to provide the affordable housing. TOC incentives are required by Measure JJJ to follow the procedures outlined by LAMC Section 12.22.A.25(g)(2)(i)(c) and (i), which state:

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

(i) The Incentive is not required in order to provide for affordable housing costs as defined in California Health and Safety Code Sections 50052.5, or Section 50053 for rents for the affordable units...

The Director must make this financial feasibility assessment as a pre-condition to a decision. The feasibility analysis is not discretionary, yet the Director of Planning has failed to make the assessment at all. Rather, it is a mandatory duty that cannot be waived without showing that the incentives are required to make the housing affordable. Per Measure JJJ, the Director of Planning is required per LAMC §12.22.A.25g(2)(c)(i) to review and justify the economic necessity of the Applicant's affordable housing menu incentives and document this analysis in the findings.

The Planning Department claims that AB 2501 precludes the local agency from requiring the applicant to submit a pro forma to assess the financial need for the incentives, but this conclusion is incorrect. AB 2501 merely prevents an agency from requiring a "special study." A pro forma is not a special study. Instead, a pro forma is a requirement imposed upon all projects by financial institutions and government agencies in order to receive financial assistance.

E. *The Project Does Not Qualify for its Entitlements because the Zoning Regulations, Procedures, and Protocols Attendant Discretionary Approvals Were Not Followed.*

1). *The Lack of Site Plan Review.*

Because the 4750 Santa Monica Project involves more than 50 units/guestrooms, and because the entitlement bonuses granted under the city's TOC incentive program are illegal, **a Site Plan Review is required** under LAMC §16.05(C)(1)(b). The relevant portion of LAMC §16.05 reads:

C. Requirements.

1. **Site Plan Review.** (Amended by Ord. No. 184,827, Eff. 3/24/17.) **No grading permit, foundation permit, building permit, or use of land permit shall be issued for any of the following development projects unless a site plan approval has first been obtained pursuant to this section.** This provision shall apply to individual projects for which permits are sought and also to the cumulative sum of related or successive permits which are part of a larger project, such as piecemeal additions to a building, or multiple buildings on a lot, as determined by the Director.

(a) Any development project which creates, or results in an increase of, 50,000 gross square feet or more of nonresidential floor area.

(b) **Any development project which creates,** or results in an increase of, **50 or more** dwelling units **or guest rooms,** or combination thereof.

Under LAMC Section 16.05, the purposes of a Site Plan Review are: “to promote orderly development, evaluate and mitigate significant environmental impacts, and promote public safety and the general welfare by ensuring that development projects are properly related to their sites, surrounding properties, traffic circulation, sewers, other infrastructure and environmental setting, and to control and mitigate the development of projects which are likely to have a significant adverse effect on the environment.” None of these goals are accomplished here.

Site Plan Review requires a finding under LAMC §16.05 F.2 “that the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities... and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.”

Yet the project’s height and massing are incompatible with the surrounding built environment and greatly out of character with the immediate neighborhood. At eight stories and covering 3 parcels, the proposed building would dwarf the existing neighborhood, as shown in the below photos.

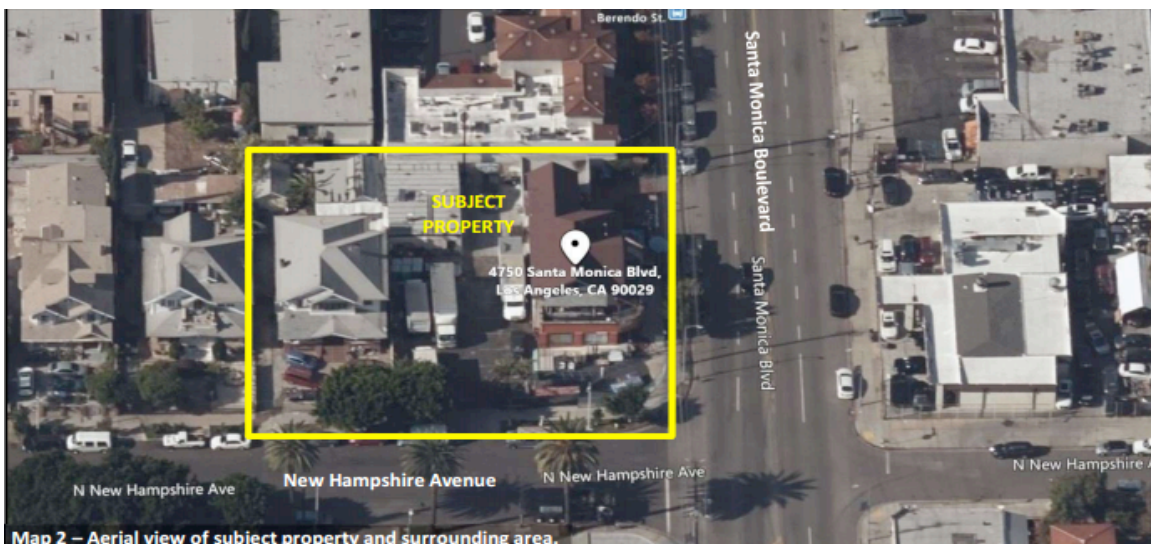




Photo above: Santa Monica Blvd. looking west from project location.

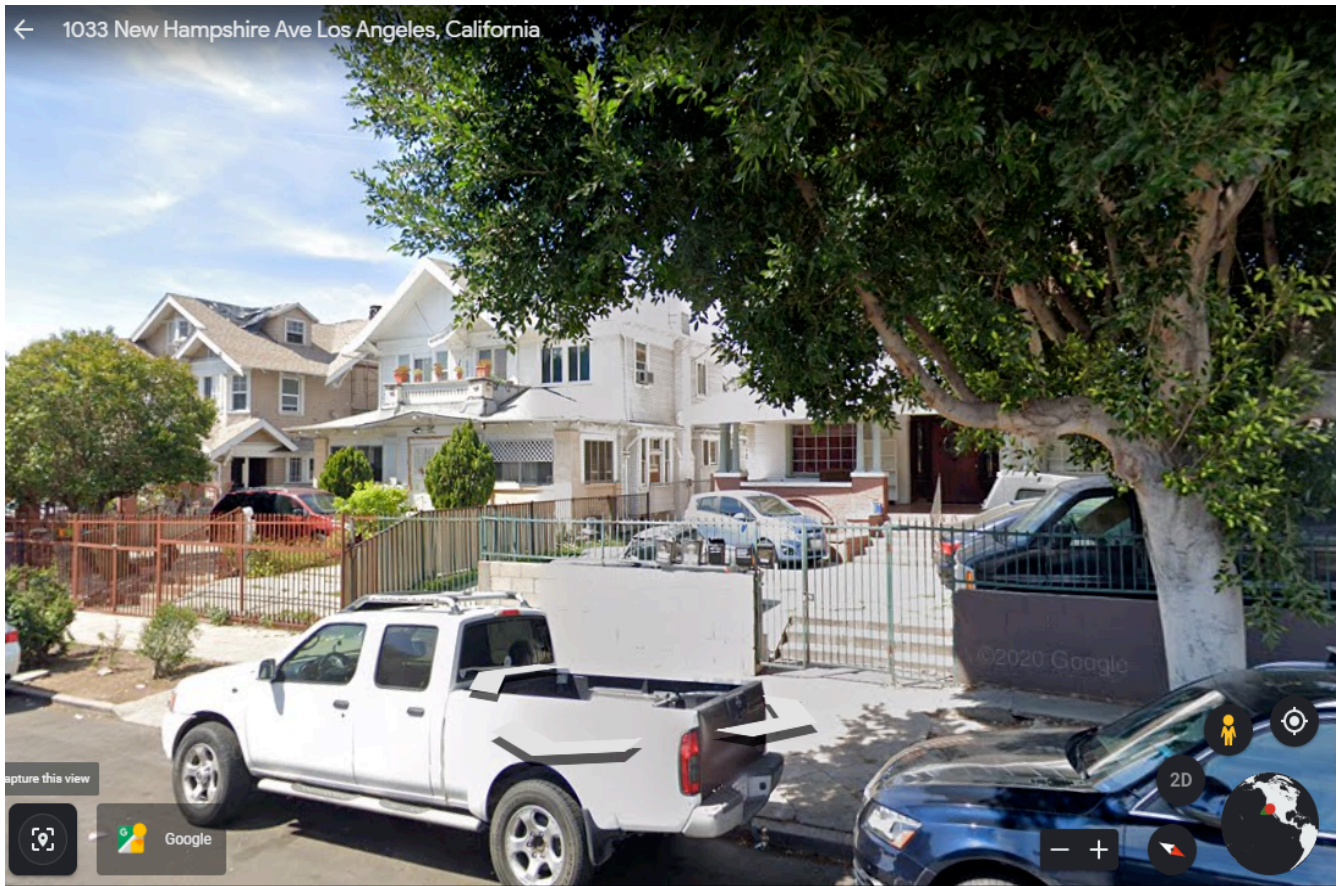


Photo above: 1000 block of New Hampshire Ave.



Above: Applicant’s rendering of proposed 97-foot-tall “4750 Santa Monica” project.

- F. *The Project DOES NOT consist 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 adjacent properties and neighboring properties***

Because projects such as the 4750 Santa Monica development have obtained their entitlements under an illegal process, they must adhere to the Site Plan Review Ordinance codified under LAMC Section 16.05, the purpose of which is to “*promote orderly development and promote public safety and the general welfare.*” The meaning of those words are often lost on members of the City Planning Department, even though they are important because they relate to the City’s state-delegated police power, under which the City has the authority to shape new development projects.

In fact, under the ordinance the City is required to “control or mitigate” the development of projects which are likely to have a significant adverse effect on surrounding properties by reason of inadequate site planning.

When mitigating a development’s effects, the City has broad authority to condition and/or modify a project. Under the Site Plan Review Ordinance, the City can change projects so long as those changes do not inhibit State density development rights. Therefore, with the Project, as long as the unit count meets the 35% density bonus, or in this case a maximum of 63 units, the City is both authorized and required to ensure that the development fits within our community.

This requirement extends to managing the overall height of the proposed building. In order to approve the Project, the Site Plan Review Ordinance requires the City to find under LAMC Section 16.05.F(2) “*that the project consists of an arrangement of buildings and structures (including height, bulk and setbacks)... that is or will be compatible with existing and future development on adjacent properties and neighboring properties.*” A 97-foot-tall, eight-story building is not compatible with adjacent and neighboring properties near the Project site.

On this issue, the City Council has the authority to utilize the City’s police powers under the Site Plan Review Ordinance to modify the Project so that the height is compatible with the existing and future development of neighboring properties.

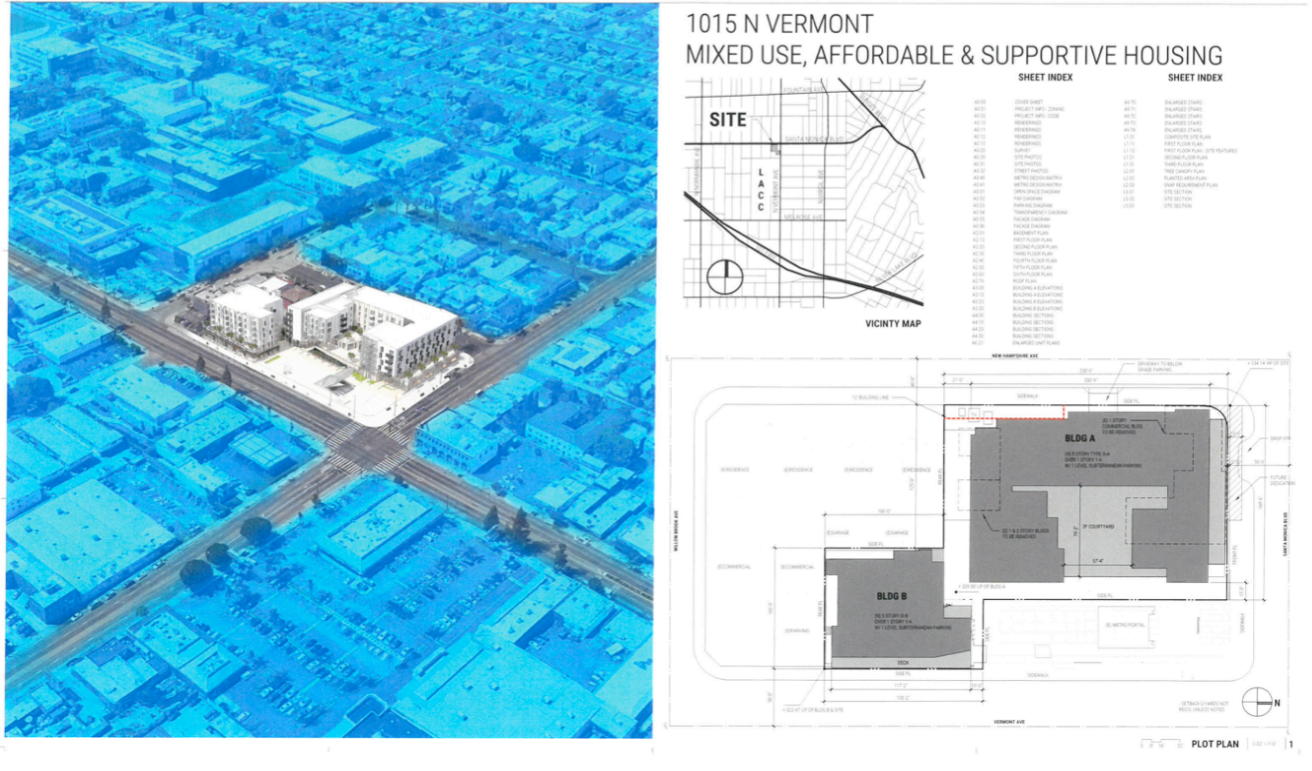
G. *The Project will have a Specific Adverse Impact upon public health and safety, as the Project DOES NOT incorporate mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review that would mitigate the negative environmental effects of the project.*

i). The Project’s cumulative construction and operational noise, vibration, dust and grading will have a significant, adverse impact upon public health and safety.

The project site is immediately adjacent to residential housing located within the Restricted Density RD1.5 Zone. Construction and operational noise and vibration impacts, as well as construction dust impacts in conjunction with other proposed development immediately across from the project site, will likely significantly effect the health of children and others adjacent to the project site. The applicant has offered no plausible mitigation to negate these specific adverse impacts. No conditions of approval have been imposed to address this issue.

The city’s standard deference to its Best Practices Policy are not a mitigation measure and are therefore meaningless.

In the determination letter’s list of “*Projects Within a Quarter-Mile from the Subject Site,*” the city references the 1015 Vermont Ave. project, a 187-unit mixed-use project spanning the Metro subway station at the southwest corner of Santa Monica Blvd. and Vermont Ave. (DIR-2019-5645-TOC-SPR-SPP). The bulk of this approved development would in fact not be sited on Vermont Ave., but on New Hampshire Ave., directly across from the 4750 Santa Monica project, as noted in the plans illustrated below:



Rendering above of an approved 187-unit mixed-use development sited primarily on New Hampshire Ave, directly across from the 4750 Santa Monica Project.

Page 31 of the determination letter references a noise study prepared in June of 2020 for the 4750 Santa Monica project by Rincon Consultants, Inc. The city states that this study concluded that cumulative noise impacts would be less than significant. Yet the city 1) has not provided this study for public review; 2) based upon other studies of cumulative noise impacts approved by the city, undoubtedly relies upon the false concept of Best Practices and unavoidable noise levels; and 3) Rincon Consultants is a Riverside based firm that has in the past been discredited for a lack of experience with examining potential historical resources and for its cursory review of Los Angeles projects.

A significant construction noise impact occurs if construction activities that last more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. Alternatively, construction activities lasting more than 10 days in a three-month period that increase the ambient noise levels by 5 dBA or more at any off-site noise-sensitive location are also considered a significant impact. The proposed Project has an approximately 2-year construction schedule. The construction site lines a quiet, restricted density residential street, and is directly across from another major development. Under such circumstances, it is infeasible that there will not be noise and vibration impacts related to two major projects being constructed across from one another simultaneously.

H. *The City has failed to assess the project's cumulative impacts under CEQA.*

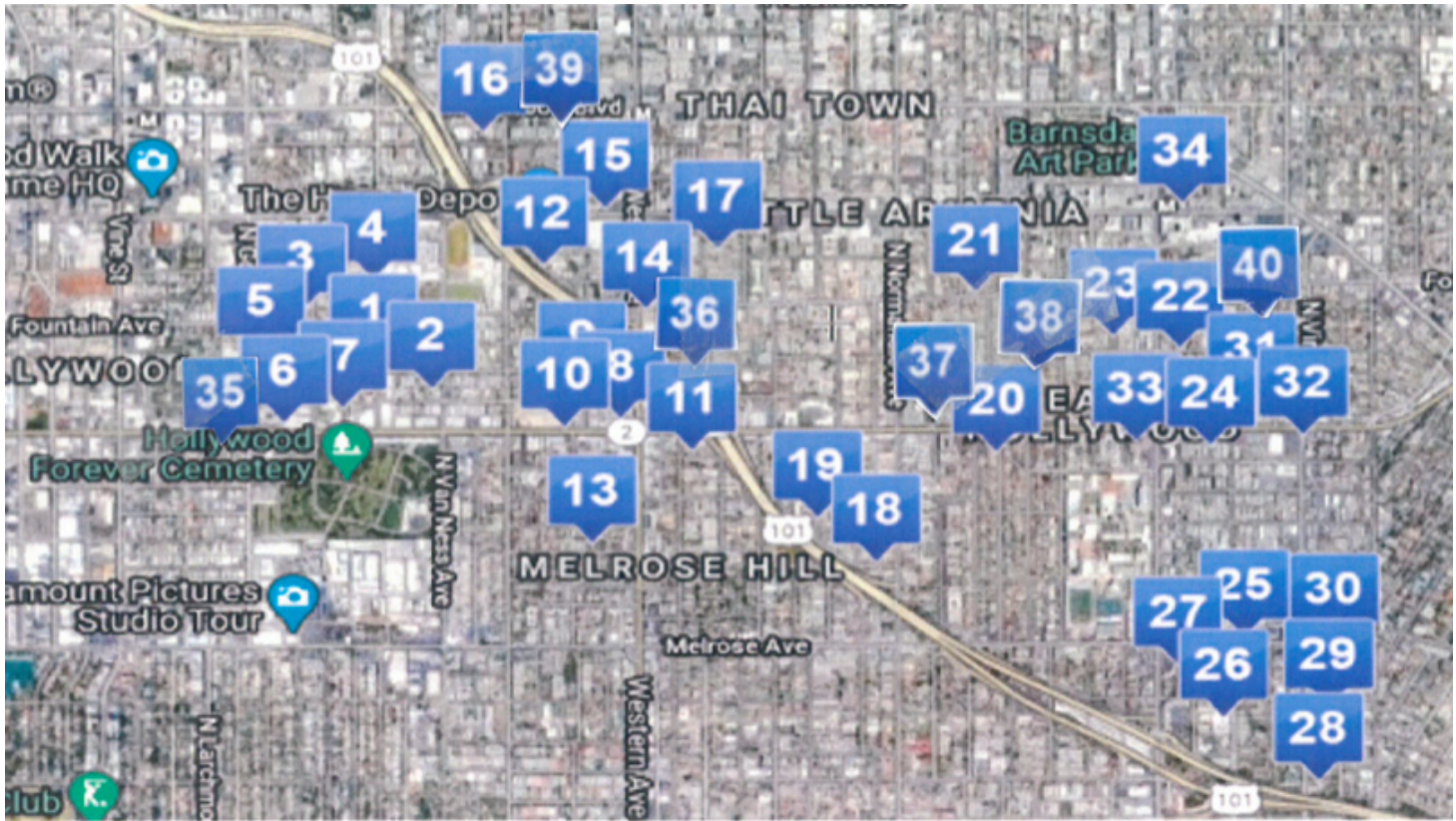
The Project's Categorical Exemption fails to acknowledge the impacts resulting from the proposed development. Per the California Environmental Quality Act (CEQA) Guidelines Section 15300.2, a Class 32 exemption must be consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulation. Yet the project is at odds with the General Plan, the Hollywood Community Plan, the Specific Plan, and AB 283.

Furthermore, CEQA Guidelines Section 15300.2 requires environmental review if cumulative impacts are significant. Under CEQA, when an agency is making an exemption determination it may not ignore evidence of an unusual circumstance creating a reasonable possibility of a significant environmental impact. Likewise, an agency may not avoid assessing environmental impacts by failing to gather relevant data. The city argues that environmental review is unnecessary because there were no findings of environmental impacts.

Yet the courts have warned against such a "mechanical application" in situations where agencies have failed to gather the data necessary for an informed decision. Because CEQA places the burden of environmental investigation on government rather than the public, an agency should not be allowed to hide behind its own failure to gather relevant data.

A CEQA categorical exemption is inapplicable when the cumulative impact of successive projects of the same type over time is significant. The cumulative impact of the proposed project in conjunction with other developments in Hollywood has not been analyzed. The city cites only 17 other proposed or approved developments within the vicinity of the Project site, using an arbitrary radius of 1,500 feet for analysis. There is no legal basis for the limited scope of this review. Note below a list of 42 TOC/density bonus projects that have been proposed or approved in just the last two years in the East Hollywood area:

	Address of proposed TOC/DB projects	Existing	Proposed	Increase	Case No.
1	5817-5823 Lexington Ave.	4 units	21 units	17 units	DIR-2019-5388-DB
2	5806-5812 Lexington Ave.	2 units	17 units	15 units	DIR-2019-7067-TOC
3	1310-1316 N. Gordon St.	None	60 units	60 units	DIR-2019-7670-DB
4	1333-1343 N. Tamarind Ave.	3 units	45 units	45 units	DIR-2019-3141-DB
5	1222 N. Beachwood Dr.	3 units	11 units	8 units	DIR-2019-4192-DB
6	1130-1132 N. Beachwood Dr.	2 units	15 units	13 units	DIR 2018-723-TOC
7	1151-1153 N. Gordon St.	2 units	14 units	12 units	PAR-2018-5490-TOC
8	5530 Virginia Ave.	None	64 units	64 units	PAR-2018-4912-TOC
9	5533 Virginia Ave.	2 units	23 units	21 units	DIR 2017-4807-TOC
10	5537-5547 Santa Monica Blvd.	None	60 units	60 units	PAR-2018-4907-TOC
11	5412 Santa Monica Blvd.	None	60 units	60 units	DIR-2018-5887-TOC
12	5627 Fernwood Ave.	None	60 units	60 units	DIR 2017-4872-TOC
13	5456 Barton Ave.	1 unit	7 units	6 units	PAR-2018-4295-TOC
14	5460 Fountain Ave.	None	49 units	49 units	ADM-2018-3871-TOC
15	5509-5529 Sunset Blvd.	None	412 units	412 units	CPC-2019-4639-CU-DB-SPE
16	5717 Carlton Way	4 units	39 units	35 units	DIR-2017-2680-TOC-SPP
17	1341 - 1349 N. Hobart Blvd.	9 units	29 units	20 units	DIR-2019-790-TOC
18	908 N. Ardmore Ave.	6 units	33 units	27 units	DIR 2018-3931-TOC
19	926-932 N. Kingsley Dr.	5 units	37 units	32 units	DIR-2019-2038-TOC
20	4904-4920 Santa Monica Blvd.	None	62 units	62 units	DIR-2020-667-TOC
21	1301 N. Alexandria Ave.	3 units	16 units	13 units	DIR-2019-5422-TOC
22	1220 N. Vermont Ave.	None	29 units	29 units	DIR-2019-1254-TOC
23	1225 N. Vermont Ave.	None	58 units	58 units	DIR-2019-909-TOC-SPP
24	4626-4644 Santa Monica Blvd.	None	177 units	177 units	DIR-2019-337-SPP-SPPA-TOC-SPR
25	4100 Melrose Ave.	None	33 units	33 units	DIR 2018-7575-TOC
26	627 N. Juanita Ave.	1 unit	17 units	16 units	DIR 2018-1421-TOC-SPP
27	636-642 N. Juanita Ave.	2 units	33 units	31 units	DIR-2019-970-SPP-TOC
28	516 N. Virgil Ave.	1 unit	16 units	15 units	DIR-2019-4185-SPP-TOC
29	611-615 N. Virgil Ave.	None	30 units	30 units	DIR-2019-7613-TOC
30	700-710 N. Virgil Ave.	None	37 units	37 units	DIR-2020-783-TOC
31	4575 Santa Monica Blvd.	None	14 units	14 units	DIR-2018-347-TOC-SPP-SPPA
32	4537-4545 Santa Monica Blvd.	None	23 units	23 units	DIR-2019-2431-TOC
33	4704-4722 Santa Monica Blvd.	4 units	197 units	194 units	DIR-2019-5645-TOC
34	4629-4651 Maubert Ave.	14 units	153 units	139 units	DIR-2019-3760-SPP-TOC
35	1121 N. Gower St.	None	169 units	169 units	CPC-2020-3253-DB-SPR-HCA
36	5430 Virginia Ave.	5 units	65 units	60 units	DIR-2020-4087-RDP-HCA
37	4750 Santa Monica Blvd.	1 unit	85 units	84 units	DIR-2020-4249-TOC-SPP-VHCA
38	1227 N. Berendo St.	1 unit	17 units	16 units	DIR-2020-2780-TOC-SPR-HCA
39	5600 Hollywood Blvd.	14 units	200 units	186 units	CPC-2020-4296-CU-DB-SPP-RDP-SPR-VHCA-PHP
40	1111 N. Madison Ave.	None	41 units	41 units	APCC-2020-3957-SPE-SPP-TOC
41	1114 N. Heliotrope Dr.	1 unit	26 units	25 units	DIR-2021-1238-TOC-SPP-HCA
42	1115 N. Berendo St.	2 units	26 units	24 units	DIR-2021-1538-TOC-SPP-HCA
	Totals	Existing 92 units	Proposed 2,528 units	Increase 2,488 units	41 of the 42 projects claim to be categorically exempt



Above: Map of proposed TOC/density bonus projects within vicinity of the 4750 Santa Monica project.

As applied to a categorical exemption, CEQA Guidelines Section 15300.2(b) provides an exemption cannot be utilized “when the cumulative impact of successive projects of the same type in the same place over time is significant.”

Under CEQA, when an agency is making an exemption determination it may not ignore evidence of an unusual circumstance creating a reasonable possibility of a significant environmental impact. Committee to Save the Hollywoodland Specific Plan v City of Los Angeles (2008) 161 Cal.App.4th 1168, 1187 (city approval set aside because city failed to consider proffered evidence regarding historic wall).

Likewise, an agency may not avoid assessing environmental impacts by failing to gather relevant data. The city’s determination letter contains no findings to justify the categorical exemption. Instead, the city relies on reports from the applicant’s land use consultant, Rincon Consultants, Inc. of Riverside to make its determination of no significance. These reports have not been made readily available to the public within the timeframe of filing this appeal, nor has the city posted an email cited in the determination letter at page 31, which states that the Office of historic Resources “*confirmed*” that the existing structures on the site “are not considered historic.”

As noted in this appeal, the project is NOT consistent with the applicable general plan designation and all applicable general plan policies, as well as with the applicable zoning designation and regulations. The project essentially amends the city’s general plan to create a Regional Center development. Approval of the project WOULD result in significant effects relating to noise and vibrations, and air quality.

“The ‘foremost principle’ in interpreting CEQA is that the Legislature intended the act to be read so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language.” Communities for a Better Env’t v. Cal. Res. Agency (2002) 103 Cal.App.4th 98, 109 (CBE v. CRA).

III. CONCLUSION

For the above reasons, we request that the Commission overturn the Director of Planning’s unwarranted approval of Case No. DIR-2020-4249-TOC-SPP-VHCA

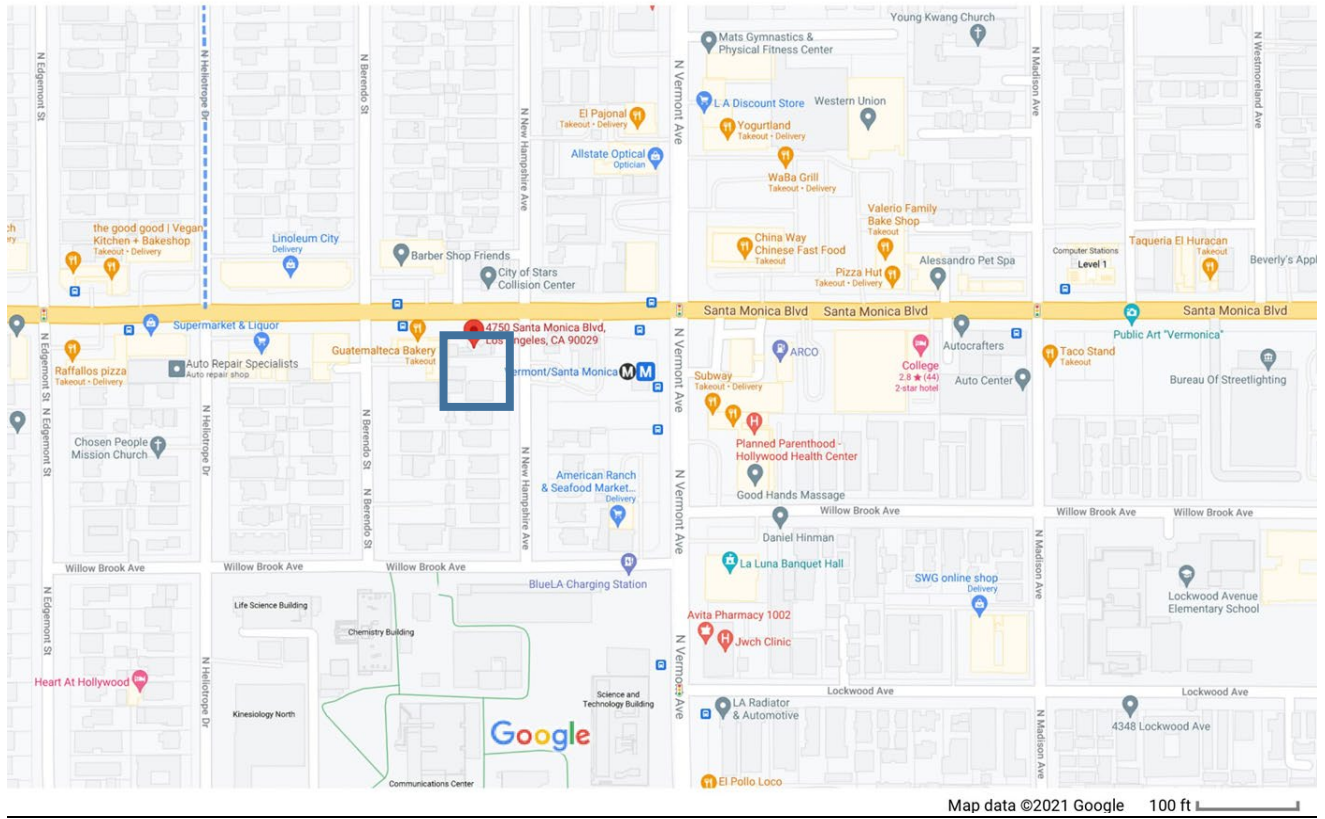
B – MAPS

B.1 - VICINITY MAP

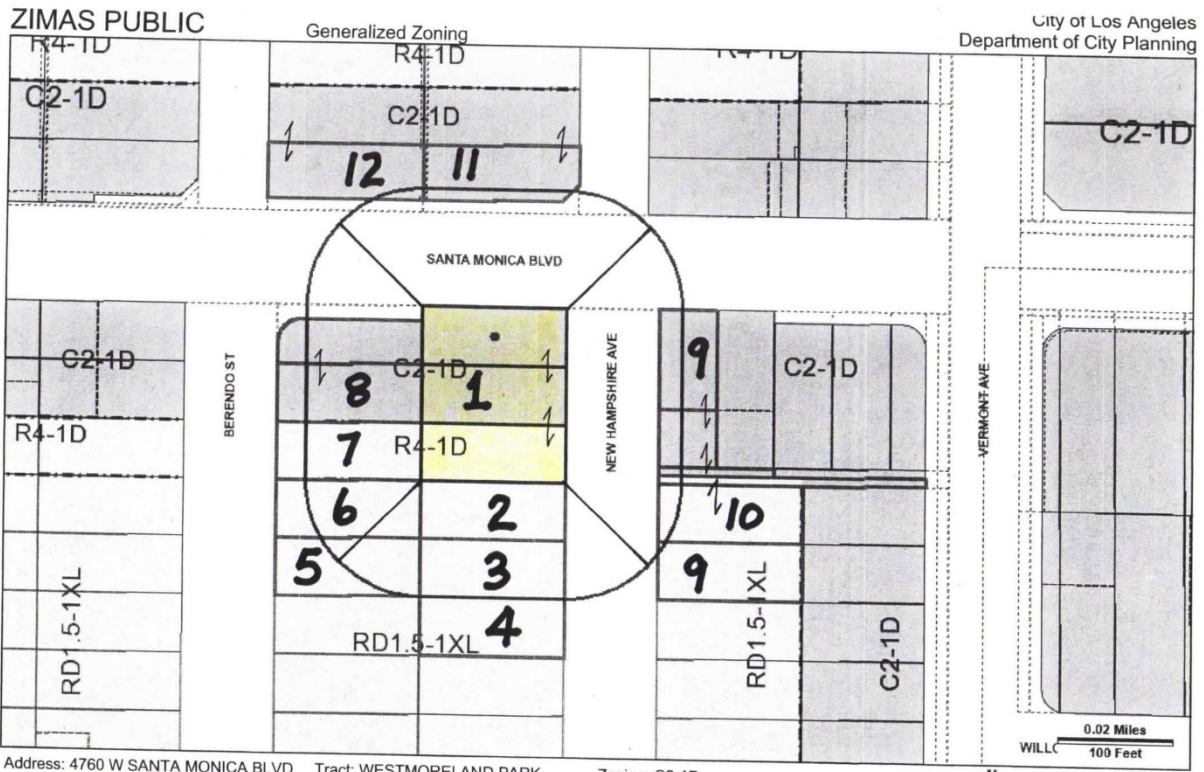
B.2 - RADIUS MAP

B.3 - ZIMAS MAP

Vicinity Map

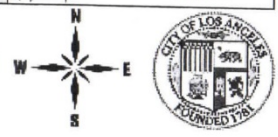


Radius Map



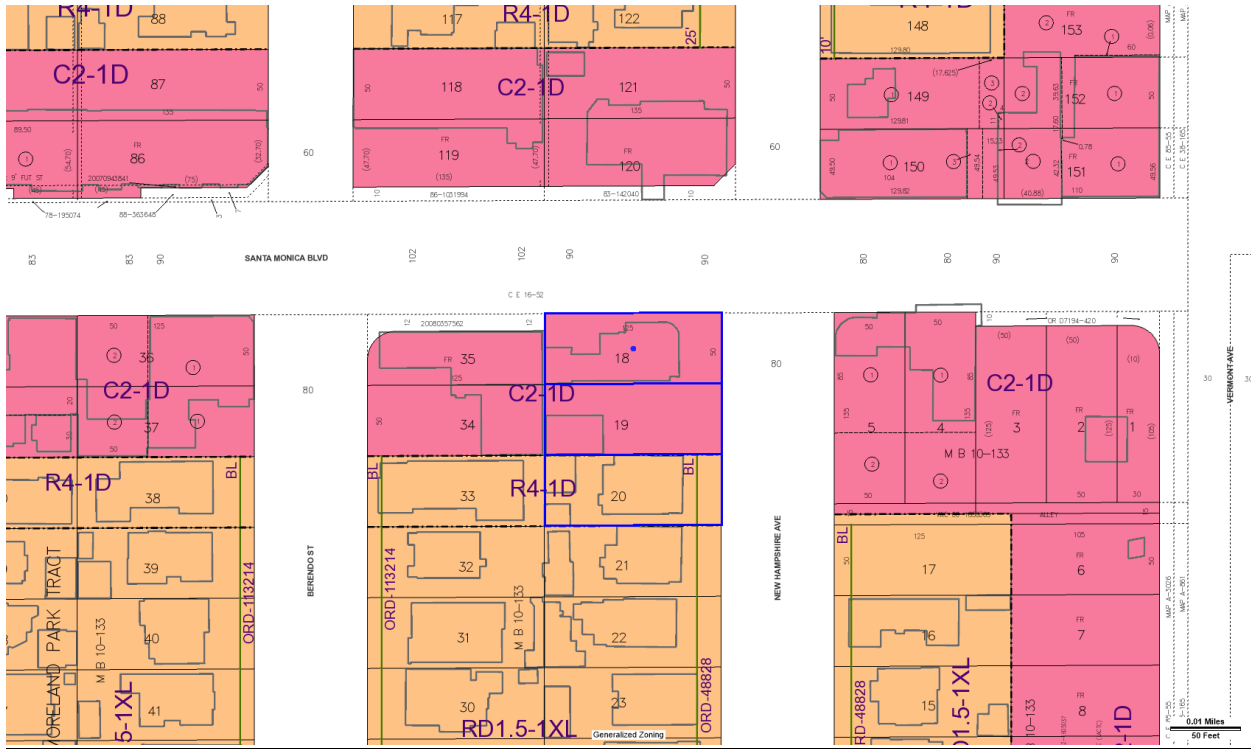
Address: 4760 W SANTA MONICA BLVD Tract: WESTMORELAND PARK Zoning: C2-1D
 Tract: TRACT
 Block: None General Plan: Highway Oriented Commercial

APN: 5538021001
 PIN #: 144B197 755



100' RADIUS MAP	
 CONTINENTAL MAPPING SERVICE 6315 VAN NUYS BLVD. VAN NUYS, 91401 (818) 787-1663	CASE NO.: DATE: 6-15-2020
	CMS 20-1936

ZIMAS Map



DIR-2019-4249-TOC-SPP-VHCA-1A
4750-4760 West Santa Monica Boulevard, 1033-1039 North New Hampshire Avenue

EXHIBITS

C – DIR-2020-4249-TOC-SPP-VHCA LETTER OF DETERMINATION

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

CAROLINE CHOE
VICE-PRESIDENT

DAVID H. J. AMBROZ

HELEN LEUNG
KAREN MACK

DANA M. PERLMAN

YVETTE LOPEZ-LEDESMA

AJAY RELAN

JENNA HORNSTOCK

CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

VINCENT P. BERTONI, AICP
DIRECTOR

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

VACANT
DEPUTY DIRECTOR

**DIRECTOR'S DETERMINATION
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM
VERMONT/WESTERN SNAP
PROJECT PERMIT COMPLIANCE REVIEW**

March 12, 2021

Applicant

Jared Brenner-Goldstein
Canfield Development Inc.
10474 Santa Monica Boulevard,
Suite 402
Los Angeles, CA 90025

Property Owner

Pedro Davila
4750 West Santa Monica Boulevard
Los Angeles, CA 90029

Representative

Matthew Hayden
Hayden Planning
10100 Venice Boulevard
Los Angeles, CA 90232

Case No. DIR-2020-4249-TOC-SPP-VHCA

CEQA: ENV-2020-4250-CE

Specific Plan Subarea: C – Community Center

Location: 4750 West Santa Monica
Boulevard (4750-4760 West
Santa Monica Boulevard, 1033-
1039 North New Hampshire
Avenue)

Council District: 13 – O'Farrell

Neighborhood Council: East Hollywood

Community Plan Area: Hollywood

Land Use Designation: Highway Oriented Commercial

Zone: C2-1D, R4-1D

Legal Description: Lots 18-20,
WESTMORELAND PARK
TRACT

Last Day to File an Appeal: March 29 2021

DETERMINATION

Pursuant to the Los Angeles Municipal Code (LAMC) Section 12.22 A.31, as the designee of the Director of Planning, I hereby:

Determine that based on the whole of the administrative record as supported by the justification prepared and found in the environmental case file, the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332 (Class 32 - In-Fill Development Project), and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources applies.

Approve with Conditions an 80 percent increase in density, 36 percent increase in Floor Area Ratio (FAR), and no residential parking spaces consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program for a qualifying Tier 4 project totaling 85 dwelling units, reserving 10 units for Extremely Low Income Household occupancy for a period of 55 years, with the following two (2) Additional Incentives:

- a. **Height.** A 22-foot increase in height to permit 97 feet of maximum building height in lieu of the maximum 75 feet otherwise permitted per the underlying zone;
 - (i) An increase of 11 feet in height to the setback requirement per the SNAP which requires that no portion of any structure located in Subarea B or C shall exceed more than 30 feet in height within 15 feet of the front property line, along Santa Monica Boulevard.
 - (ii) An increase of one-story in height to the setback requirement per the SNAP which requires that all buildings with a property line fronting on a major highway, including Santa Monica Boulevard, have the second-floor set back 10 feet from the first-floor.
- b. **Open Space.** A 25 percent reduction to permit a minimum 6,919 square feet of overall usable open space in lieu of the minimum 9,225 square feet otherwise required; and

Pursuant to Los Angeles Municipal Code (LAMC) Section 11.5.7 C and the Vermont/Western Station Neighborhood Area (SNAP) Specific Plan Ordinance No. 186,735, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

Approve with Conditions a Project Permit Compliance Review for the demolition of one (1) commercial building, one (1) storage building, one (1) two-story single-family dwelling and accessory buildings; and the construction, use and maintenance of an eight-story, mixed-use building, with two (2) levels of subterranean parking, 76,650 square feet of floor area, consisting of 85 dwelling units and 1,137 square feet of commercial floor area, within Subarea C (Community Center) of the Vermont/Western SNAP Specific Plan;

The project approval is based upon the attached Findings, and subject to the attached Conditions of Approval:

CONDITIONS OF APPROVAL

TOC Affordable Housing Incentive Program Conditions

1. **Residential Density.** The project shall be limited to a maximum density of 85 residential dwelling units, including On-Site Restricted Affordable Units.
2. **On-Site Restricted Affordable Units.** Ten (10) 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 the Los Angeles Housing and Community Investment Department (HCIDLA) to make 10 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 SB 330 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 Transit Oriented Communities (TOC) Affordable Housing Incentive Program Background and Housing Replacement (SB 330 Determination) sections of this determination.
5. **Floor Area Ratio (FAR).** The maximum FAR shall be limited to 4.09:1, or 76,650 square feet.
6. **Automobile Parking.** Automobile parking shall be provided consistent with LAMC Section 12.22 A.31, which permits no residential parking for a project located in Tier 4 TOC Affordable Housing Incentive Area and no more than 127 residential parking spaces, 42 guest parking spaces, and two (2) commercial parking spaces, for a total of 171 parking spaces per the SNAP.
 - a. Any future guest parking spaces must be shared with designated commercial spaces.
 - b. If more guest parking spaces are allowed than commercial parking spaces, the proposed project cannot exceed the maximum two (2) spaces allowed per the SNAP.
7. **Height.** The project shall be limited to a maximum building height of 97 feet, 0 inches, as measured from grade to the highest point of the structure pursuant to the TOC Affordable Housing Incentive Program. Architectural rooftop features as identified in LAMC Section 12.21.1 B.3 may be erected up to 10 feet above the height limit, if the structures and features are set back a minimum of 10 feet from the roof perimeter and screened from view at street level.
8. **Building Stepback.** The project shall set the second floor mezzanine floor back from the first-floor frontage by a minimum of 10 feet. The project shall be limited to 41 feet in height

for the portion of the building located within 15 feet from the front property line along Santa Monica Boulevard.

9. **Open Space.** The project shall provide a minimum of 6,919 square feet of usable open space pursuant to the TOC Affordable Housing Incentive Program, of which 1,730 square feet must be located at grade level or first habitable room level. The common open space shall be open to the sky, must be at least 600 square feet in size, and have a minimum dimension of 20 feet when measured perpendicular from any point on each of the boundaries of the open space area. Balconies shall have a minimum dimension of six feet and patios shall have a minimum dimension of 10 feet. Balconies and patios not meeting the minimum dimension requirements when measured perpendicular from any point on each of the boundaries of the open space area cannot be counted towards the square-footage allocated towards meeting the overall usable open space requirement.

SNAP Conditions

10. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Central Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code, the project conditions, or the project permit authorization.
11. **Parks First.** Prior to the issuance of a Certificate of Occupancy, the applicant shall complete the following:
 - a. Make a payment to the Department of Recreation and Parks (RAP) for the required Park Fee pursuant to LAMC Section 17.12. Contact RAP staff by email at rap.parkfees@lacity.org, by phone at (213) 202-2682 or in person at the public counter at 221 N. Figueroa St., Suite 400 (4th Floor), Los Angeles, CA 90012 to arrange for payment.
 - b. Make a payment of \$361,200 to the Parks First Trust Fund for the net increase of 84 residential dwelling units. The calculation of a Parks First Trust Fund Fee to be paid pursuant to the Vermont/Western SNAP shall be off-set by the Park Fee paid pursuant to LAMC Section 17.12 as a result of the project.
 - c. The applicant shall provide proof of payment for the Park Fee to the Department of City Planning (DCP), Central Project Planning Division staff to determine the resulting amount of Parks First Trust Fund Fee to be paid. DCP staff shall sign off on the Certificate of Occupancy in the event there are no resulting Parks First Trust Fund Fee to be paid.
 - d. In the event there are remaining Parks First Trust Fund Fee to be paid, the applicant shall make a payment to the Office of the City Administrative Officer (CAO), Parks First Trust Fund. Contact Jennifer Shimatsu of the CAO directly at (213) 978-7628 or Jennifer.Shimatsu@lacity.org to arrange for payment. The applicant shall submit proof of payment for the Parks First Trust Fund Fee to DCP staff, who will then sign off on the Certificate of Occupancy.
 - e. All residential units in a project containing units set aside as affordable for Very Low or Low Income Households that are subsidized with public funds and/or Federal or State Tax Credits with affordability covenants of at least 30 years are exempt from the Parks First Trust Fund.

12. **Use.** The proposed residential use shall be permitted on the subject property. The project is allowed C4 uses on the subject property. Any change of use within the project site is required to obtain a Project Permit Compliance Review approval before any permit clearance is given. Commercial Uses shall be limited to the ground floor only.
13. **Bicycle Parking.** The project shall provide a minimum of 48 residential bicycle parking spaces and a minimum of four (4) commercial bicycle parking spaces on site, as shown in Exhibit "A".
14. **Setback.** No front, side or rear yard setbacks shall be required.
15. **Streetscape Elements.**
 - a. **Street Trees.** Street trees must be installed and maintained prior to issuance of the building permit or suitably guaranteed through a bond and all improvements must be completed prior to the issuance of a Certificate of Occupancy.
 - i. Four (4), 36-inch box shade trees shall be provided in the public right-of-way along Santa Monica Boulevard and five (5) 36-inch box shade trees shall be provided in the public right-of-way along New Hampshire Boulevard, subject to the Bureau of Street Services, Urban Forestry Division requirements. The project site currently includes two (2) existing trees within the 125 feet of frontage along Santa Monica Boulevard and six (6) existing trees within the 150 feet of frontage along New Hampshire Boulevard. Whether the street trees should remain or should be replaced is subject to the Bureau of Street Services, Urban Forestry Division.
 - ii. A tree well cover shall be provided for each new and existing tree in the public right-of-way adjacent to the subject property to the satisfaction of the Bureau of Street Services.
 - iii. The applicant shall be responsible for new street tree planting and pay fees for clerical, inspection, and maintenance per the Los Angeles Municipal Code Section 62.176 for each tree.
 - iv. An automatic irrigation system shall be provided.

Note: Contact the Urban Forestry Division, Subdivision staff, at (213) 847-3088 for site inspection prior to any street tree work.
 - b. **Bike Racks.** Two (2) simple black painted bike racks shall be provided in the public right-of-way along Santa Monica Boulevard and three (3) simple black painted bike racks shall be provided in the public right-of-way along New Hampshire Boulevard. Bike racks shall be installed three feet from the curb edge or per the City of Los Angeles Department of Transportation requirements.
 - c. **Trash Receptacles.** One (1) trash receptacle painted black shall be provided, maintained, and emptied by the project owner, and placed in the public right-of-way along Santa Monica Boulevard subject to the requirements of the Department of Public Works.
16. **Vehicular Access (New Hampshire Avenue).** Vehicular access to the project shall be provided from New Hampshire Avenue. If the project is revised to provide vehicular access from Santa Monica Boulevard, only one curb cut that is 20 feet in width is permitted, unless otherwise required by the Departments of Public Works, Transportation, or Building and Safety. Approval by the Departments of Public Works, Transportation, or Building and Safety

for a curb cut exceeding 20 feet in width must be provided to the Department of City Planning once received.

17. **Pedestrian Entrance.** As illustrated in 'Exhibit A', the pedestrian entrance lobby shall be provided along Santa Monica Boulevard and the entrance to the commercial ground floor space shall be provided along Santa Monica Boulevard or at the intersection of Santa Monica Boulevard and New Hampshire Boulevard.
18. **Utilities.** All new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made by the applicant for future underground service.
19. **Transparent Elements.** Transparent building elements as windows and doors shall occupy at least 50% of the exterior surface of the ground floor facades of the front and side elevations.
 - a. At least 545.50 square feet of the ground floor façade shall be constructed with transparent building materials along Santa Monica Boulevard, consistent with Exhibit "A", Sheet AC-6.
 - b. At least 805.50 square feet of the ground floor façade shall be constructed with transparent building materials along New Hampshire Avenue, consistent with Exhibit "A", Sheet AC-6
20. **Façade Relief.** As illustrated in 'Exhibit A', exterior walls shall provide a break in plane for every 20 feet horizontally and every 30 feet vertically.
21. **Building Materials.** As illustrated in 'Exhibit A', building facades shall utilize metal, cement plaster, and glass on all elevations, thereby providing at least two types of complimentary building materials on all elevations.
22. **Surface Mechanical Equipment.** All surface or ground-mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets, shall be screened from public view and treated to match the materials and colors of the building which they serve.
23. **Roof Lines.** As illustrated in 'Exhibit A', all rooflines in excess of 40 feet are broken up through the use of gables, dormers, plant-ons, cutouts, or other appropriate means
24. **Rooftop Appurtenances.** All rooftop equipment and building appurtenances shall be screened from any street, public right-of-way, or adjacent property with enclosures or parapet walls constructed of materials complimentary to the materials and design of the main structure.
25. **Trash, Service Equipment and Satellite Dishes.** Trash, service equipment and satellite dishes, including transformer areas, shall be located away from streets and enclosed or screened by landscaping, fencing or other architectural means. The trash area shall be enclosed by a minimum six-foot high decorative masonry wall. Each trash enclosure shall have a separate area for recyclables. Any transformer area within the front yard shall be enclosed or screened.
26. **Design of Entrance.** The applicant shall submit detailed elevations of the ground floor illustrating that all pedestrian entrances, including entries to commercial and retail stores, lobby area, and the pedestrian throughways, are accented with architectural elements such as columns, overhanging roofs, or awnings. The location of Entrances shall be in the center of the façade or symmetrically spaced if there are more than one.

27. **Landscape Plan.** The applicant shall submit a final landscape plan prepared by a licensed landscape architect showing enhanced paving such as stamped concrete, permeable paved surfaces, tile and/or brick within paved areas in front, side and rear yards. All open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped.
28. **Irrigation Plan.** A final irrigation plan shall be prepared and included.
29. **On-Site Lighting.** The applicant shall install on-site lighting along all vehicular and pedestrian access ways. Installed lighting shall provide $\frac{3}{4}$ -foot-candle of flood lighting intensity as measured from the ground. Lighting must also be shielded from projecting light higher than 15 feet above ground level and away from adjacent property windows. The maximum height of any installed lighting fixture shall not exceed 14 feet in height.
30. **Security Devices.** If at any time during the life of the project the property owner wishes to install security devices such as window grilles and/or gates, such security devices shall be designed so as to be fully concealed from public view. The applicant shall be required to acquire approval from the Department of City Planning, Central Project Planning Division for the installation of any security devices on the exterior or the structure through a building permit clearance sign off.
31. **Noise.** The project is allowed to comply with the interior noise study ('Exhibit B') produced by acoustical engineer, Chris Kezon and John LoVerde, dated January 18, 2021, as an alternative means of sound insulation sufficient to reduce interior noise levels below 45 dBA in any habitable room having a line of sight to a public street or alley. In accordance with the noise study, the following materials will be utilized within the project:
 - Zone A shall utilize the following materials: windows with a rating of STC 35 and swing doors with a rating of STC 31.
 - Zone B shall utilize the following materials: windows with a rating of STC 33, swing doors with a rating of STC 31, and sliding door with a rating of STC 33.
 - Zone C shall utilize the following materials: windows with a rating of STC 28, swing doors with a rating of 28, and sliding doors with a rating of 28.
 - The remaining units shall not have an STC requirement but it is recommended to incorporate materials with an STC rating of 28.

Revised plans shall be submitted at the time of condition clearance to notate the Window and Door Schedules for Zones A-C and document compliance with these STC ratings.

32. **Future Signage.** All future signs shall be reviewed by Project Planning staff for compliance with the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan and Design Guidelines. Filing for a Project Permit shall not be necessary unless a Project Permit Adjustment, Exception, or Amendment is required. Any pole, roof, or off-site sign, any sign containing flashing, mechanical or strobe lights are prohibited. Canned/Cabinet signs should not be used.
33. **Freestanding Walls.** New freestanding walls and fences shall be decorative with an architectural element at intervals of no more than 20 feet. All freestanding walls and fences shall be set back from the property line adjacent to a public street with a three-foot landscaped buffer. No chain-link, barbed and concertina fences shall be permitted.

Administrative Conditions

34. **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 "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.
35. **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.
36. **Approval, Verification and Submittals.** Copies of any approvals guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
37. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
38. **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.
39. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
40. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
41. **Recording Covenant.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center at the time of Condition Clearance for attachment to the subject case file.
42. **Indemnification and Reimbursement of Litigation Costs.** The applicant shall do all of the following:
 - (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental

review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out 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.
- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

PROJECT BACKGROUND

The subject site consists of three (3) contiguous parcels with 125 feet of frontage along the southerly side of Santa Monica Boulevard and 150 feet of frontage along the westerly side of New Hampshire. The subject site is 18,741.81 square feet in size according to a survey prepared by Justin Denver Holt, Land Surveyor, License No. 9008. The project site is located within the Hollywood Community Plan and Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan. Lots 18 and 19 are zoned C2-1D and Lot 20 is zoned R4-1D, the entirety of the site is designated for Highway Oriented Commercial land uses and is currently improved with one (1) commercial building, one (1) storage building, one (1) two-story single-family dwelling, and accessory buildings. All structures on-site will be demolished.

The applicant requests a Project Permit Compliance to permit for the demolition of one (1) commercial building, one (1) storage building, one (1) two-story single-family dwelling, and accessory buildings; and the construction, use, and maintenance of eight-story, mixed-use building, with two (2) levels of subterranean parking, 76,650 square feet of floor area, consisting of 85 dwelling units and 1,137 square feet of commercial floor area, and measuring 97 feet in height. The project provides 6,930 square feet of open space, two (2) commercial parking spaces, 72 residential parking spaces, and no guest parking spaces.

The applicant is seeking a discretionary approval of the TOC Housing Incentive Program with the following incentives:

Base Incentives:

1. 80 percent increase in density;
2. 36 percent increase in Floor Area Ratio (FAR);
3. No residential parking

Additional Incentives:

1. Height increase to the maximum building height per the SNAP and stepback requirements per the SNAP;
2. 25 percent reduction in the overall usable open space requirement,

The surrounding area is characterized by level topography, improved streets and commercial and multi-residential buildings. Properties to the north, west and east are zoned C2-1D and R4-1D, developed with commercial and residential uses, and located within Subarea C (Community Center) of the SNAP. The property to the south is zoned RD1.5-1XL and is developed with residential uses and located within Subarea C (Community Center) of the SNAP.

Urban Design Review

On October 14, 2020, the proposed project was taken to Urban Design Studio's (UDS) Office Hours for review. UDS' Office Hours function is to provide input directly to the project planner at meetings. The Studio's feedback focuses on ways a project can be improved to comply more fully with the Studio's three (3) design approaches which are: 1) Pedestrian First Design, 2) 360 Degree Design, and 3) Climate Adaptive Design. At this meeting, UDS had comments relating to the size of the pedestrian lobby, location of the long-term bicycle parking spaces, the transformer screening, landscaping, and exterior color choices. In response, the applicant has expanded the pedestrian lobby, created a wider entrance to the long-term bike parking area, changed the screening of the transformer to a low shrub, replaced planting, and changed the building colors to lighter colors.

HOUSING REPLACEMENT (SB 330 DETERMINATION) BACKGROUND

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

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

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

In addition to the requirements of California State Density Bonus Law, on October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2025. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied 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 September 28, 2020, that one (1) unit is subject to replacement pursuant to 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).

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND

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

The TOC Guidelines, adopted September 22, 2017, establish a tier-based system with varying development bonuses and incentives based on a project’s distance from different types of transit. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased

incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

The project site is located within 295 feet from the Vermont/Santa Monica Metro Red Line Station and Metro Rapid Bus 704, which qualifies the site as Tier 4 of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Guidelines) according to the TOC Referral Form dated November 9, 2020.

Pursuant to the TOC Guidelines, the project is eligible for Base Incentives and up to three (3) Additional Incentives for setting aside 10 percent of the total 85 units and 11 percent of the base 47 units, respectively, for Extremely Low Income Households. Base Incentives include: (1) an increase of the maximum allowable number of dwelling units permitted by 80 percent, (2) an increase of the maximum allowable floor area ratio (FAR) by 36 percent; and (3) a zero residential automobile parking requirement. The applicant requests two (2) Additional Incentives as follows: (1) 22-foot, 0-inch increase in height to permit 97 feet of maximum building height in lieu of the maximum 75 feet otherwise permitted in Subarea C; and (2) a 25 percent reduction to permit a minimum 6,919 square feet of overall usable open space in lieu of the minimum 9,225 square feet otherwise required.

The project site is zoned C2-1D on Lots 18 and 19 and zoned R4-1D on Lot 20. C2-1D allows R4 density, which complies with Subarea C Section 9.A of the SNAP which states that only R4 density is allowed regardless of the underlying zone. Thus, residential density of the subject property is limited to a maximum of one dwelling unit for each 400 square feet of lot area. The R4 density allows a maximum base density of 47 units on a 18,741.81 square-foot site. The project is permitted an 80 percent increase in density, which allows a maximum of 85 units. The project proposes a total of 85 units, which is within the maximum density permitted.

The TOC Guidelines allow a 45 percent increase in the maximum 3:1 FAR permitted for a mixed-use development per the SNAP Subarea C, thereby allowing a maximum 4.35:1 FAR. The project will contain 76,650 square feet of floor area, which results in a maximum 4.09:1 FAR, which is within the maximum permitted FAR.

Per the TOC Guidelines, the project containing 85 dwelling units within Tier 4 has no residential parking space requirements. The project proposes 72 residential parking spaces and 0 guest parking spaces which is within the TOC minimum requirement and SNAP maximum requirement, thereby satisfying this requirement.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS

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

1. ***On-Site Restricted Affordable Units.*** *In each Tier, a Housing Development shall provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages described below. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.*
 - a. *Tier 1 - 8% of the total number of dwelling units shall be affordable to Extremely Low Income (ELI) 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 4 TOC Affordable Housing Incentive Area according to the TOC Referral Form dated November 9, 2020. As part of the proposed development, the project is required to reserve at least 11 percent, or 10 units, of the total 85 units for Extremely Low Income Households. The project proposes 10 units restricted to Extremely Low Income Households. As such, the project meets the eligibility requirement for On-Site Restricted Affordable Units.

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

A Major Transit Stop is a site containing a retail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The project site is located approximately 295 feet from the Vermont/Santa Monica Metro Red Line Station and Metro Rapid Bus 704. As such, the project meets the eligibility requirement for proximity to a Major Transit Stop.

3. ***Housing Replacement.*** *A Housing Development must meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by the Department of Housing and Community Investment (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 Los Angeles Housing and Community Investment Department (HCIDLA) dated September 28, 2020, one (1) dwelling unit is subject to replacement under SB 330. The one (1) unit must be of equivalent type, with the one (1) unit restricted to Extremely Low Income household. The proposed project is reserving 10 units for Extremely Low Income households. As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Section 65915(c)(3).

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

The project is not seeking any additional density or development bonuses under the provisions of the State Density Bonus Law or any other State or local program that provides development bonuses, including, but not limited to a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Plan 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 part of the proposed development, the project is required to reserve at least 11 percent, or 10 units, of the total 85 units for Extremely Low Income Households to receive the Base Incentives listed in Section VI of the TOC Guidelines. The project is seeking two (2) Additional Incentives as follows: (1) 22-foot increase in height to permit 97 feet of maximum building height in lieu of the maximum 75 feet otherwise permitted in Subarea C; and (2) a 25 percent reduction to permit a minimum 6,919 square feet of overall usable open space in lieu of the minimum 9,225 square feet otherwise required. The project is required to set aside seven (7) percent, or four (4) units, of the base 47 units for Extremely Low Income Households to qualify for the additional incentives. The applicant is proposing to set aside a total of 10 units for Extremely Low Income Households. As such, the project meets the eligibility requirement for Base and Additional Incentives and the project will not be required to set aside any additional units for the 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).*

Projects are only required to adhere to Labor Standards identified in LAMC 11.5.11 if they are requesting more than three (3) Additional Incentives. As the project is only requesting two (2) Additional Incentives, 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 project site consists of three (3) contiguous lots, which are all located within a Tier 4 TOC Affordable Housing Incentive Area according to the TOC Referral Form dated November 9, 2020. 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. As such, this eligibility requirement does not apply.

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 (TOC) Affordable Housing Incentive Program project application in accordance with the procedures outlined in LAMC Section 12.22 A.25(g).

1. **Pursuant to Section 12.22 A.25(g) of the LAMC, the Director shall approve a density bonus and requested incentives unless the Director 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 Director 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 Very Low, Low, and Moderate Income Households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The list of incentives in the TOC Guidelines were pre-evaluated at the time the TOC 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 on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project. The following incentives allow the developer to increase the building height and reduce the open space requirements per the SNAP so that affordable housing units reserved for Extremely Low Income Households can be constructed, and the overall space dedicated to residential uses is increased. These incentives support the applicant's decision to reserve 10 units for Extremely Low Income Households.

Height: The applicant requests a 22-foot increase in height to permit 97 feet of maximum building height in lieu of the maximum 75 feet otherwise permitted in Subarea C. The requested increase in height 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 provide for affordable housing costs.

Open Space Area: The applicant requests a 25 percent reduction to permit a minimum 6,919 square feet of overall usable open space in lieu of the minimum 9,225 square feet otherwise required. The requested open space incentive 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

affordable housing costs. The requested incentive allows the inclusion of affordable housing, while still providing usable open space as intended by the Code.

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

There is no substantial evidence in the record that the proposed incentives will have a specific adverse impact. 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)). As required by Section 12.22 A.25 (e)(2), the project meets the eligibility criterion that is required for density bonus projects. The project also 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. Therefore, there is no substantial evidence that the proposed incentives will have a specific adverse impact on public health and safety.

VERMONT/WESTERN SNAP FINDINGS

- 2. The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.**

- A. Parks First.** Section 6.F of the Vermont/Western Specific Plan requires the applicant to pay a Parks First Trust Fund of \$4,300 for each new residential unit, prior to the issuance of a Certificate of Occupancy. The project proposes the demolition of one (1) commercial building, one (1) storage building, one (1) two-story single-family dwelling, and accessory buildings and the construction, use and maintenance of an eight-story, mixed-use building, with two (2) levels of subterranean parking, 76,650 square feet of floor area, consisting of 85 dwelling units and 1,137 square feet of commercial floor area, resulting in a net increase of 84 residential units. The project is therefore required to pay a total of \$361,200 into the Parks First Trust Fund. The calculation of a Parks First Trust Fund fee to be paid or actual park space to be provided pursuant to the Parks First Ordinance shall be off-set by the amount of any fee pursuant to LAMC Section 17.12 or dwelling unit construction tax pursuant to LAMC Section 21.10.1, et seq. This requirement is reflected in the Condition of Approval. As conditioned, the project complies with Section 6.F of the Specific Plan.

- B. Use.** Section 9.A of the Vermont/Western Specific Plan states that residential uses permitted in the R4 Zone by LAMC Section 12.11 and commercial uses permitted in the C4 Commercial Zone by LAMC Section 12.16 shall be permitted by-right on any lot located within Subarea C of the Specific Plan area. The subject site is 18,741.81 square feet in size, allowing a maximum of 47 base dwelling units per the underlying zone. However, the applicant is seeking a 80 percent increase in the maximum allowable density permitted in the SNAP to allow 85 dwelling units in lieu of the otherwise permitted 47 dwelling units, in exchange for setting aside 11 percent, or 10 units, of the total 85 units for Extremely Low Income households per the TOC Affordable Housing Incentive Program. The project has been conditioned to record a covenant with the Los Angeles Housing and Community Investment Department (HCIDLA) to make 10 units available to Extremely Low Income Households to ensure the applicant sets aside the required number of units for affordable housing to be

eligible for a 80 percent increase from the total density permitted by the SNAP. The project site is allowed C4 uses on the subject property and is proposing 1,137 square feet of commercial uses. Any change of use within the project site, for a use allowed under the C4 designation, is required to obtain a Project Permit Compliance Review approval before any permit clearance is given. Section 9.A.1. states that commercial uses in a Mixed-Use Project shall be limited to the Ground Floor. As illustrated in Exhibit A, and as conditioned, the commercial space shall be located on the ground floor. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 9.A of the Specific Plan.

- C. Height and Floor Area.** Section 9.B of the Vermont/Western Specific Plan requires that mixed-use projects shall not exceed a maximum building height of 75 feet and 100 percent commercial projects shall not exceed a maximum building height of 35 feet; except that roofs and roof structures for the purposes specified in Section 12.21.1 B.3 of the Code, may be erected up to 10 feet above the height limit established in this section, if those structures and features are setback a minimum of 10 feet from the roof perimeter and are screened from view at street level by a parapet or a sloping roof. The project proposes an eight-story, mixed-use building, with two (2) levels of subterranean parking, 76,650 square feet of floor area, consisting of 85 dwelling units and 1,137 square feet of commercial floor area with a maximum height of 97 feet.

The applicant is proposing an increase of 22 feet to the overall height limit of 75 feet, resulting in a total height of 97 feet to the top of the parapet for mixed-use buildings within Subarea C of the SNAP. The applicant is also requesting an increase of 11 feet in height to the stepback requirement per the SNAP which requires that no portion of any structure exceed 30 feet in height within 15 feet of the front property line and an increase of one-story in height to the stepback requirement per the SNAP which requires that all buildings with a property line fronting on a major highway, including Santa Monica Boulevard, have the second-floor set back 10 feet from the first-floor. The applicant has requested a total of two (2) Additional Incentives, regarding height and open space, and as such, the applicant is required to provide seven (7) percent of the 47 base units, or four (4) units, for Extremely Low Income Households. The applicant is already proposing to set aside an overall of 10 units for Extremely Low Income households, and as such, the applicant is providing more than the required number of affordable housing units for the Additional Incentive and is not required to provide additional units.

Height Increase			
	Limit	With TOC	Proposed
SNAP Overall Height	75'	75' + 22' = 97'	75' + 22" = 97'
SNAP Stepback #1	No portion of any structure shall exceed 30 feet in height within 15 feet of the front property line	Addition of 11-foot increase	No portion of any structure shall exceed 41 feet in height within 15 feet of the front property line
SNAP Stepback #2	2 nd floor must be set back 10 feet from 1 st floor	Addition of one floor	2 nd mezzanine floor set back 10 feet from 2 nd floor

Moreover, a mixed-use project shall not exceed a 3:1 FAR, however, the applicant is seeking an FAR increase to 4.35:1 in exchange for setting aside affordable housing units. As the FAR increase is a TOC Base Incentive, the applicant only needs to

demonstrate a set aside of 11 percent, or 10 units, of the total 85 units for Extremely Low Income households per the TOC Affordable Housing Incentive Program.

FAR Increase			
	Limit	With TOC	Proposed
SNAP FAR Mixed Use Project	3:1	3:1 + 45% = 4.35:1	3:1 + 36.33% = 4.09:1

The project site contains 18,741.81 square feet of lot area and the proposed building contains a combined floor area of 76,650 square feet, resulting in a FAR of 4.09:1 FAR which is within the maximum allowable 4.35:1 FAR per the TOC incentive, which is a 45 percent increase. Typically, TOC Guidelines would permit a 55 percent increase for properties in Tier 4, however TOC Guideline Section VI.b.v.1. notes that the maximum FAR increase shall be limited to 45 percent if the site is located within a Specific Plan or overlay district. As such, the maximum permissible FAR increase would be 45 percent, although the project is only requesting a 36.33 percent increase in FAR. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 9.B of the Specific Plan.

D. Transitional Height. Section 9.C of the Vermont/Western Specific Plan states that portions of buildings on a lot located within Subarea C adjoining or abutting a lot within Subarea A shall not exceed 25 feet in height, 33 feet in height, and 61 feet in height when located within 0-49 feet, 50-99 feet, and 100-200 feet respectively. The project site does not abut any properties located within Subarea A. Therefore, Section 9.C. of the Specific Plan does not apply.

E. Usable Open Space. Section 9.D of the Vermont/Western Specific Plan states that residential projects with two or more dwelling units must provide specified amounts of common and private open space pursuant to the standards set forth in LAMC 12.21 G.2 of the Code. The Specific Plan further stipulates that up to 75 percent of the total open space may be located above the grade level or first habitable room level of the project, and that roof decks may be used in their entirety as common or private open space, excluding that portion of the roof within 20 feet of the roof perimeter. Units containing less than three (3) habitable rooms require 100 square feet of open space per unit. Units containing three (3) habitable rooms require 125 square feet of open space per unit. Units containing more than three (3) habitable rooms require 175 square feet of open space per unit. The Vermont/Western SNAP sets forth the minimum usable open space requirement, as shown in the table below:

SNAP Minimum Usable Open Space			
	Units	Sq. Ft. Required	Usable Open Space (sq. ft.)
Dwelling Units with Less than 3 Habitable Rooms	70	100	7,000
Dwelling Units with 3 Habitable Rooms	8	125	1,000
Dwelling Units with More than 3 Habitable Rooms	7	175	1,225
Total Minimum Usable Open Space			9,225
25% located at grade or first habitable room level			2,306.25

However, the applicant is seeking a 25 percent decrease in the minimum open space requirement in the SNAP in exchange for setting aside eleven (11) percent, or ten (10) units, of the total 85 units for Extremely Low Income Households. The applicant is proposing to set aside an overall of 10 units for Extremely Low Income households.

Open Space reduction			
	Required	With TOC Tier 4	Proposed
Total	9,225	9,225 – 25% = 6,918.75	6,930
25% located at grade or first habitable room level			1,729.75

The project is therefore required to provide a total of 6,918.75 square feet of open space of which 1,729.75 square feet must be located at grade level or first habitable room level. The project proposes a total of 6,930 square feet of usable open space with 1,916 square feet of open space located at grade or first habitable room level. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 9.D of the Specific Plan.

- F. Project Parking Requirements.** Section 9.E of the Vermont/Western Specific Plan sets forth a minimum and maximum parking standard for residential projects, as shown in the tables below:

SNAP Minimum Parking Spaces			
	Parking Space Per Square Feet / Unit	Units	Parking Spaces
Dwelling Units with Less than 3 Habitable Rooms	1	15	15
Dwelling Units with 3 Habitable Rooms	1	55	55
Dwelling Units with More than 3 Habitable Rooms	1.5	15	22
Total Residential Required Spaces			92
Guest	.25	85	21
Total Minimum Required Spaces (inclusive of guest parking)			113

SNAP Maximum Parking Spaces			
	Parking Space Per Square Feet / Unit	Units	Parking Spaces
Dwelling Units with Less than 3 Habitable Rooms	1	15	15
Dwelling Units with 3 Habitable Rooms	1.5	55	82
Dwelling Units with More than 3 Habitable Rooms	2	15	30
Total Residential Allowed Spaces			127
Guest	.50	85	42
Total Maximum Allowed Spaces (inclusive of guest parking)			169

However, the applicant proposes to utilize the Automobile Parking Incentive under the TOC Housing Incentive Program, which allows zero (0) spaces per unit in Tier 4 of TOC, inclusive of guest parking spaces, in exchange for setting aside the required percentage of affordable units. The TOC Automobile Parking Incentive replaces the minimum parking requirement in the SNAP; however, the project is still subject to the maximum parking requirement per the SNAP. The SNAP limits the maximum number of residential automobile parking spaces to 127, with an additional 42 spaces allowed for guest parking, for a total of 169 parking spaces. The project will provide 72 residential parking spaces without any guest parking spaces (as permitted by TOC),

which is within the minimum and maximum requirements. Therefore, as conditioned and in conjunction with the reduced residential parking spaces per TOC, the project complies with Section 9.E of the Specific Plan.

Bicycles. Section 9.E.2 of the Vermont/Western Specific Plan requires any residential project with two (2) or more dwelling units to provide one-half (0.5) bicycle parking space per residential unit. The proposed development consists of 85 residential units, thus, requiring 42 bicycle parking spaces. Furthermore, the SNAP requires one (1) parking space for every 1,000 square feet of commercial floor area for the first 10,000 square feet, and one (1) parking space for every additional 10,000 square feet of floor area thereafter. The project proposes 1,137 square feet of commercial floor area, thereby requiring two (2) commercial parking spaces. The applicant proposes 48 residential bicycle parking spaces and four (4) commercial bicycle parking spaces within a bicycle parking room located in first through third floor levels.

Commercial Vehicle Parking. Section 9.E.3 of the Vermont/Western Specific Plan requires two (2) parking spaces per 1,000 square feet of commercial floor area, which must be shared with any guest parking spaces being proposed. The project proposes 1,137 square feet of commercial floor area, thereby allowing a maximum of two (2) commercial parking spaces. The project proposes two (2) commercial parking spaces which does not exceed the maximum SNAP requirement of two (2) commercial spaces. If guest parking spaces are designated at a later time, they must be shared with commercial spaces and the commercial parking spaces cannot be in addition to guest parking spaces. Moreover, if more guest parking spaces are allowed than commercial parking spaces, the proposed project cannot exceed the maximum two (2) spaces allowed per the SNAP.

Therefore, as proposed and conditioned, the project complies with Sections 9.E.1, 9.E.2, and 9.E.3 of the Specific Plan.

- G. Conversion Requirements.** Section 9.F of the Vermont/Western Specific Plan sets forth requirements pertaining to the conversion of existing structures to residential condominium uses. The project proposes the demolition of one (1) commercial building, one (1) storage building, one (1) two-story single-family dwelling, and accessory buildings, and the construction, use and maintenance of an eight-story, mixed-use building, with two (2) levels of subterranean parking, 76,650 square feet of floor area, consisting of 85 dwelling units and 1,137 square feet of commercial floor area. Therefore, Section 9.F of the Specific Plan does not apply.
- H. Yards.** Section 9.H of the Vermont/Western Specific Plan specifies that no front, side or rear yard setbacks shall be required for the development of any project within Subarea C. The project proposes no yard setbacks. Therefore, the project complies with Section 9.H of the Specific Plan.
- I. Pedestrian Throughways.** Section 9.G states that applicants shall provide one public pedestrian walkway, throughway, or path for every 250 feet of street frontage for the project. The pedestrian throughway shall be accessible to the public and have a minimum vertical clearance of 12 feet and a minimum horizontal clearance of 10 feet. The proposed building occupies approximately 125 feet of frontage along the southerly side of Santa Monica Boulevard and 150 feet of frontage along the westerly side of New Hampshire Avenue. As such, a pedestrian throughway is not required as part of the design of the project site. Therefore, Section 9.G of the Specific Plan does not apply.

- J. Development Standards.** Section 7.1 of the Vermont/Western Specific Plan requires that all Projects be in substantial conformance with the following Development Standards and Design Guidelines.

Development Standards

(1). **Landscape Plan.** The Development Standard for Subarea C requires that all open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by lawns and other ground coverings, allowing for convenient outdoor activity. All landscaped areas shall be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor. The landscape plan in Exhibit "A" shows that adequate landscaping will be provided throughout the project site. The project will provide five (5) street trees along the New Hampshire Avenue public right-of-way, four (4) street trees along Santa Monica Boulevard public right-of-way. The 2nd, 3rd, and 7th Floor will be landscaped with shrubbery and trees. The applicant has been conditioned to submit a final landscape plan prepared by a licensed landscape architect and a final irrigation plan. Therefore, as conditioned, the project complies with this Development Standard.

(2). **Usable Open Space.** This Development Standard requires that common usable open space must have a dimension of 20 feet when measured perpendicular from any point on each of the boundaries of the open space area and a minimum common open space area of 400 square feet for projects with less than 10 dwelling units and 600 square feet for projects with 10 dwelling units or more. Balconies shall have a minimum dimension of six feet and patios shall have a minimum dimension of 10 feet. Common open space areas, balconies, or patios not meeting the minimum dimension requirements when measured perpendicular from any point on each of the boundaries of the open space area cannot be counted towards the square-footage allocated towards meeting the overall usable open space requirement. The applicant is asking for a 25 percent reduction to permit a minimum 6,919 square feet of overall usable open space in lieu of the minimum 9,225 square feet otherwise required, in exchange for setting aside affordable housing units. The applicant has requested a total of two (2) Additional Incentives, regarding height and open space, and as such, the applicant is required to provide seven (7) percent of the 47 base units, or four (4) units, for Extremely Low Income Households. The applicant is already proposing to set aside an overall of 10 units for Extremely Low Income households, and as such, the applicant is providing more than the required number of affordable housing units for the Additional Incentive and is not required to provide additional units.

The Development Standard further stipulates that private usable open space, such as balconies with a minimum dimension of six feet, may reduce the required usable open space directly commensurating with the amount of private open space provided. The applicant proposes multiple common open space areas throughout the building in forms of amenity spaces, patios, and balconies for a total area of 3,980 square feet common open space and 2,950 square feet of private open space. Therefore, the project complies with this Development Standard.

(3). **Streetscape Elements.** The Development Standards require that any project along Vermont Avenue, Virgil Avenue, Hollywood Boulevard between the Hollywood Freeway and Western, or referred to in the Barnsdall Park Master Plan, or projects along another major and secondary highways, to conform to the standards and design intentions for improvement of the public right-of-way.

a) **Street Trees.** The Development Standards require that one 36-inch box shade tree be planted and maintained in the sidewalk for every 30 feet of

street frontage. The project site has approximately 125 feet of frontage along the southerly side of Santa Monica Boulevard and has approximately 150 feet of frontage along the westerly side of New Hampshire Avenue. Thus, requiring four (4) street trees along the public right-of-way of the project site along Santa Monica Boulevard and five (5) street trees along the public right-of-way of the project site along New Hampshire Avenue. The project proposes four (4) shade street trees within the 125 feet of street frontage along Santa Monica Boulevard and proposes five (5) street trees within the 150 feet of street frontage along New Hampshire Avenue. Therefore, as conditioned, the project complies with this Development Standard.

- b) **Tree Well Covers.** The Development Standards require that a tree well cover be provided for each new and existing street tree in the project area. The project proposes four (4) shade street trees within the 125 feet of street frontage along Santa Monica Boulevard and proposes five (5) street trees within the 150 feet of street frontage along New Hampshire Avenue. The project does not propose tree well covers as the street trees are proposed on the public parkways. The project is conditioned to provide tree well covers to the satisfaction of Bureau of Street Services. Therefore, as conditioned, the project complies with this Development Standard.
- c) **Bike Racks.** The Development Standards require one bike rack for every 50 feet of street frontage. The project site has approximately 125 feet of frontage along the southerly side of Santa Monica Boulevard and has approximately 150 feet of frontage along the westerly side of New Hampshire Avenue. Thus, two (2) bike racks are required along the public right-of-way of the project site along Santa Monica Boulevard and three (3) bike racks are required along the public right-of-way of the project site along New Hampshire Avenue. The project has been conditioned to provide two (2) bike racks along the public right-of-way of the project site along Santa Monica Boulevard and three (3) bike racks along the public right-of-way of the project site along New Hampshire Avenue. Therefore, as conditioned, the project complies with this Development Standard.
- a) **Trash Receptacles.** The Development Standards require one trash receptacle be provided in the public right of way for every 100 feet of lot frontage along a Major or Secondary Highway. The project site has approximately 125 feet of frontage along the southerly side of Santa Monica Boulevard and has approximately 150 feet of frontage along the westerly side of New Hampshire Avenue. Santa Monica Boulevard is considered a Major Highway, thus requiring one (1) trash receptacle along the public right-of-way along Santa Monica Boulevard. New Hampshire Avenue is not considered a Major or Secondary Highway. As such, this Development Standard does not apply to New Hampshire Avenue. The project has been conditioned to provide one (1) trash receptacle along the public right-of-way along Santa Monica Boulevard. Therefore, as conditioned, the project complies with this Development Standard.
- d) **Public Benches.** The Development Standards require that one public bench be provided in the public right of way for every 250 feet of lot frontage on a Major or Secondary Highway. The project site has approximately 125 feet of frontage along the southerly side of Santa Monica Boulevard and has approximately 150 feet of frontage along the westerly side of New Hampshire Avenue. Therefore, this Development Standard does not apply.

- (4). **Pedestrian/Vehicular Circulation. Pedestrian/Vehicular Circulation.** The Development Standards require that projects fronting on a main commercial street shall avoid pedestrian/vehicular conflicts by adhering to standards related to parking lot location, curb cuts, pedestrian entrances, pedestrian walkways and speed bumps. The subject property fronts along Santa Monica Boulevard. Therefore, the following Development Standards apply.
- a) **Parking Lot Location.** The Development Standards require that surface parking lots be placed at the rear of structures. The project does not propose a surface parking lot, but rather vehicle parking within the one (1) level of at-grade enclosed parking area and two (2) levels of subterranean parking area. Therefore, this Development Standard does not apply.
 - b) **Waiver.** The Director of Planning may authorize a waiver from the requirement to provide parking in the rear of the lot for mid-block lots that do not have through access to an alley or public street at the rear. The project lots do not have access to an alley or public street at the rear. The project proposes to provide all parking requirements within its subterranean parking levels and at-grade level. Therefore, this Development Standard does not apply.
 - c) **Curb Cuts.** The Development Standards allow one curb cut that is 20 feet in width for every 150 feet of street frontage when a project takes its access from a Major or Secondary Highway, unless otherwise required by the Departments of Public Works, Transportation or Building and Safety. The project proposes its vehicle ingress and egress along the New Hampshire Avenue, a local street. Therefore, this Development Standard does not apply.
 - d) **Pedestrian Entrance.** The Development Standards require that all buildings that front on a public street shall provide a pedestrian entrance at the front of the building. As shown on “Exhibit A” the project proposes a main pedestrian lobby entrance along Santa Monica Boulevard. Moreover, the retail entrance is located at the corner of Santa Monica Boulevard and New Hampshire Avenue. Therefore, the project complies with this Development Standard.
 - e) **Design of Entrances.** The Development Standards require that entrances be located in the center of the façade or symmetrically spaced if there are more than one and be accented by architectural elements such as columns, overhanging roofs or awnings. The residential entrance for the project is located along Santa Monica Boulevard and will primarily lead residents from the street to the lobby area, mailboxes, and stair and elevator access points. Moreover, the retail entrance is located at the corner of Santa Monica Boulevard and New Hampshire Avenue. Therefore, as proposed, the project complies with this Development Standard.
 - f) **Inner Block Pedestrian Walkway.** The Development Standards require that applicants provide a pedestrian walkway, throughway or path for every 250 feet of street frontage for a project. The pedestrian path or throughway shall be provided from the rear property line or from the parking lot or public alley or street if located to the rear of the project, to the front property line. The pedestrian walkway shall be accessible to the public and have a minimum vertical clearance of twelve feet, and a minimum horizontal clearance of ten feet. The project site has approximately 125 feet of frontage along the southerly side of Santa Monica Boulevard and has approximately 150 feet of frontage along the westerly side of New Hampshire Avenue. Therefore, this Development Standard does not apply.

- g) **Speed Bumps.** The Development Standards require speed bumps be provided at a distance of no more than 20 feet apart when a pedestrian walkway and driveway share the same path for more than 50 lineal feet. The proposed project does not contain a pedestrian walkway and driveway that share the same path for more than 50 lineal feet. Therefore, this Development Standard does not apply.
- (5). **Utilities.** The Development Standards require that when new utility service is installed in conjunction with new development or extensive remodeling, all proposed utilities on the project site shall be placed underground. The project does not propose any installation of new utility service at this time. However, in the event new utility lines are to be installed on the site, the Conditions of Approval require all new utility lines which directly service the lot, or lots shall be installed underground. If underground service is not currently available, then provisions shall be made for future underground service. Therefore, as conditioned, the project complies with this Development Standard.
- (6). **Building Design.** The purpose of the following provisions is to ensure that a project avoids large blank expenses of building walls, is designed in harmony with the surrounding neighborhood, and contributes to a lively pedestrian friendly atmosphere. Accordingly, the following standards shall be met:
- a) **Stepbacks.** The Development Standards require that 1) no portion of any structure exceed more than 30 feet in height within 15 feet of the front property line, and 2) that all buildings with a property line fronting on a Major Highway, including Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard, and Vermont Avenue, shall set the second floor back from the first floor frontage at least ten feet. The proposed building has a front property line along Santa Monica Boulevard. As such, the project is subject to both stepback requirements along Santa Monica Boulevard. The applicant is requesting an increase of 11 feet in height to the stepback requirement per the SNAP which requires that no portion of any structure exceed 30 feet in height within 15 feet of the front property line and an increase of one-story in height to the stepback requirement per the SNAP which requires that all buildings with a property line fronting on a major highway, including Santa Monica Boulevard, have the second-floor set back 10 feet from the first-floor, in exchange for setting aside seven (7) percent, or four (4) units, of the base 47 units for Extremely Low Income households. As seen on Sheet A3.2, A3.4 and A4.5 of "Exhibit A", the project satisfies Stepback No. 1 and Stepback No. 2. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with this Development Standard.
- b) **Transparent Building Elements.** The Development Standards require that transparent building elements such as windows and doors occupy at least 50 percent of the ground floor facades on the front and side elevations and 20 percent of the surface area of the rear elevation of the ground floor portion which has surface parking in the rear of the structure. Moreover, a "side elevation ground floor façade" has been interpreted by Staff to only mean those facades which face a street or alley and not facades along interior lot lines that face other buildings. The subject site currently has a north elevation that faces Santa Monica Boulevard and an east elevation that faces New Hampshire Boulevard. The southern and western façades are along an interior lot line that face existing buildings, not a street or surface parking area. Per "Exhibit A", Sheet AC-6, the project has a ground floor elevation area of 1,091 square feet along Santa Monica Boulevard and is providing

588 square feet of transparency. The project also has a ground floor elevation area of 1,611 square feet along New Hampshire Avenue and is providing 846 square feet of transparency. Therefore, as conditioned, the project complies with this Development Standard.

- c) **Façade Relief.** The Development Standards require that exterior walls provide a break in plane for every 20 feet horizontally and every 30 feet vertically. As seen in "Exhibit A" the project proposes horizontal and vertical plane breaks through the use of the façade incrementally stepped away from the street, change in material, recessed windows, transparency, and lineal orientation of the façade construction. Therefore, the project complies with this Development Standard.
 - d) **Building Materials.** The Development Standards require that building facades be comprised of at least two types of complimentary building materials. The project proposes the use of metal, cement plaster, and glass on all elevations of the structure. Therefore, the project complies with this Development Standard.
 - e) **Surface Mechanical Equipment.** The Development Standards require that all surface or ground mounted mechanical equipment be screened from public view and treated to match the materials and colors of the building which they serve. The plans do not indicate the location of surface mechanical equipment. However, in the event surface mechanical equipment is constructed, the Conditions of Approval require surface mechanical equipment to match the colors and materials of the building which they serve. Therefore, as conditioned, the project complies with this Development Standard.
 - f) **Roof Lines.** The Development Standards require that all rooflines in excess of 40 feet are broken up through the use of gables, dormers, plant-ons, cutouts, or other appropriate means. As seen in "Exhibit A", Sheet A3.1 – A3.4, all roof lines are continuously broken up to not exceed a horizontal roof line of 40 feet or greater. Therefore, the project complies with this Development Standard.
- (7). **Rooftop Appurtenances.** The Development Standards require that all rooftop equipment and building appurtenances shall be screened from public view or architecturally integrated into the design of the building. The proposed project currently shows mechanical equipment placed on the roof. In the event that rooftop mechanical equipment is constructed, a Condition of Approval has been included requiring said equipment and ducts be screened from view from any street, public right-of-way or adjacent property and the screening shall be solid and match the exterior materials, design and color of the building. Therefore, as conditioned, the project complies with this Development Standard.
- (8). **Trash and Recycling Areas.** The Development Standards require that trash storage bins be located within a gated, covered enclosure constructed of identical building materials, be a minimum of six feet high, and have a separate area for recyclables. The proposed project provides a minimum six-foot trash and recycle enclosure located within the first-floor level. Therefore, the project complies with this Development Standard.
- (9). **Pavement.** The Development Standards require that paved areas not used as parking and driveway areas consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile, and/or brick pavers. The project site does not currently

contain areas not being used as parking and driveway access that would require enhance paving at the ground level. Therefore, as conditioned, the project complies with this Development Standard.

- (10). **Freestanding Walls.** The Development Standards require that all freestanding walls contain an architectural element at intervals of no more than 20 feet and be set back from the property line adjacent to a public street. This project proposes a perimeter wall along the southern elevation and western elevation. As seen in "Exhibit A", Sheet A3.4b, the freestanding walls are continuously broken up to not exceed 20 feet. Therefore, the project complies with this Development Standard.
- (11). **Parking Structures – Required Commercial Frontage.** The Development Standards require that all of the building frontage along major or secondary highways, for a parking structure shall be for commercial, community facilities, or other non-residential uses to a minimum depth of 25 feet. This Development Standard applies to standalone parking structures, which the project does not propose. Therefore, this Development Standard does not apply.
- (12). **Parking Structures – Façade Treatments.** The Development Standards require parking structures be designed to match the style, materials and colors of the main building. This Development Standard applies to standalone parking structures, which the project does not propose. Therefore, this Development Standard does not apply.
- (13). **Parking Structures Across from Residential Uses.** The Development Standards require parking structures abutting or directly across an alley or public street from any residential use or zone conform to standards regarding the façade facing the residential use or zone. This Development Standard applies to standalone parking structures, which the project does not propose. Therefore, this Development Standard does not apply.
- (14). **Surface Parking Lots.** The Development Standards require at least 10 percent of the surface parking lot to be landscaped with: one (1) 24-inch box shade tree for every four parking spaces, spaced evenly to create an orchard-like effect; a landscaped buffer around the property line; and a three and a half foot solid decorative masonry wall behind a three-foot landscaped buffer. The trees shall be located so that an overhead canopy effect is anticipated to cover at least 50 percent of the parking area after 10 years of growth. The project does not propose a surface parking lot. The parking for the project is located at parking areas which are enclosed at-grade and within 2 subterranean levels. Therefore, this Development Standard does not apply.
- (15). **Surface Parking Abutting Residential.** The Development Standards require surface parking abutting or directly across an alley or public street from any residential use or zone conform to standards regarding a decorative wall and landscaping buffer. The project does not propose a surface parking lot. The parking for the project is located at parking areas which are enclosed at-grade and within 2 subterranean levels. Therefore, this Development Standard does not apply.
- (16). **On-Site Lighting.** The Development Standards require that the project include on-site lighting along all vehicular and pedestrian access ways. The Development Standards specify that the acceptable level of lighting intensity is $\frac{3}{4}$ foot-candle of flood lighting measured from the ground, a maximum mounting height of light sources shall be 14 feet, and "white" color corrected lamp color shall be used for ground level illumination. A Condition of Approval has been included to ensure that any lighting shall meet the on-site lighting standards mentioned above. Therefore, as conditioned, the project complies with this Development Standard.

- (17). **Security Devices.** The Development Standards require security devices to be screened from public view. The proposed project does not contain any type of security devices at this time. In the event that additional security devices are installed in the future, a Condition of Approval has been included requiring all proposed devices to be integrated into the design of the building, concealed and retractable. Therefore, the project complies with this Development Standard.
- (18). **Privacy.** The Development Standards require that buildings be arranged to avoid windows facing windows across property lines, or the private open space of other residential units. The applicant has provided elevations, Sheets A3.3 and A3.4, which depicts the windows of the existing adjacent structures to the south and west superimposed onto the proposed project. The elevation shows that none of the windows of adjacent property will be marginally affected by the new construction. Therefore, the project complies with this Development Standard.
- (19). **Hours of Operation.** The Development Standards require that parking lot cleaning and sweeping, trash collection and deliveries be limited between 7:00 a.m. - 8:00 p.m. Monday through Friday, and 10:00 a.m. - 4:00 p.m. on Saturdays and Sundays. The applicant has been required in the Conditions of Approval to comply with this Development Standard. Therefore, as conditioned, the project complies with this Development Standard.
- (20). **Noise Control.** The Development Standards require that any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition. The developer, as an alternative, may retain an acoustical engineer to submit evidence, specifying any alternative means of sound insulation sufficient to reduce interior noise levels below 45dBA in any habitable room. The proposed building has multiple windows along the front façade with a line of sight directly to Santa Monica Boulevard and New Hampshire Avenue. The project team submitted an alternative acoustical study, dated January 18, 2021 and prepared by Veneklasen Associates, Inc., specifying that the alternative means of sound insulation sufficient to reduce interior noise levels below 45dBA in any habitable room during case processing. As such, a Condition of Approval has been included requiring the Project to adhere to the alternative acoustical study, dated January 18, 2021 ('Exhibit B') and prepared by Veneklasen Associates to reduce interior noise levels below 45dBA in any habitable room. Therefore, as conditioned, the project complies with this Development Standard.
- (21). **Required Ground Floor Uses.** The Development Standards states that 100 percent of street level uses within Subarea C must be commercial uses up to a depth of 25 feet. The applicant proposes 1,137 square feet of retail space at the corner of Santa Monica Boulevard and New Hampshire Avenue with a depth of up to 27 feet, 6 inches. Therefore, the project complies with this Development Standard.

Design Guidelines

- (22). **Urban Form.** The Design Guidelines encourage transforming commercial streets away from a highway oriented, suburban format into a distinctly urban, pedestrian oriented and enlivened atmosphere by providing outdoor seating areas, informal gathering of chairs, and mid-block pedestrian walkways. The Guidelines also indicate that streets should begin to function for the surrounding community like an outdoor public living room and that transparency should exist between what is happening on the street and on the ground floor level of the buildings. The project is designed to enhance the pedestrian experience along Santa Monica Boulevard and New Hampshire Avenue by providing over 50 percent transparency increasing visibility into

the ground floor from the street. The project has also been conditioned to include bike racks and shade trees along the public right-of-way. Therefore, as proposed, the project complies with this Design Guideline.

(23). Building Form. The Design Guidelines encourage every building to have a clearly defined ground plane, roof expression and middle or shaft that relates the two. The ground plane of the project is defined by facades that consist of glass and cement plaster finish. The upper floors are defined by various planes that consist of different material, windows, and projections. The roof plane varies in height and material, which adds articulation to the building. Therefore, as proposed, the project complies with this Design Guideline.

(24). Architectural Features. The Design Guidelines encourage courtyards, balconies, arbors, roof gardens, water features, and trellises. Appropriate visual references to historic building forms – especially Mediterranean traditions – are encouraged in new construction. The proposed project provides multiple private balconies from the second to the seventh floor. Furthermore, all street-facing elevations employ a variety of building materials and articulation by way of changes in building plane, and transparency. Therefore, the project complies with this Design Guideline.

(25). Building Color. The Design Guidelines encourage buildings be painted three colors: a dominant color, a subordinate color and a “grace note” color. The proposed project includes colors such as white, slate gray, and french gray. Therefore, the project complies with this Design Guideline.

(26). Signs. The Design Guidelines provide extensive guidance related to the placement, type, and style of signage to be used for projects. The Guidelines identify appropriate signs for the Specific Plan area to include wall signs, small projecting hanging signs, awnings or canopy signs, small directory signs, and window signs. Any pole, roof or off-site sign, any sign containing flashing, mechanical or strobe lights (digital signs) are prohibited. The applicant does not propose signs as part of this application. However, all future signs shall be reviewed by Project Planning staff for compliance with the Vermont/Western SNAP and Design Guidelines. Filing for a Project Permit shall not be necessary unless a Project Permit Adjustment, Exception, or Amendment is required. Therefore, as conditioned, the project complies with this Development Standard.

(27). Plant Materials on Facades. The Design Guidelines encourage facade plant materials in addition to permanent landscaping. Plants can be arranged in planters, containers, hanging baskets, flower boxes, etc. The applicant does not propose any plant materials on facades. Therefore, this Design Guideline does not apply.

3. The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review, which would mitigate the negative environmental effects of the project, to the extent physically feasible.

The Planning Department determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject Project as Categorically Exempt under Section 15332 (Class 32), Case No. ENV-2020-4250-CE.

The proposed project is for demolition of the existing one (1) commercial building, one (1) storage building, one (1) two-story single-family dwelling, and accessory buildings, and the construction, use and maintenance of an eight-story, mixed-use building, with two (2) levels of subterranean parking, 76,650 square feet of floor area, consisting of 85 dwelling units

and 1,137 square feet of commercial floor area, measuring 97 feet in height. The project consists of 3,980 square feet of common open space, 13 parking spaces at grade, and 59 parking spaces within two (2) subterranean levels. The project is setting aside 11 percent of the total 85 units and more than seven (7) percent of the base 47 units, respectively, for Extremely Low Income Households. The building will contain 76,650 square feet of floor area with a 4.09:1 FAR. The unit mix will be comprised of 21 studios, 57 one-bedroom units, 2 two-bedroom units, and 5 four-bedroom units. There will be 72 residential automobile parking spaces, 2 commercial automobile parking spaces, 48 residential bicycle parking spaces, four (4) commercial bicycle parking spaces, and 6,930 square feet of usable open space. The number of units and size is not unusual for the vicinity of the subject site and is similar in scope to other existing multi-family dwellings in the area. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

There are five (5) Exceptions which must be considered in order to find a project exempt under CEQA: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

The project is located at 4750 West Santa Monica Boulevard (4750, 4760 W. Santa Monica Boulevard; 1033, 1037, 1039. N. New Hampshire Avenue) within the Hollywood Community Plan. There are currently 17 projects dating back to January 29, 2015, which are either currently filed with the Department of City Planning or have received a Letter of Determination from the Department of City Planning, but have yet to receive a Certificate of Occupancy from the Los Angeles Department of Building and Safety (LADBS). As such, there are projects within 1,500 feet of the same type and in the same place as the subject project at the time of filing, July 17, 2020, which is the CEQA baseline.

PROJECTS WITHIN A QUARTER-MILE FROM THE SUBJECT SITE			
(filed or filed and approved prior to the CEQA baseline, July 17, 2020)			
Address	Case Number	Date Filed	Scope of Work
1245 N. New Hampshire Avenue	DIR-2016-3002-SPP	08/15/2016	New 9-unit residential project
1227 N. Berendo Street	DIR-2020-2780-TOC-SPP-HCA	04/24/2020	New 17-unit residential project
1225 N. Vermont Avenue	DIR-2019-909-TOC-SPP	02/13/2019	New 58-unit mixed-use building
1223 N. Edgemont Street	DIR-2017-2402-DB-SPP	06/15/2017	New 13-unit residential project
4647 W. Lexington Avenue	DIR-2017-3139-SPP	08/07/2017	New 5-unit residential project
4651 W. Lexington Avenue	DIR-2017-3138-SPP	08/07/2017	New 5-unit residential project

1200 N. Vermont Avenue	DIR-2019-1254-TOC-SPP	03/04/2019	New 29-unit mixed-use building
1179 N. Heliotrope Drive	DIR-2015-435-SPP	01/29/2015	New 2-unit residential project
1148 N. Berendo Street	DIR-2020-1371-TOC-SPP-HCA	03/02/2020	New 8-unit residential project
1114 N. Vermont Avenue	DIR-2016-1282-SPP	04/12/2016	New 9,321 square-foot commercial building
1119 N. Berendo Street	DIR-2017-1989-SPP-SPPA	05/18/2017	New 4-unit residential project
1111 N. Kenmore Avenue	DIR-2017-2254-DB	06/07/2017	New 24-unit residential project
4575 W. Santa Monica Boulevard	DIR-2018-347-TOC-SPP-SPPA	01/19/2018	New 16-unit residential project
4632 W. Santa Monica Boulevard	DIR-2019-337-SPP-SPPA-TOC-SPR	01/16/2019	New 177-unit mixed use building
1015 N. Vermont Avenue	DIR-2019-5645-TOC-SPP-SPR	09/23/2019	New 187-unit mixed use building
1040 N. Kenmore Avenue	DIR-2020-667-TOC-SPP-SIP	01/30/2020	New 62-unit residential project
866 N. Edgemont Street	DIR-2019-7479-SPP	12/16/2019	New 2-unit residential project

According to SCAQMD, individual construction projects that do not exceed the SCAQMD's recommended daily thresholds for project-specific impacts would not cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. Construction-related daily emissions at the project site would not exceed SCAQMD's regional or localized significance thresholds. Furthermore, an Air Quality Study prepared by Rincon Consultants, Inc. in June 2020, concluded that any cumulative impacts would be less than significant. Therefore, the project's contribution to cumulative construction-related regional emissions would not be cumulatively considerable and therefore would be less than significant. Construction of the project also would have a less-than-significant impact with regard to localized emissions.

As noise is a localized phenomenon and decreases in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the proposed project to result in cumulatively considerable noise impacts. These above noted projects will begin construction and end construction at different timelines, with minor overlap between projects. Furthermore, a Noise Study prepared by Rincon Consultants, Inc. in June 2020, concluded that any cumulative impacts would be less than significant. Thus, the construction of these known projects will be staggered and therefore do not have the potential to cumulatively contribute to air quality, construction traffic, and noise levels.

As mentioned, the project proposes a mixed-use building containing 85 dwelling units in an area zoned and designated for such development, through the use of an 80% density increase through the TOC Affordable Housing Incentive Program in exchange for affordable housing. All surrounding lots are developed with multi-family buildings, mixed-use, and commercial buildings. The project proposes a FAR of 4.09:1 which is within the maximum 4.35:1 FAR otherwise permitted by Subarea C of the SNAP in conjunction with a 45 percent increase permitted per the TOC Affordable Housing Incentive Program in exchange for affordable housing. The proposed building will be eight-stories, with at-grade parking and two levels of subterranean parking levels, in an area that is currently developed with buildings that range in height from one- to two-stories. In conjunction with the TOC Affordable Housing Incentive Program, the proposed building will not be unusual for the vicinity of the subject site, and will be similar in scope to future mixed use or residential buildings in the area that use the TOC Affordable Housing Incentive Program in exchange for affordable housing. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

As it relates to development along a Scenic Highway, the only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. State Route 27 is located approximately 17 miles to the west of the subject property. Therefore, the subject site will not create any impacts within a designated state scenic highway. In regards to Hazardous Waste sites, 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 a hazardous waste site. As such, the project would not be developed on a site identified as a hazardous site pursuant to Section 65962.5 of the Government Code.

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 of 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. Furthermore, a Historic Resource Assessment Report prepared by Rincon Consultants, Inc. on June 2020, concluded that the existing mixed-use building, storage building, and two-story single-family dwelling are not historic resources for purposes of CEQA. The Department of City Planning, Office of Historic Resources confirmed that the existing mixed-use building, storage building, and two-story single-family dwelling are not considered historic for the purposes of CEQA per an email dated January 17, 2020. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

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

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

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

Lots 18 and 19 are zoned C2-1D and Lot 20 is zoned R4-1D and have a General Plan Land Use Designation of Highway Oriented Commercial. As shown in the case file, the project is consistent with the applicable Hollywood Community Plan designation and policies and all applicable zoning designations and regulations in conjunction with the TOC Affordable Housing Incentive Program. The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.43 acres. The surrounding area is characterized by level topography, improved streets and residential development. Properties to the north, west and east are zoned C2-1D and R4-1D, developed with commercial and residential uses, and located within Subarea C (Community Center) of the SNAP. The property to the south is zoned RD1.5-1XL and is developed with residential uses and located within Subarea C (Community Center) of the SNAP.

The site previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. Moreover, a Tree Report prepared on January 19, 2020 by Leonard Markowitz, Certified Arborist #WE0342, concluded that there are no protected trees on-site and nine (9) existing nonsignificant trees in the public right of way. The nine (9) street trees are proposed to be removed from the public right-of-way. The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations, and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water. Furthermore, the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator resulted in the proposed project having a net increase of 232 daily vehicle trips and a net increase of 1,336 daily VMT. Based on the VMT Calculator, the project is not required to perform VMT analysis under the VMT standards. The project provided a Trip Generation Analysis prepared by Crain and Associates, dated May 26, 2020 to the City of Los Angeles Department of Transportation (LADOT). On July 17, 2020, LADOT confirmed that a traffic study is not required for this project. Therefore, no foreseeable cumulative impacts are expected. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. The project site will be adequately served by all public utilities and services given that the construction of a mixed-use building will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32. As the project has been found to be categorically exempt from CEQA, the project is not anticipated to have a negative effect on the environment and no mitigation measures are required.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES

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

TRANSFERABILITY

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

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

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

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

APPEAL PERIOD - EFFECTIVE DATE

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

The Determination in this matter will become effective and final fifteen (15) days after the date of mailing of the Notice of Director's Determination unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at <http://planning.lacity.org>.

Planning Department public offices are located at:

Figueroa Plaza
201 North Figueroa Street,
4th Floor
Los Angeles, CA 90012
(213) 482-7077

**Marvin Braude San Fernando
Valley Constituent Service Center**
6262 Van Nuys Boulevard, Room 251
Van Nuys, CA 91401
(818) 374-5050

West Los Angeles
1828 Sawtelle Boulevard
2nd Floor
Los Angeles, CA 90025
(310) 231-2901

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

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

VINCENT P. BERTONI, AICP
Director of Planning

Approved by:

Deborah Kahen

Deborah Kahen, AICP, Senior City Planner

Reviewed by:

Valentina Knox-Jones

Valentina Knox-Jones, City Planner

Prepared by:



Danalynn Dominguez, City Planning Associate
danalynn.dominguez@lacity.org

D – “EXHIBIT A” PROJECT PLANS

4750 SANTA MONICA

4750 SANTA MONICA BOULEVARD | LOS ANGELES | CALIFORNIA | 90029



PROJECT DATA

PROJECT ADDRESS:
4750 SANTA MONICA BLVD | LOS ANGELES | CA | 90029

SITE ADDRESS(S):
PARCEL 1: 4760 SANTA MONICA BLVD
PARCEL 2: 1039 N NEW HAMPSHIRE
PARCEL 3: 1033 N NEW HAMPSHIRE

APN(S):
PARCEL 1: 5538-021-001
PARCEL 2: 5538-021-002
PARCEL 3: 5538-021-003

JURISDICTION: CD - 13 MITCH OFARRELL

ZONING: C2-10, R4-1D
TRACT: WESTMORELAND PARK TRACT
LOT # (S): 18, 19, 20

GENERAL PLAN: HIGHWAY ORIENTED COMMERCIAL

TRANSIT PRIORITY: TOC TIER 4
SNAP SUBAREA: C - Community Center
SNAP: PROJECT PERMIT COMPLIANCE

SETBACKS & YARDS:
NO YARDS REQUIRED PER SNAP SECTION 9 H

CUBIC YARDS OF IMPORT / EXPORT:
14,000 CY EXPORT

40 TREES PLANTED PER LANDSCAPE

PROJECT STATISTICS

PROJECT FLOOR AREA CALCULATION TABLE						
Floor Level	A	B	C	Calculation A-B-C	D	Calculation A-B-C-D
	Gross Area (Out to Out Building Dimensions)	Area of Exterior Walls	Areas of Courts & Vent Shafts	Building Code Area	Area of Stairways, Mechanical Rooms, Elevators, Storage & Garage	Zoning Code Area
Basement 2				13,102	14,957	145
Basement 1				13,102	14,957	145
1st Floor				14,240	11,370	2,870
2nd Floor				12,448	881	11,567
2nd Floor Mezzanine				4,821	0	4,821
3rd Floor				13,046	861	12,185
4th Floor				12,901	1,004	11,897
5th Floor				12,901	1,004	11,897
6th Floor				12,901	1,004	11,897
7th Floor				3,840	614	9,226
TOTALS				123,302	46,652	76,650

FAR CALCULATION
TOC Base Incentive to permit an increase in Floor Area Ratio from 3.0:1 (Base Density) to 4.35:1 per the TOC Tier 4 Floor Area Ratio Base Incentive of 45% additional F.A.R.

Total Building Area	76,650
F.A.R. Lot Area (Net Area)	18,742 @ 4.090
F.A.R.	4.09

PROJECT DIRECTORY

OWNER: PEDRO DAVILA
4760 SANTA MONICA BLVD
LOS ANGELES, CA 90029

APPLICANT: CANFIELD DEVELOPMENT, INC.
10474 SANTA MONICA BLVD, SUITE #402
LOS ANGELES, CA 90025
CONTACT: Jared Brenner
E: jared.brenner-goldstein@canfield-development.com
T: 310-362-6168

ENTITLEMENT: HAYDEN PLANNING
10100 VENICE BOULEVARD
LOS ANGELES, CA 90032
CONTACT: Matthew Hayden
E: mathew@haydenplanning.com
T: 310-614-2964

ARCHITECT: HOCHHAUSER + BLATTER ARCHITECTURE & PLANNING
122 EAST ARRELLAGA STREET
SANTA BARBARA, CA 93101
E: karl@hbaarchitects.com
T: 805-962-2746 x 1113
Contact: Karl Benkert, NCARB
Jay Blatter, AIA

LANDSCAPE ARCHITECT: SOLA
380 N. PALM STREET SUITE B
BREA, CA 92821
T: 562-905-0800
F: 562-905-0880
Contact: Bob Goman

OPEN SPACE REQUIRED

< 3 HABITABLE ROOMS	70	100 SF	7,000 SF
3 HABITABLE ROOMS	8	125 SF	1,000 SF
> 3 HABITABLE ROOMS	7	175 SF	1,225 SF
TOTAL OPEN SPACE REQUIRED			9,225 SF
25% REDUCTION (TOC ADD'L INCENTIVE)			6,919 SF

OPEN SPACE PROVIDED SEE AC-4 FOR ADDITIONAL INFORMATION REGARDING OPEN SPACE

COMMON OPEN SPACE PROVIDED
INTERIOR COMMON GROUND FLOOR & 1ST HABITABLE LEVEL (25% MAX OF TOTAL OPEN SPACE)
INTERIOR COMMON AREA: 659 SF (DYM) & 657 SF LOUNGE WITH A MAXIMUM OF 1355 SF COUNTED
2ND FLOOR COURTYARD (COMMON OPEN SPACE)
7TH FLOOR TERRACE (COMMON OPEN SPACE)

PRIVATE OPEN SPACE PROVIDED
PRIVATE DECKS/PATIOS: 59 Balconies 50 SF 2,950 SF
TOTAL OPEN SPACE PROVIDED: 6,930 SF

PARKING REQUIRED Per SNAP Sec 9 E

RES TENANT PARKING MAXIMUM ALLOWED PER SNAP			
< 3 HABITABLE ROOMS	15	1 (SPACE/DU)	15
3 HABITABLE ROOMS	55	1.5 (SPACE/DU)	82.5
> 3 HABITABLE ROOMS	15	2 (SPACE/DU)	30
RES GUEST PARKING REQUIRED PER SNAP	85	0.5 (SPACE/DU)	42.5
TOTAL RES PARKING REQUIRED ALLOWED PER SNAP			170
RES PARKING REQUIRED PER TOC TIER 4			0
PROPOSED RES PARKING			72

COMMERCIAL PARKING
REQUIRED COMMERCIAL: 1137 SF 2 SPACES PER 1000 SF OF COMMERCIAL (ENTERPRISE ZONE) 2 SPACES PROVIDED
PROVIDED COMMERCIAL: 2 SPACES PER 1000 SF PER THE SNAP MAXIMUM

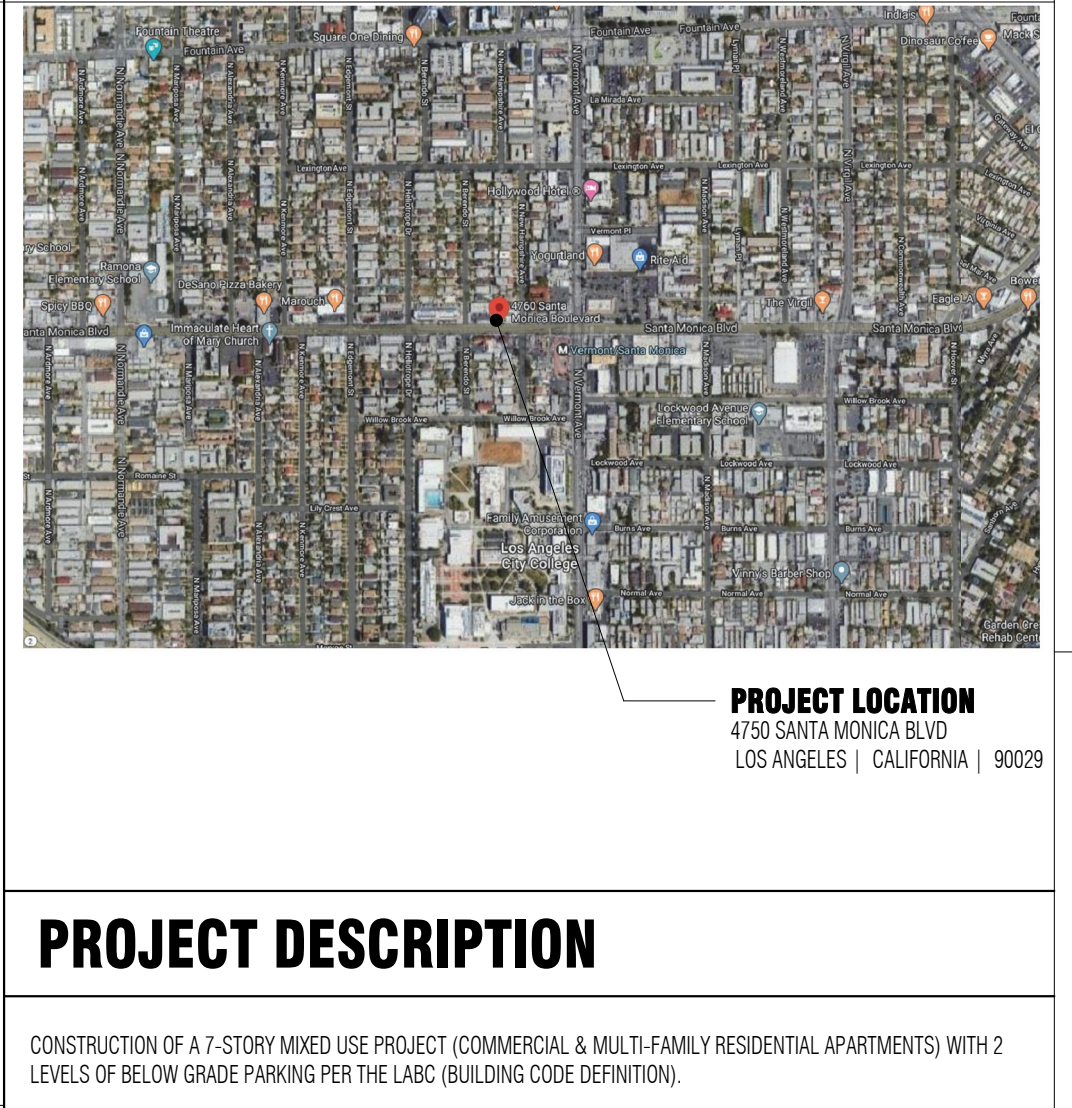
TOTAL PARKING PROVIDED

LEVEL	STANDARD TANDEM	COMPACT TANDEM	STANDARD	COMPACT	ACCESSIBLE	E.V.
BASEMENT 2	00	00	24	03	00	00
BASEMENT 1	03	03	23	03	00	00
1ST FLOOR	02	02	01	02	02	04
TOTAL	05	05	48	08	02	04
						72

BIKE PARKING

	FACTOR (per S.N.A.P.)	REQUIRED	TOTAL PROVIDED
RESIDENTIAL LONG TERM PARKING	0.5 BIKE/DWELLING UNIT	42	42
RESIDENTIAL SHORT TERM PARKING	1 BIKE PER 10 UNITS + 1 BIKE PER 15 UNITS AFTER	06	06
COMMERCIAL LONG TERM PARKING	1/10,000 SF (MIN 2 BIKES)	02	02
COMMERCIAL SHORT TERM PARKING	1/10,000 SF (MIN 2 BIKES)	02	02

VICINITY MAP



T.O.C. INCENTIVES

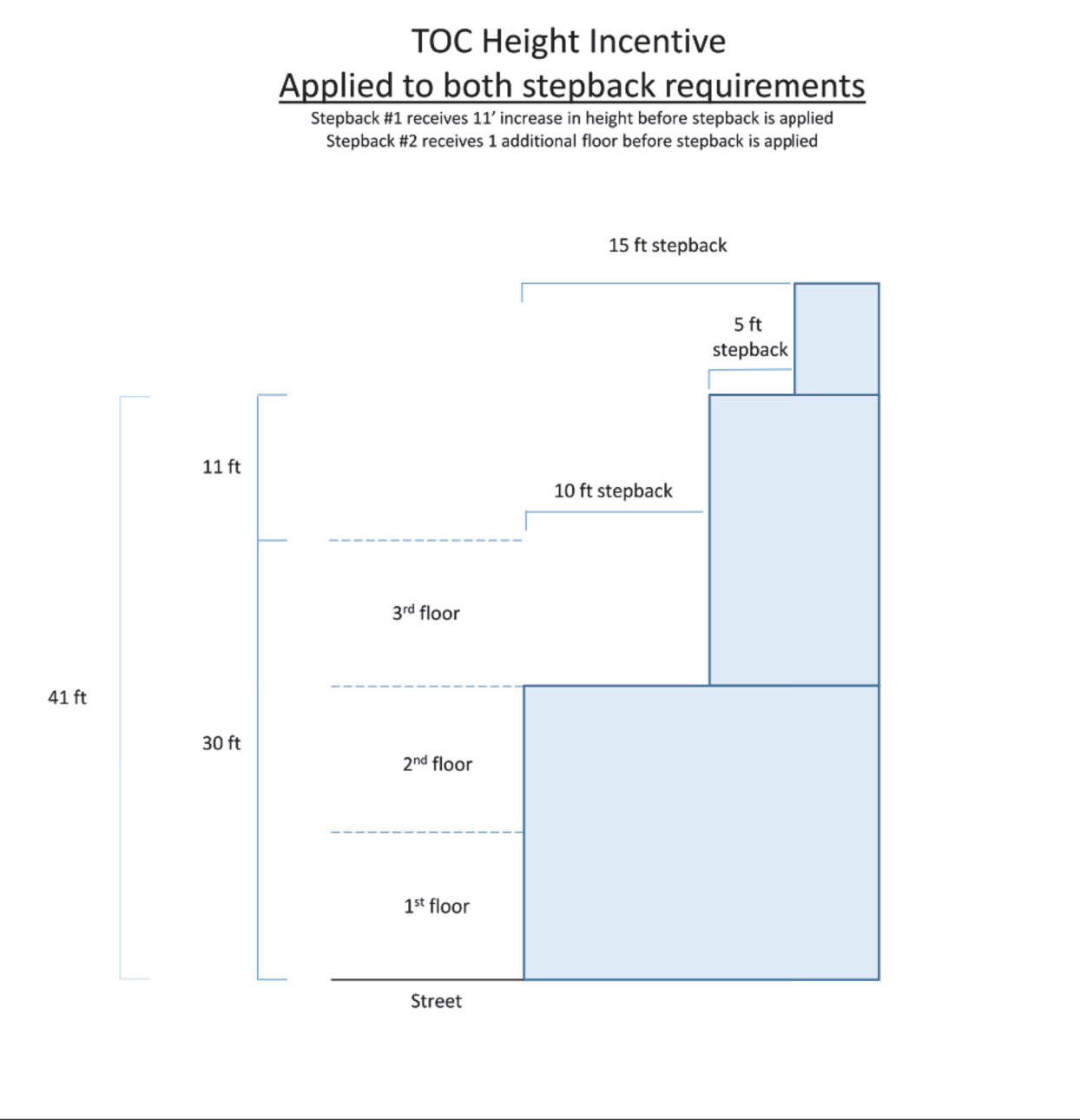
BASE INCENTIVES

- RESIDENTIAL DENSITY BONUS INCREASE OF 80%
- INCREASE IN THE F.A.R. TO 4.35
- RESIDENTIAL PARKING MINIMUM (ZERO SPACES)

ADDITIONAL INCENTIVES

- HEIGHT INCREASE TO 97'
- REDUCTION IN OPEN SPACE BY 25%

SNAP STEPBACK WITH TOC DIAGRAM



ZONING

	TOTAL
GROSS LOT AREA - APN: 5538-021-001	6,246.50 SF
GROSS LOT AREA - APN: 5538-021-002	6,247.27 SF
GROSS LOT AREA - APN: 5538-021-003	6,246.84 SF
TOTAL GROSS LOT AREA (Density)	18,740.61 SF
BUILDABLE LOT AREA (FAR)	18,741.81 SF
FAR PER SNAP SECTION 9 B 2 (SF)	56,225.43 (3.0:1)
FAR PER TOC TIER 4 (SF)	81,527.87 45%
PROPOSED FAR	76,650 SF 4.09

DENSITY

BASE ALLOWABLE DENSITY (DU)	46.85 (400 SF/DU)
BASE ALLOWABLE DENSITY ROUNDED (DU)	47.00
AFFORDABLE UNITS PER TOC TIER 4 (EU)	10.00 11%
ALLOWABLE DENSITY PER TOC TIER 4 (DU)	84.00 (+80%)
ALLOWABLE DENSITY ROUNDED FINAL (DU)	85.00
PROPOSED DENSITY	85 DU

UNIT MIX:

	2nd	3rd	4th	5th	6th	7th	Total
STUDIO		4	4	4	2	1	15
STUDIO w/ MEZZANINE							6
1-BED	6	10	10	10	11	8	49
1-BED w/ MEZZANINE	8						8
2-BED w/ MEZZANINE	2						2
4-BED		1	1	1	1	1	5
TOTAL:	16	15	15	15	14	10	85 UNITS

HEIGHT

BASE HEIGHT LIMIT	UNLIMITED FT
HEIGHT LIMIT PER SNAP SEC 9 B 2	75 FT
HEIGHT LIMIT PER TOC TIER 4	108 FT (+33 FT)
(TOC ADD'L INCENTIVE - HEIGHT)	
PROPOSED HEIGHT (PER BUILDING CODE)	85 FT
PROPOSED HEIGHT (PER ZONING)	97 FT (+22 FT)

ALLOWABLE STORIES PER ZONING UNLIMITED FT

PROPOSED STORIES PER BUILDING 1-50% MEZZANINE LEVEL DOES NOT COUNT AS A STORY PER LABC IN TYPE 140

PROPOSED STORIES PER ZONING 1-50% MEZZANINE LEVEL DOES COUNT AS A STORY PER LA ZONING

COMMERCIAL SQUAREFOOTAGE
COMMERCIAL: 1,137 SF

SHEET INDEX

ARCHITECTURAL

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A0.3	DEMOLITION SITE PLAN

SURVEY

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AC-4	OPEN SPACE
AC-5	OPEN SPACE
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A2.0 B	BASEMENT
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A2.8	ROOF PLAN
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A3.4a	ENLARGED ENTRY ELEVATIONS
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A3.5	3D VIEW
A3.6	3D VIEW
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A3.8	3D VIEW
A4.1	SECTION
A4.5	SECTION

LANDSCAPE

LP-1	PRELIMINARY LANDSCAPE PLAN - 1ST FLOOR
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LP-3	PRELIMINARY LANDSCAPE PLAN - 3RD FL COURTYARD
LP-4	PRELIMINARY LANDSCAPE PLAN - ROOF DECK
LP-5	PLANTING DETAILS
LI-1	IRRIGATION PLAN - 1ST FLOOR
LI-2	IRRIGATION PLAN - 2ND FL COURTYARD
LI-3	IRRIGATION PLAN - 3RD FL COURTYARD
LI-4	IRRIGATION PLAN - ROOF DECK
LI-5	IRRIGATION DETAILS

EXHIBIT "A"
Page No. 1 of 44
Case No. DIR-2020-4249-TOC-SP-1WCA

PROJECT DESCRIPTION

CONSTRUCTION OF A 7-STORY MIXED USE PROJECT (COMMERCIAL & MULTI-FAMILY RESIDENTIAL APARTMENTS) WITH 2 LEVELS OF BELOW GRADE PARKING PER THE LABC (BUILDING CODE DEFINITION).

THIS PROJECT WILL BE CONSIDERED 8-STORIES PER THE LOS ANGELES ZONING CODE DEFINITION, DUE TO 2ND FLOOR MEZZANINE LEVEL BEING OVER 33% OF THE FLOOR AREA BELOW. THE BUILDING CODE ALLOWS FOR UP TO 50% IN TYPE 1-A CONSTRUCTION & DOES NOT COUNT AS AN ADDITIONAL STORY.

THE RESIDENTIAL PORTION OF THE PROJECT IS A MIX OF STUDIO, 1-BEDROOM, 2-BEDROOM, & 4-BEDROOM UNITS OVER GROUND FLOOR COMMERCIAL AND PARKING. THE COMMERCIAL PORTION OF THE PROJECT WILL FRONT THE CORNER OF SANTA MONICA & NEW HAMPSHIRE AND PROVIDE PARKING IN AN ENCLOSED 1ST FLOOR PARKING GARAGE.

THE CONSTRUCTION WILL BE 5-STORIES OF TYPE 3-A CONSTRUCTION OVER A 3-HOUR HORIZONTAL SEPARATION OVER 2 LEVELS OF TYPE 1-A CONSTRUCTION OVER 2-STORIES OF BELOW GRADE PARKING, FOR A TOTAL OF 7 STORIES ABOVE GRADE AND 2-STORIES BELOW GRADE PER THE BUILDING CODE.

THIS IS A TOC TIER 4 PROJECT.
THIS PROJECT IS A 'SUBAREA C' S.N.A.P.

THIS PROJECT WILL HAVE AN NFPA-13 SPRINKLER SYSTEM UNDER A SEPARATE PERMIT.

THIS PROJECT WILL PROVIDE A 8' HIGH PERIMETER WALL ALONG THE NEIGHBORING SITES. IT WILL CONFORM TO THE SNAP DESIGN GUIDELINES.

APPLICABLE CODES

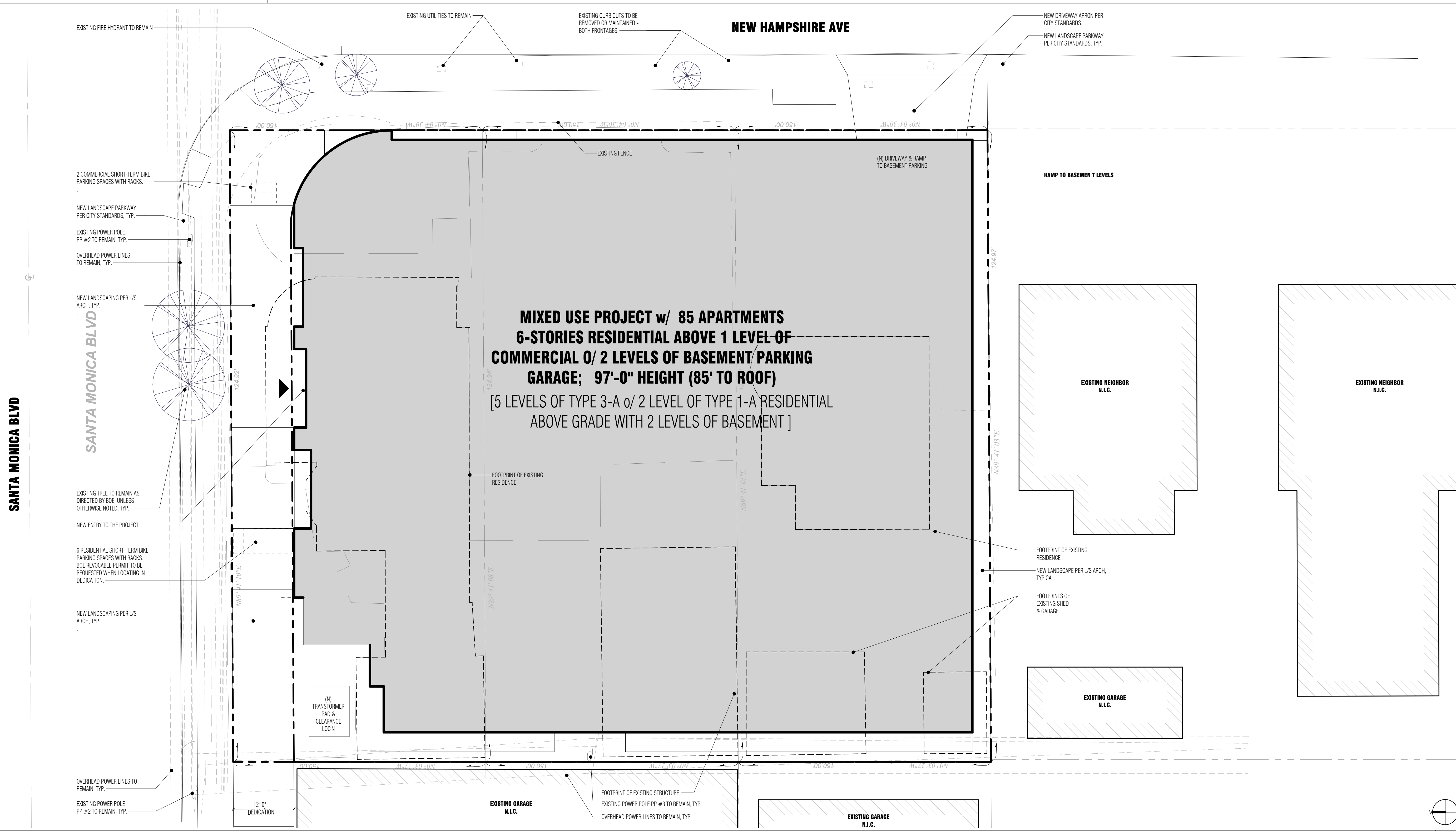
- 2019 LOS ANGELES BUILDING CODE
- 2019 CALIFORNIA BUILDING CODE PART 2, TITLE 24 C.C.R.
- (2018 INTERNATIONAL BUILDING CODE)
- 2019 CALIFORNIA ELECTRICAL CODE (CEC), PART 3, TITLE 24 C.C.R.
- 2019 CALIFORNIA MECHANICAL CODE (CMC), PART 4, TITLE 24 C.C.R.
- 2019 CALIFORNIA PLUMBING CODE (CPC), PART 5, TITLE 24 C.C.R.
- PART 5, 2019 CALIFORNIA ENERGY CODE (CEC)

DATE	ISSUANCE OR REVISION
04.29.2020	TOC SUBMITTAL
05.13.2020	TOC SUBMITTAL
06.16.2020	SNAP SUBMITTAL
10.08.2020	UPDATE

SHEET CONTENTS
COVER SHEET

PROJECT NO: 9950

SHEET
A0.1



PLOT PLAN 1" = 10'-0" 1

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Case No. DIR-2020-4249-TOC-SPP-VHCA

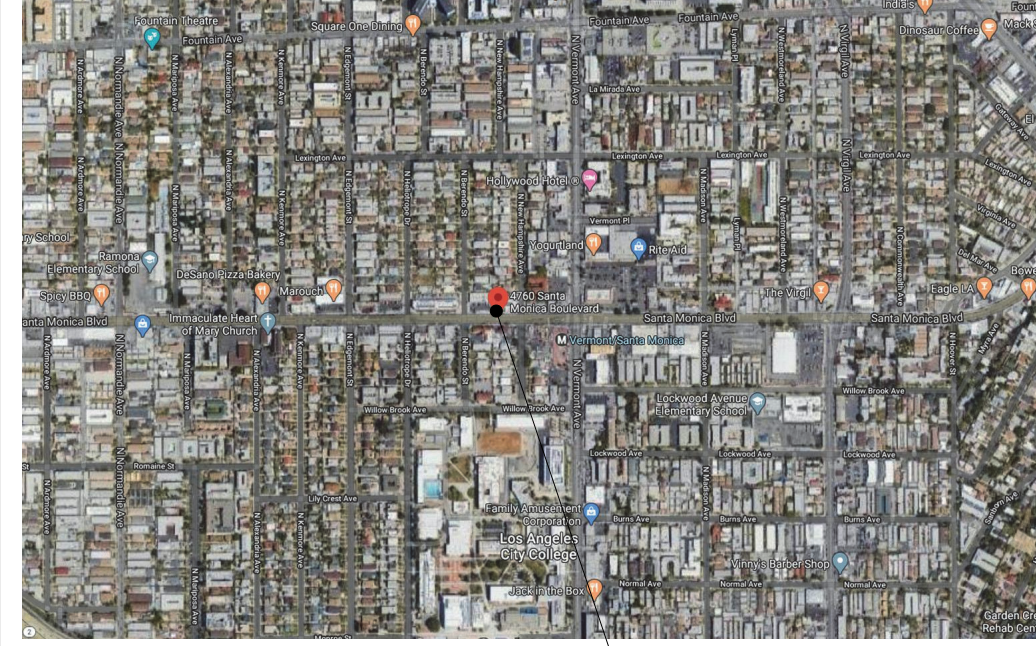
PROJECT DESCRIPTION

CONSTRUCTION OF A 7-STORY MIXED USE PROJECT (COMMERCIAL & MULTI-FAMILY RESIDENTIAL APARTMENTS) WITH 2 LEVELS OF BELOW GRADE PARKING PER THE LABC (BUILDING CODE DEFINITION).
THIS PROJECT WILL BE CONSIDERED 8-STORIES PER THE LOS ANGELES ZONING CODE DEFINITION, DUE TO 2ND FLOOR MEZZANINE LEVEL BEING OVER 25% OF THE FLOOR AREA BELOW. THE BUILDING CODE ALLOWS FOR UP TO 50% IN TYPE 1-A CONSTRUCTION & DOES NOT COUNT AS AN ADDITIONAL STORY.
THE RESIDENTIAL PORTION OF THE PROJECT IS A MIX OF STUDIO, 1-BEDROOM, 2-BEDROOM, & 4-BEDROOM UNITS OVER GROUND FLOOR COMMERCIAL AND PARKING. THE COMMERCIAL PORTION OF THE PROJECT WILL FRONT THE CORNER OF SANTA MONICA & NEW HAMPSHIRE AND PROVIDE PARKING VIA AN ENCLOSED 1ST FLOOR PARKING GARAGE.
THE CONSTRUCTION WILL BE 5-STORIES OF TYPE 3-A CONSTRUCTION OVER A 3-HOUR HORIZONTAL SEPARATION OVER 2 LEVELS OF TYPE 1-A CONSTRUCTION OVER 2-STORIES OF BELOW GRADE PARKING. FOR A TOTAL OF 7 STORIES ABOVE GRADE AND 2-STORIES BELOW GRADE PER THE BUILDING CODE.
THIS IS A TOC TIER 4 PROJECT.
THIS PROJECT IS A 'SUBAREA C' S.N.A.P.
THIS PROJECT WILL HAVE AN NFPA-13 SPRINKLER SYSTEM UNDER A SEPARATE PERMIT.

PROJECT DATA

PROJECT ADDRESS: 4750 SANTA MONICA BLVD LOS ANGELES CA 90029	SITE AREA: GROSS LOT AREA: 18,741.81 SF NO YARDS REQUIRED PER SNAP SECTION 9.H	SETBACKS & YARDS: NO YARDS REQUIRED PER SNAP SECTION 9.H
SITE ADDRESSES: PARCEL 1 4750 SANTA MONICA BLVD LOS ANGELES CA 90029 PARCEL 2 1039 N NEW HAMPSHIRE LOS ANGELES CA 90029 PARCEL 3 1033 N NEW HAMPSHIRE LOS ANGELES CA 90029	APN(S): PARCEL 1: 5538-021-001 PARCEL 2: 5538-021-002 PARCEL 3: 5538-021-003	JURISDICTION: CD - 13 MITCH OFARRELL ZONING: C2-10.9A-1-D TRACT: WESTMORELAND PARK TRACT LOT #(S): 18, 19, 20 GENERAL PLAN: HIGHWAY ORIENTED COMM. TRANSIT PRIORITY: TOC TIER-4 SNAP SUBAREA: C - Community Center

VICINITY MAP



PROJECT LOCATION
4750 SANTA MONICA BLVD
LOS ANGELES | CALIFORNIA | 90029

DATE	ISSUANCE OR REVISION
04.29.2020	TOC SUBMITTAL
05.13.2020	TOC SUBMITTAL
06.16.2020	SNAP SUBMITTAL
10.08.2020	UPDATE

SHEET CONTENTS
PLOT PLAN

PROJECT NO: 9950

SHEET
A0.2

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SANTA MONICA BLVD

SANTA MONICA BLVD

NEW HAMPSHIRE AVE

NEW HAMPSHIRE AVE

EXISTING POWER POLE PP #2 TO REMAIN, TYP.
OVERHEAD POWER LINES TO REMAIN, TYP.
EXISTING TREE TO REMAIN AS DIRECTED BY O&E, UNLESS OTHERWISE NOTED, TYP.

OVERHEAD POWER LINES TO REMAIN, TYP.
EXISTING POWER POLE PP #2 TO REMAIN, TYP.

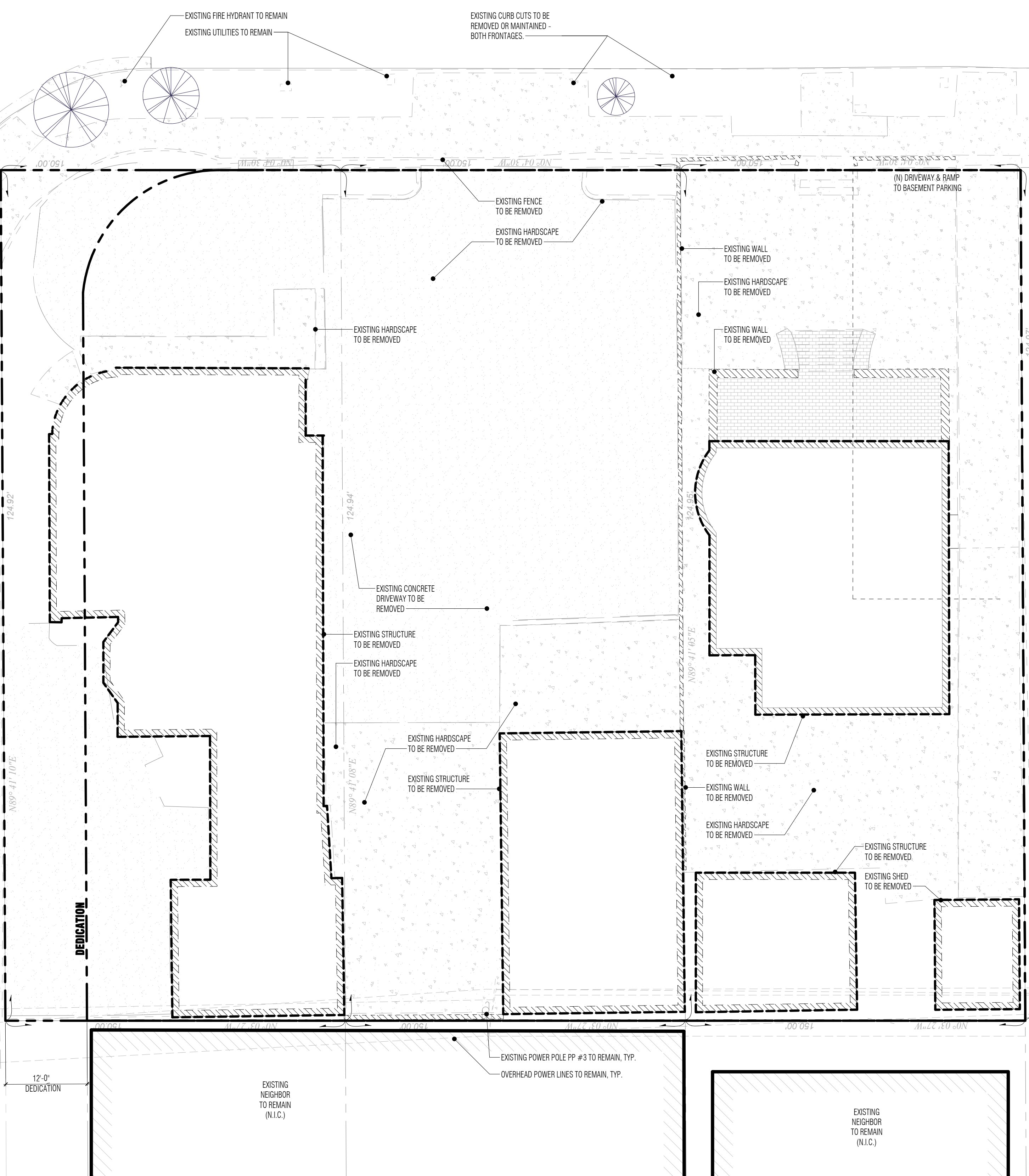
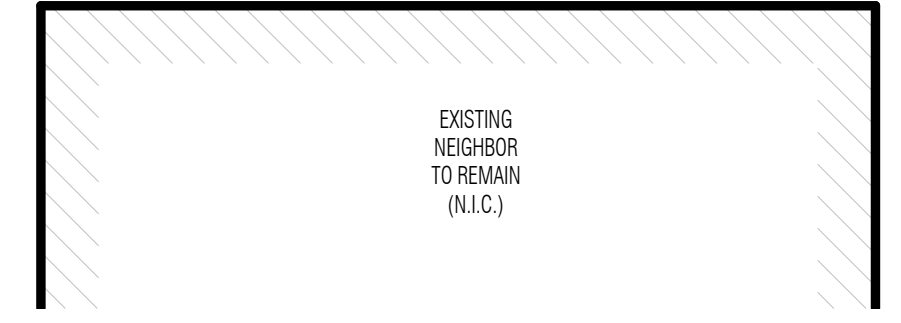
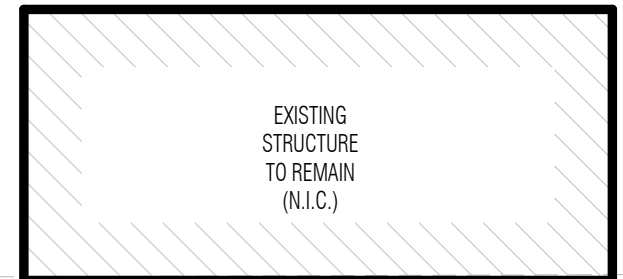
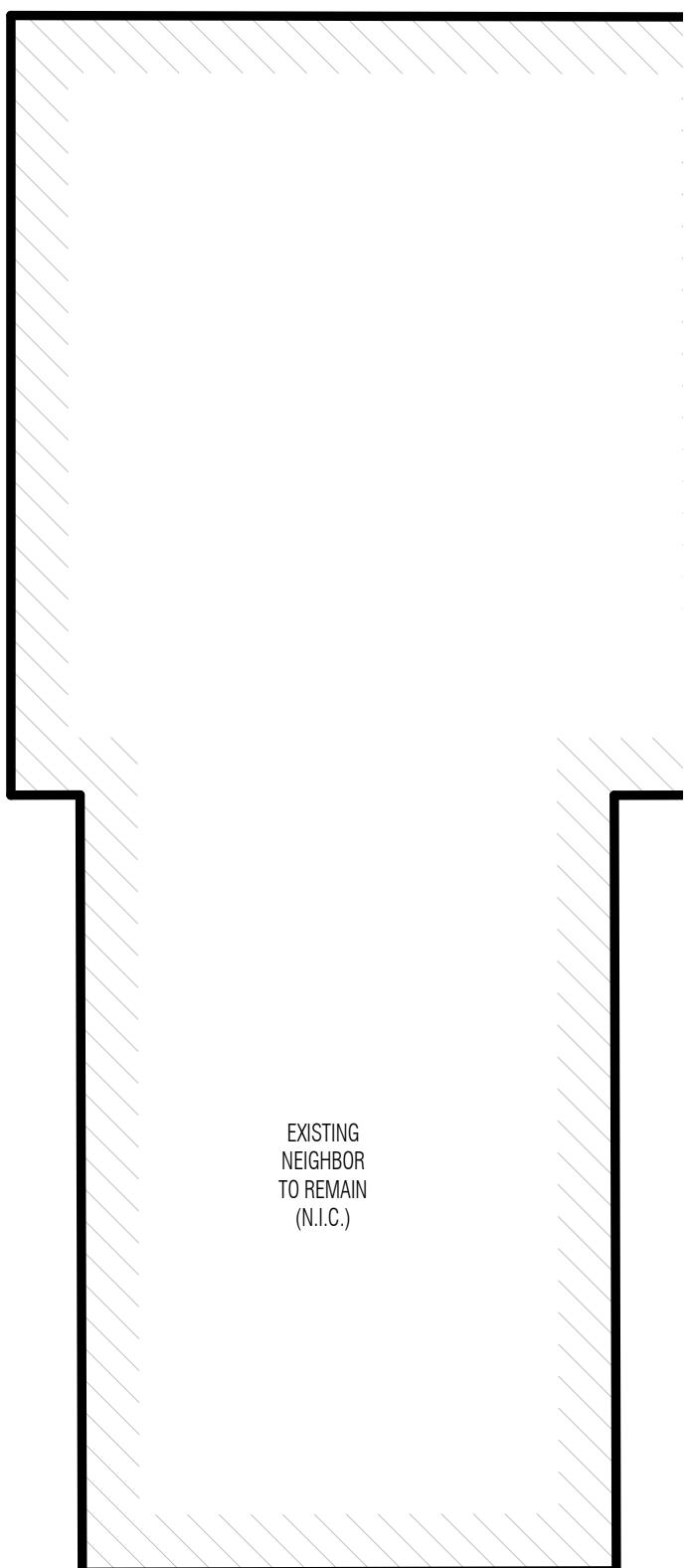
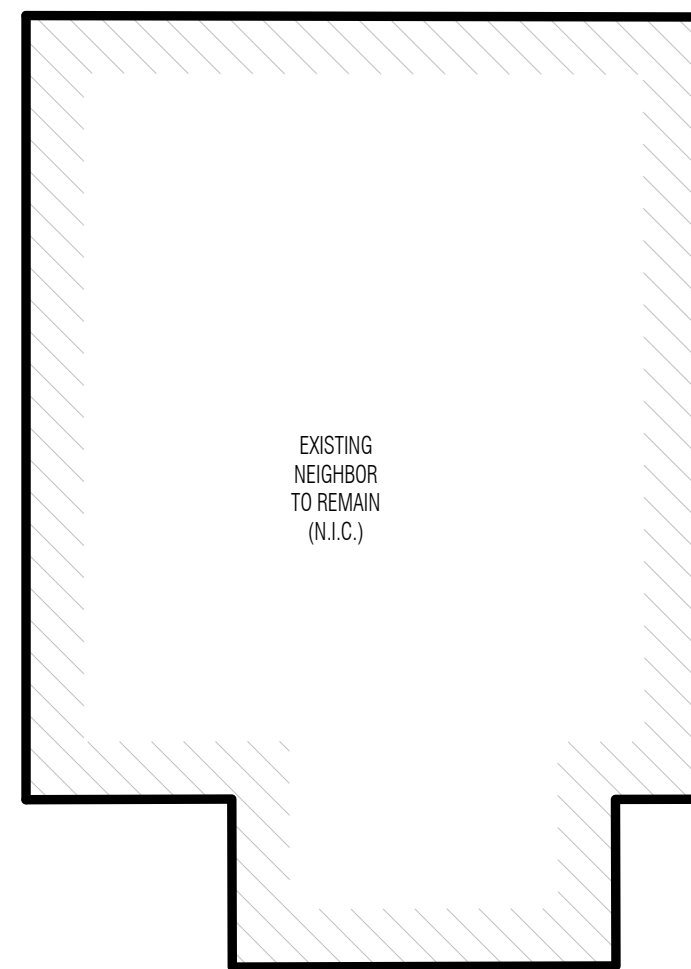


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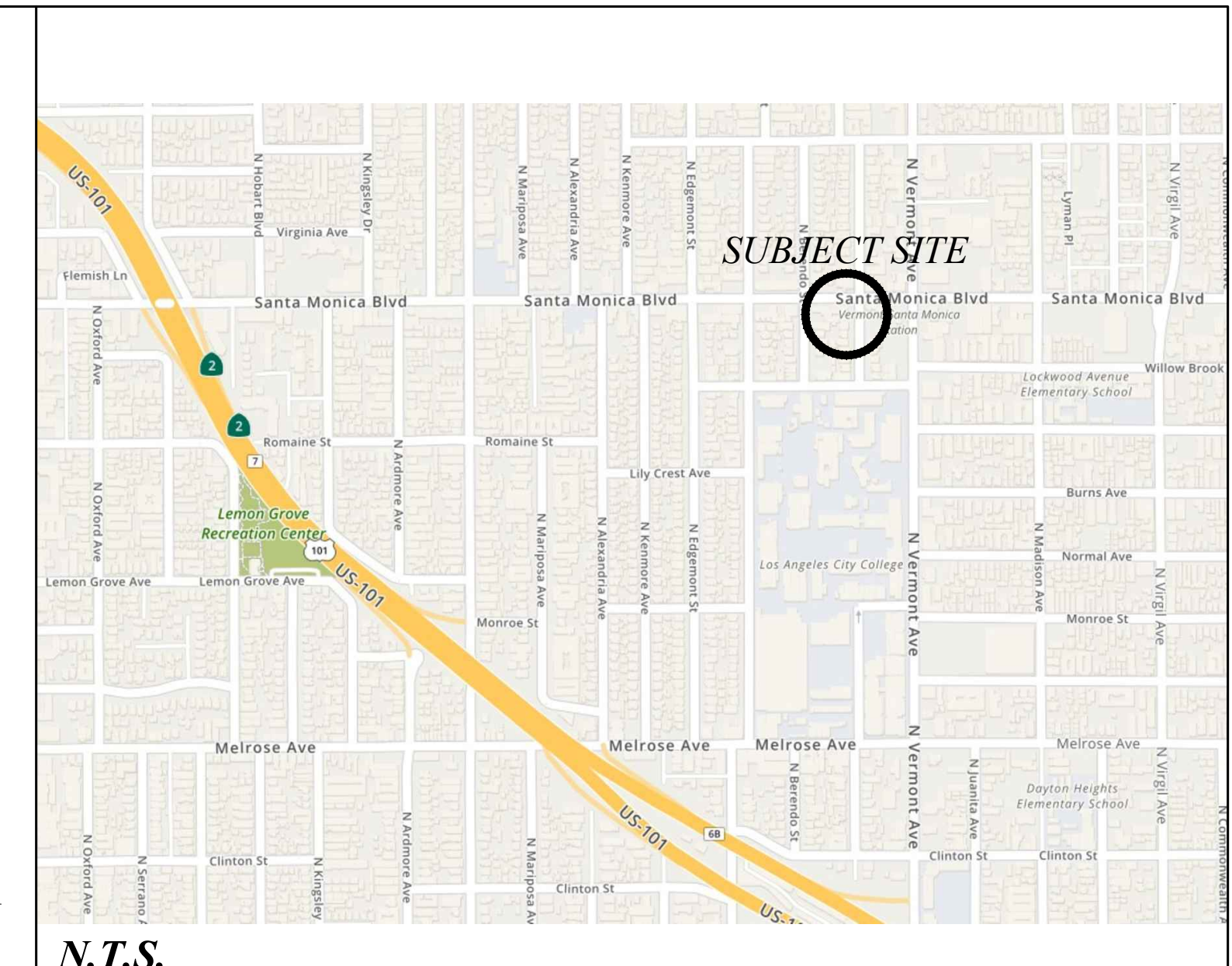
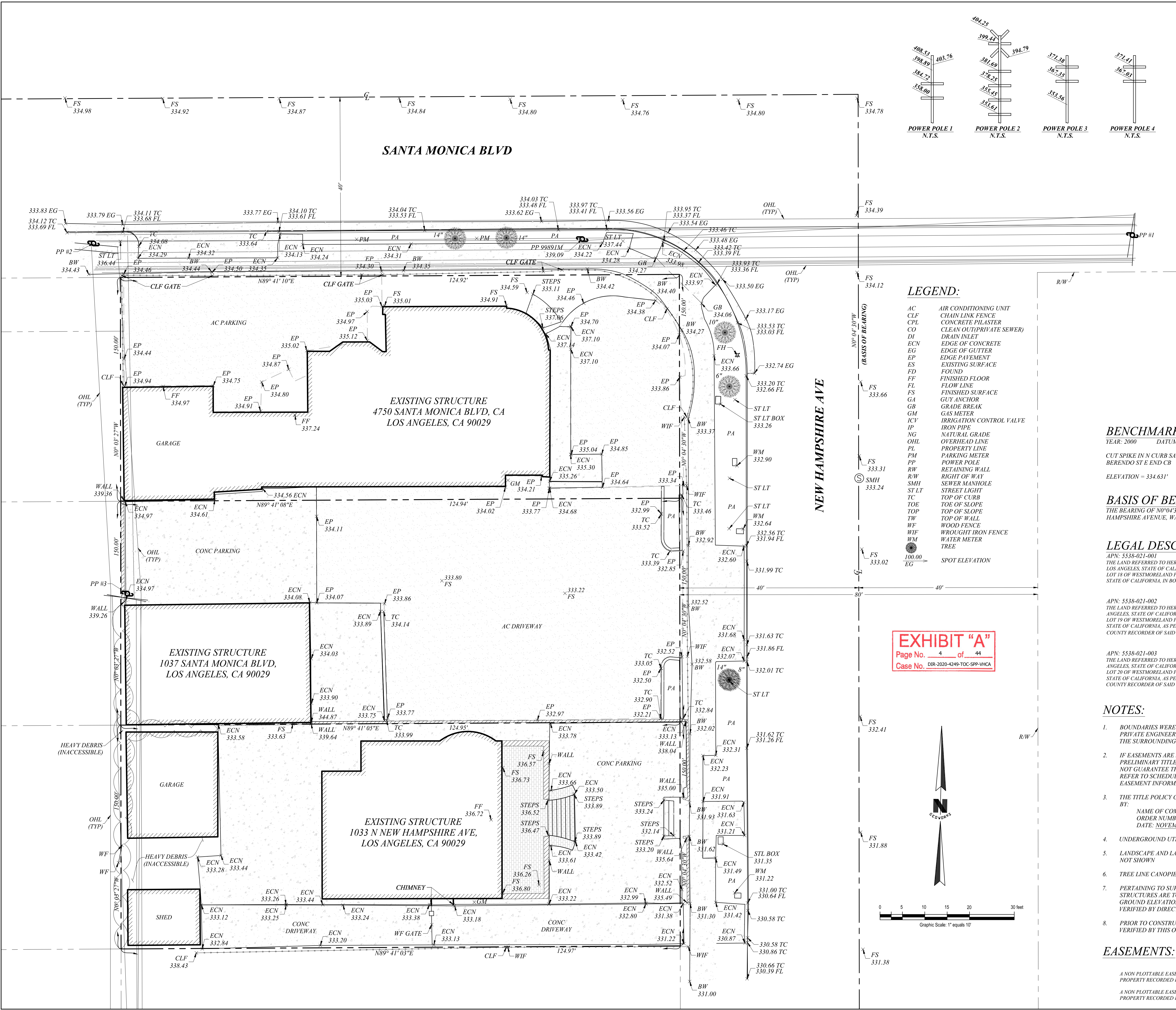
DATE	ISSUANCE OR REVISION
04.29.2020	TOC SUBMITTAL
05.13.2020	TOC SUBMITTAL
06.16.2020	SNAP SUBMITTAL
10.08.2020	UPDATE

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SHEET CONTENTS
DEMOLITION SITE PLAN

PROJECT NO: 9950

SHEET
A0.3



BENCHMARK:
 YEAR: 2000 DATUM: 1988 BM: 12-18690
 CUT SPIKE IN N CURB SANTA MONICA BLVD; 5FT W OF
 BERENDO ST E END CB
 ELEVATION = 334.63'

BASIS OF BEARING:
 THE BEARING OF N0°04'30"W ALONG THE CENTERLINE OF NEW
 HAMPSHIRE AVENUE, WAS USED AS THE BASIS OF BEARING FOR THIS MAP.

LEGAL DESCRIPTION:
 APN: 5538-021-001
 THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
 LOT 18 OF WESTMORELAND PARK TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, IN BOOK 10, PAGE 133 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 5538-021-002
 THE LAND REFERRED TO HEREIN BELOW IS SITUATED CITY OF LOS ANGELES IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
 LOT 19 OF WESTMORELAND PARK TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10, (PAGE)S 133 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 5538-021-003
 THE LAND REFERRED TO HEREIN BELOW IS SITUATED CITY OF LOS ANGELES IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
 LOT 20 OF WESTMORELAND PARK TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10, (PAGE)S 133 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

NOTES:

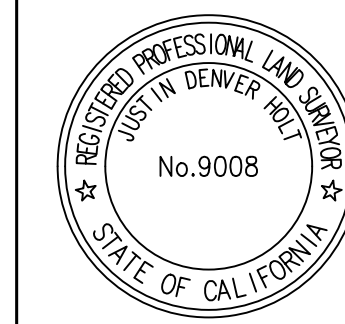
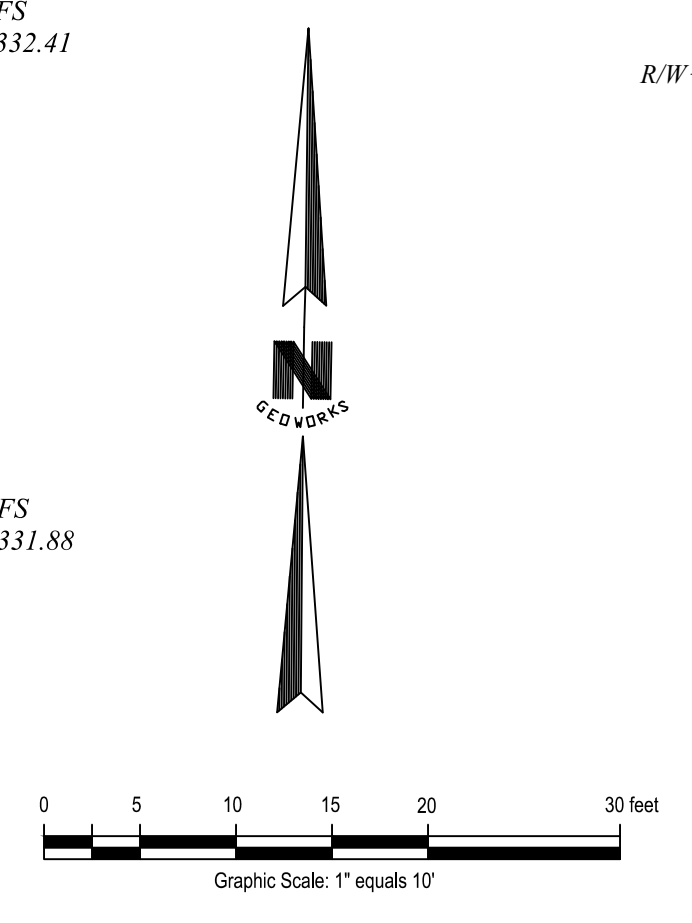
- BOUNDARIES WERE ESTABLISHED BY FIELD MEASUREMENT USING CITY, COUNTY, AND/OR PRIVATE ENGINEER AND SURVEYOR'S MONUMENTS FOUND AT OR NEAR THE SITE OR IN THE SURROUNDING STREETS.
- IF EASEMENTS ARE SHOWN, THEY ARE FROM AN OWNER-SUPPLIED TITLE POLICY OR PRELIMINARY TITLE REPORT. PLOTTABLE EASEMENTS WILL ONLY BE SHOWN. WE DO NOT GUARANTEE THE ACCURACY OR EXTENT OF THE INFORMATION SUPPLIED BY OTHERS. REFER TO SCHEDULE B OF THE PRELIMINARY REPORT REFERENCED BELOW FOR EASEMENT INFORMATION.
- THE TITLE POLICY OR PRELIMINARY TITLE REPORT USED TO PREPARE THIS SURVEY WAS PREPARED BY:
 NAME OF COMPANY: FIDELITY NATIONAL TITLE INSURANCE COMPANY
 ORDER NUMBERS: 989-30039507-SG4, 989-30039508-SG4, 989-30039509-A-SG4
 DATE: NOVEMBER 18, 2019
- UNDERGROUND UTILITIES ARE NOT SHOWN.
- LANDSCAPE AND LANDSCAPE IRRIGATION DEVICES EXIST WITHIN THE PROPERTY AND ARE NOT SHOWN.
- TREE LINE CANOPIES ARE NOT SHOWN.
- PERTAINING TO SURVEY AND TOPO MAP, IF RETAINING WALLS OR SIMILAR STRUCTURES ARE TO BE DESIGNED FROM CONTOURS SHOWN ON THIS MAP, GROUND ELEVATIONS AT CRITICAL POINTS CONTROLLING THE DESIGN SHOULD BE VERIFIED BY DIRECT LOCATION AND LEVELS PRIOR TO FINAL DESIGN ADOPTION.
- PRIOR TO CONSTRUCTION LAYOUT, ELEVATIONS AND HORIZONTAL CONTROL SHOULD BE FIELD VERIFIED BY THIS OFFICE. THIS OFFICE IS NOT LIABLE FOR ANY THIRD PARTY MEASUREMENTS.

EASEMENTS:

A NON PLOTTABLE EASEMENT FOR TELEPHONE, ELECTRIC POLES, AND WIRES OVER THE REAR PORTION OF THE PROPERTY RECORDED IN BOOK 3056, PAGE 2 OF DEEDS.

A NON PLOTTABLE EASEMENT FOR TELEPHONE, ELECTRIC POLES, AND WIRES OVER THE REAR PORTION OF THE PROPERTY RECORDED IN BOOK 5806, PAGE 227 OF DEEDS.

EXHIBIT "A"
 Page No. 4 of 44
 Case No. DIR-2020-1249-TOC-SPF-WPCA



PREPARED FOR:
 CANFIELD DEVELOPMENT, INC.
 C/O JARED BRENNER-GOLDSTEIN
 1074 SANTA MONICA BOULEVARD, SUITE 402
 LOS ANGELES, CA 90025

PREPARED BY:
GEO WORKS
 ENGINEERING AND SURVEYING, INC.
 518 Coulburn Street
 Los Angeles, CA 90060
 (800) 525-5500

CITY OF LOS ANGELES
TOPOGRAPHIC SURVEY
4750 SANTA MONICA BLVD
1033, 1037 NEW HAMPSHIRE AVE
SHEET 1 OF 1 JOB No.: GES10014 DATE: 2/5/20

DATE	ISSUANCE OR REVISION
04.29.2020	TOC SUBMITTAL
05.13.2020	TOC SUBMITTAL
06.16.2020	SNAP SUBMITTAL
10.08.2020	UPDATE

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SHEET CONTENTS
BUILDABLE AREA PLAN

PROJECT NO: 9950

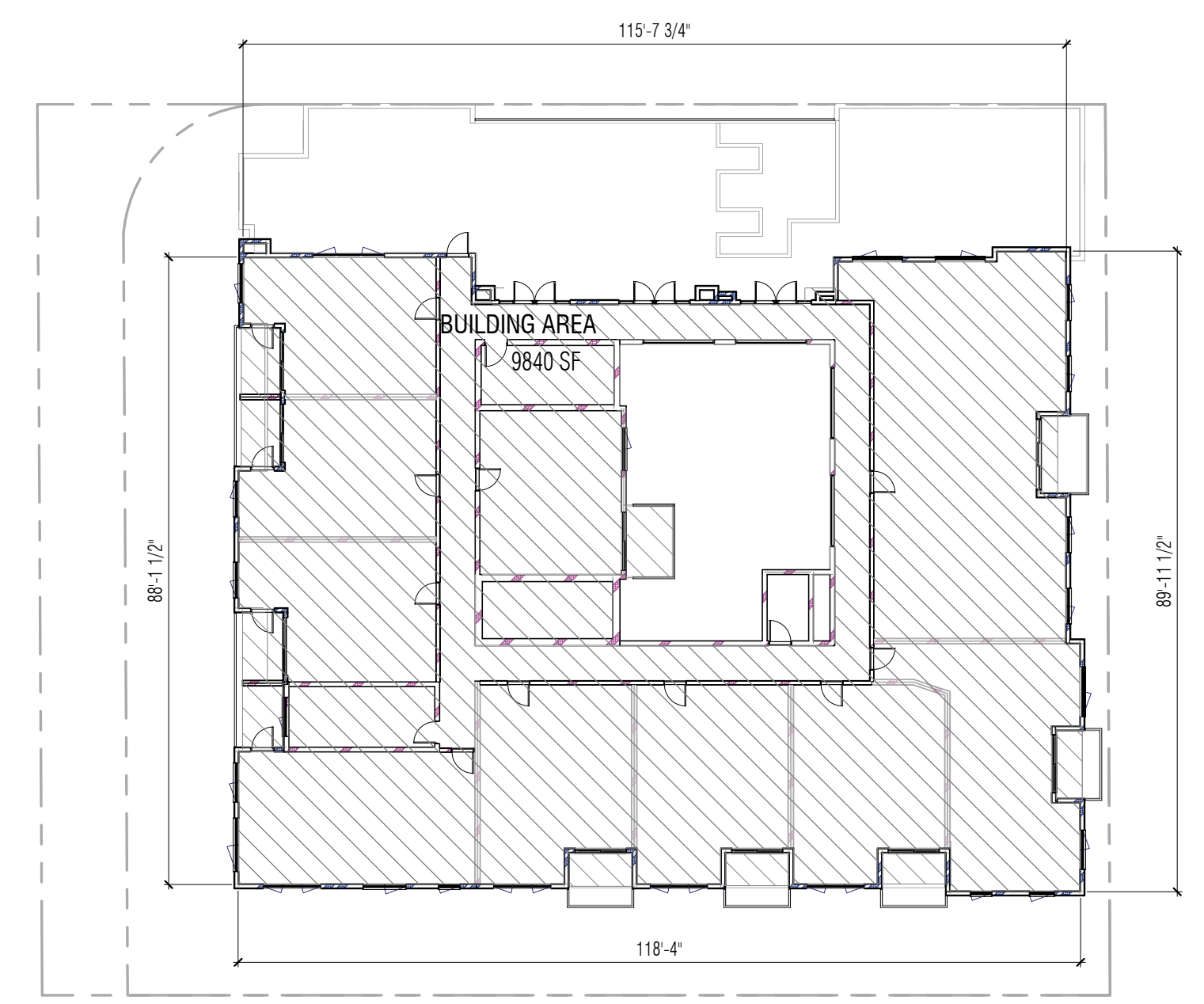
SHEET
AC-3

PROJECT FLOOR AREA CALCULATION TABLE						
Floor Level	A Gross Area (Out to Out Building Dimensions)	B Area of Exterior Walls	C Areas of Courts & Vent Shafts	CALCULATION A-B-C Building Code Area	D Area of Stairways, Mechanical Rooms, Elevators, Storage & Garage	CALCULATION A-B-C-D Zoning Code Area
Basment 2				15,102	14,957	145
Basment 1				15,102	14,957	145
1st Floor				14,240	11,370	2,870
2nd Floor				12,448	881	11,567
2nd Floor Mezzanine				4,821	0	4,821
3rd Floor				13,046	861	12,185
4th Floor				12,901	1,004	11,897
5th Floor				12,901	1,004	11,897
6th Floor				12,901	1,004	11,897
7th Floor				9,840	614	9,226
TOTALS				123,302	46,652	76,650

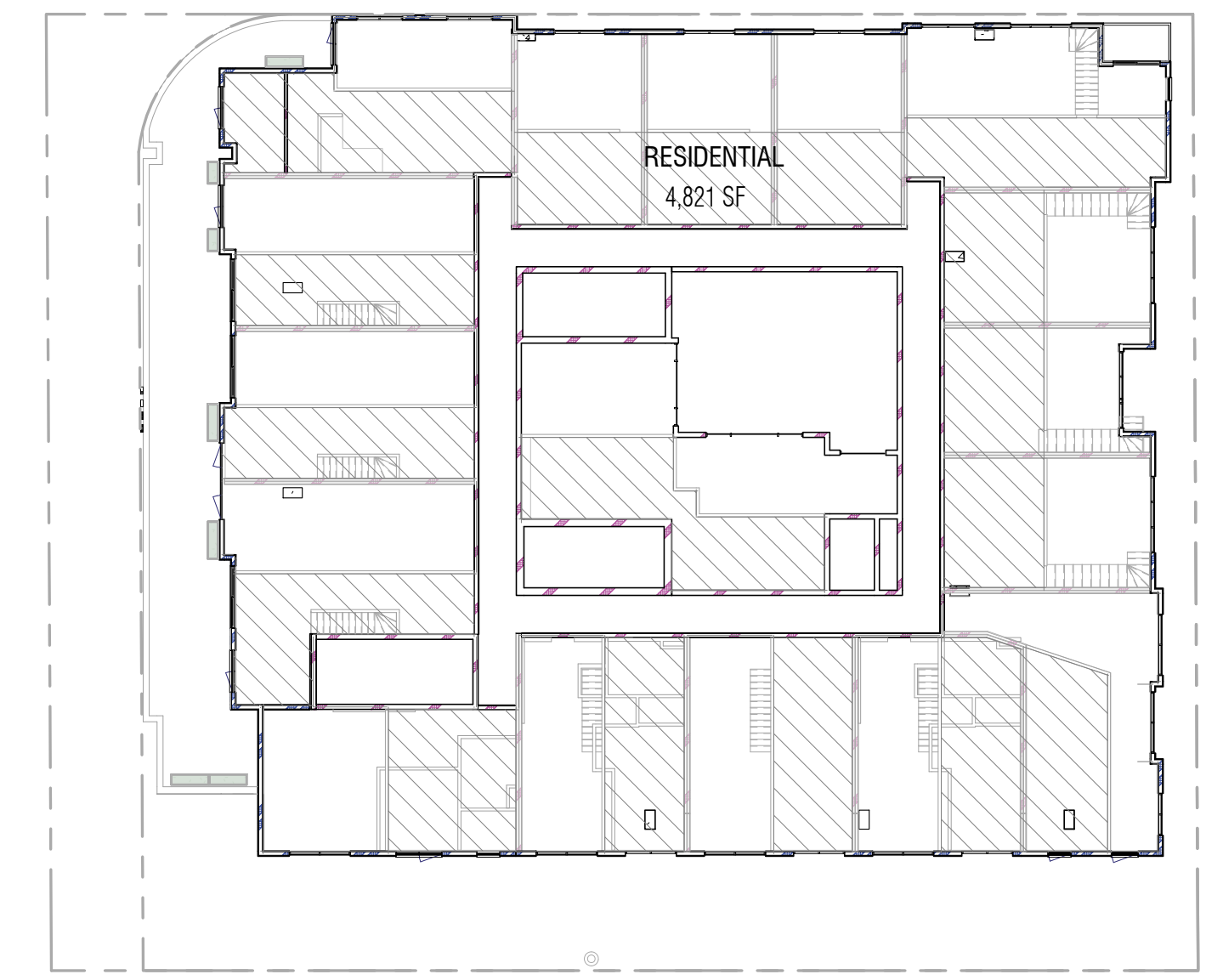
FAR CALCULATION
 TOC Base Incentive to permit an increase in Floor Area Ratio from 3.0:1 (Base Density) to 4.35:1 per the TOC Tier 4 Floor Area Ratio Base Incentive of 45% additional F.A.R.
 Total Building Area 76,650
 F.A.R. Lot Area (Net Area) 18,742 4.090
F.A.R. 4.09

EXHIBIT "A"
 Page No. 5 of 44
 Case No. DIR-2020-4249-TOC-SPP-VHCA

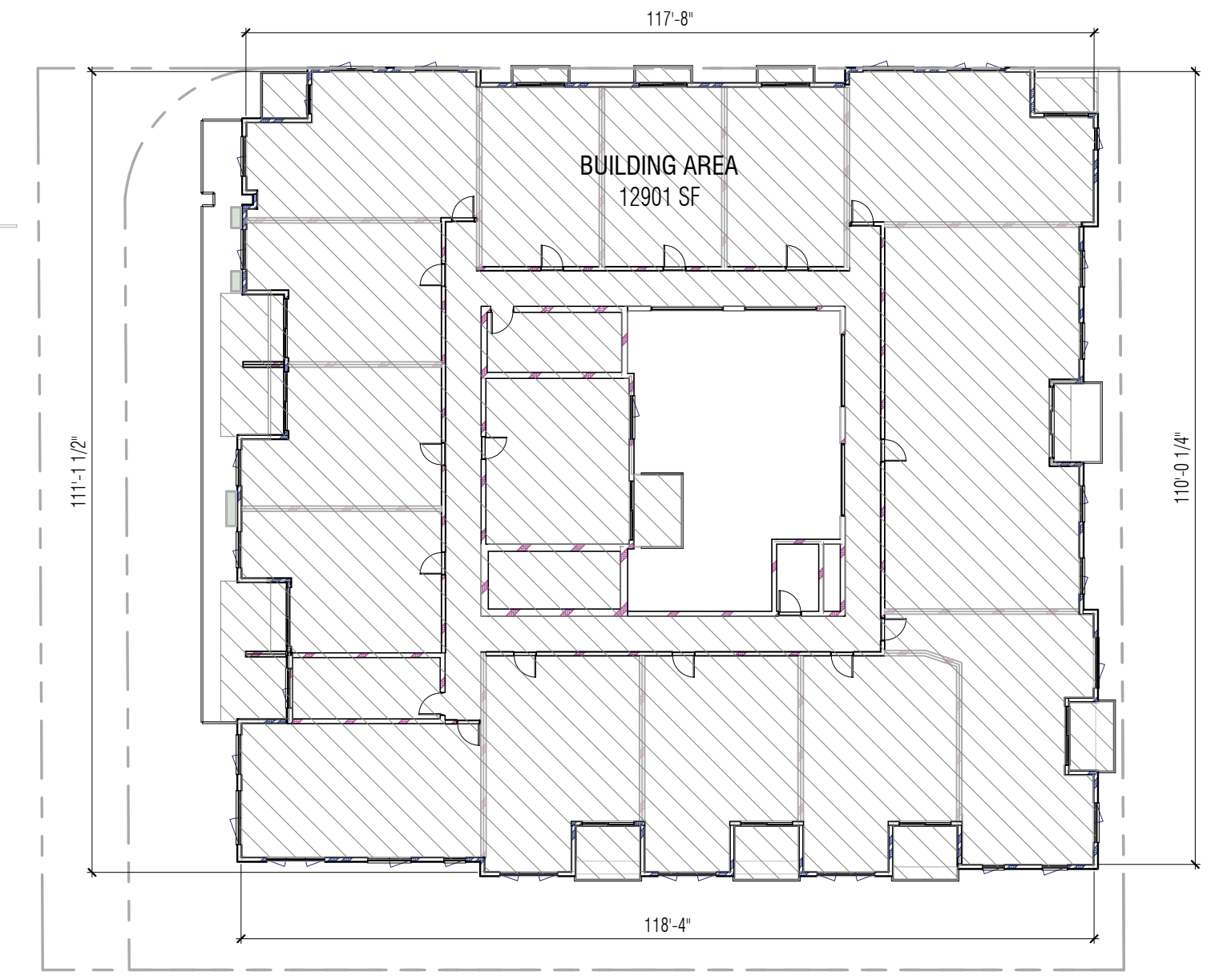
MIXED USE PERCENTAGE	SF	%
RESIDENTIAL	114,659	93%
NON-RESIDENTIAL	8,691	7%
TOTAL	123,350	100%



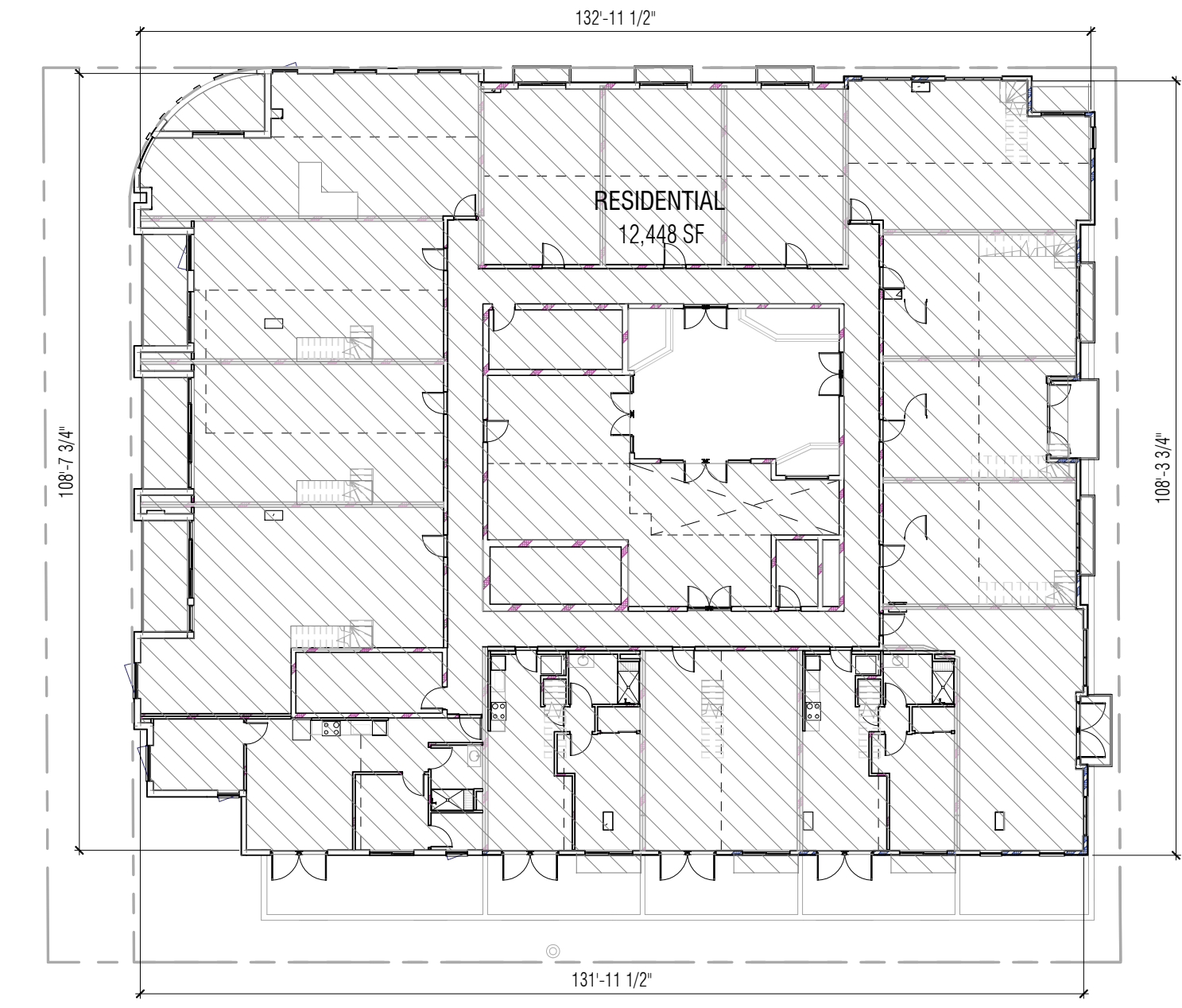
7TH FLOOR 3/64" = 1'-0" 7



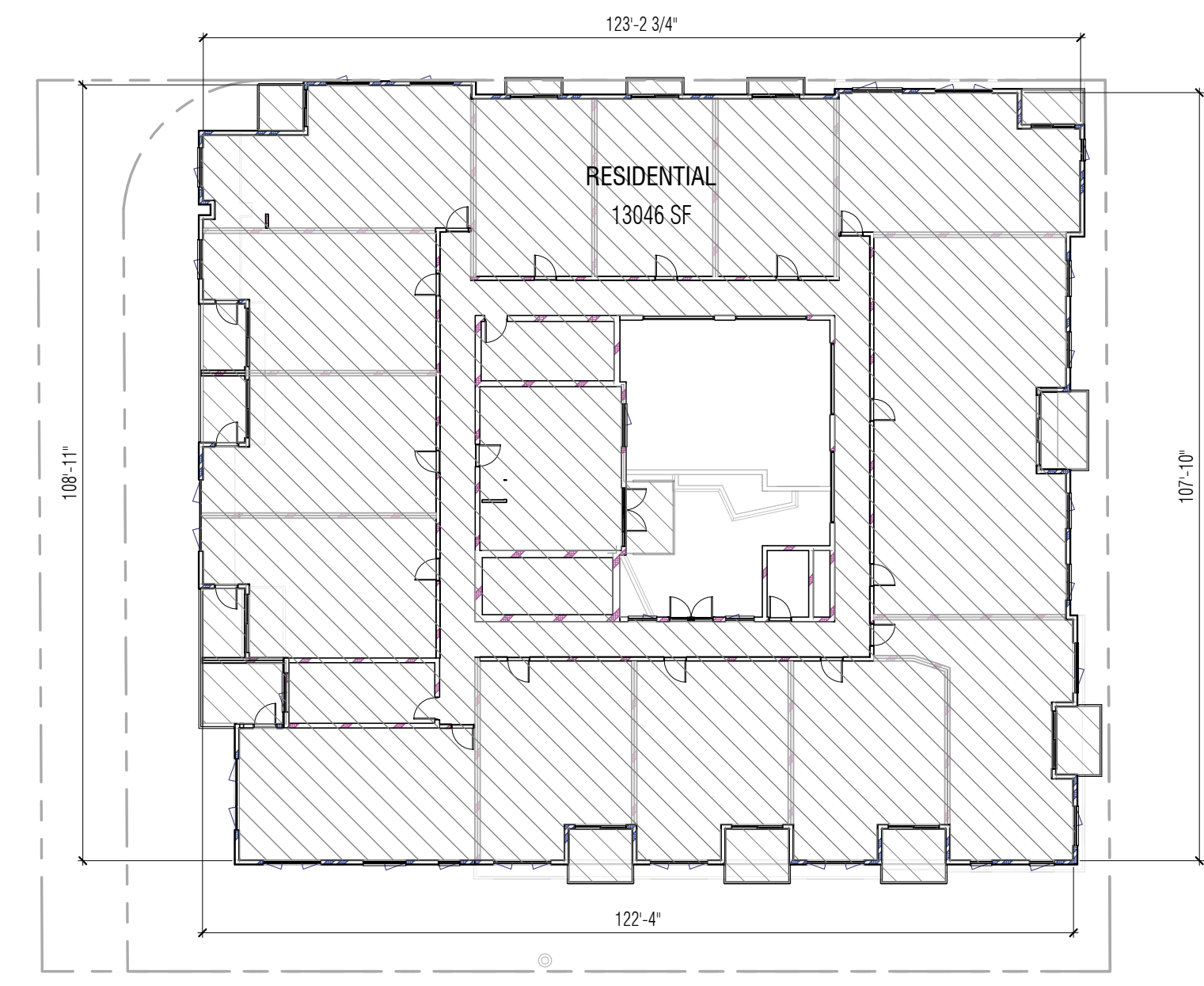
2ND FLOOR MEZZANINE 3/64" = 1'-0" 4



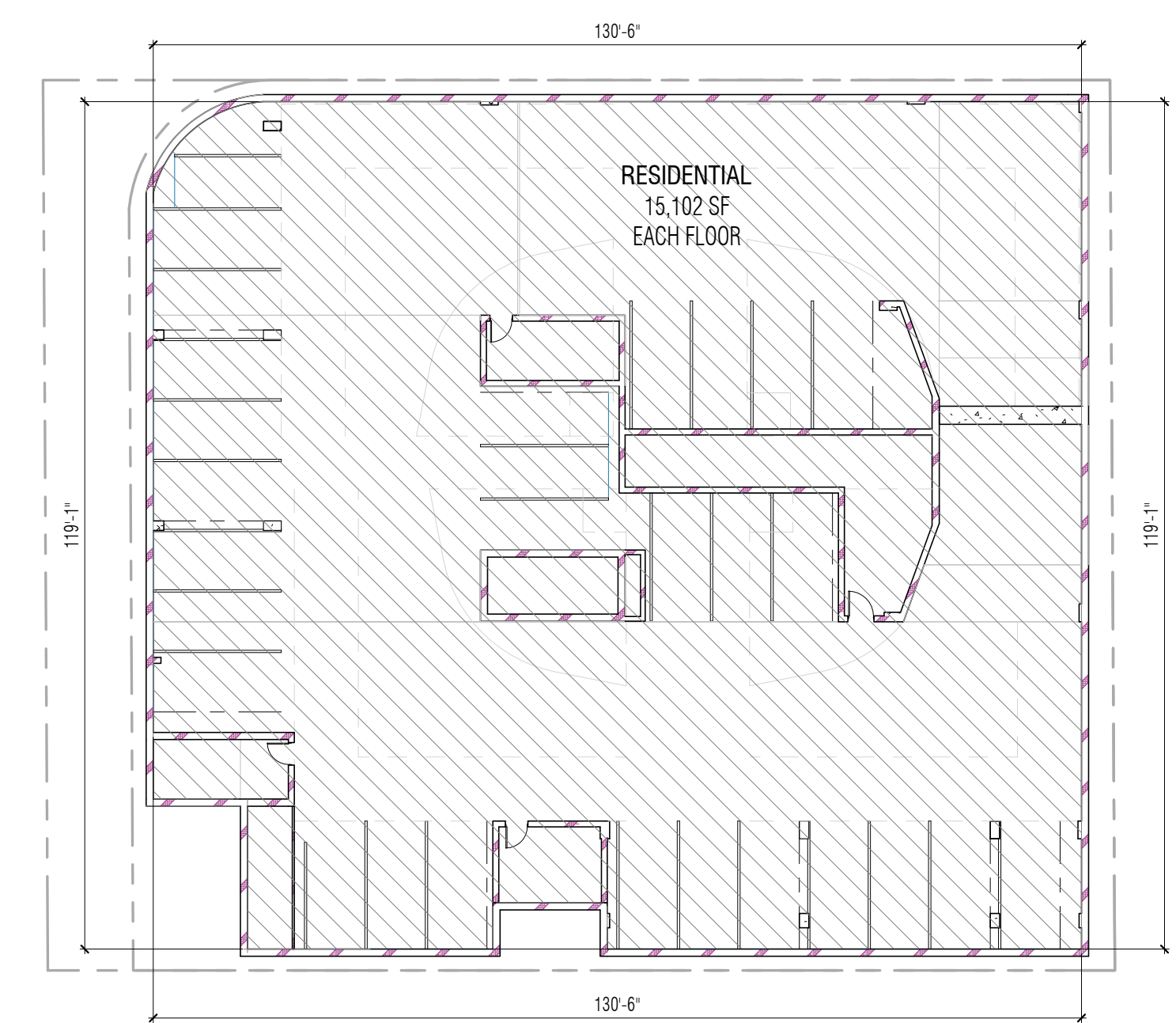
4TH - 6TH FLOOR 3/64" = 1'-0" 6



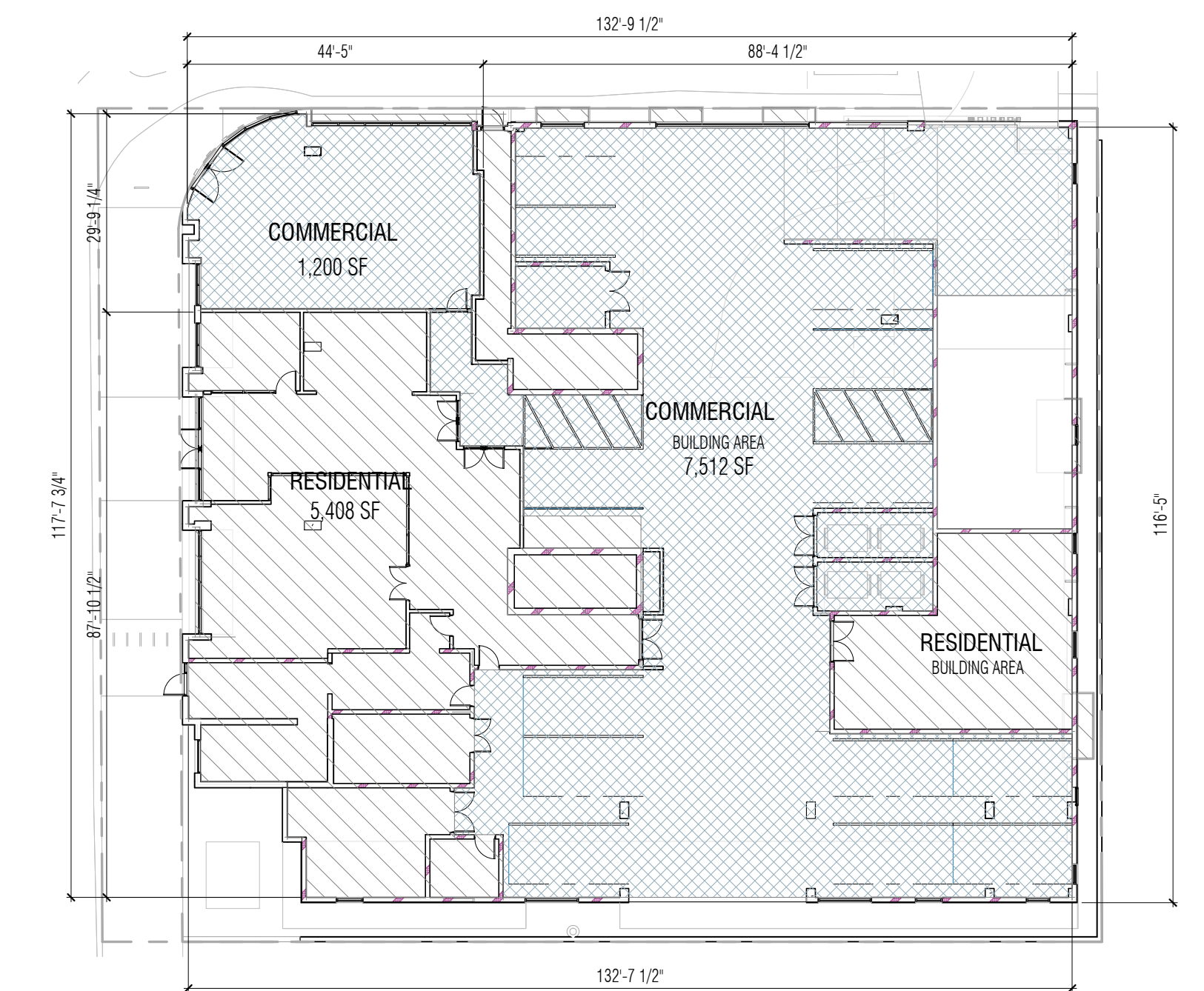
2ND FLOOR 3/64" = 1'-0" 3



3RD FLOOR 3/64" = 1'-0" 5



BASEMENT 1 & 2 3/64" = 1'-0" 1



1ST FLOOR 3/64" = 1'-0" 2

DATE	ISSUANCE OR REVISION
04.29.2020	TOC SUBMITTAL
05.13.2020	TOC SUBMITTAL
06.16.2020	SNAP SUBMITTAL
10.08.2020	UPDATE

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SHEET CONTENTS
ZONING EXHIBIT

PROJECT NO: 9950

SHEET

AC-3a

PROJECT FLOOR AREA CALCULATION TABLE

Floor Level	A Gross Area (Out to Out Building Dimensions)	B Area of Exterior Walls	C Areas of Courts & Vent Shafts	CALCULATION A-B-C Building Code Area	D Area of Stairways, Mechanical Rooms, Elevators, Storage & Garage	CALCULATION A-B-C-D Zoning Code Area
Basment 2				15,102	14,957	145
Basment 1				15,102	14,957	145
1st Floor				14,240	11,370	2,870
2nd Floor				12,448	881	11,567
2nd Floor Mezzanine				4,821	0	4,821
3rd Floor				13,046	861	12,185
4th Floor				12,901	1,004	11,897
5th Floor				12,901	1,004	11,897
6th Floor				12,901	1,004	11,897
7th Floor				9,840	614	9,226
TOTALS				123,302	46,652	76,650

FAR CALCULATION

TOC Base Incentive to permit an increase in Floor Area Ratio from 3.0:1 (Base Density) to 4.35:1 per the TOC Tier 4 Floor Area Ratio Base Incentive of 45% additional F.A.R.

Total Building Area	76,650	
F.A.R. Lot Area (Net Area)	18,742	4.090
F.A.R.	4.09	

EXHIBIT "A"
Page No. 6 of 44
Case No. DIR-2020-4249-TOC-SPP-VHCA



7TH FLOOR 3/64" = 1'-0" 6



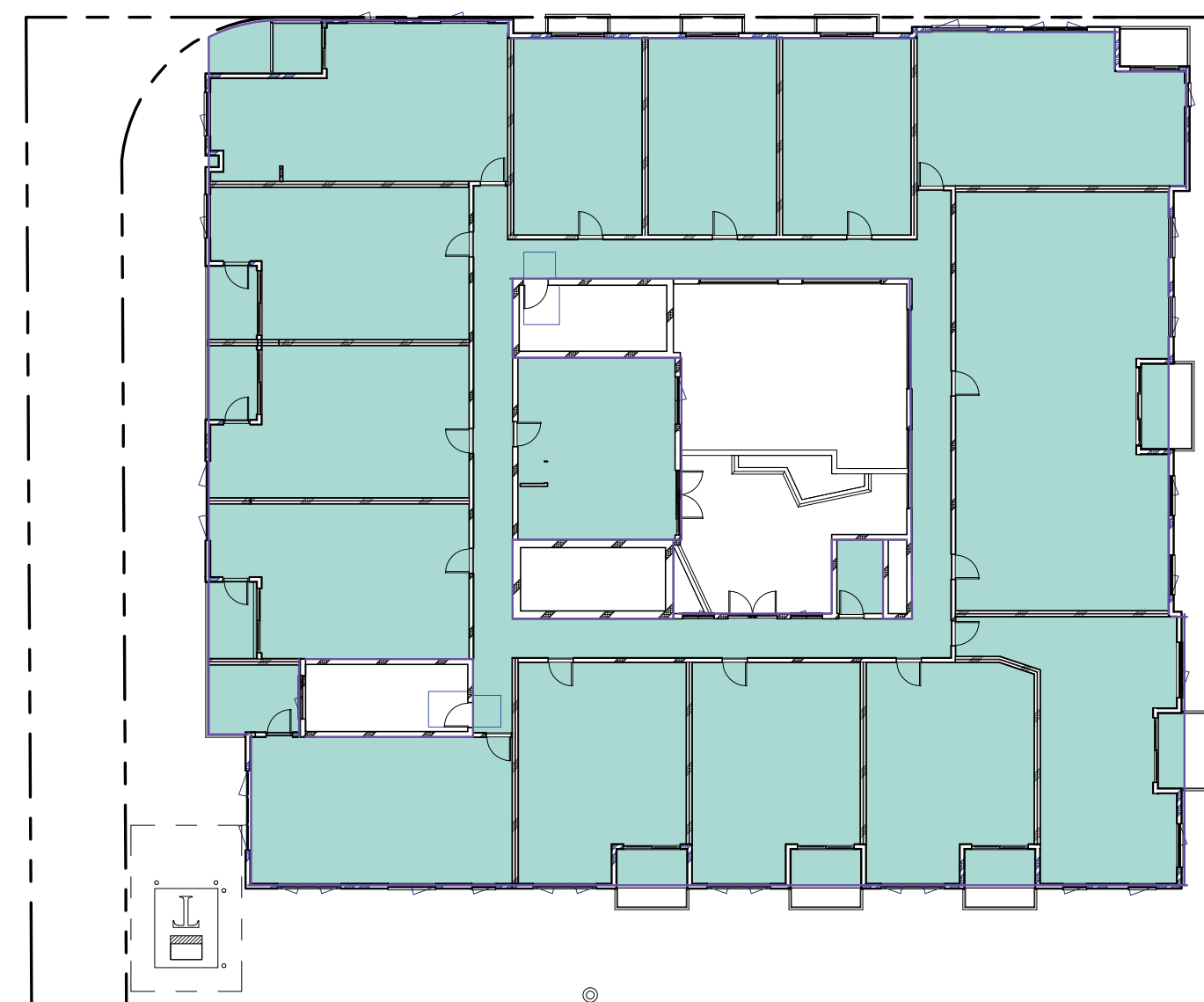
2ND FLOOR MEZZANINE 3/64" = 1'-0" 3



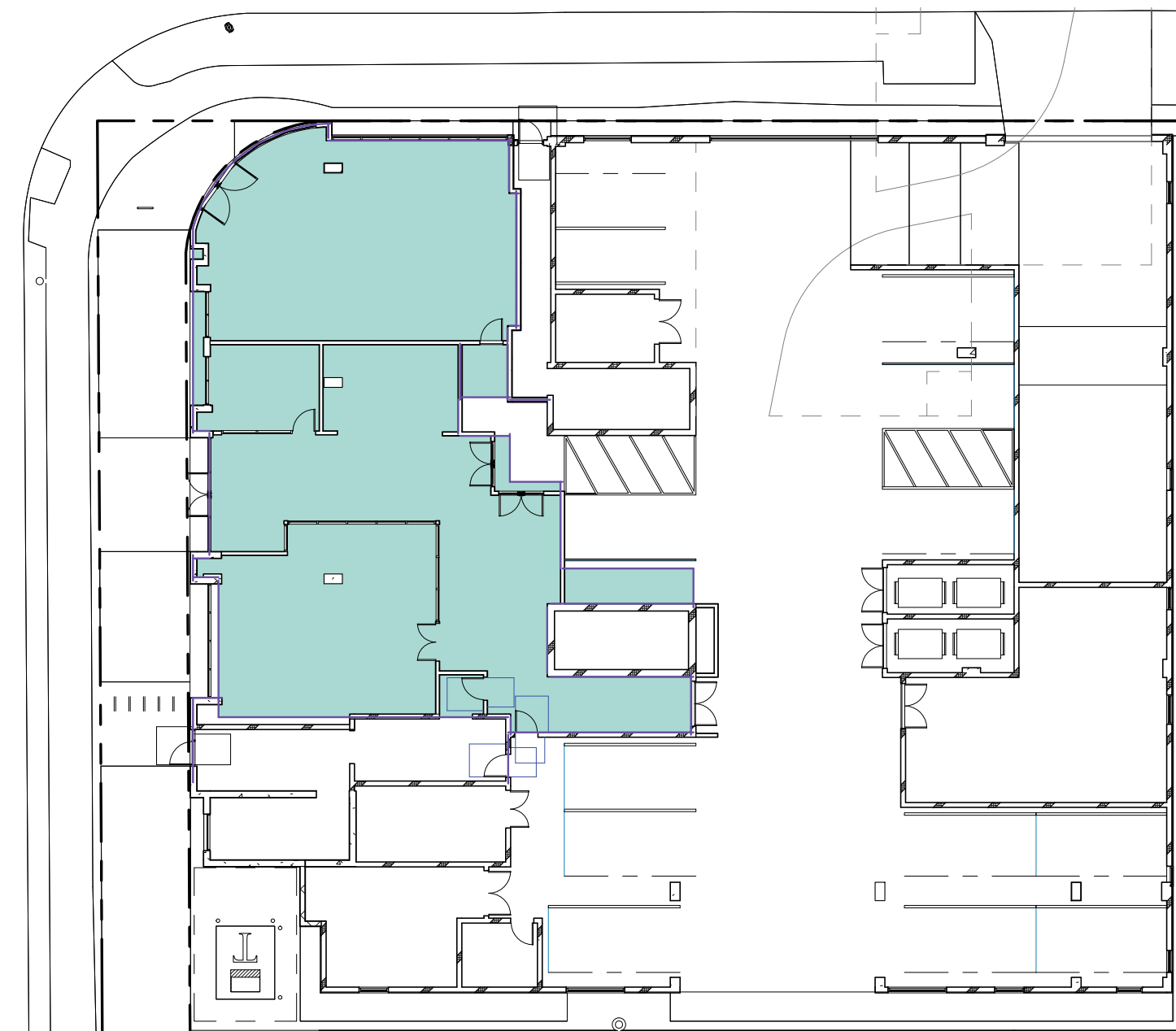
4TH - 6TH FLOOR 3/64" = 1'-0" 5



2ND FLOOR 3/64" = 1'-0" 2



3RD FLOOR 3/64" = 1'-0" 4



1ST FLOOR 3/64" = 1'-0" 1

DATE	ISSUANCE OR REVISION
04.29.2020	TOC SUBMITTAL
05.13.2020	TOC SUBMITTAL
06.16.2020	SNAP SUBMITTAL
10.08.2020	UPDATE

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SHEET CONTENTS
OPEN SPACE PLAN

PROJECT NO: 9950

SHEET

AC-4

OPEN SPACE COLOR LEGEND

- AMENITY SPACE (COMMON OPEN SPACE)
- OPEN SPACE
- PRIVATE OPEN SPACE

NOTE: PRIVATE OPEN SPACE MUST BE A MINIMUM OF 50 SF WITH A MINIMUM OF 6' IN EACH DIRECTION. IT MUST PROVIDE A MINIMUM OF 8' VERTICAL CLEARANCE UNDER ANY PROJECTION (EXCEPT AS PROVIDED IN LAMC 12.22 C 20 (D)). SEE LAMC 12.21 G 2 (D)(2) FOR ADD'L INFO.

TOTAL OPEN SPACE REQUIRED

UNIT MIX:	2nd	3rd	4th	5th	6th	7th	Total
<3 Habitable Rooms STUDIO							15
<3 Habitable Rooms STUDIO w/ MEZZANINE	6	4	4	4	2	1	6
<3 Habitable Rooms 1-BED		10	10	10	11	8	49
<3 Habitable Rooms 1-BED w/ MEZZANINE	8						8
>3 Habitable Rooms 2-BED w/ MEZZANINE	2						2
>3 Habitable Rooms 4-BED		1	1	1	1	1	5
TOTAL:	16	15	15	15	14	10	85 UNITS

OPEN SPACE REQUIRED

< 3 HABITABLE ROOMS	70	100 SF	7,000 SF
3 HABITABLE ROOMS	8	125 SF	1,000 SF
> 3 HABITABLE ROOMS	7	175 SF	1,225 SF
TOTAL OPEN SPACE REQUIRED			9,225 SF
25% REDUCTION (TOC ADD'L INCENTIVE)			6,919 SF

TOTAL OPEN SPACE PROVIDED

Level	Name	Area
1ST FLOOR	AMENITY SPACE	658 SF
2ND FLOOR	AMENITY SPACE	857 SF
AMENITY SPACE		1515 SF
2ND FLOOR	OPEN SPACE	609 SF
7TH FLOOR	OPEN SPACE	1857 SF
OPEN SPACE		2466 SF
TOTAL COMMON OPEN SPACE		3981 SF

TOTAL PLANTING IN OPEN SPACE

REQUIRED PLANTING IN OPEN SPACE	2466 SF TOTAL OPEN SPACE X 25% = 616 SF REQUIRED
PROVIDED PLANTING IN OPEN SPACE	2ND FLOOR OPEN SPACE PLANTING PROVIDED 157 SF
7TH FLOOR OPEN SPACE PLANTING PROVIDED	464 SF
TOTAL OPEN SPACE PLANTING	621 SF PROVIDED
621 SF PROVIDED > 616 SF REQUIRED, HENCE PROJECT COMPLIES	

PRIVATE OPEN SPACE

2ND FLOOR	SF/LEVEL
UNIT 200	050 SF
UNIT 201	050 SF
UNIT 203	050 SF
UNIT 204	050 SF
UNIT 211	050 SF
UNIT 213	050 SF
UNIT 214	050 SF
UNIT 215	050 SF
UNIT 216	050 SF
TOTAL:	450 SF @ 2ND FLOOR

3RD-6TH FLOORS	SF/LEVEL
UNIT #00	050 SF
UNIT #01	050 SF
UNIT #02	050 SF
UNIT #03	050 SF
UNIT #04	050 SF
UNIT #10	050 SF
UNIT #13	050 SF
UNIT #14	050 SF
UNIT #15	050 SF
UNIT #16	050 SF
TOTAL:	500 SF PER FLOOR
FLOORS	x 4 FLOORS
TOTAL AREA (3-6 FLRS):	2,000 TOTAL

7TH FLOOR	SF/LEVEL
UNIT 700	050 SF
UNIT 701	050 SF
UNIT 702	050 SF
UNIT 703	050 SF
UNIT 704	050 SF
UNIT 710	050 SF
UNIT 713	050 SF
UNIT 714	050 SF
UNIT 715	050 SF
UNIT 716	050 SF
TOTAL:	500 SF @ 7TH FLOOR

TOTAL PRIVATE OPEN SPACE:	
2ND FLOOR PRIVATE SPACE:	450 SF (SEE ABOVE)
TOTAL 3-6TH PRIVATE SPACE:	2,000 SF (SEE ABOVE)
7TH FLOOR PRIVATE SPACE:	500 SF (SEE ABOVE)
TOTAL PRIVATE OPEN SPACE:	2,950 SF PROVIDED

TOTAL OPEN SPACE PROVIDED

TOTAL PRIVATE OPEN SPACE:	2,950 SF (SEE ABOVE)
TOTAL COMMON OPEN SPACE:	3,980 SF (SEE ABOVE)
TOTAL OPEN SPACE:	6,930 SF PROVIDED

25% MIN OPEN SPACE PROVIDED AT 1ST HABITABLE LEVEL

SNAP ALLOWS FOR THE 1ST HABITABLE LEVEL (2ND FLOOR) TO COMPLY WITH THE SNAP REQUIREMENT TO PROVIDE A MINIMUM 25% OF THE COMMON AND PRIVATE OPEN SPACE.

PRIVATE OPEN SPACE PROVIDED	= 50 SF * 9	= 0450 SF
COMMON OPEN SPACE PROVIDED AMENITY SPACE	= 0857 SF	
OPEN SPACE (PATIO)	= 0609 SF	
TOTAL COMMON & PRIVATE SPACE PROVIDED	= 1,916 SF	

1,916 SF PROVIDED > 1730 SF REQUIRED, HENCE THE PROJECT COMPLIES WITH THE SNAP REQUIREMENT.

THIS LEVEL IS THE 1ST HABITABLE LEVEL AND COMPLIES WITH THE SNAP REQUIREMENT TO PROVIDE A MINIMUM 25% OF THE COMMON AND PRIVATE OPEN SPACE.
PRIVATE OPEN SPACE PROVIDED = 50 SF * 9 = 450 SF
COMMON OPEN SPACE PROVIDED AMENITY SPACE = 0857 SF
OPEN SPACE (PATIO) = 0609 SF
TOTAL COMMON & PRIVATE SPACE PROVIDED = 1,916 SF

1,916 SF PROVIDED > 1730 SF REQUIRED, HENCE THE PROJECT COMPLIES WITH THE SNAP REQUIREMENT.



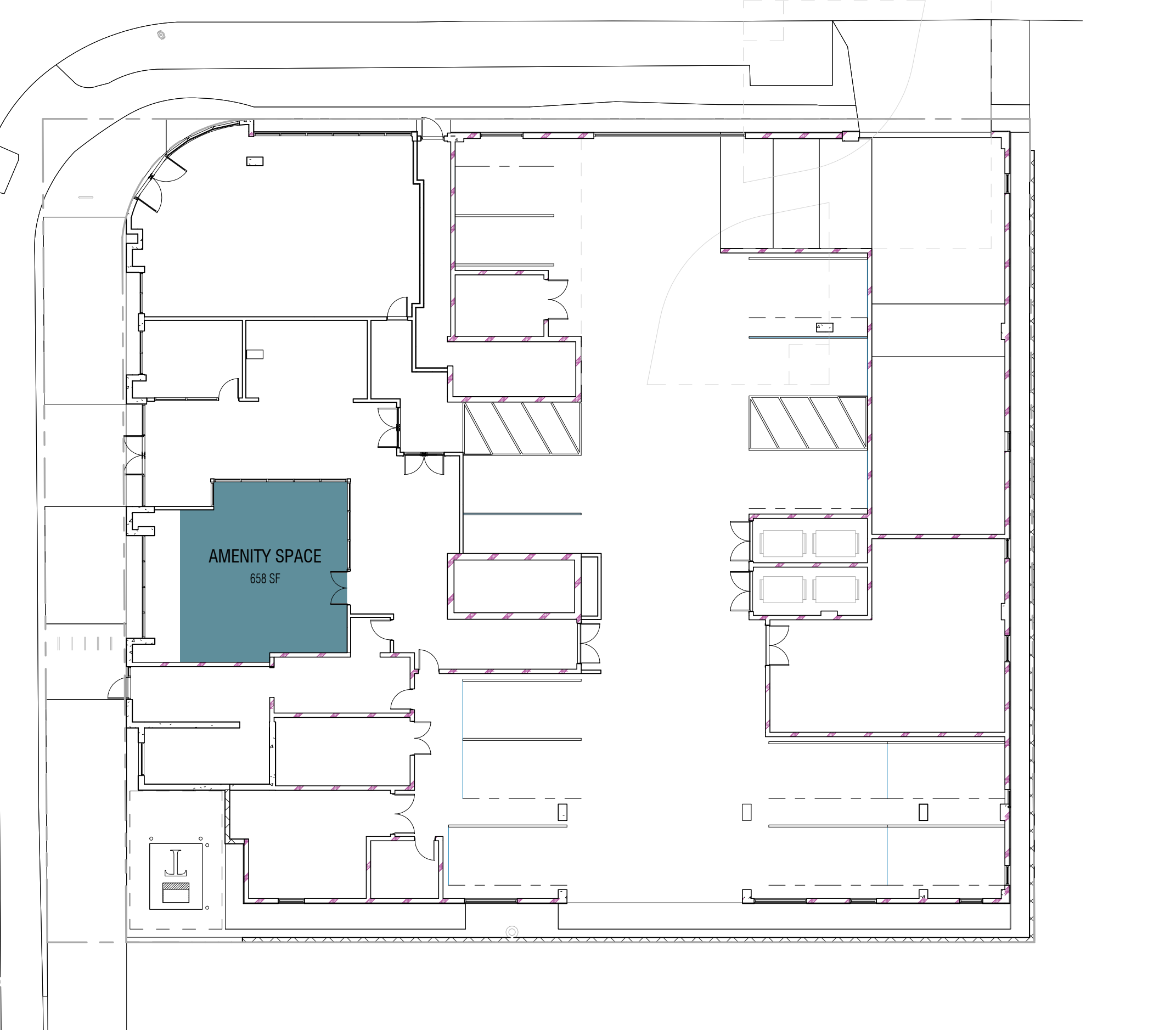
4TH FLOOR 1/16" = 1'-0" 4



2ND FLOOR 1/16" = 1'-0" 2



3RD FLOOR 1/16" = 1'-0" 3



1ST FLOOR 1/16" = 1'-0" 1

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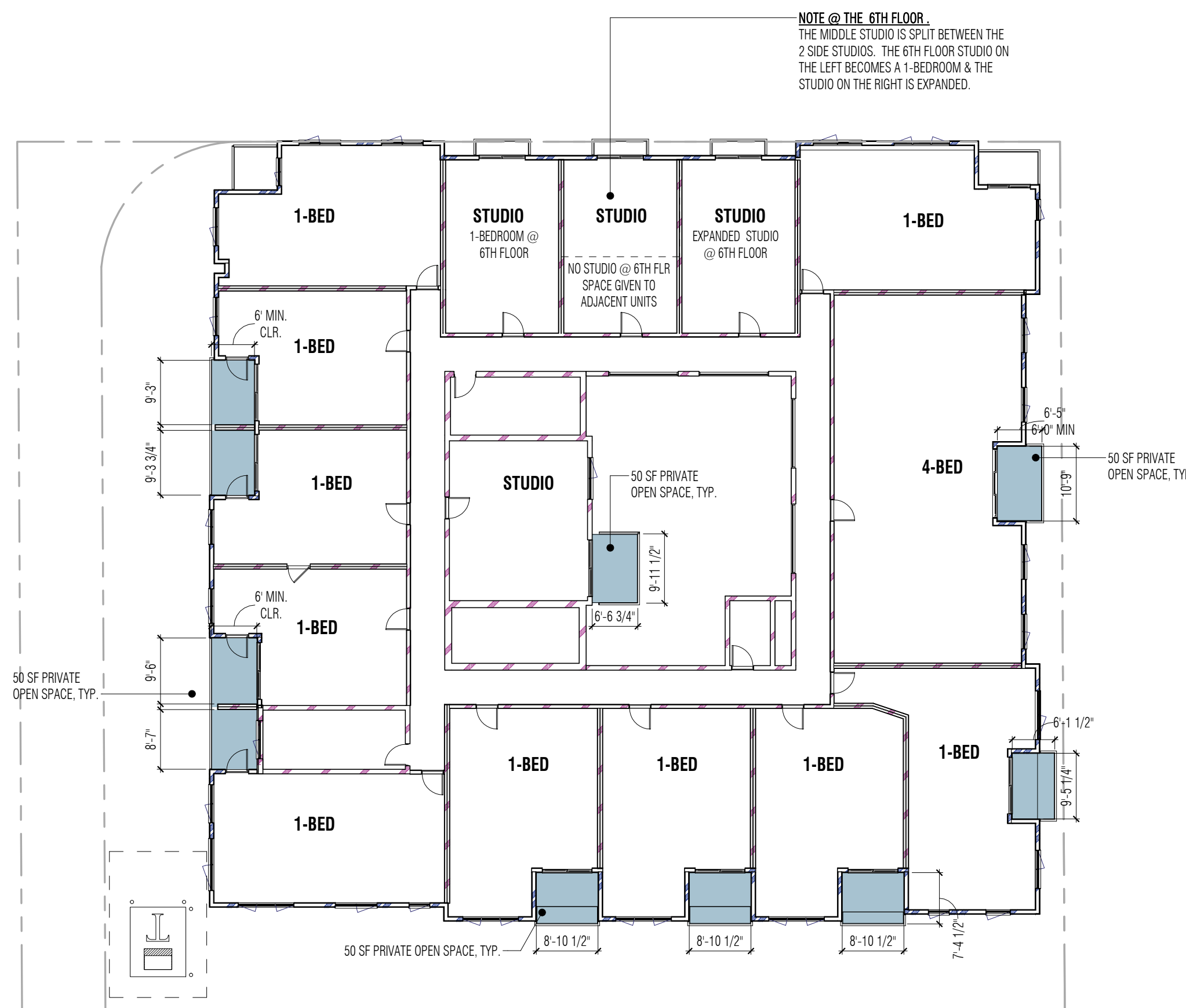
OPEN SPACE COLOR LEGEND

- OPEN SPACE
 - PRIVATE OPEN SPACE
- NOTE: PRIVATE OPEN SPACE MUST BE A MINIMUM OF 50 SF WITH A MINIMUM OF 6' IN EACH DIRECTION. IT MUST PROVIDE A MINIMUM OF 8' VERTICAL CLEARANCE UNDER ANY PROJECTION (EXCEPT AS PROVIDED IN LAMC 12.22 C 20 (D)). SEE LAMC 12.21 G 2 (D)(2) FOR ADDL. INFO.



7TH FLOOR 1/16" = 1'-0" 2

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5TH AND 6TH FLOOR 1/16" = 1'-0" 1

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SHEET CONTENTS
OPEN SPACE PLAN

PROJECT NO: 9950

SHEET
AC-5

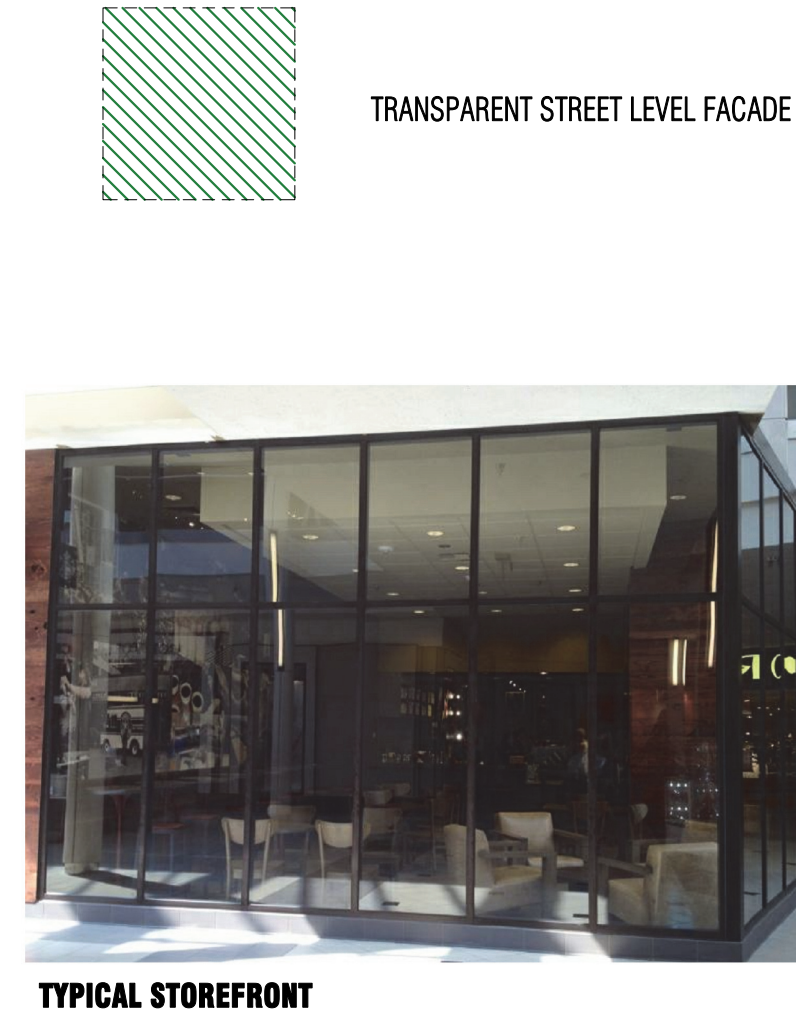
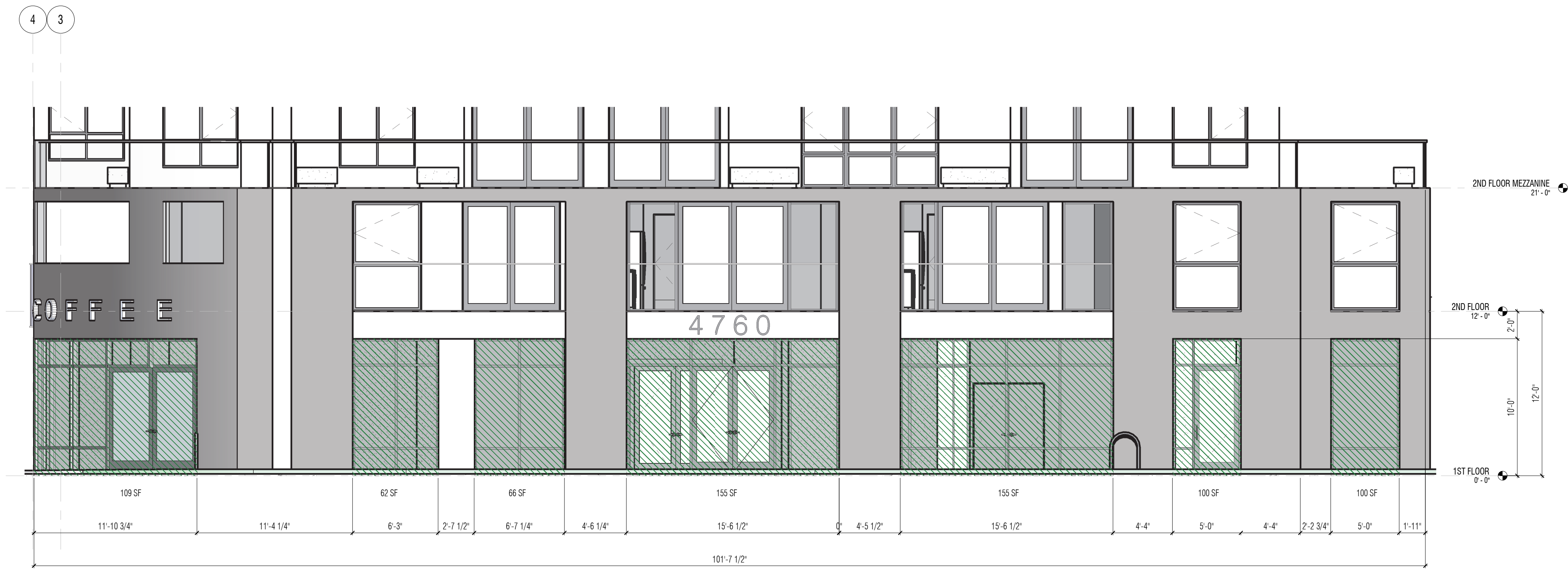
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SHEET CONTENTS
STREETSCAPE
TRANSPARENCY EXHIBIT

PROJECT NO: 9950

SHEET
AC-6



SANTA MONICA TRANSPARENCY
OVERALL FACADE AREA = 1109 SF
TOTAL TRANSPARENT AREA = 597 SF
TRANSPARENCY RATIO = 53 %

STREET FRONT GLAZING CALC ALONG SANTA MONICA 3/16" = 1'-0" 1

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NEW HAMPSHIRE AVENUE TRANSPARENCY
OVERALL FACADE AREA = 1611 SF
TOTAL TRANSPARENT AREA = 846 SF
TRANSPARENCY RATIO = 52.27 %



STREET FRONT GLAZING CALC ALONG NEW HAMPSHIRE 3/16" = 1'-0" 2

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SHEET CONTENTS
SITE PLAN

PROJECT NO: 9950

SHEET
A1.1

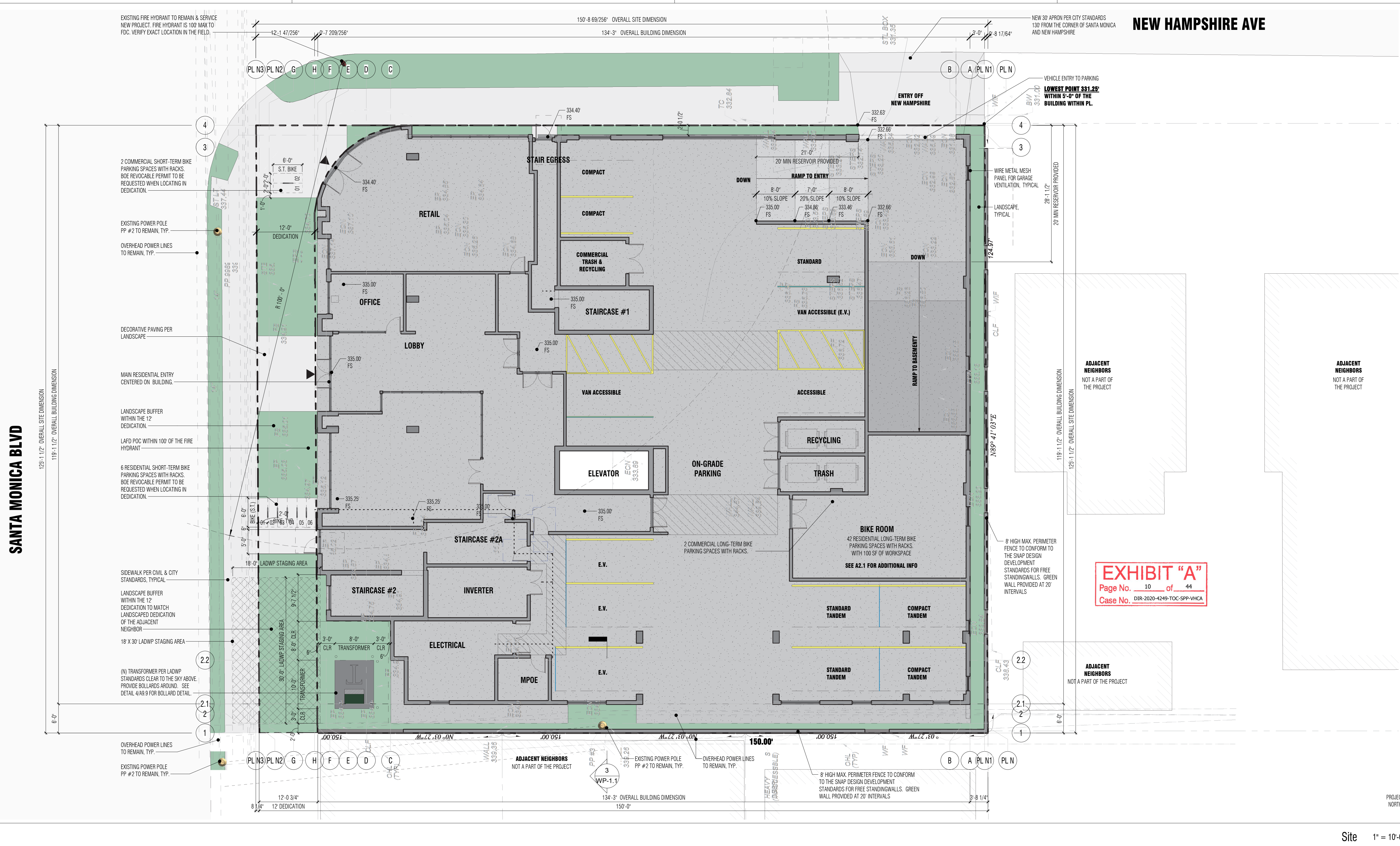


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HUMAN OCCUPANCY NOTE
EVERY SPACE INTENDED FOR HUMAN OCCUPANCY SHALL BE PROVIDED WITH NATURAL LIGHT BY MEANS OF EXTERIOR GLAZED OPENINGS IN ACCORDANCE WITH SECTIONS 1206.2 OR SHALL BE PROVIDED WITH ARTIFICIAL LIGHT THAT IS ADEQUATE TO PROVIDE AN AVERAGE ILLUMINATION OF 10 FOOT CANDLES OVER THE AREA OF THE ROOM AT A HEIGHT OF 30 INCHES ABOVE THE FLOOR LEVEL (1204.1 & 1204.3)

- GENERAL NOTES**
1. THE CONSTRUCTION SHALL NOT RESTRICT A FIVE-FOOT CLEAR AND UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL BOXES, TRANSFORMERS, VALVES, PUMPS, VALVES, METERS, APPURTENANCES, ETC.) OR TO THE LOCATION OF THE HOOK UP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.
 2. AN APPROVED SEISMIC GAS SHUTOFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWNSTREAM SIDE OF THE UTILITY METER AND BE PROPERLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING* (PER ORDINANCE 170.158) (INCLUDES COMMERCIAL ADDITIONS AND TL WORK OVER \$10,000.) SEPARATE PLUMBING PERMIT IS REQUIRED.
 3. PROVIDE ULTRA-LOW FLOW WATER CLOSETS FOR ALL NEW CONSTRUCTION. EXISTING SHOWER HEADS AND TOILETS MUST BE ADAPTED FOR LOW WATER CONSUMPTION.
 4. SHOWER COMPARTMENTS AND WALLS ABOVE BATHTUBS WITH INSTALLED SHOWER HEADS SHALL BE FINISHED WITH A SMOOTH, NONABSORBENT SURFACE TO HEIGHT NOT LESS THAN 72 INCHES ABOVE THE DRAIN INLET (SECTION 1210.2.3). USE OF WATER-RESISTANT GYPSUM BOARD SHALL BE AS STATED IN SECTION 2509.3.
 5. WATER HEATERS MUST BE STRAPPED TO A WALL (SEC. 507.3, UPC)
 6. UNIT SKYLIGHTS SHALL BE LABELED BY A LA CITY APPROVED LABELING AGENCY. SUCH LABEL SHALL STATE THE APPROVED LABELING AGENCY NAME, PRODUCT DESIGNATION AND PERFORMANCE GRADE RATING (RESEARCH REPORT NOT REQUIRED) 2405.5
 7. A COPY OF THE EVALUATION REPORT AND/OR CONDITIONS OF LISTING SHALL BE MADE AVAILABLE AT THE JOB SITE.

Site 1" = 10'-0" 1



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10.08.2020	UPDATE

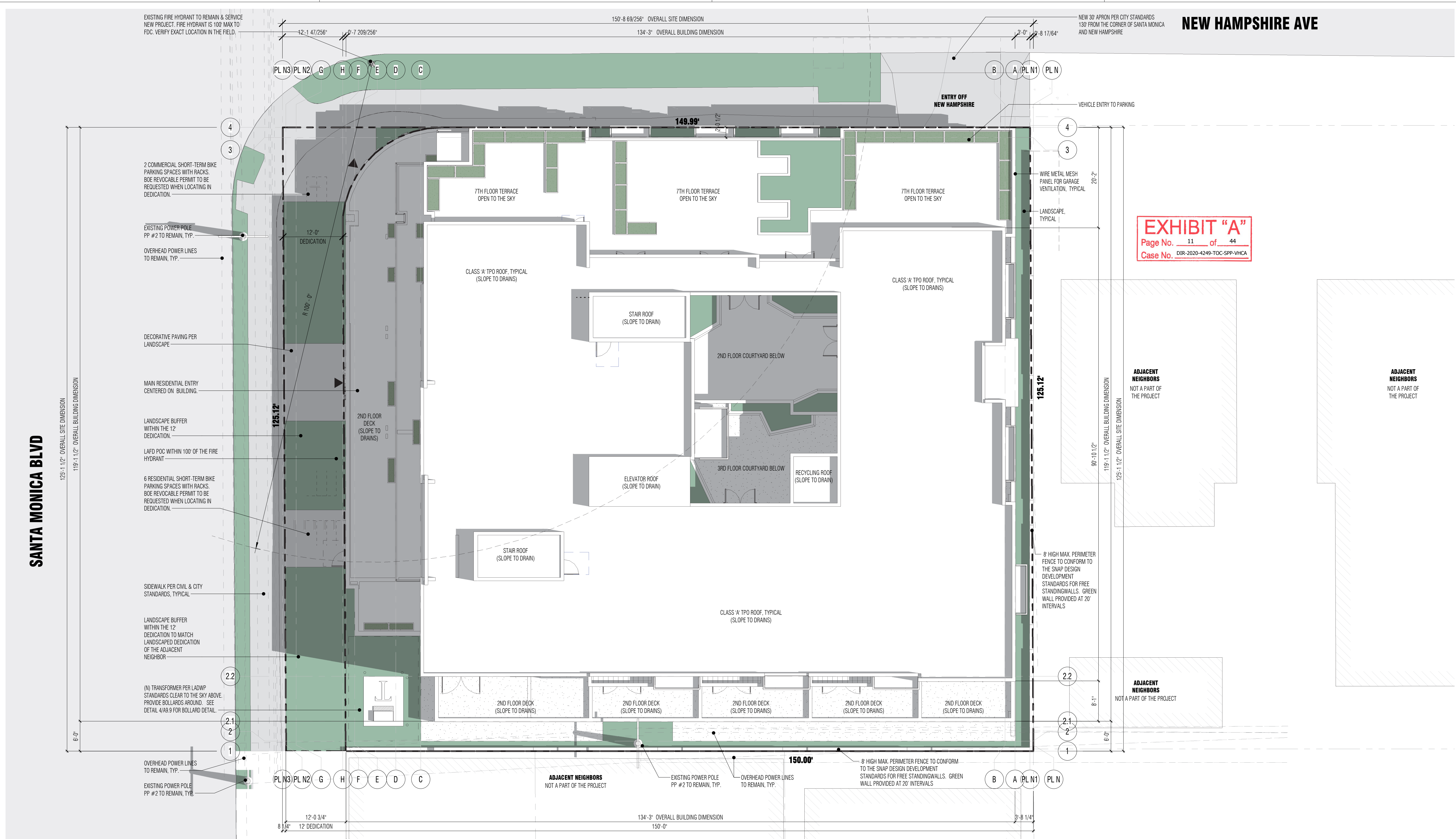
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SHEET CONTENTS
SITE PLAN ROOF

PROJECT NO: 9950

SHEET

A1.1a



Site PLAN ROOF 1" = 10'-0" 1

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SHEET CONTENTS
BASEMENT

PROJECT NO: 9950

SHEET
A2.0 B

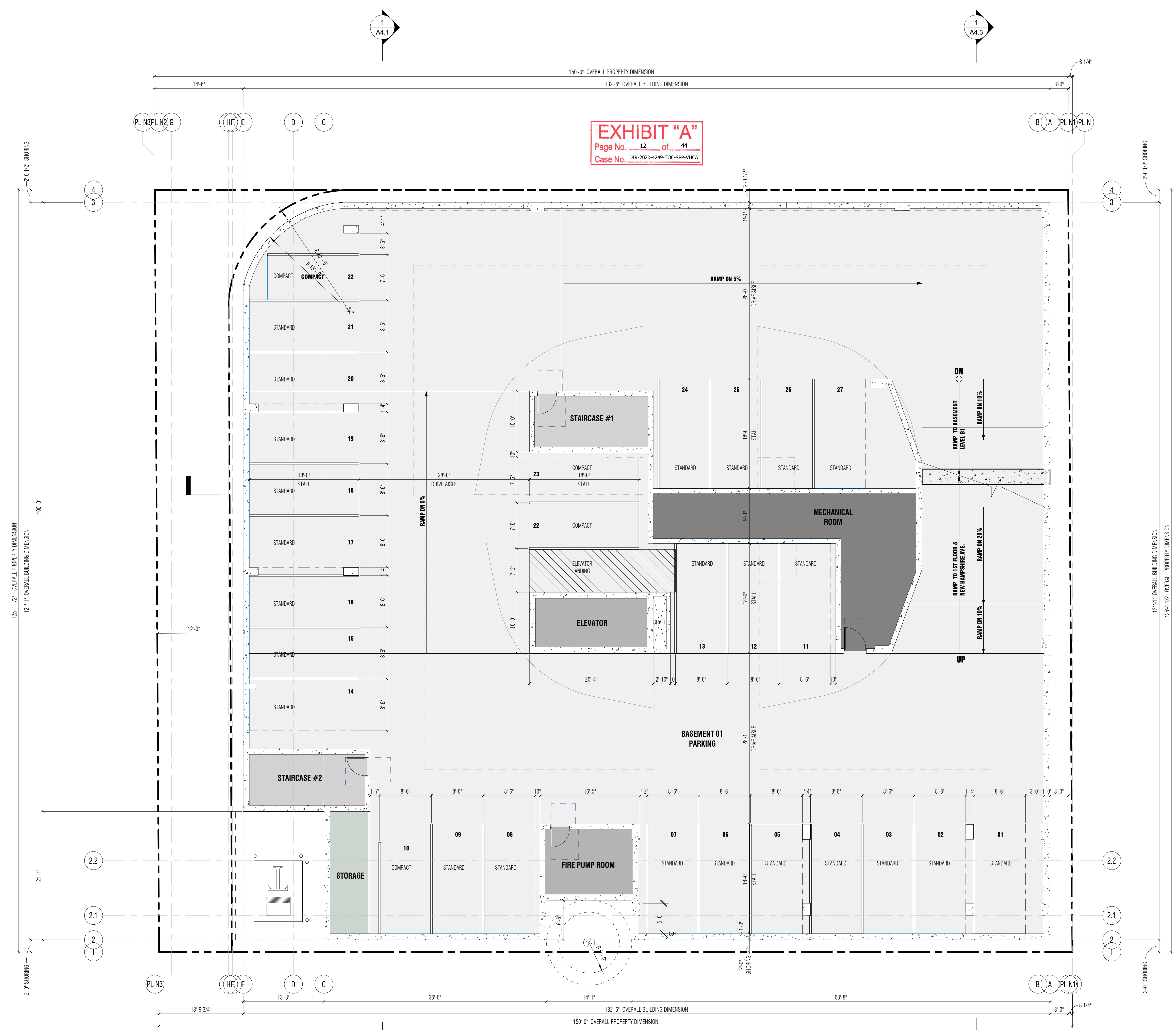


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SHEET CONTENTS

BASEMENT 2

PROJECT NO: 9950

SHEET

A2.0
B2

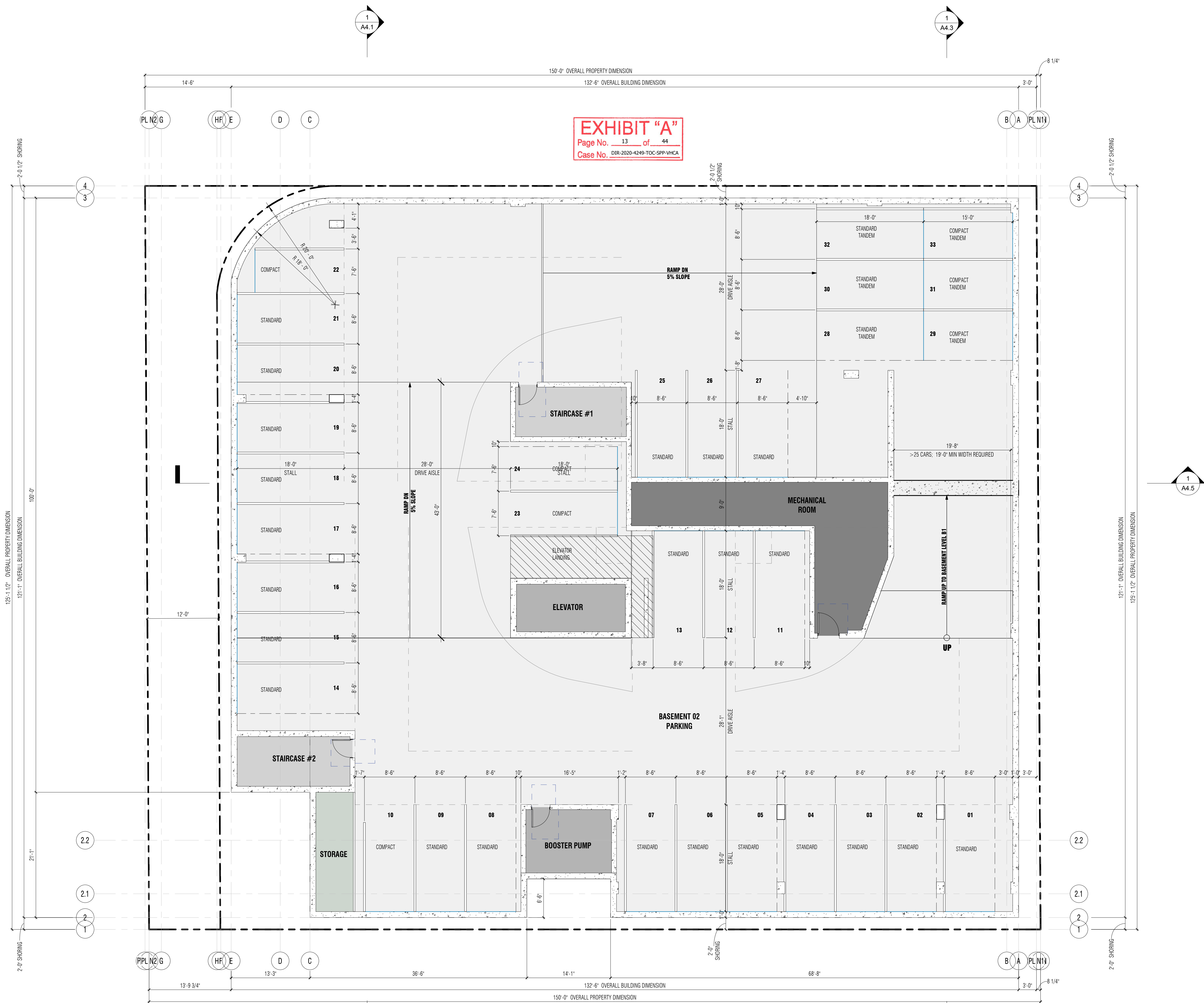


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SHEET CONTENTS
1ST FLOOR PLAN

PROJECT NO: 9950

SHEET
A2.1

SANTA MONICA BLVD

NEW HAMPSHIRE AVE

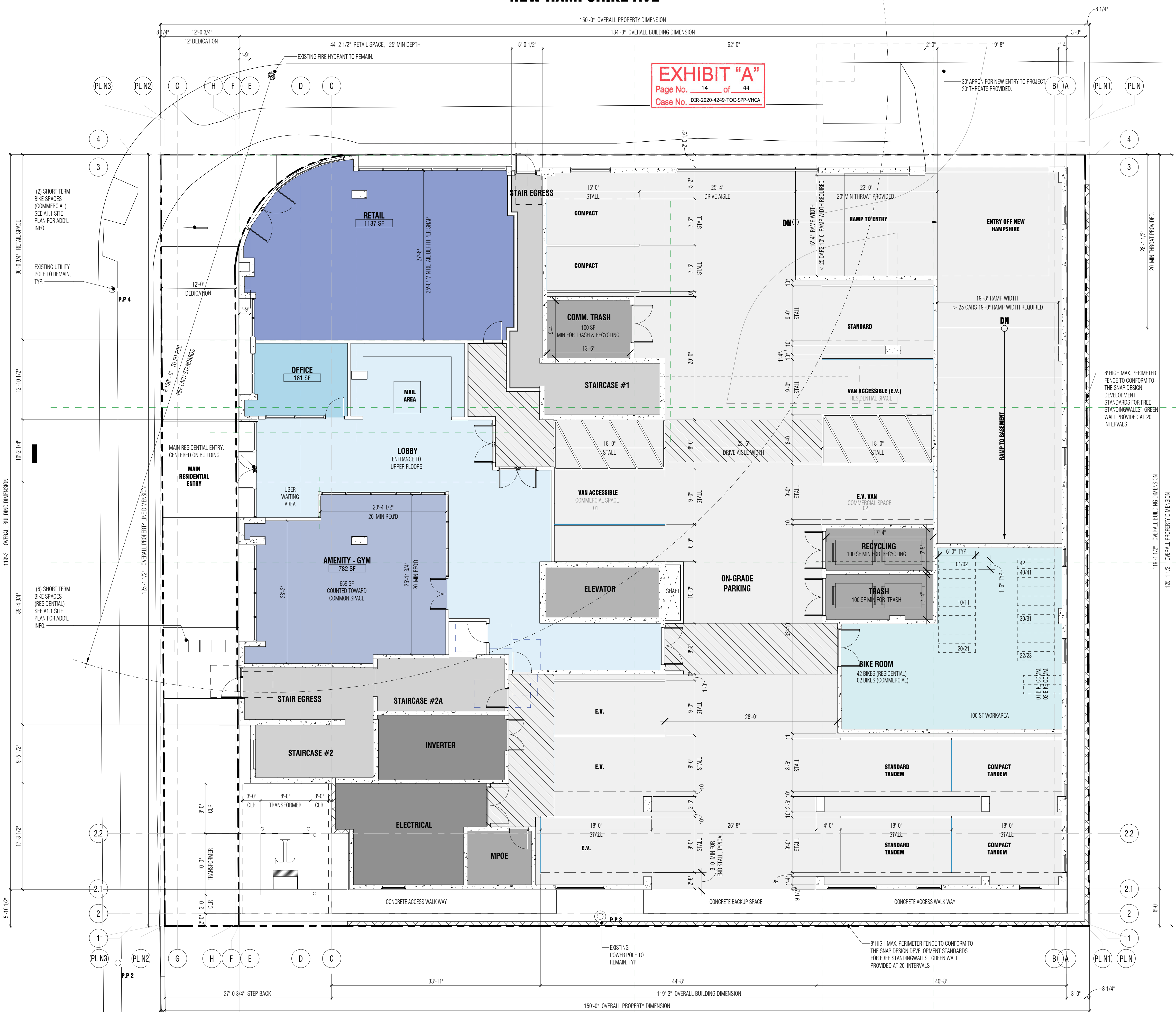


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SHEET CONTENTS
2ND FLOOR PLAN

PROJECT NO: 9950

SHEET
A2.2

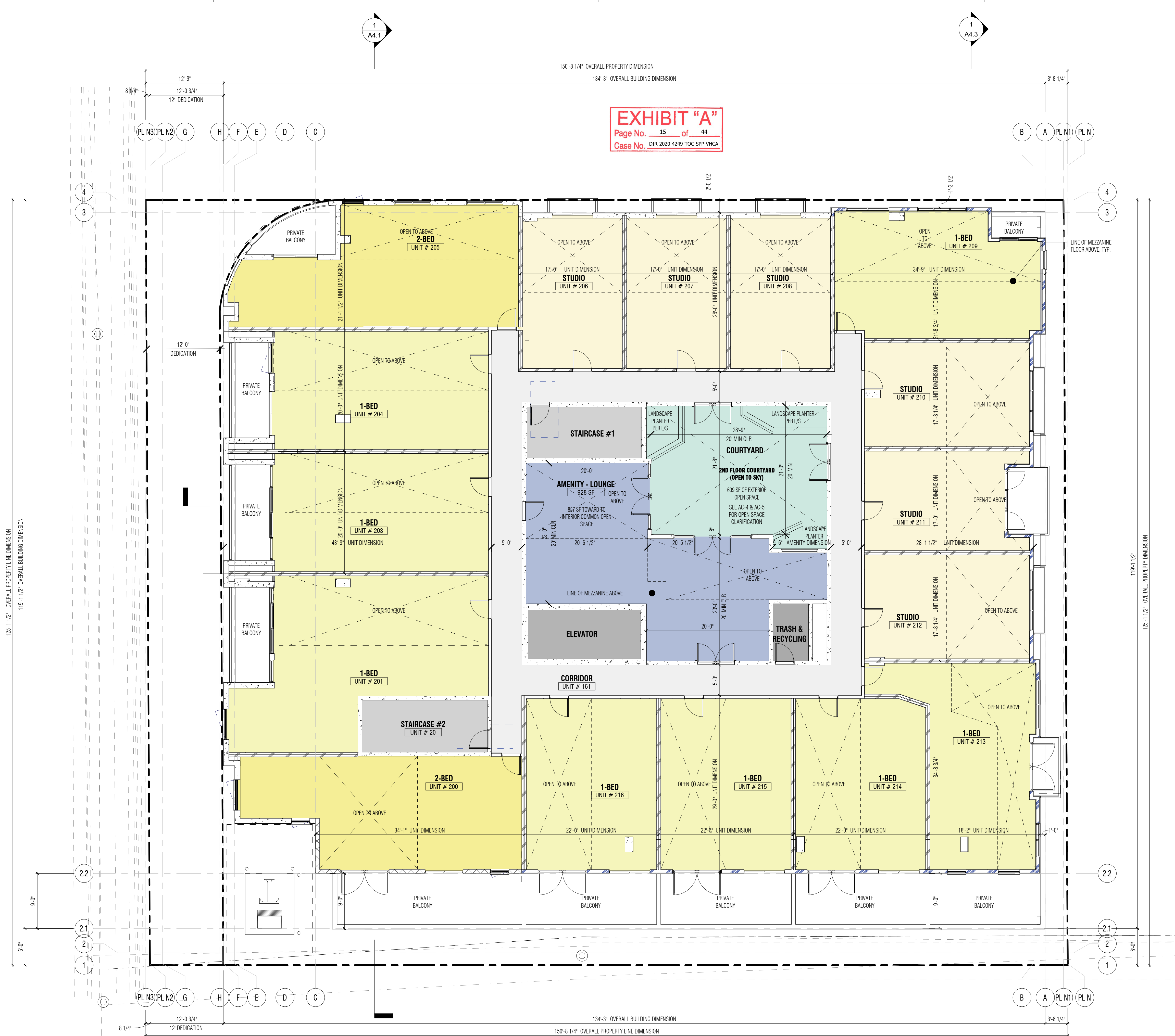


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SHEET CONTENTS
2ND FLOOR MEZZANINE

PROJECT NO: 9950

SHEET
A2.2a



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SHEET CONTENTS
3RD FLOOR PLAN

PROJECT NO: 9950

SHEET
A2.3

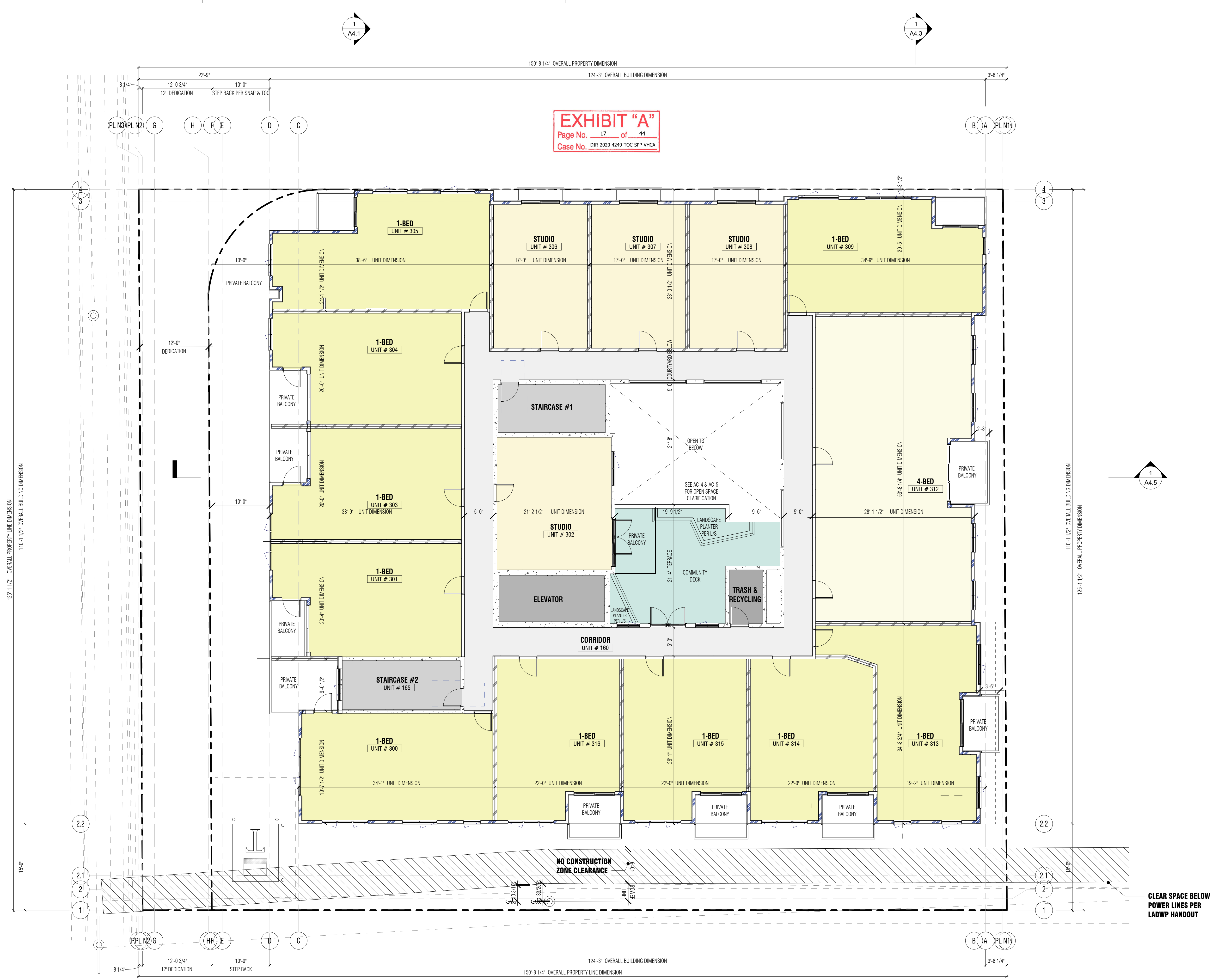


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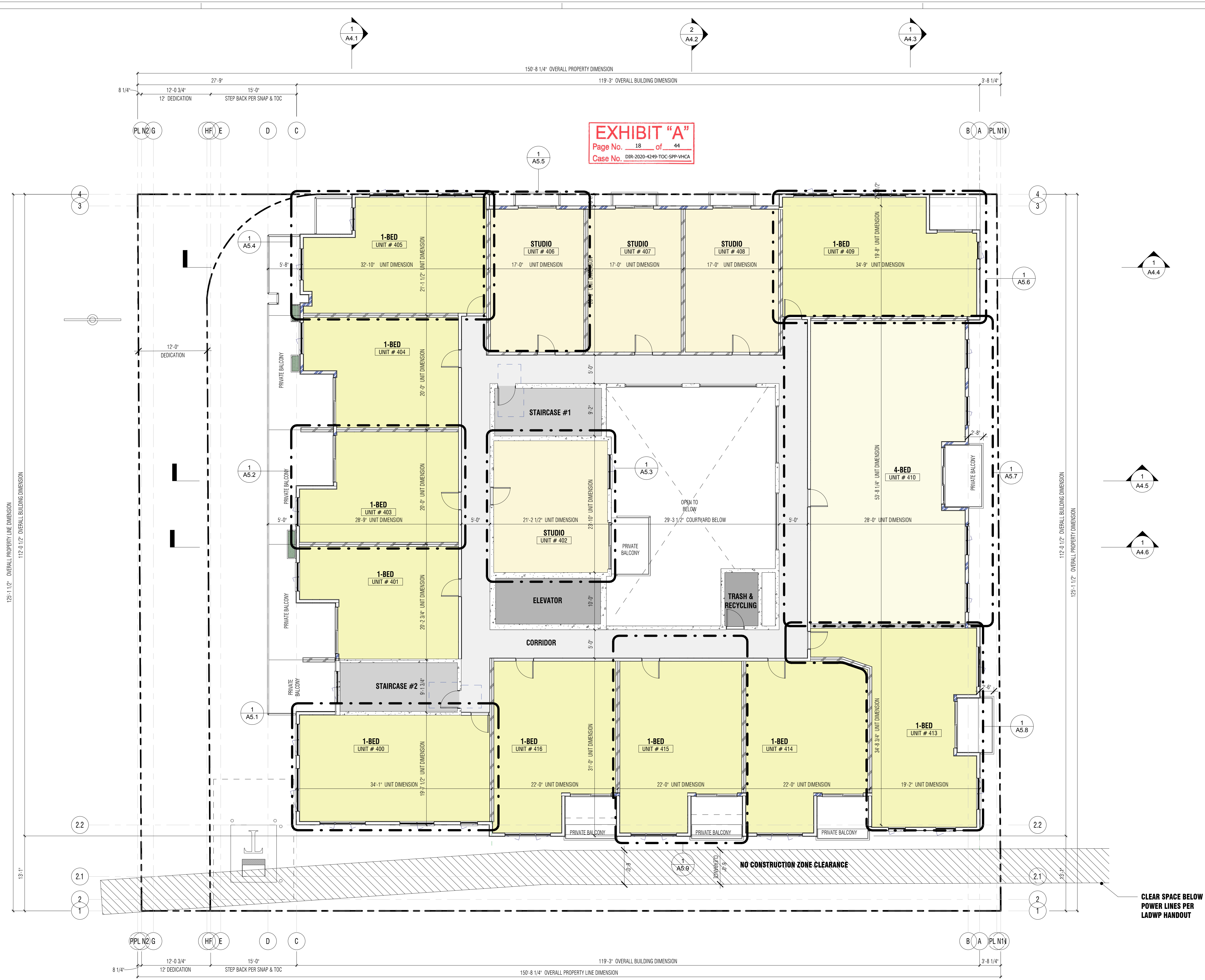
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SHEET CONTENTS
4TH FLOOR PLAN

PROJECT NO: 9950

SHEET
A2.4



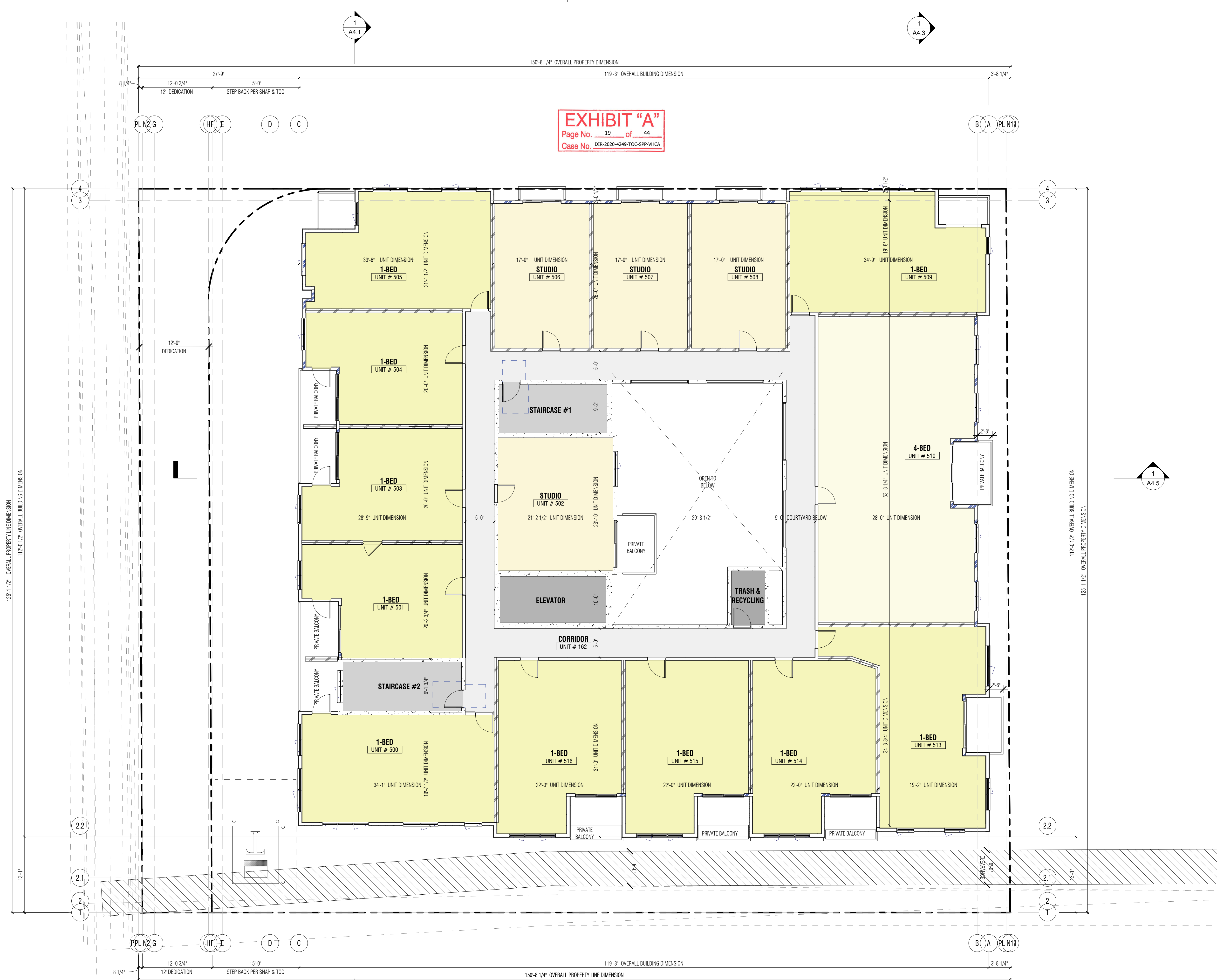
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SHEET CONTENTS
5TH FLOOR PLAN

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SHEET
A2.5



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SHEET CONTENTS
6TH FLOOR PLAN

PROJECT NO: 9950

SHEET
A2.6

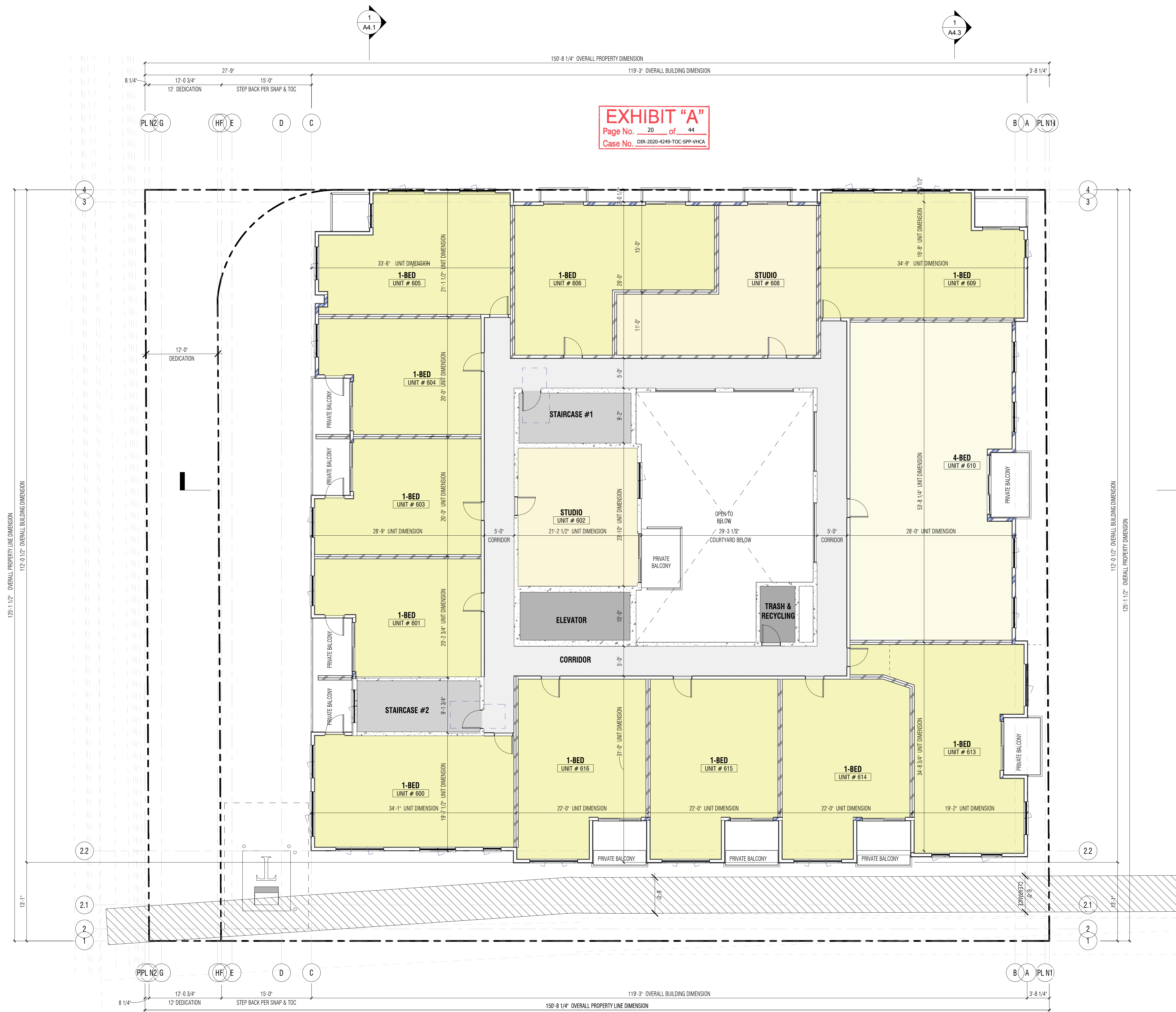


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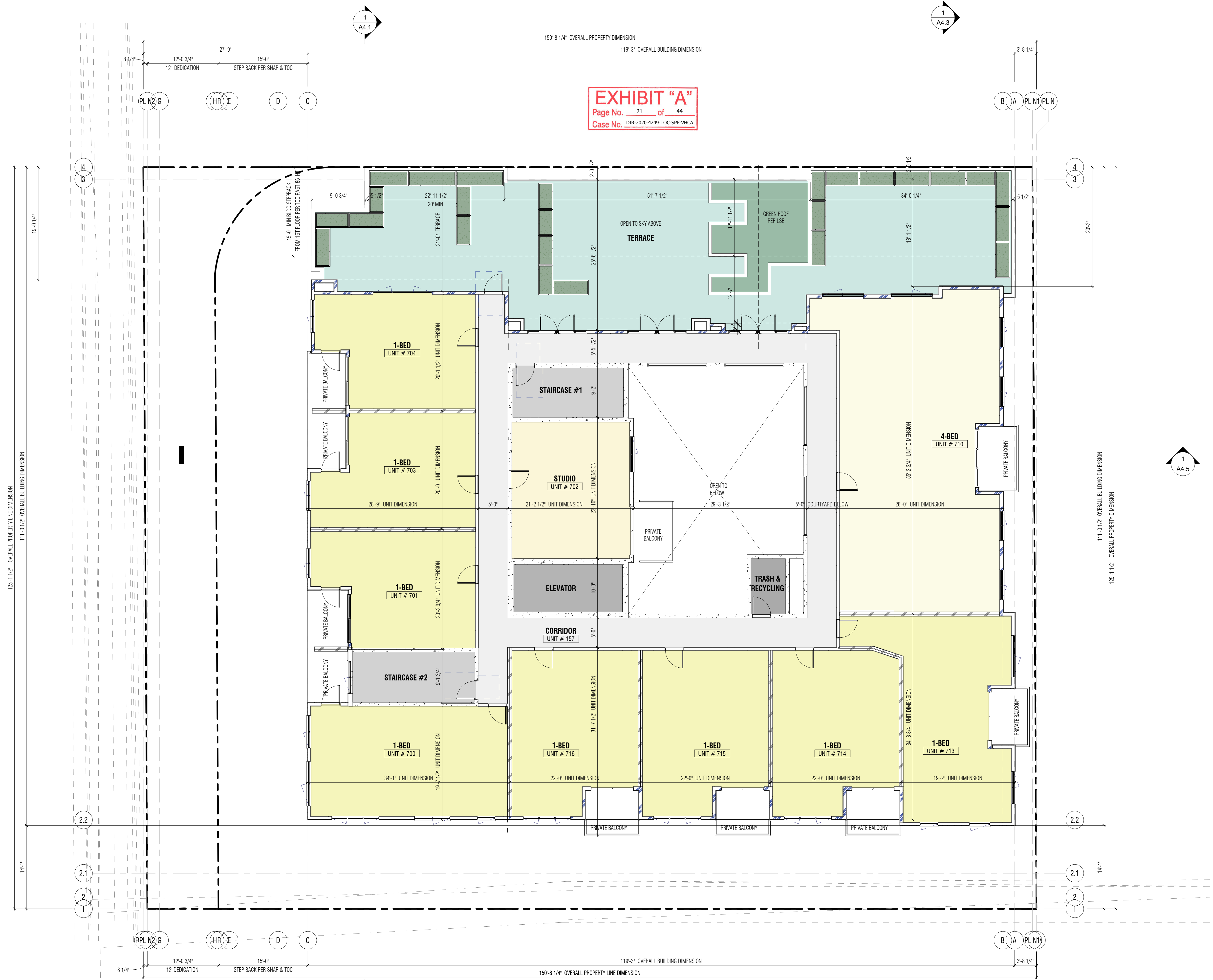
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SHEET CONTENTS
7TH FLOOR PLAN

PROJECT NO: 9950

SHEET
A2.7



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SHEET CONTENTS
ROOF PLAN

PROJECT NO: 9950

SHEET
A2.8

General Roof Notes

THERMOPLASTIC MEMBRANE ROOFING

- THERMOPLASTIC SINGLE PLY ROOF MEMBRANE ROOFING SHALL COMPLY WITH PROVISIONS OF IBC 2020 SECTION 1507.13
- THERMOPLASTIC MEMBRANE ROOF SHALL HAVE A DESIGN SLOPE OF MIN. 1/4"=1'-0"
- ROOF COVERING SHALL COMPLY WITH ASTM D 4434, ASTM D 6754, ASTM D 6878 OR CGSB CAN/ CGSB 37-34
- THERMOPLASTIC MEMBRANE ROOF SHALL BE INSTALLED PER MANUFACTURERS INSTRUCTIONS FOR CLASS A ROOFING

METAL ROOFING

- METAL ROOF INSTALLATION SHALL COMPLY WITH PROVISIONS OF IBC 2020 SECTION 1507.4
- METAL ROOF COVERING SHALL BE APPLIED TO A SOLID OR CLOSELY FITTED DECK AND SHALL BE SLOPED TO COMPLY WITH THE FOLLOWING:
 - MINIMUM SLOPE FOR LAPPED, NONSOLDERED SEAM METAL ROOFS WITHOUT APPLIED LAP SEALANT SHALL BE 3'-12"
 - MINIMUM SLOPE FOR LAPPED, NONSOLDERED SEAM METAL ROOFS WITH APPLIED LAP SEALANT SHALL BE 1/2"-12". LAP SEALANTS SHALL BE APPLIED IN ACCORDANCE WITH APPROVED MANUFACTURERS INSTALLATION INSTRUCTIONS.
 - MINIMUM SLOPE FOR STANDING SEAM ROOF SYSTEM SHALL BE 1/4"-12"
- METAL SHEET ROOF COVERING INSTALLED OVER STRUCTURAL DECKING SHALL COMPLY WITH TABLE 1507.4.3(1)
- THE MATERIAL FOR SHEET METAL ROOFING SHALL BE NATURALLY CORROSION RESISTANT OR PROVIDED WITH CORROSION RESISTANCE IN ACCORDANCE WITH THE STANDARDS AND MINIMUM THICKNESS SHOWN IN TABLE 1507.4.3(2)
- METAL ROOF PANELS SHALL BE SECURED TO THE SUPPORTS IN ACCORDANCE WITH APPROVED MANUFACTURERS FASTENERS.

ROOF PARAPET NOTES:

IBC 2020 SECTION 705.11 PARAPETS

5. IN GROUPS R-2 AND R-3 WHERE THE ENTIRE BUILDING IS PROVIDED WITH A CLASS C ROOF COVERING, THE EXTERIOR WALL SHALL BE PERMITTED TO TERMINATE AT THE UNDERSIDE OF THE ROOF SHEATHING OR DECK IN TYPE III, IV AND V CONSTRUCTION, PROVIDED:

LABC 2020 SECTION 705.11 Parapet Exceptions 5 & 6

5.1. THE ROOF SHEATHING OR DECK IS CONSTRUCTED OF APPROVED NONCOMBUSTIBLE MATERIALS OR OF FIRE-RETARDANT-TREATED WOOD FOR A DISTANCE OF 4 FEET (1220 MM); OR

5.2. THE ROOF IS PROTECTED WITH 0.625-INCH (16 MM) TYPE X GYPSUM BOARD DIRECTLY BENEATH THE UNDERSIDE OF THE ROOF SHEATHING OR DECK, SUPPORTED BY A MINIMUM OF NOMINAL 2-INCH (51 MM) LEDGERS ATTACHED TO THE SIDES OF THE ROOF FRAMING MEMBERS FOR A MINIMUM DIS-TANCE OF 4 FEET (1220 MM).

6. WHERE THE WALL IS PERMITTED TO HAVE AT LEAST 25 PER-CENT OF THE EXTERIOR WALL AREAS CONTAINING UNPRO-TECTED OPENINGS IN ACCORDANCE WITH SECTION 705.8.

T.P.O. WALKWAY PADS

CONTRACTOR TO PROVIDE TPO WALKWAY PADS FOR ACCESS TO ALL MECHANICAL EQUIPMENT ON THE ROOF. PROVIDE ACCESS FROM ALL THE STAIRS AND ROOF HATCHES.

BASIS OF DESIGN: (OR EQUAL)
MFR: FIRESTONE
STYLE: ULTRAPLY TPO WALKWAY PAD
COLOR: COOL ROOF (WHITE)

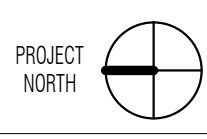
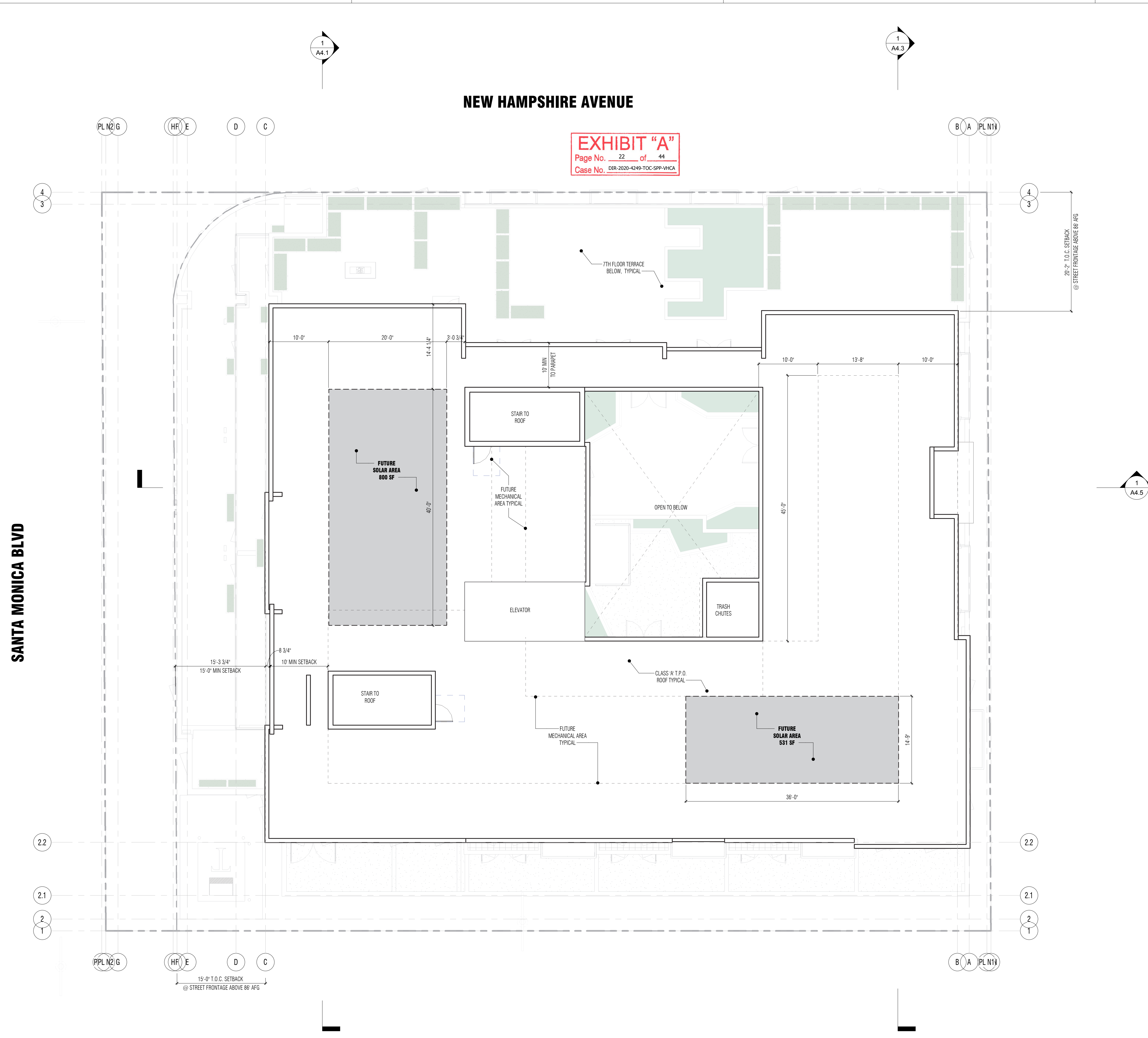
SOLAR READY NOTE & CALCULATION

METHOD 1: MINIMUM SOLAR AREA BASED ON TOTAL ROOF AREA. THE SOLAR ZONE MUST HAVE A TOTAL AREA THAT IS NO LESS THAN 15% OF THE TOTAL ROOF AREA AFTER SUBTRACTING ANY AREA OF THE ROOF THAT IS COVERED BY A SKYLIGHT. THE TOTAL AREA OF THE SOLAR ZONE MAY BE COMPOSED OF MULTIPLE SUBAREAS. NO DIMENSION OF THE SUBAREA CAN BE LESS THAN 5 FEET. IF THE TOTAL ROOF AREA IS EQUAL TO OR LESS THAN 10,000 SF EACH SUBAREA MUST BE AT LEAST 800 SF.

ROOF AREA: 8,867 SF
REQUIRED SOLAR AREA: 8,867 SF * .15 = 1,330 SF
SOLAR READY AREA PROVIDED: 1,331 SF PROVIDED > 1,330 SF REQUIRED

NOTE: A COPY OF THE CONSTRUCTION DOCUMENTS OR A COMPARABLE DOCUMENT INDICATING THE INFORMATION FROM ENERGY CODE SECTIONS 110.10(b) THROUGH 110.10(c) SHALL BE PROVIDED TO THE OCCUPANT. PER ENERGY CODE 110.10(d)

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SHEET CONTENTS
ELEVATIONS

PROJECT NO: 9950

SHEET

A3.1

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#	MATERIAL	PAINT COLOR FINISH	AREA ITEM	MMFR
P1	PAINT	WHITE	FIELD (DOMINANT)	BENJAMIN MOORE
P2	PAINT	LIGHT FRENCH GRAY	ACCENT #1 (GRACE NOTE)	BENJAMIN MOORE
P3	PAINT	MEDIUM FRENCH GRAY	ACCENT #2 (GRACE NOTE)	BENJAMIN MOORE
P4	PAINT	SLATE GRAY	BASE (SUBORDINATE)	BENJAMIN MOORE
M1	METAL CLADDING	CHARCOAL	EXTERIOR POPOUT	BERRINGER, OR EQUAL
M2	METAL CLADDING	MATTE BLACK	EXTERIOR POPOUT	BERRINGER, OR EQUAL
M3	METAL RAILING	BLACK	RAILINGS & AWNINGS	KYNAR, OR EQUAL
G1	GLASS RAILING	CLEAR	GUARDRAIL (4TH & 7TH FLR)	TBD
W1	VINYL WINDOWS / DOORS	BLACK	WINDOWS / DOORS	JELD WEN, OR EQUAL
W2	ALUMINUM STOREFRONTS	BLACK	ALUM. STOREFRONTS	U.S. ALUMINUM, OR EQUAL

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SHEET CONTENTS
ELEVATIONS

PROJECT NO: 9950

SHEET

A3.2

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PAINT & EXTERIOR FINISH SCHEDULE				
#	MATERIAL	PAIN COLOR FINISH	AREA ITEM	MNFR
P1	PAINT	WHITE	FIELD (DOMINANT)	BENJAMIN MOORE
P2	PAINT	LIGHT FRENCH GRAY	ACCENT #1 (GRACE NOTE)	BENJAMIN MOORE
P3	PAINT	MEDIUM FRENCH GRAY	ACCENT #2 (GRACE NOTE)	BENJAMIN MOORE
P4	PAINT	SLATE GRAY	BASE (SUBORDINATE)	BENJAMIN MOORE
M1	METAL CLADDING	CHARCOAL	EXTERIOR POPOUT	BERRINGER, OR EQUAL
M2	METAL CLADDING	MATTE BLACK	EXTERIOR POPOUT	BERRINGER, OR EQUAL
M3	METAL RAILING	BLACK	RAILINGS & AWNINGS	KYNAR, OR EQUAL
G1	GLASS RAILING	CLEAR	GUARDRAIL (4TH & 7TH FLR)	TBD
W1	VINYL WINDOWS / DOORS	BLACK	WINDOWS / DOORS	JELD WEN, OR EQUAL
W2	ALUMINUM STOREFRONTS	BLACK	ALUM. STOREFRONTS	U.S. ALUMINUM, OR EQUAL

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SHEET CONTENTS
ELEVATIONS

PROJECT NO: 9950

SHEET

A3.3

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#	MATERIAL	PAINT COLOR	FINISH	AREA ITEM	MNFR
P1	PAINT	WHITE		FIELD (DOMINANT)	BENJAMIN MOORE
P2	PAINT	LIGHT FRENCH GRAY		ACCENT #1 (GRACE NOTE)	BENJAMIN MOORE
P3	PAINT	MEDIUM FRENCH GRAY		ACCENT #2 (GRACE NOTE)	BENJAMIN MOORE
P4	PAINT	SLATE GRAY		BASE (SUBORDINATE)	BENJAMIN MOORE
M1	METAL CLADDING	CHARCOAL		EXTERIOR POPOUT	BERRINGER, OR EQUAL
M2	METAL CLADDING	MATTE BLACK		EXTERIOR POPOUT	BERRINGER, OR EQUAL
M3	METAL RAILING	BLACK		RAILINGS & AWNINGS	KYNAR, OR EQUAL
G1	GLASS RAILING	CLEAR		GUARDRAIL (4TH & 7TH FLR)	TBD
W1	VINYL WINDOWS & DOORS	BLACK		WINDOWS / DOORS	JELD WEN, OR EQUAL
W2	ALUMINUM STOREFRONTS	BLACK		ALUM. STOREFRONTS	U.S. ALUMINUM, OR EQUAL

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ENLARGED ELEVATION SANTA MONICA STREETSCAPE 3/16" = 1'-0" 2



ENLARGED ELEVATION NEW HAMPSHIRE STREETSCAPE 3/16" = 1'-0" 1

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10.08.2020	UPDATE

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SHEET CONTENTS
ENLARGED ENTRY ELEVATIONS

PROJECT NO: 9950

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SHEET CONTENTS
3D VIEWS

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A3.5

NEW HAMPSHIRE AVENUE

SANTA MONICA BLVD



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SANTA MONICA BLVD



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SANTA MONICA BLVD

NEW HAMPSHIRE AVENUE

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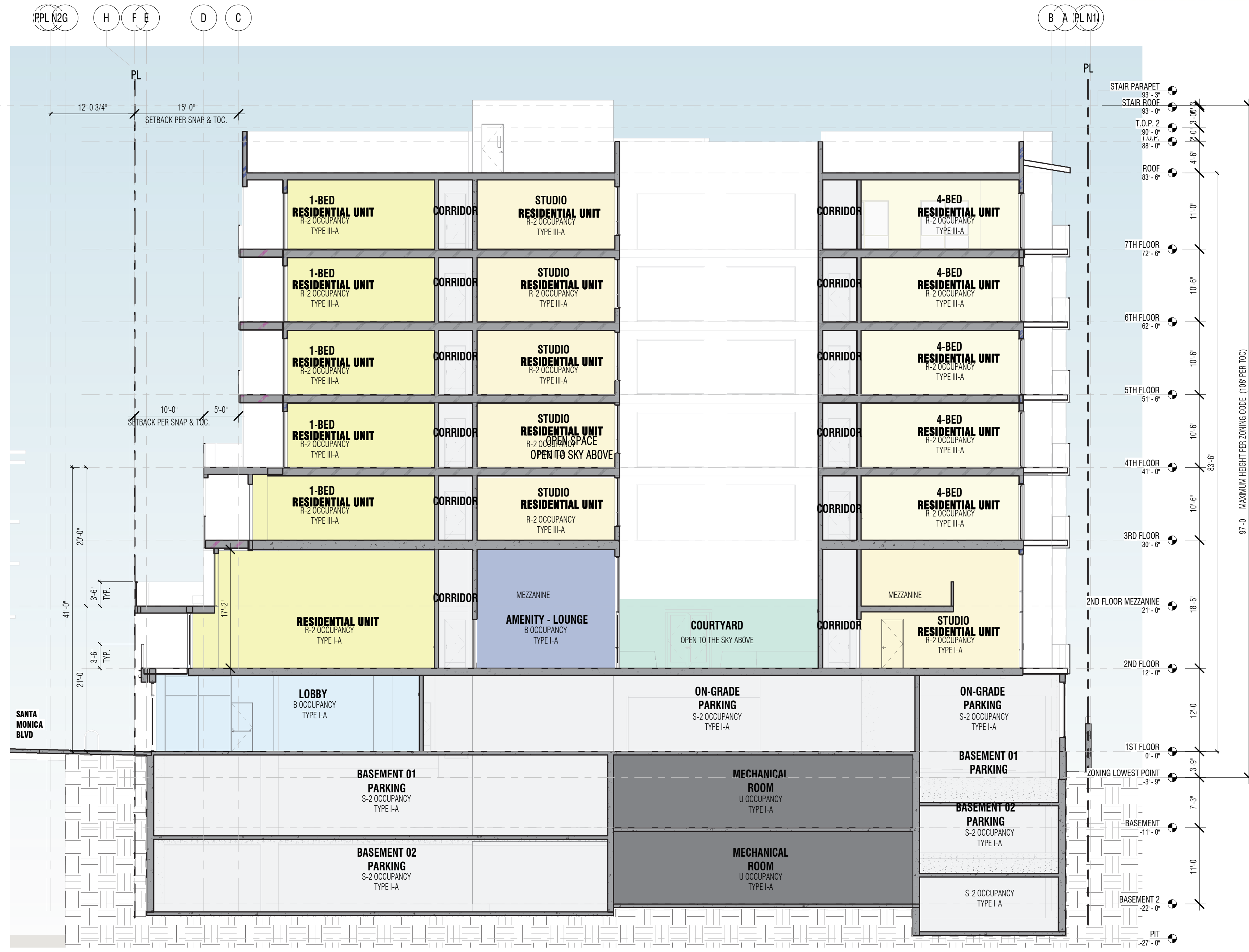
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PROJECT NO: 9950

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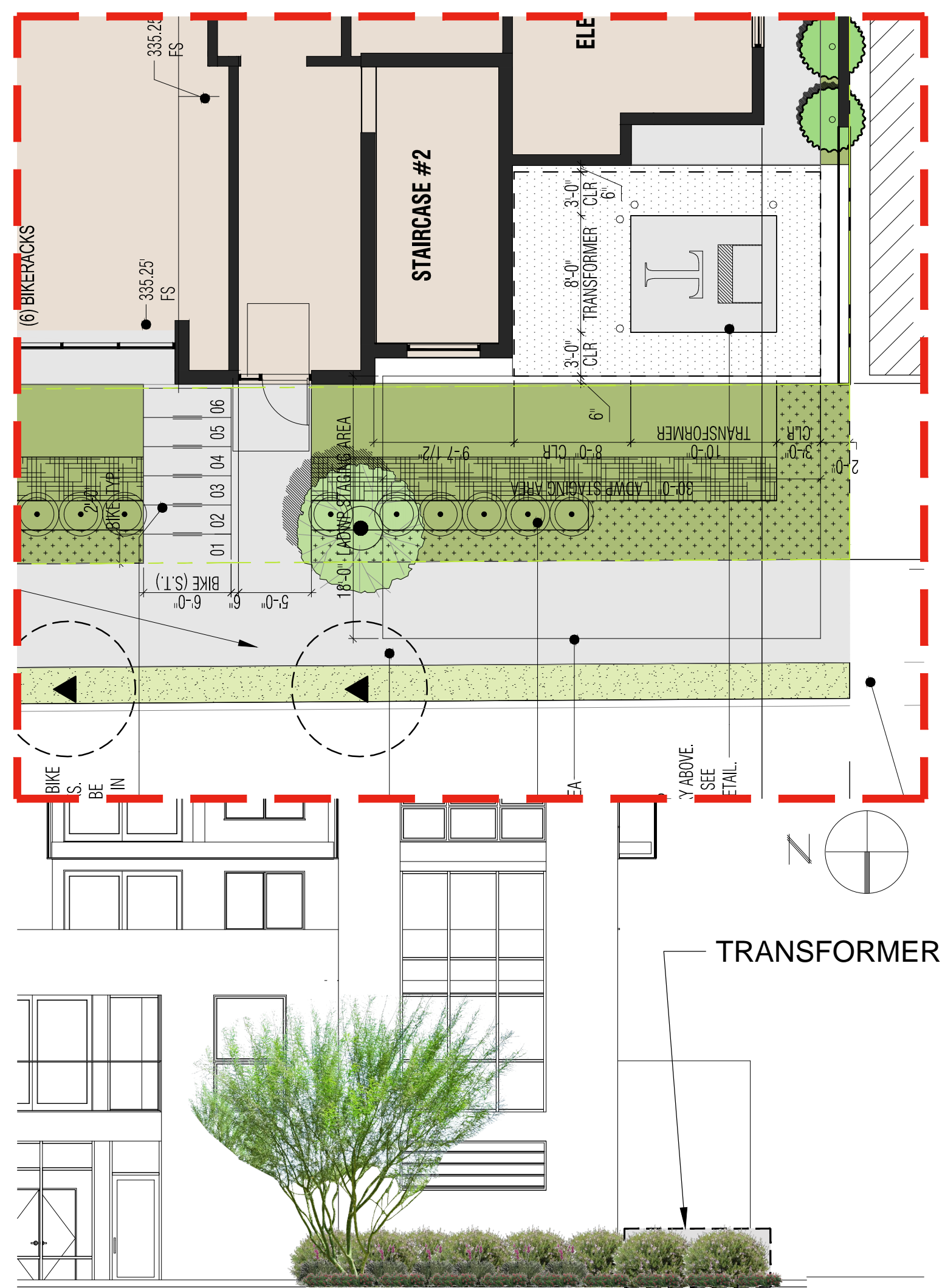
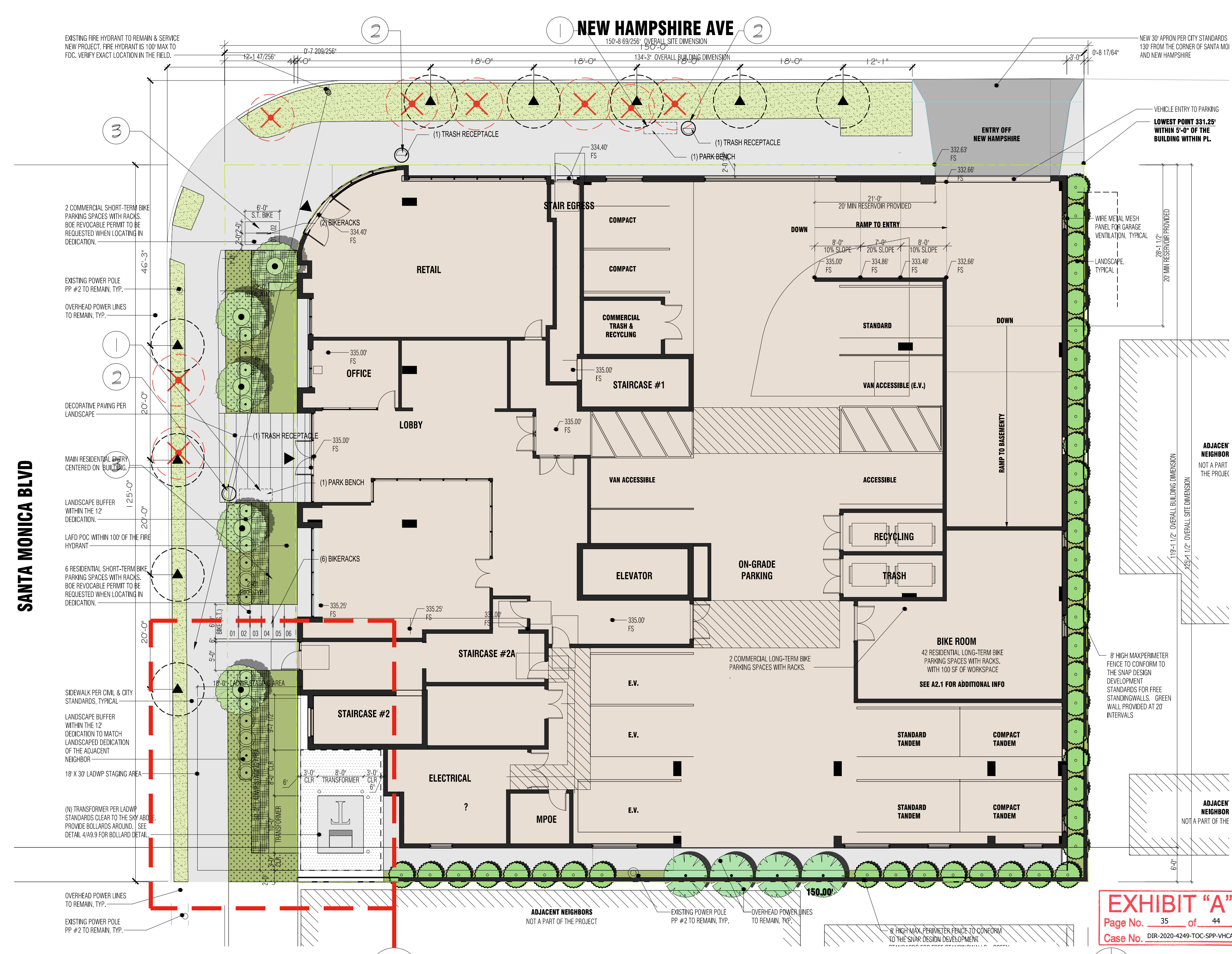
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SHEET CONTENTS
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PROJECT NO: 9950

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A4.5



1 TRANSFORMER AREA PLANTING ELEVATION
SCALE: 1/8" = 1'-0"

PLANTING LEGEND			
TREES	SIZE & QUAN.	WUCOLS	FORMS
CERCIDIUM HYBRID 'DESERT MUSEUM' DESERT MUSEUM PALO VERDE	24" BOX / 5 EA.	LOW	LOW BRANCH
ARBUTUS 'MARINA' STRAWBERRY TREE	24" BOX / 4 EA.	LOW	STANDARD
PRUNUS ILLICIFOLIA LYONII HOLLY-LEAF CHERRY	15 GAL / 40 EA.	LOW	N/A
NEW STREET TREE PER CITY OF L.A. URBAN FORESTRY SANTA MONICA BLVD. (4 EA.) NEW HAMPSHIRE AVE. (5 EA.)	36" BOX / 9 EA.		
EXISTING STREET TREES (FICUS) TO BE REMOVED			
SHRUB&GROUNDCOVER	SIZE & QUAN.	WUCOLS	
HESPERALOE PARVIFLORA RED YUCCA	5 GAL / 15 EA.	LOW	
WESTRINGIA FRUTICOSA COAST ROSEMARY	5 GAL. @ 24" O.C./	LOW	
LANTANA 'NEW GOLD' TRAILING LANTANA	1 GAL. @ 12" O.C./	LOW	
AGROSTIS PALLENS WEST COAST NATIVE BENTGRASS CALIFORNIA NATIVE GRASS	SOD / 1,075 SF.	LOW	

2 PRELIMINARY LANDSCAPE PLAN - 1ST FLOOR
SCALE: 3/32" = 1'-0"

TREES REQUIRED (LAMC SECTION 12.21.G.2)
24" BOX TREE REQUIRED FOR EVERY 4 DWELLING UNITS (81/4): 22 TREES

TREES PROVIDED

GROUND FLOOR :	19 EA.
- ON SITE:	9 EA.
- OFF SITE (STREET TREE):	9 EA.
SECOND FLOOR :	3 EA.
THIRD FLOOR :	3 EA.
TOTAL TREES PROVIDED:	24 EA.

SNAP Streetscape requirements

street trees	275' lf. st. frontage/ 30' st. frontage = 9/ 36"-box street tree
tree well covers	n/a - all new street trees in parkways
bike racks	275' lf. st. frontage/ 50' st. frontage = 5.50 ea. - 8 bike racks
trash receptacle	275' lf. st. frontage/ 100' st. frontage = 2.75 ea. - 3 trash receptacles
public bench	275' lf. st. frontage/ 250' st. frontage = 1.10 ea. - 2 public benches

KEYNOTES:

1. PREFAB BENCH W/ DIVIDERS BY LANDSCAPEFORMS STAY BENCH - SILVER 23" X 69" X 32"
2. TRASH RECEPTACLE QCP - CASCADE
3. BIKE RACK PER CITY REQUIREMENT



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



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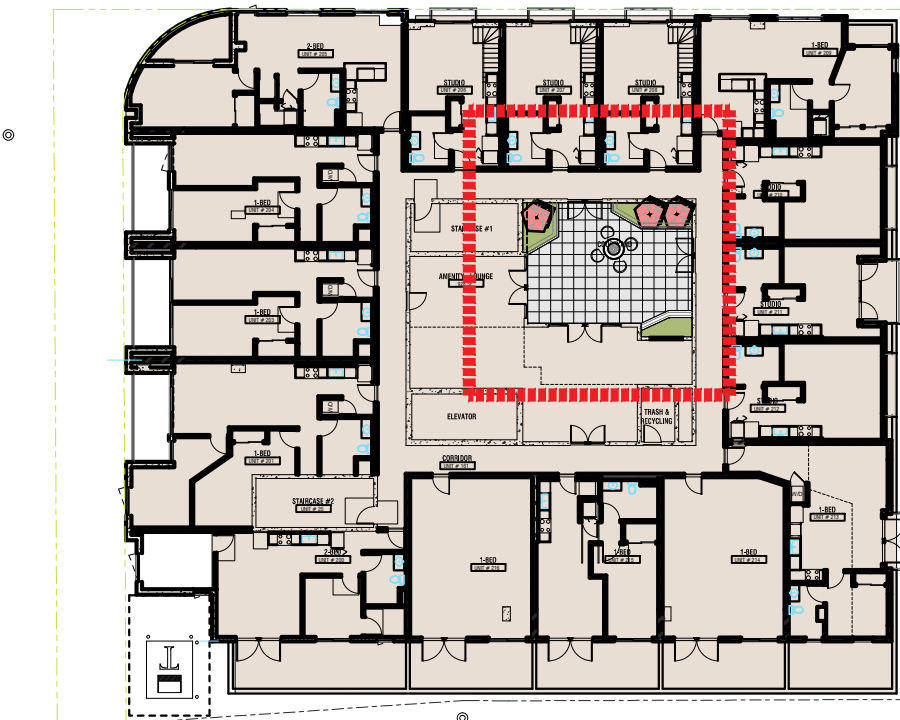
PRELIMINARY LANDSCAPE PLAN - 1ST FLOOR

PROJECT NO: 22027

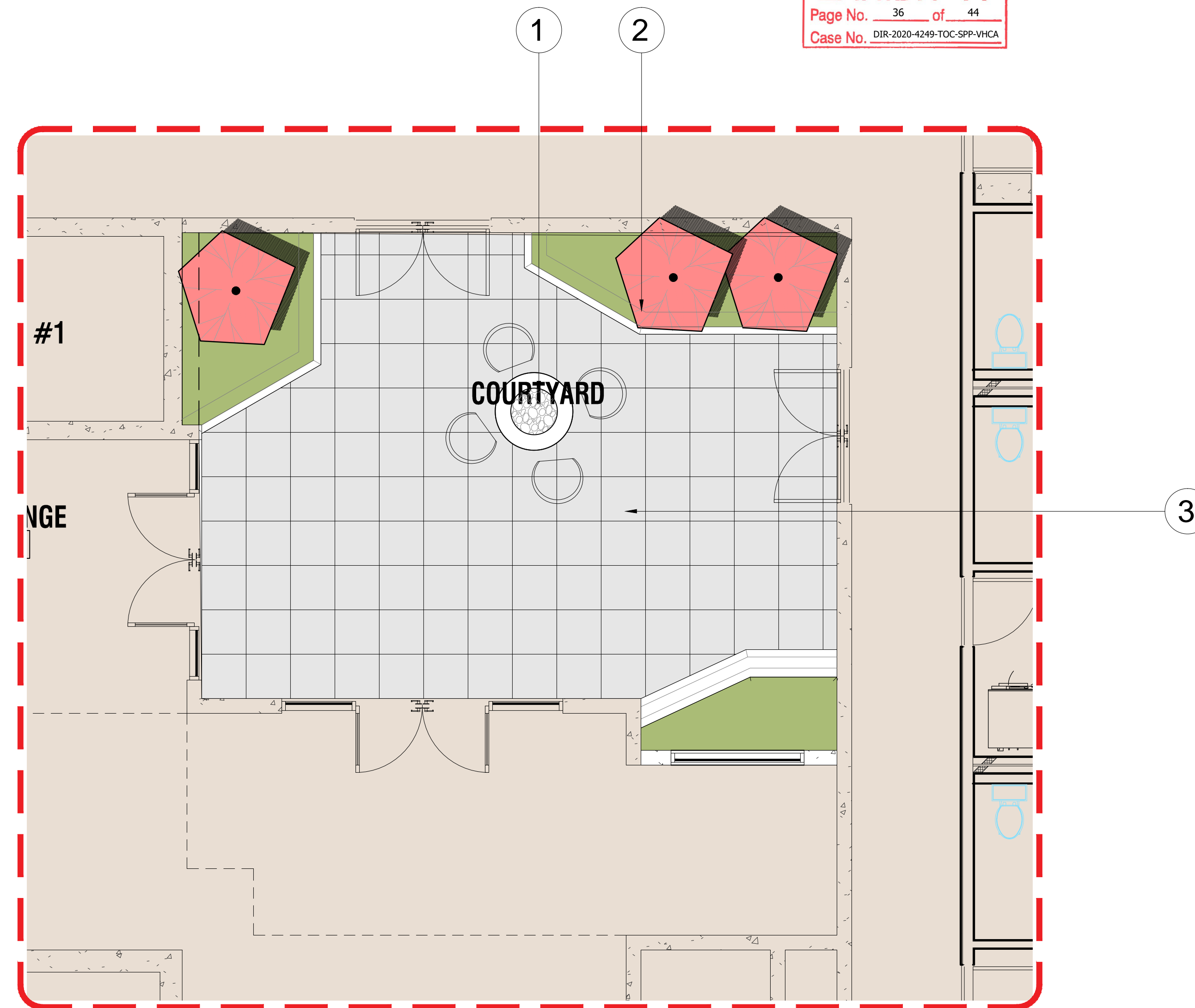
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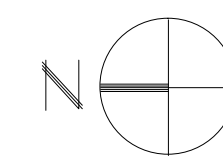


KEY PLAN - N.T.S.



PLANTING LEGEND	SIZE & QUAN.	WUCOLS	FORMS
TREES			
ACER PALMATUM 'BLOODGOOD'	24" BOX/ 3 EA.	MODERATE	N/A
JAPANESE MAPLE			

1 PRELIMINARY LANDSCAPE PLAN - 2ND FL. COURTYARD
SCALE: 1/4" = 1'-0"



KEYNOTES

1. ROUND FIRE PIT W/ SEATING
2. CORTEN STEEL PLANTERS



3. 2' X 2' PAVERS



ACER PALMATUM 'BLOODGOOD' JAPANESE MAPLE



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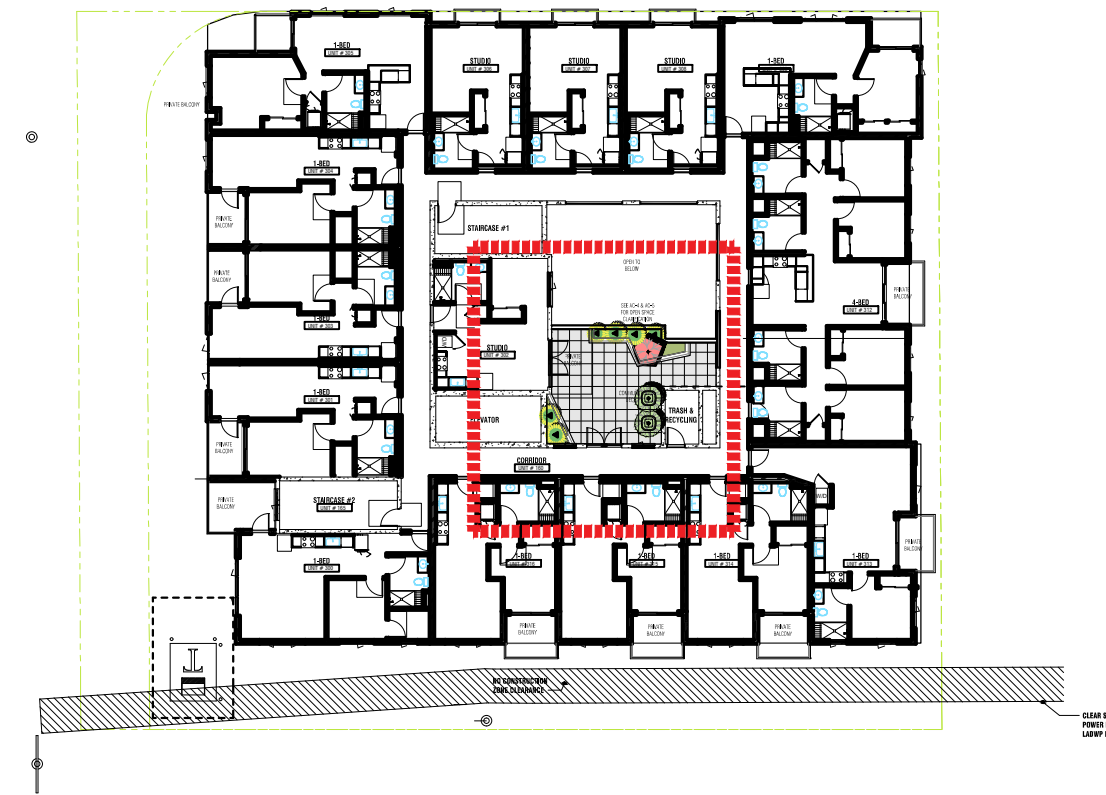
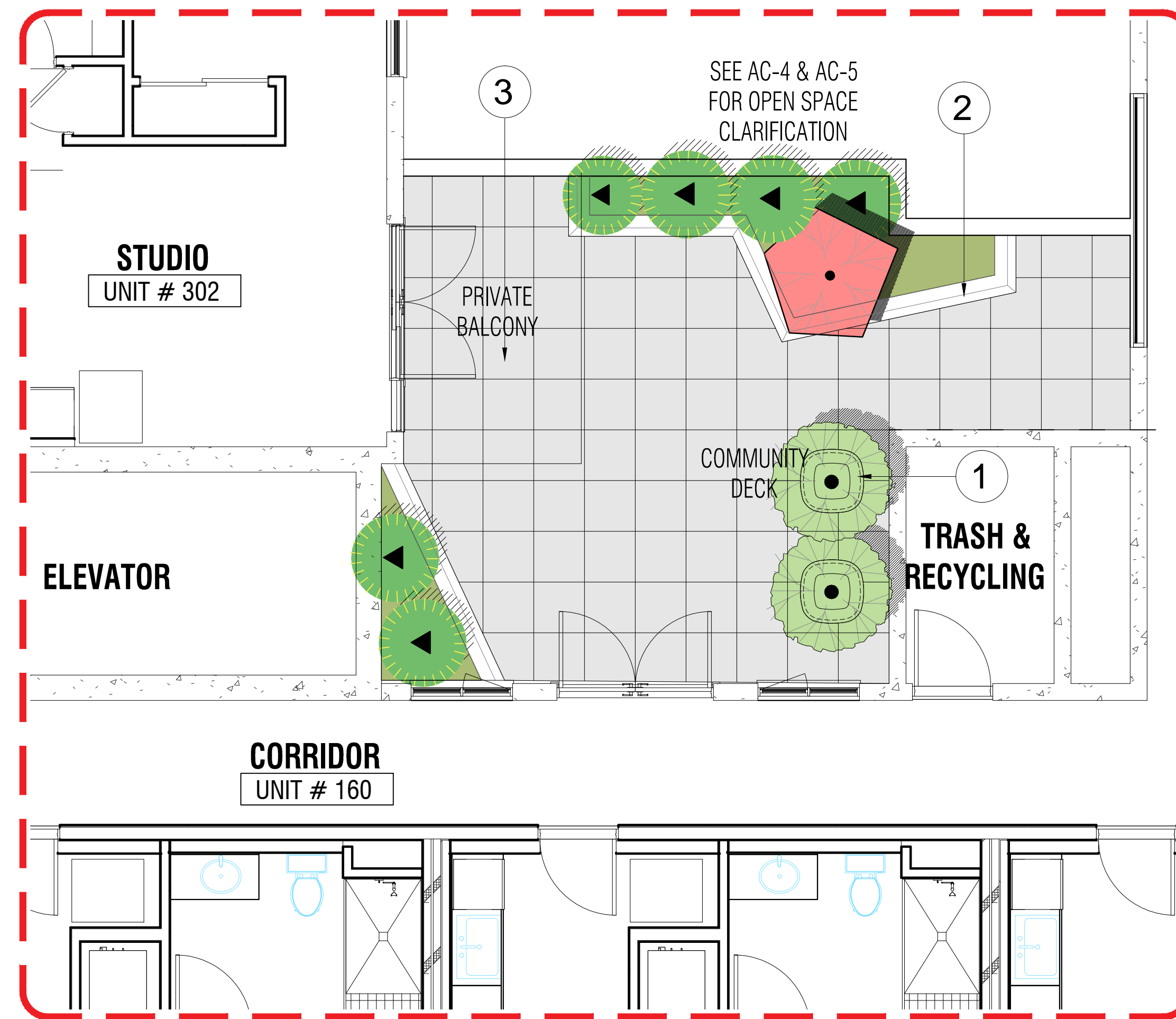
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PRELIMINARY LANDSCAPE PLAN - 2ND FL. COURTYARD

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KEY PLAN - N.T.S.

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TREES	SIZE & QUAN.	WUCOLS	FORMS
ACER PALMATUM 'BLOODGOOD' JAPANESE MAPLE	24" BOX/ 1 EA.	MODERATE	N/A
CITRUS LEMON 'MEYER IMPROVED' IMPROVED MEYER LEMON	24" BOX/ 2 EA.	MODERATE	STANDARD
BAMBUSA MULTIPLEX 'ALPHONSE KARR' ALPHONSE KARR BAMBOO	15 GAL./ 6 EA.	LOW	N/A

1 PRELIMINARY LANDSCAPE PLAN - 3RD FL. COURTYARD
SCALE: 1/4" = 1'-0"

KEYNOTES

- 1. SQUARO POT
- 2. CORTEN STEEL PLANTERS



3. 2' X 2' PAVERS



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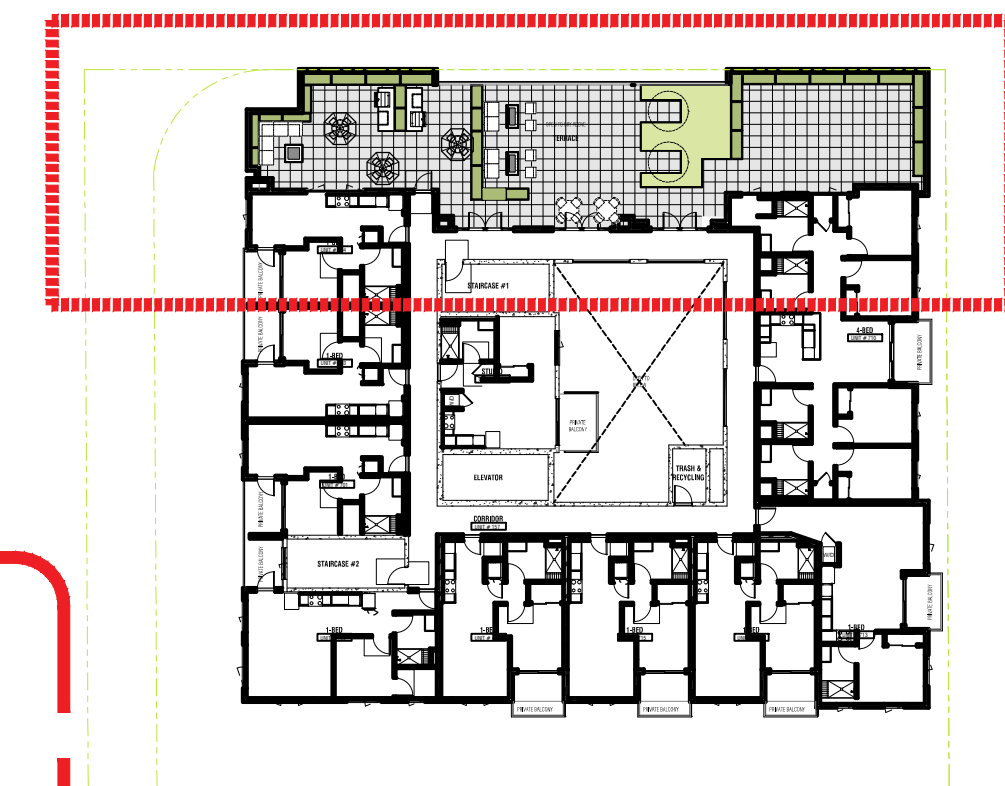
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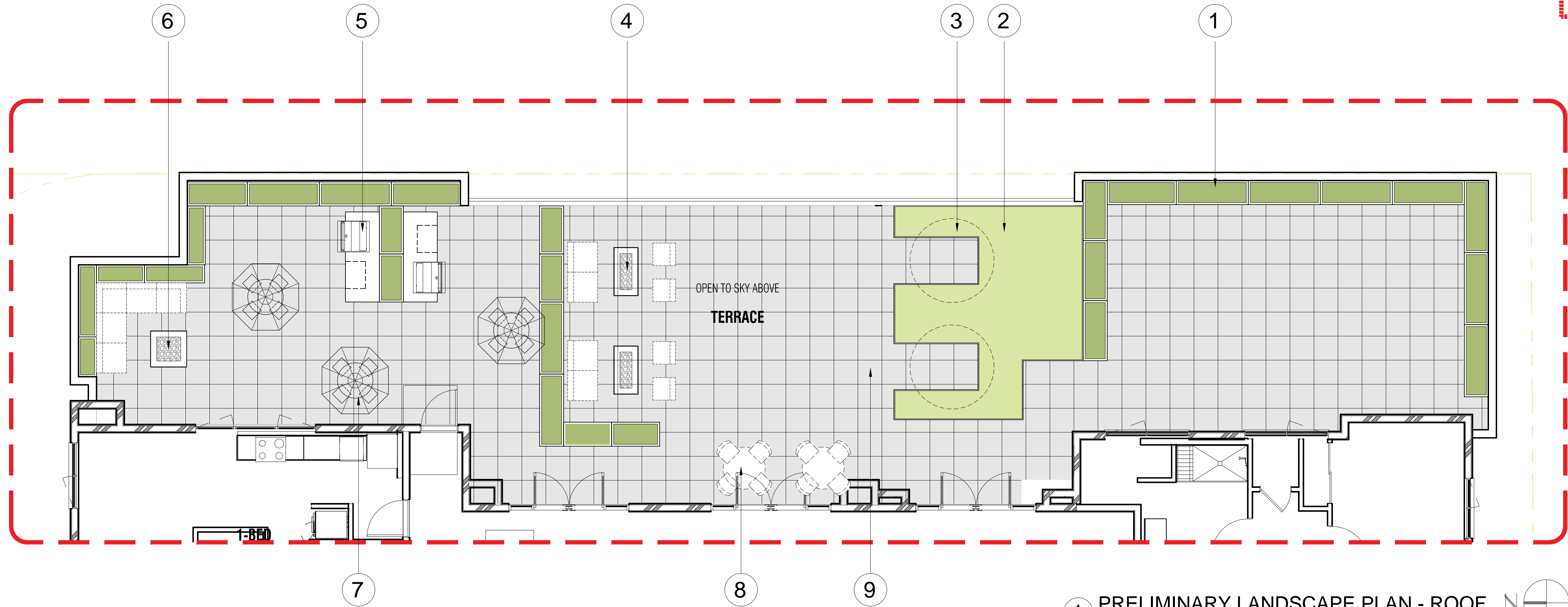
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KEY PLAN - N.T.S.



1 PRELIMINARY LANDSCAPE PLAN - ROOF N
SCALE: 3/16" = 1'-0"

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KEYNOTES

5. BBQ



6. PREFAB SQUARE FIRE PIT W/ SOFA SEATING



7. ROUND TABLE W/ UMBRELLA
8. DINING TABLE
9. 2' X 2' PAVERS

1. RECTANGULAR FIBERGLASS PLANTER



2. GREEN ROOF



3. COCOON DAYBED



4. PREFAB RECTANGULAR FIRE PIT W/ SOFA SEATING

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PRELIMINARY LANDSCAPE PLAN - ROOF

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IRRIGATION PLAN
-1ST FLOOR

PROJECT NO: 22027

SHEET

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NEW HAMPSHIRE AVE

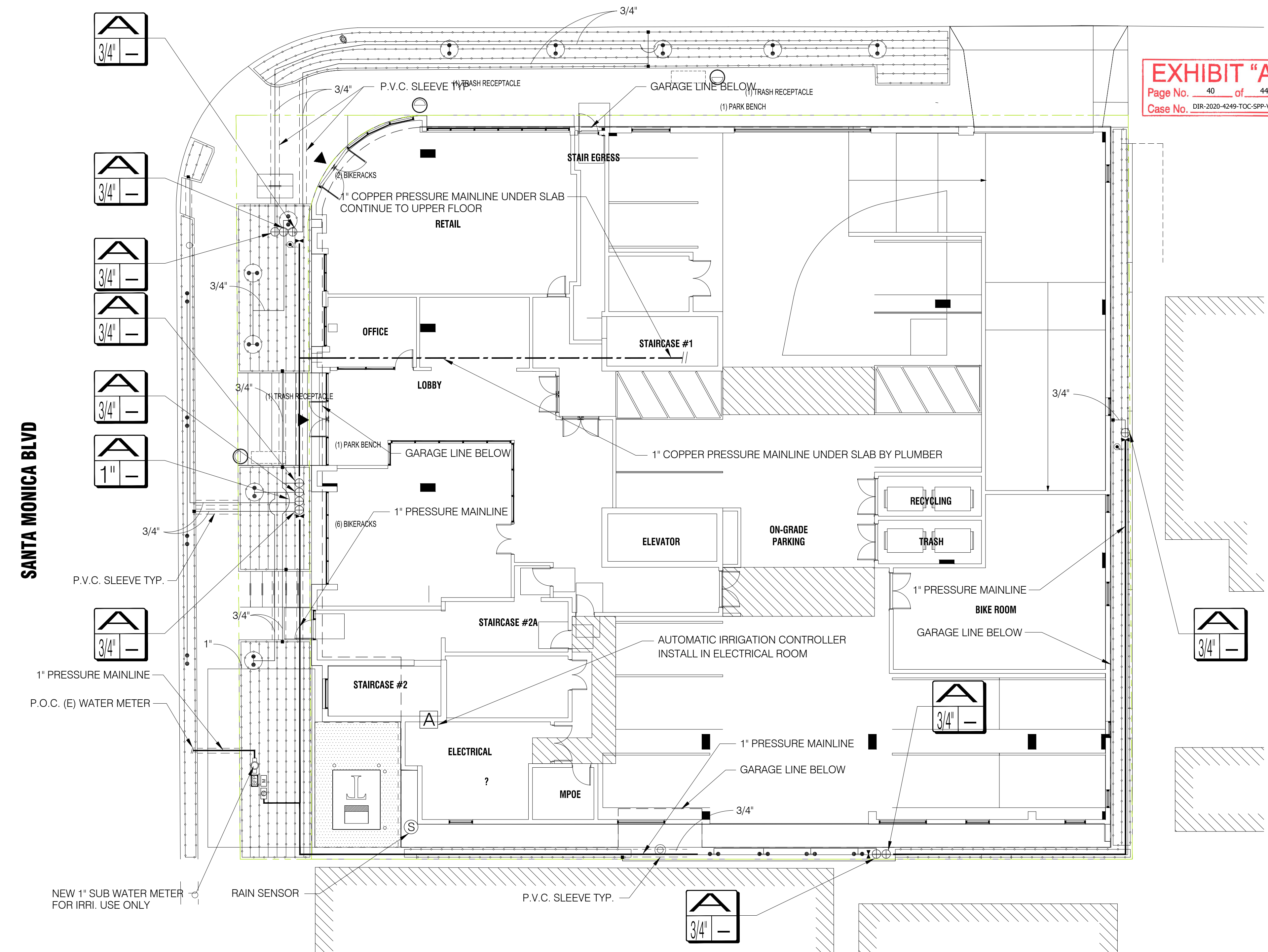


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IRRIGATION LEGEND

- 1" COPPER PRESSURE MAINLINE UNDER SLAB BY PLUMBER
- PRESSURE MAINLINE - SCH. 40 IPS PVC (SIZE PER PLAN) W/ P.V.C. SLEEVE UNDER IN PAVING
- NON-PRESSURE LATERAL - SCH. 40 IPS PVC (SIZE PER PLAN)
- P.V.C. SLEEVE (UNDER IN PAVING), SCH. 40 P.V.C. 2X DIA. OF PIPE. INSTALL SLEEVE UNDER ALL PAVEMENT. (PER PLAN) PLACE WIRES IN MAINLINE SLEEVE
- RAINBIRD LANDSCAPE DRIP XF SERIES XFS-06-18 (SUB SURFACE)
- SUB LANDSCAPE WATER METERS FM100B 1"
- REDUCED PRESSURE BACKFLOW FEBCO 825-Y 1"
- MASTER VALVE RAIN BIRD 1" BRASS VALVE
- FLOW SENSOR RAIN BIRD FS100B 1" BRASS TEE FLOW SENSOR
- 1" MANUAL SHUT OFF VALVE
- ROOT ZONE WATERING SYSTEM RAINBIRD RWS-MINI 18" TUBE RAINBIRD RWS-M-B-C-1402 (0.5 GPM PER TUBE)
- MEDIUM FLOW CONTROL ZONE KITS W/ PR FILTER RAINBIRD XCZ-100-PRF
- LOW FLOW CONTROL ZONE KITS W/ PR FILTER RAINBIRD XCZ-075-PRF
- QUICK COUPLER VALVE - RAINBIRD 33 DRC-3/4"
- WEATHER-BASED AUTOMATIC IRRIGATION CONTROLLER RAINBIRD ESP-TM2 4-12 STATION MODEL W/ PLASTIC WALL-MOUNT CABINET (PER LAMC. 4.304.1) ②
- RAINBIRD - WR2 WIRELESS RAIN SENSOR (PER LAMC. 4.304.1) ③
- VALVE SEQUENCE G.P.M. A-1 1" 10

IRRIGATION NOTES

1. IRRIGATION PLAN IS DIAGRAMATIC. ALL PIPING AND IRRIGATION IMPROVEMENTS SHALL BE LOCATED IN PLANTING AREAS WHEREVER POSSIBLE.
2. DO NOT INSTALL THE IRRIGATION SYSTEM AS SHOWN ON THE DRAWINGS WHEN THE FIELD CONDITIONS ARE OBVIOUS, THAT OBSTRUCTIONS, GRADE DIFFERENCE AND AREA DIMENSIONS ARE NOT ACCURATE. SUCH DIFFERENCES SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE.
3. VALVE BOXES SHALL BE LOCATED 12" FROM THE EDGE OF CURB, WALKWAYS AND VALVE BOXES SHALL BE A MINIMUM OF 12" APART.
4. PROVIDE MINIMUM 18" COVER FROM FINISH GRADE TO TOP OF PIPE. PRESSURE PIPE (MAINLINE), AND 12" COVER FOR NON PRESSURE PIPE, LATERAL LINE.
5. ADJUST ALL SPRINKLER HEADS FOR OPTIMUM PERFORMANCE AND TO PREVENT OVER SPRAY ON TO WALKS, ROADS, AND/OR BUILDINGS INCLUDING SELECTING THE BEST DEGREE OF ARC TO FIT THE EXISTING SITE CONDITIONS.
6. CONTROL WIRES SHALL BE BUNDLED WITH ELECTRICAL TAPE AT 10 FT. ON CENTER AND BURIED BENEATH THE MAINLINE.
7. WIRE CONNECTIONS, ALL SPLICES SHALL BE MADE WITH PEN-TILE OR EQUAL. WIRE CONNECTORS SHALL BE IN VALVE BOXES ONLY.
8. ROUTE ONE EXTRA WIRE WITH A COLOR DIFFERENT THAN THE CONTROL AND COMMON WIRES. ALL WIRE RUNS ARE TO FOLLOW MAINLINE.
9. TRENCHES SHALL BE COMPACTED TO PREVENT SETTLEMENT.
10. IN THE PRESENCE OF THE OWNER'S REPRESENTATIVE:
 - A: PRESSURE TEST MAINLINE UNDER HYDROSTATIC PRESSURE OF 150 PSI FOR A MINIMUM OF 2 HOURS. CONTRACTOR MAY CENTER-LOAD PIPE WITH BACKFILL TO PREVENT ARCHING OR SLIPPING OF PIPE. ALL JOINTS SHALL REMAIN EXPOSED FOR INSPECTION.
 - B: COVERAGE TEST, SHALL BE PERFORMED TO DETERMINE IF THE COVERAGE IS COMPLETED AND ADEQUATE.
11. CONTRACTOR SHALL GUARANTEE WORK AGAINST DEFECTIVE INSTALLATION AND FAULTY PARTS FOR PERIOD OF 12 MONTHS.

1 IRRIGATION PLAN - 1ST FLOOR
SCALE: 3/32" = 1'-0" N

CONSTRUCTION NOTES

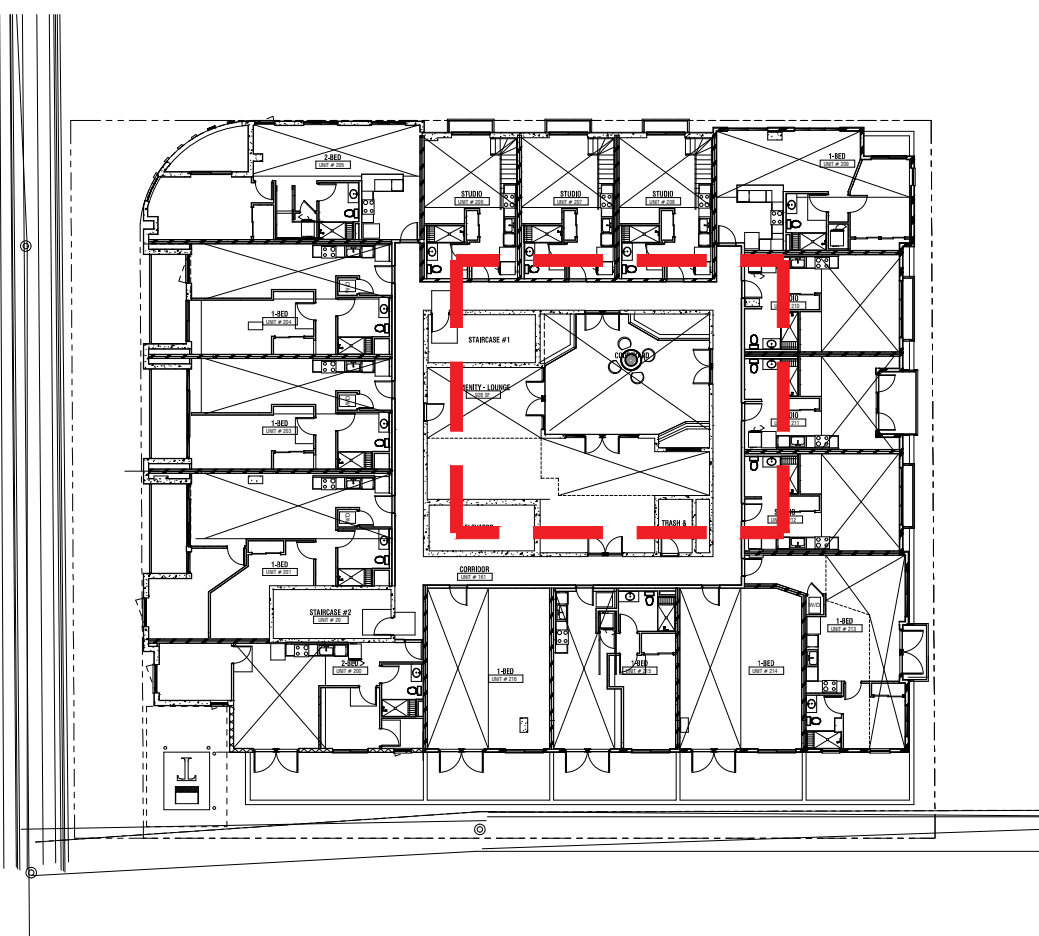
1. WATER METER AND SERVICE LINE SHALL BE A MINIMUM SIZE OF 1".
2. CONTRACTOR SHALL CONFIRM WATER PRESSURE PRIOR TO INSTALLING THE IRRIGATION SYSTEM AND REQUEST PLAN CHANGE IF PRESSURE IS LOWER THAN THE DESIGN RATING.
3. RIGID PIPE, COPPER TYPE "K" AND/OR BRONZE PIPE SHALL CONNECT THE BACK FLOW TO THE SERVICE LINE.
4. CONTRACTOR SHALL CONTACT UNDERGROUND MODIFICATION SERVICE, "DIG ALERT," PRIOR TO ANY UNDERGROUND ACTIVITY AND REQUEST DRAWINGS OF THE EXISTING SITE UTILITIES.
5. OWNER SHALL PROVIDE AN 1" GATE VALVE AT THE EXISTING WATER SERVICE FOR THE IRRIGATION MAINLINE POINT OF CONNECTION (P.O.C).
6. OWNER SHALL PROVIDE 120 VOLT ELECTRICAL POWER OUTLET AT THE IRRIGATION CONTROLLER LOCATION, CONTRACTOR SHALL MAKE FINAL ELECTRICAL CONNECTION TO THE CONTROLLER.
7. CONTRACTOR SHALL ADHERE TO ALL CAL OSHA REQUIREMENTS, AND PROTECT THE PUBLIC FROM HIS CONSTRUCTION ACTIVITIES.
8. ALL WORK SHALL COMPLY WITH THE LATEST UNIFORM PLUMBING CODES AS WELL AS LOCAL ORDINANCES.
9. CONTRACTOR SHALL PULL ALL WIRES THROUGH CONDUIT FROM STREET LEVEL TO PODIUM LEVEL.
10. ALL CONDUITS SHALL BE COORDINATED WITH GENERAL CONTRACTOR
11. SUBSLAB COPPER PIPES SHALL BE PROVIDED BY PLUMBING CONTRACTOR W/STUB OUT AT PLANTERS.
12. ELECTRICAL CONDUITS FOR CONTROL WIRES TO CONTROLLERS SHALL BE PROVIDED BY THE ELECTRICAL CONTRACTOR.
13. LANDSCAPE CONTRACTOR SHALL PULL WIRES THROUGH EXISTING CONDUIT FROM CONTROLLER LOCATION TO EACH REMOTE CONTROL VALVE ABOVE SLAB.
14. CONTRACTOR SHALL COORDINATE ALL UNDER SLAB WORK WITH GENERAL CONTRACTOR PRIOR TO COMMENCING ANY WORK

NOTES:
--"PRESSURE REGULATING DEVICES ARE REQUIRED IF WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED PRESSURE OF THE SPECIFIED IRRIGATION DEVICES."
--"CHECK VALVES OR ANTI-DRAIN VALVES ARE REQUIRED ON ALL SPRINKLER HEADS WHERE LOW POINT DRAINAGE COULD OCCUR."

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KEY PLAN - N.T.S.

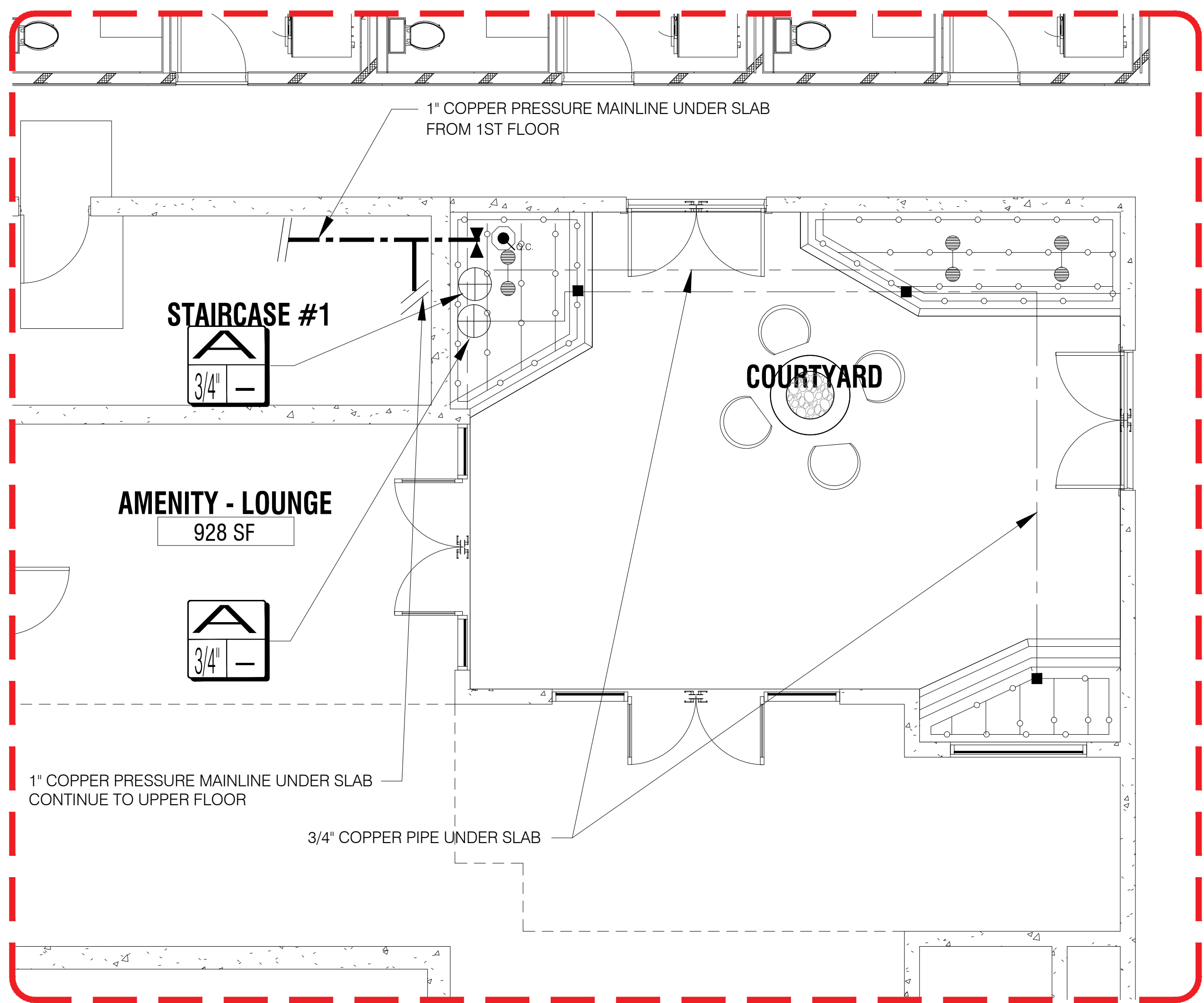


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IRRIGATION LEGEND

- 1" COPPER PRESSURE MAINLINE UNDER SLAB BY PLUMBER
- COPPER PIPE UNDER SLAB BY PLUMBER (SIZE PER PLAN)
- RAINBIRD LANDSCAPE DRIP XF SERIES XFS-06-18 (SUB SURFACE)
- 1" MANUAL SHUT OFF VALVE
- LOW FLOW CONTROL ZONE KITS W/ PR FILTER RAINBIRD XCZ-075-PRF
- QUICK COUPLER VALVE - RAINBIRD 33 DRC--3/4"
- VALVE SEQUENCE
- VALVE SIZE 1 1/10 G.P.M.

1 IRRIGATION PLAN - 2ND FL. COURTYARD
SCALE: 1/4" = 1'-0"



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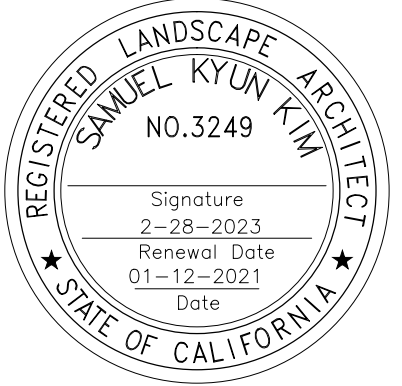
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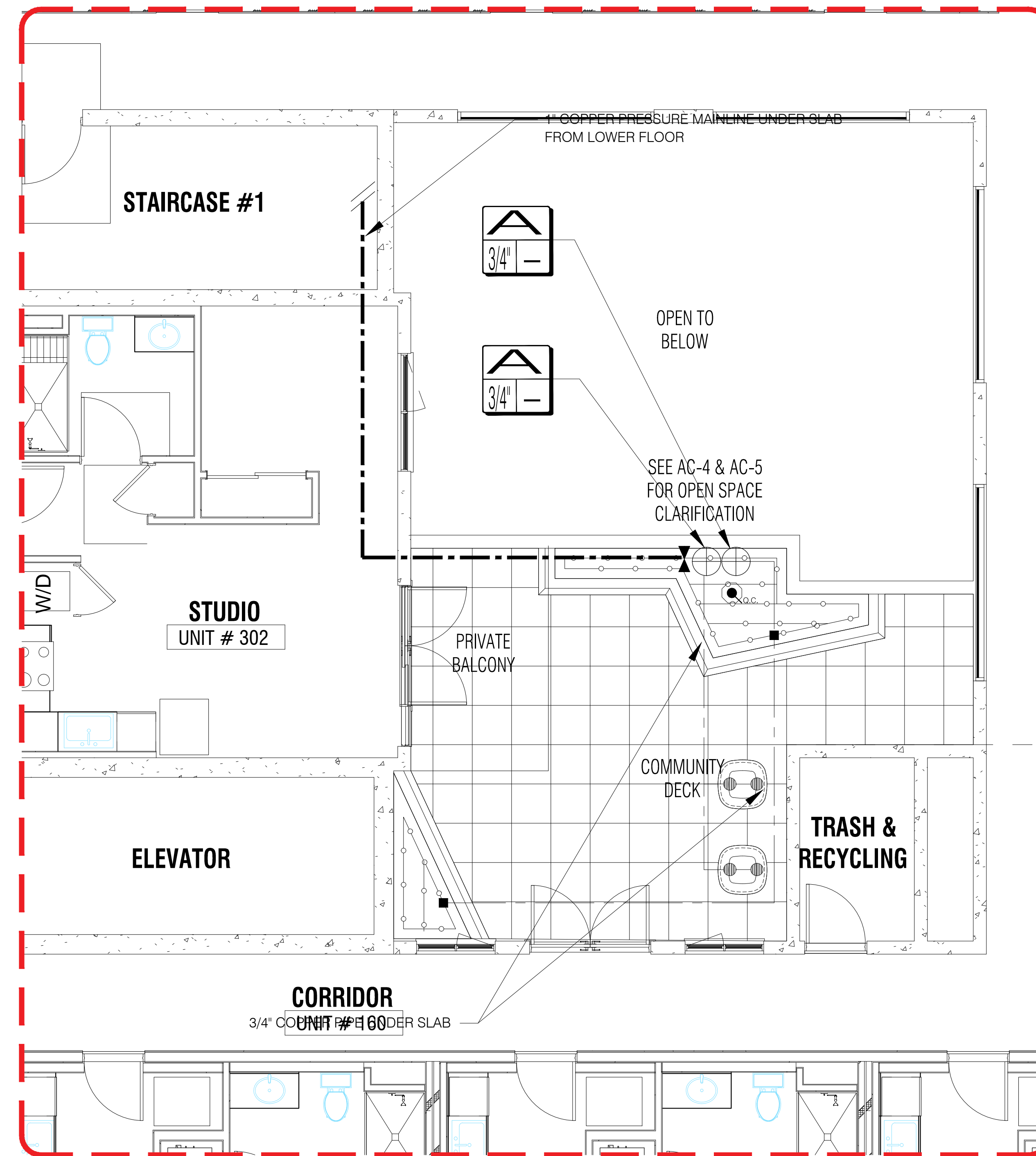
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IRRIGATION PLAN 2ND FL. COURTYARD
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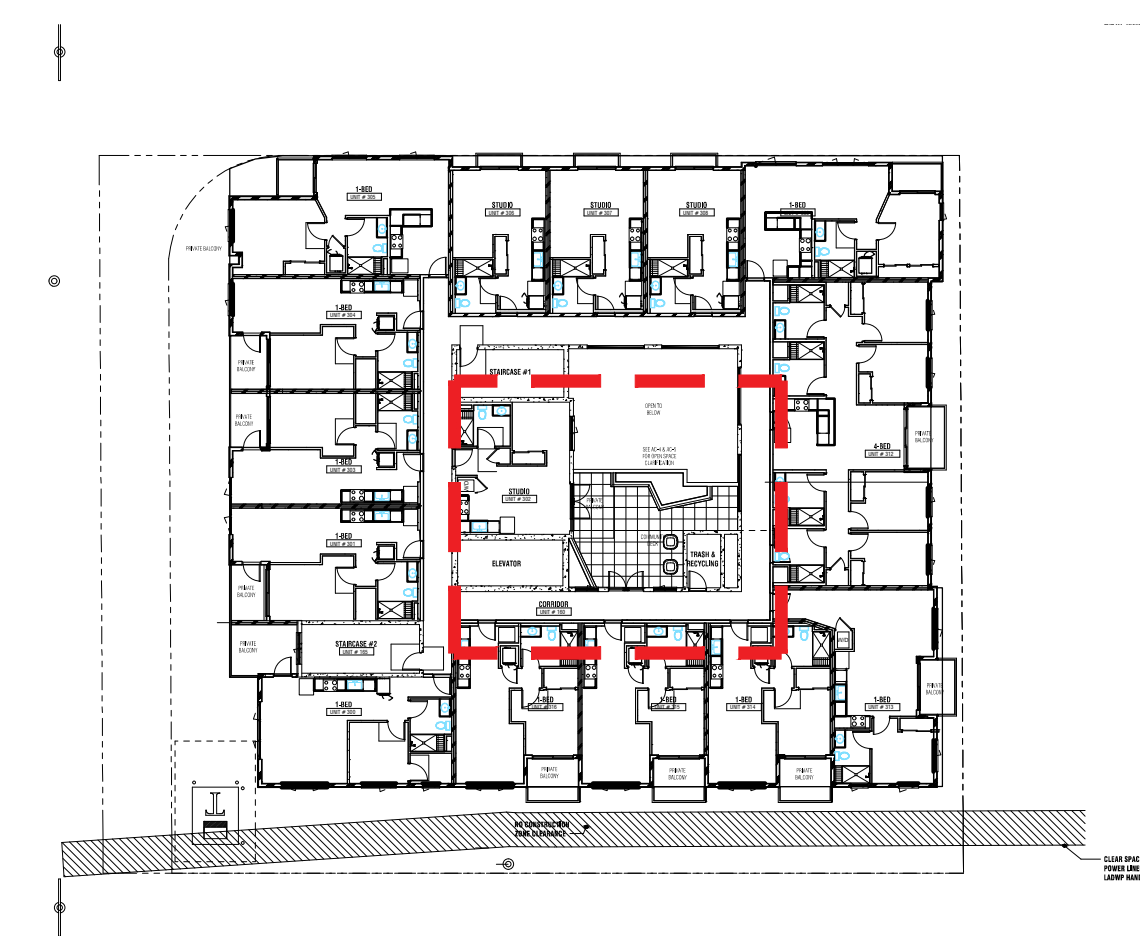


1 IRRIGATION PLAN - 3RD FL. COURTYARD
SCALE: 1/4" = 1'-0"

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IRRIGATION LEGEND

- 1" COPPER PRESSURE MAINLINE UNDER SLAB BY PLUMBER
- COPPER PIPE UNDER SLAB BY PLUMBER (SIZE PER PLAN)
- RAINBIRD LANDSCAPE DRIP XF SERIES XFS-06-18 (SUB SURFACE)
- 1" MANUAL SHUT OFF VALVE
- LOW FLOW CONTROL ZONE KITS W/ PR FILTER RAINBIRD XCZ-075-PRF
- QUICK COUPLER VALVE - RAINBIRD 33 DRC--3/4"
- VALVE SEQUENCE
- VALVE SIZE 1" 10 G.P.M.



KEY PLAN - N.T.S.

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IRRIGATION PLAN 3RD FL. COURTYARD
PROJECT NO: 22027


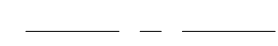
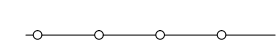



SHEET
LI-3

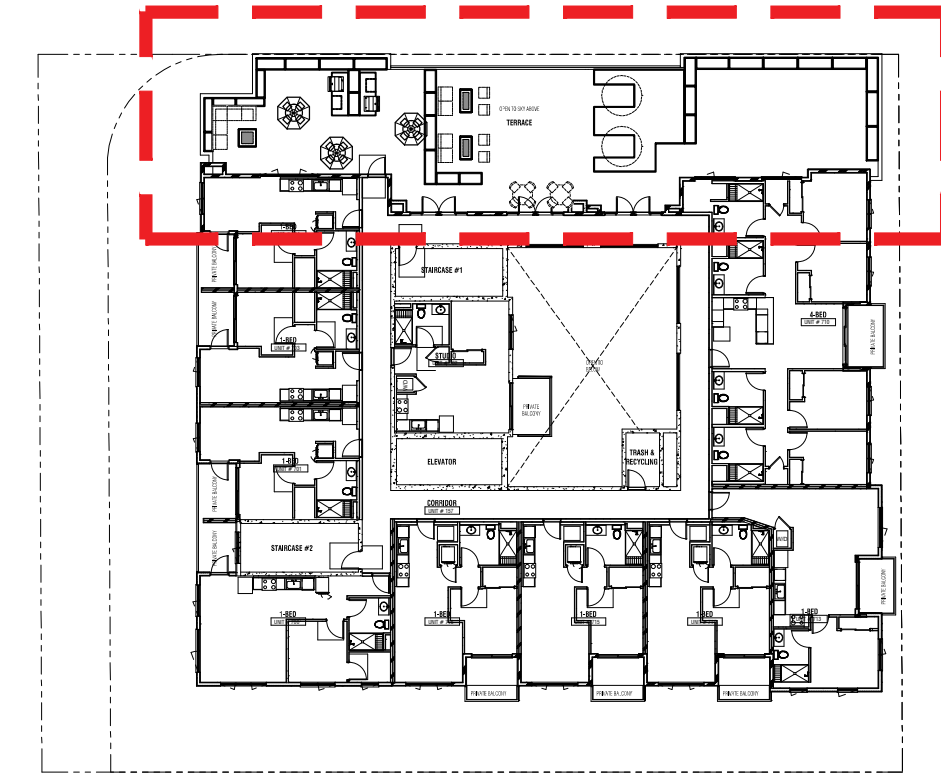
"I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS".



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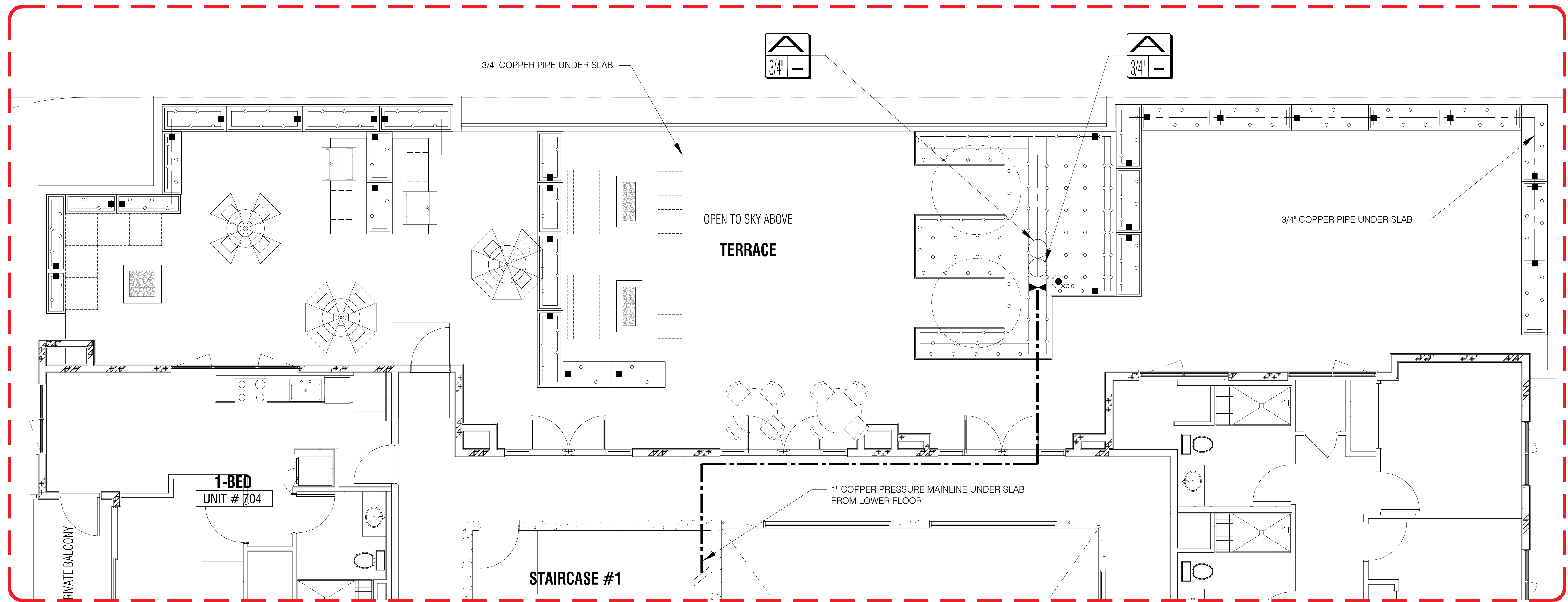
IRRIGATION LEGEND

-  1" COPPER PRESSURE MAINLINE UNDER SLAB BY PLUMBER
 -  COPPER PIPE UNDER SLAB BY PLUMBER (SIZE PER PLAN)
 -  RAINBIRD LANDSCAPE DRIP XF SERIES XFS-06-18 (SUB SURFACE)
 -  1" MANUAL SHUT OFF VALVE
 -  LOW FLOW CONTROL ZONE KITS W/ PR FILTER
RAINBIRD XCZ-075-PRF
 -  QUICK COUPLER VALVE - RAINBIRD 33 DRC--3/4"
- VALVE SEQUENCE: A-1
VALVE SIZE: 1" 10 G.P.M.



KEY PLAN - N.T.S.

EXHIBIT "A"
Page No. 43 of 44
Case No. DIR-2020-4249-TOC-SPP-VHCA



1 IRRIGATION PLAN - ROOF DECK N
SCALE: 1/4" = 1'-0"

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

DATE	ISSUANCE OR REVISION
04.29.2020	TOC SUBMITTAL

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SHEET CONTENTS

IRRIGATION PLAN
ROOF DECK

PROJECT NO: 22027

SHEET

LI-4



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E – “EXHIBIT B” INTERIOR NOISE STUDY

January 18, 2021

Canfield Development, Inc.
10474 Santa Monica Boulevard
Los Angeles, California 90025

Attention: **Tzemach Yemini**

Subject: **4750 Santa Monica Boulevard**
Los Angeles, CA
Exterior Noise and Exterior Façade Acoustical Analysis
Veneklasen Project No. 3995-004

Dear Tzemach:

Veneklasen Associates, Inc. (Veneklasen) has completed our review of the 4750 Santa Monica Boulevard project located in Los Angeles, California. This report predicts the exterior noise level at the site using measurements and computer modeling. Using this information, interior noise levels were calculated based on the exterior noise exposure and the construction types proposed. From this, the exterior façade design was determined. This report represents the results of our findings.

1.0 INTRODUCTION

This study was conducted to determine the impact of the exterior noise sources on the 4750 Santa Monica Boulevard project in Los Angeles, California. Veneklasen's scope of work included calculating the exterior noise levels impacting the site and determining the method, if any, required to reduce the interior and exterior sound levels to meet the applicable code requirements of the State of California and the City of Los Angeles.

The project consists of a 7-level mixed-use development with ground-level retail occupancy and residential amenities. The project is bounded by Santa Monica Boulevard to the north, N. New Hampshire Avenue to the east, and existing commercial and residential properties to the west and south.

2.0 NOISE CRITERIA

CNEL (Community Noise Equivalent Level) is the 24-hour equivalent (average) sound pressure level in which the evening (7 pm – 10 pm) and nighttime (10 pm – 7 am) noise is weighted by adding 5 and 10 dB, respectively, to the hourly level. Since this is a 24-hour metric, short-duration noise events (truck pass-by's, buses, trains, etc.) are not as prominent in the analysis.

Leq (equivalent continuous sound level) is defined as the steady sound pressure level which, over a given period of time, has the same total energy as the actual fluctuating noise.

2.1 Interior Noise Levels - Residential

The State of California Building Code (Section 1206, "Sound Transmission") and the City of Los Angeles Noise Element state that interior CNEL values for residential land uses are not to exceed 45 CNEL in any habitable room.

If the windows must be closed to meet an interior level of 45 CNEL, then a mechanical ventilating system or other means of natural ventilation shall be provided.

2.2 CALGreen – Non-residential

Section 5.507.4.2 of the 2019 California Green Building Code stipulates that for buildings exposed to a noise level of 65 dB or more when measured as a 1-hour Equivalent Sound Level (Leq), the building façade, including walls, windows, and roofs, shall provide enough sound insulation so that the interior sound level from exterior sources does not exceed 50 dBA during any hour of operation. This applies to non-residential spaces such as retail space, leasing, and amenities.

3.0 EXTERIOR NOISE ENVIRONMENT

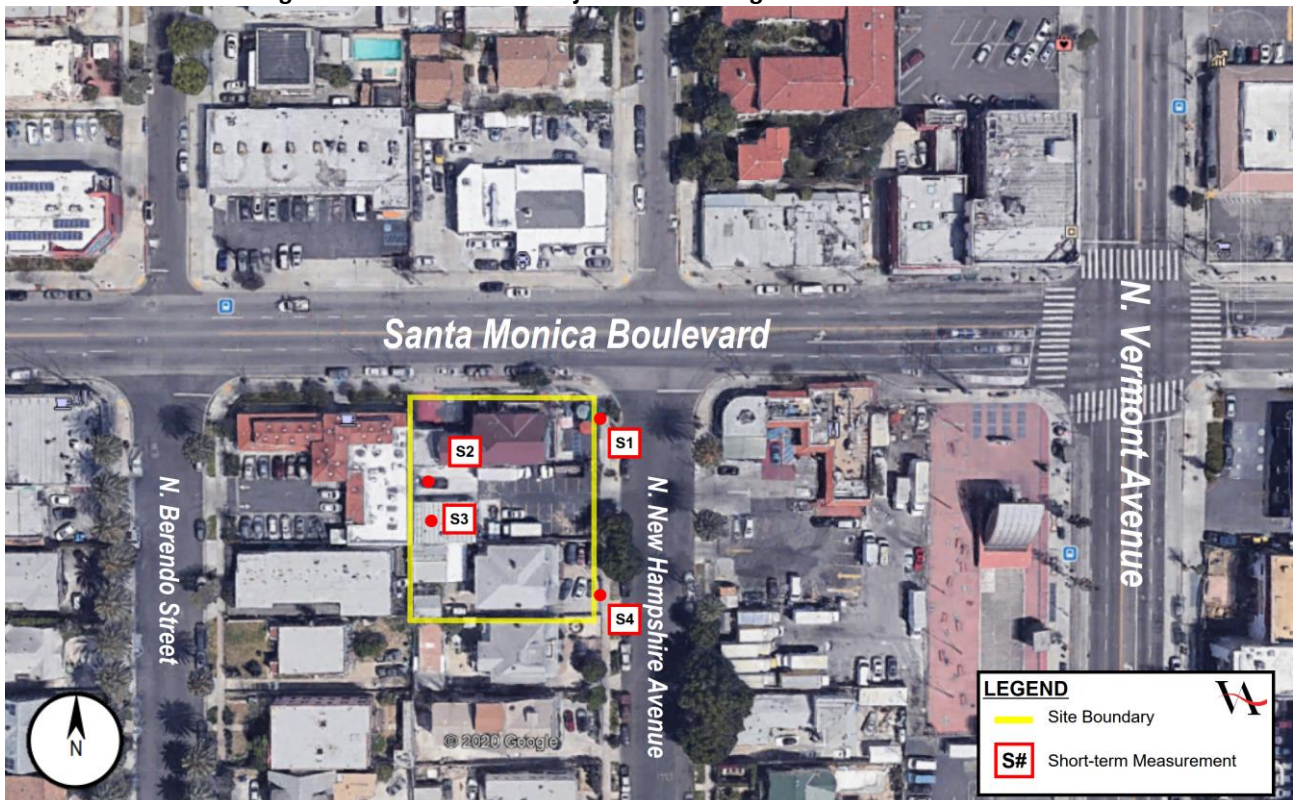
3.1 Noise Measurements

Traffic on Santa Monica Boulevard was the primary source of noise affecting the site. Veneklasen visited the site on Wednesday, January 6, 2021 and placed meters at the approximate exterior façade of the future building to capture the hourly sound levels on the site for a 4-hour period. Veneklasen also completed short-term noise measurements in other locations as noted. Table 1 and Figure 1 show the location and summary of the noise measurements.

Table 1 – Measured Sound Levels

Location	Measured Level, Leq dBA
S1	68
S2	65
S3	63
S4	55

Figure 1 – Aerial View of Project Site Showing Measurement Locations



3.2 Computer Modeling

Veneklasen has utilized the Traffic Noise Model computer software program developed by the FHWA (Federal Highway Administration TNM 2.5) in order to predict vehicular noise levels at various locations. The primary purpose of the computer model was to determine how the noise environment will change due to traffic and site changes.

Traffic counts for local streets were obtained from the Los Angeles Department of Transportation.

3.3 Overall Exterior Exposure

Based on the computer model and measurements, Veneklasen calculated the noise level at different locations across the project site. To simplify the presentation of the exterior noise levels, Veneklasen has separated the site into locations based on the sound exposure and required mitigation. The predicted sound levels at each zone, shown in Figure 2 and Figure 3, are listed in Table 2 below.

Table 2 – Exterior Noise Levels

Location	Floor	Exterior Noise Level, CNEL
Zone A	3-7	≤ 71
Zone B	2-7	≤ 71
Zone C	2-7	≤ 68
Remaining Units	2-7	< 60

**Figure 2 – Noise Zones, Level 2
 N. New Hampshire Avenue**

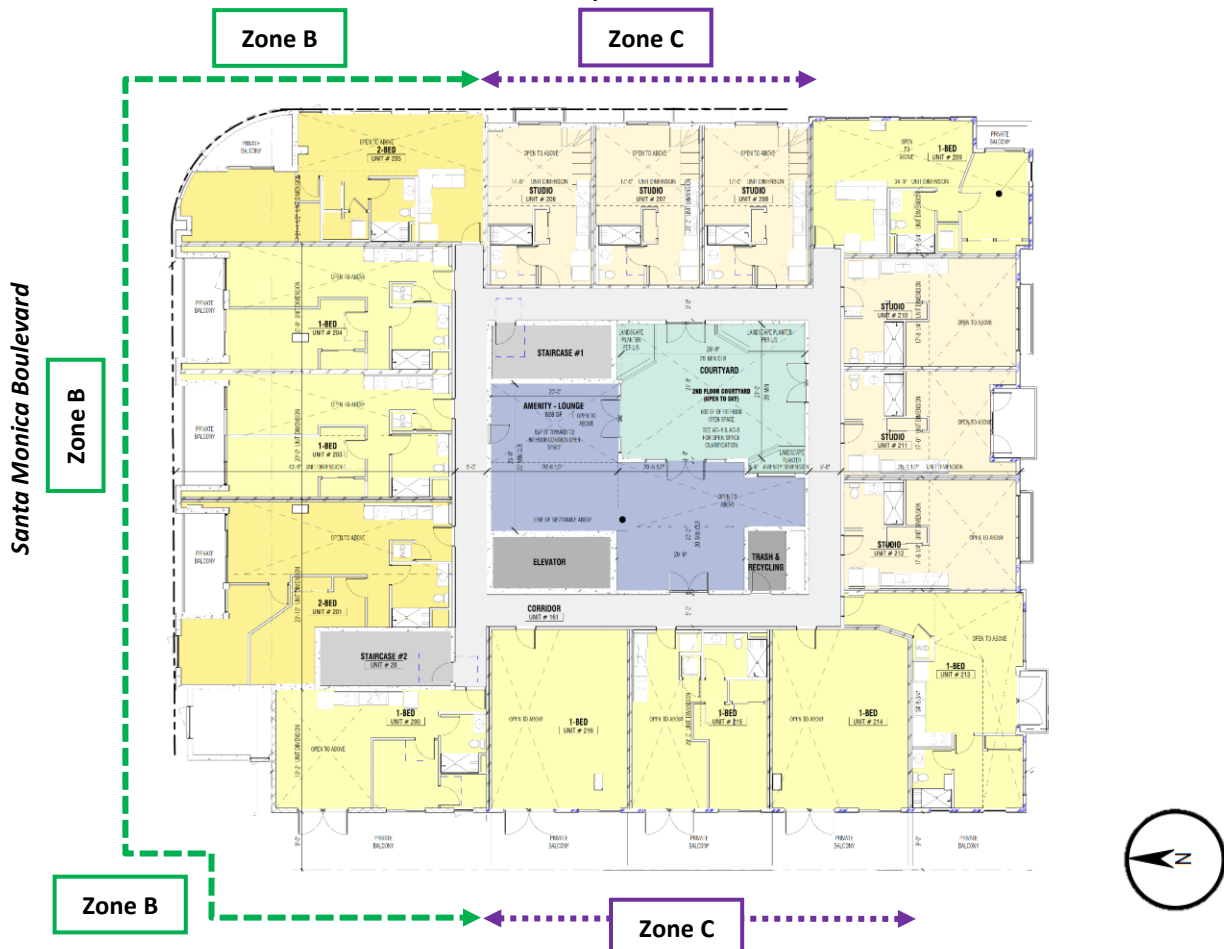
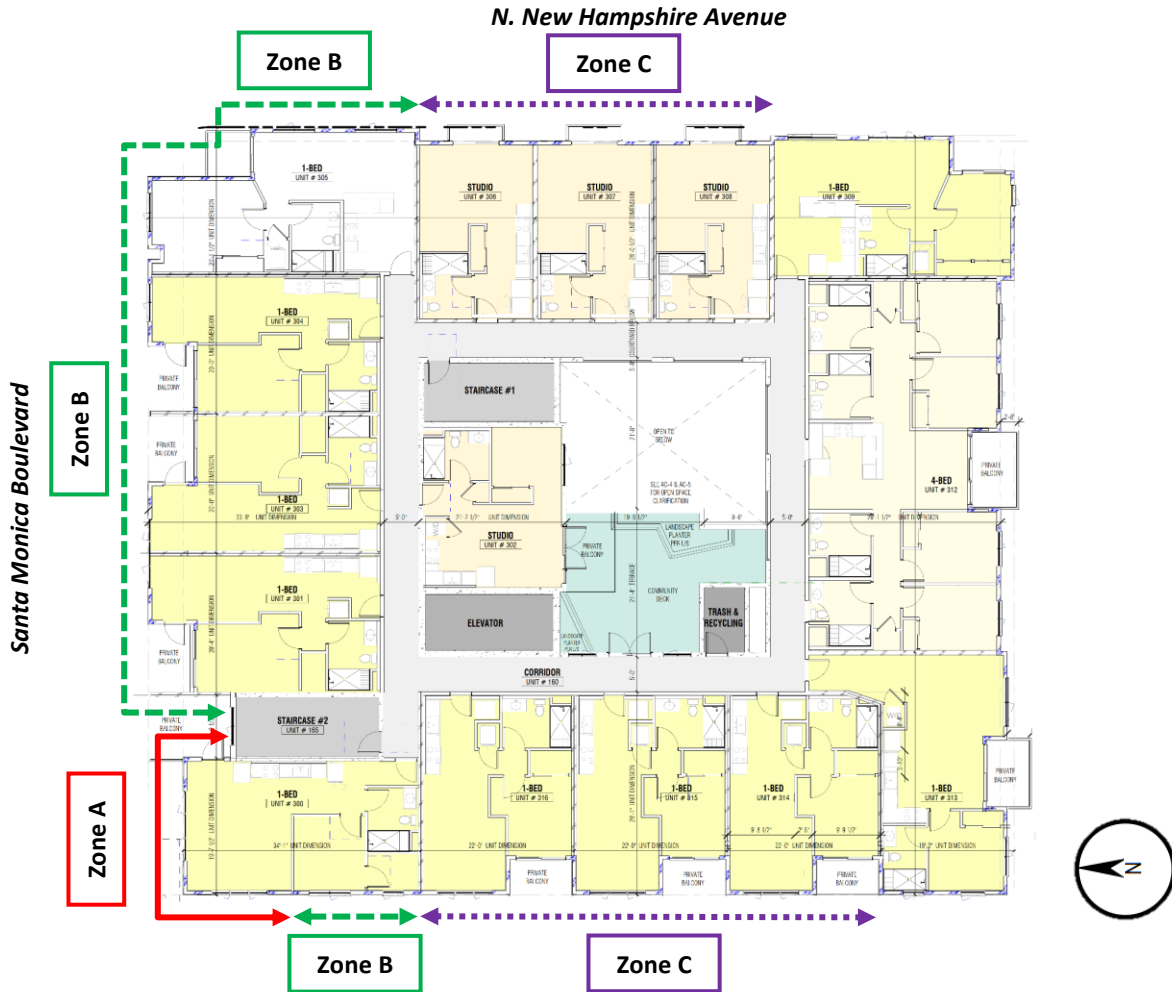


Figure 3 – Noise Zones, Levels 3-7



4.0 INTERIOR NOISE CALCULATION

4.1 Exterior Façade Construction

Calculations were based on the plans dated January 4, 2021. The plans show that the exterior wall will consist of one of three exterior wall assemblies described below:

Exterior Wall #1 (2nd floor only)

- 10" concrete wall

Exterior Wall #2 (metal clad finish)

- Metal clad finish
- 5/8" DensGlass Wallboard
- 1/2" OSB
- Stud framing with batt insulation in the cavity
- 1/2" resilient channel
- 5/8" type 'x' gypsum board
- 5/8" type 'x' gypsum board

Exterior Wall #3 (cement plaster finish)

- 7/8" cement plaster finish
- 5/8" DensGlass Wallboard
- Stud framing with batt insulation in the cavity
- 5/8" type 'x' gypsum board

Veneklasen's calculations included the roof path, but this was insignificant in the interior noise level calculated.

Veneklasen utilized the glazing ratings (glass, frame and seals) shown in Appendix I. Appendix I will be the acoustical specification for the glass windows and doors for the project.

4.2 Interior Average Noise Level (CNEL) – Residential

Veneklasen calculated the interior level within the residential units given the measured noise environment and the exterior facade construction described above. Table 3 shows the predicted interior CNEL noise levels based on the windows and doors with STC ratings as shown and glazing construction as described in Appendix I. Sample calculations have been included in Appendix II, which include detailed calculations for each of the sound paths. Two examples for each Zone are included in Appendix II.

Table 3 – Calculated Interior CNEL Noise Levels

Location	Floor	Exterior Noise Level, CNEL	Window Rating	Swing Door Rating	Sliding Door Rating	Interior Noise Level, CNEL
Zone A	3-7	≤ 71	STC 35	STC 31	N/A	44-45
Zone B	2-7	≤ 71	STC 33	STC 31	STC 33	42-45
Zone C	2-7	≤ 68	STC 28	STC 28	STC 28	42-45
Remaining Units	2-7	< 60	No STC Requirement. STC 28 recommended.			

Where the noise level does not exceed 60, sound-rated assemblies are not required. However, Veneklasen recommends specifying a window with a minimum rating of STC 28 to maintain a consistent level of acoustical quality.

4.3 Mechanical Ventilation – Residential

Because the windows and doors must be kept closed to meet the noise requirements, mechanical or other means of ventilation may be required for all units in Zones A, B and C. The ventilation system shall not compromise the sound insulation capability of the exterior facade assembly.

4.4 CALGreen – Non-Residential

In a similar manner, Veneklasen calculated the noise level within non-residential spaces. CALGreen is based on the loudest hourly Leq. Veneklasen utilized a statistical methodology to determine this level from the measurements¹.

The results are shown in Table 4. Hourly noise level summaries and sample calculations are included in the appendices.

¹ LoVerde, John; Dong, Wayland; Rawlings, Samantha. "Noise Prediction of Traffic on Freeways and Arterials from Measured Data." Noise-Con 2014. Fort Lauderdale, Florida.

Table 4 – Calculated Interior Average Noise Levels at Non-Residential Areas

Location	Exterior Leq, dBA Loudest hour	Minimum Glazing	Interior Leq
All Zones	≤ 71	STC 28	< 50
Remaining Areas	< 65	CALGreen Analysis not required.	

5.0 SUMMARY

The following summarizes the acoustical items required to satisfy the noise criteria as described in this report.

Residential

- Exterior wall assemblies are acceptable as described in Section 4.1.
- The roof assembly was included in our calculations and is not a significant path of sound and can remain as designed.
- Windows and glass doors with minimum STC ratings as shown in Table 3, depicted in Figure 2 and Figure 3, and specified in Appendix I are required. Appendix I will be the acoustical specification for the glass windows and doors for the project. Detailed calculations are included in Appendix II.
- Residential mechanical ventilation, or other means of natural ventilation, may be required for all units in Zones A, B and C.

Non-Residential

- At retail, amenity, and other non-residential spaces, windows and glass doors as shown in Table 4 and specified in Appendix I are required to meet the CALGreen interior noise criterion. Appendix I will be the acoustical specification for the glass windows and doors for the project.

Various noise mitigation methods may be utilized to satisfy the noise criteria described in this report. Alteration of mitigation methods that deviate from requirements should be reviewed by the acoustical consultant.

If you have any questions or comments regarding this report, please do not hesitate to contact us.

Sincerely,
Veneklasen Associates, Inc.



Chris Kezon
Senior Associate



John LoVerde, FASA
Principal

APPENDIX I – GLAZING REQUIREMENTS

In order to meet the predicted interior noise levels described in Section 4.0, the glazing shall meet the following requirements:

Table 5 – Acoustical Glazing Requirements: Minimum Octave Band Transmission Loss and STC Rating

Nominal Thickness	Minimum Transmission Loss						Min. STC Rating
	Octave Band Center Frequency (Hz)						
	125	250	500	1000	2000	4000	
1" dual	21	18	24	32	36	31	28
1" dual	21	19	28	35	37	32	31
1" dual	22	21	30	36	37	36	33
1" dual	23	22	32	37	38	38	35

The transmission loss values in the table above can likely be met with the following glazing assemblies:

1. STC 28: 1/8" monolithic – 3/4" airspace – 1/8" monolithic
2. STC 31: 1/8" monolithic – 3/4" airspace – 1/8" monolithic
3. STC 33: 3/16" monolithic – 11/16" airspace – 1/8" monolithic
4. STC 35: 1/4" monolithic – 1/2" airspace – 1/4" monolithic

An assembly's frame and seals may limit the performance of the overall system. Therefore, the window and door systems selected for the project shall not be selected on the basis of the STC rating of the glass alone, but on the entire assembly including frame and seals. Additionally, the assemblies given above are provided as a basis of design, but regardless of construction, the octave band Transmission Loss (TL) and STC value of the system selected must meet the minimum values in Table 5 above.

Independent laboratory acoustical test reports should be submitted for review by the design team to ensure compliance with glazing acoustical performance requirements. Laboratories shall be accredited by the Department of Commerce National Voluntary Laboratory Accreditation Program (NVLAP). Labs shall be pre-approved by Veneklasen Associates. Tests shall be required to be performed in North America. Lab tests and lab reports shall be in compliance with ASTM standard E90 and be no more than 10 years old from the date of submission for this project.

If test reports are not available for a proposed assembly, the assembly, including frame, seals and hardware, shall be tested at an independent pre-approved NVLAP-accredited laboratory to demonstrate compliance with the requirements of this report. Veneklasen shall be invited to witness acoustical testing completed and reserves the right to exclude test reports from laboratories that are not pre-approved by Veneklasen.

APPENDIX II – Sample Calculations

Project Name: 4750 Santa Monica												
Zone A												
Plan, room Unit 400 LR, corner												
		Room absorption		63	125	250	500	1000	2000	4000	8000	
Receiving Room Absorption		Medium		0.18	0.19	0.19	0.20	0.20	0.20	0.20	0.20	
Length	15											
Width	18.5											
Height	9											
		Room Absorption		208	220	220	232	232	232	232	232	
Exterior Noise Level												
		Level		63	125	250	500	1000	2000	4000	8000	dBA
Volume	2498	Source type		74.6	73.3	68.7	67.4	67.6	62.2	54.0	47.5	71.0
F/C area	278	Side A average		71.6	70.3	65.7	64.4	64.6	59.2	51.0	44.5	68.0
Wall area	603	Side B average		63	125	250	500	1000	2000	4000	8000	dBA
Total area	1158	Level		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Side A event:		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Side B event:		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Interior Level:				45								
(excluding 63 Hz):				45								
Average Interior Levels												
Exterior Assemblies, side A		Area	Assembly Type	63	125	250	500	1000	2000	4000	8000	dBA
wall	82	VA Typical Wall (stucco,ply,2x4ws,5/8gyp) wyle		55.1	44.6	32.6	23.0	15.4	5.2	-5.1	-12.0	32.7
glazing	84.5	WEAL STC 34-35 no lam average		55.7	52.1	48.6	37.0	32.2	25.8	17.7	8.1	42.9
door		<N/A>		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		<N/A>		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		<N/A>		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Side A Total		58.4	52.8	48.7	37.2	32.3	25.9	17.7	8.2	43.3
Exterior Assemblies, side B												
wall	109	VA Typical Wall (stucco,ply,2x4ws,5/8gyp) wyle		53.3	42.8	30.8	21.3	13.7	3.4	-6.8	-13.8	30.9
glazing	56	WEAL STC 34-35 no lam average		50.9	47.3	43.8	32.2	27.5	21.0	12.9	3.4	38.1
door	24	WEAL STC 30-31 no lam average		48.2	45.6	43.1	32.6	26.8	18.4	14.2	4.7	37.3
		<N/A>		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		<N/A>		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Side B Total		56.1	50.4	46.6	35.6	30.2	23.0	16.6	7.1	41.2
		Total		60.4	54.8	50.8	39.5	34.4	27.7	20.2	10.7	45.2
		A-weighted		34.4	28.8	24.8	13.5	8.4	1.7	-5.8	-15.3	

Project Name: 4750 Santa Monica												
Zone A												
Plan, room Unit 300 LR, corner												
		Room absorption		63	125	250	500	1000	2000	4000	8000	
Receiving Room Absorption		Medium		0.18	0.19	0.19	0.20	0.20	0.20	0.20	0.20	
Length	15											
Width	18.5											
Height	9											
		Room Absorption		208	220	220	232	232	232	232	232	
Exterior Noise Level												
		Level		63	125	250	500	1000	2000	4000	8000	dBA
Volume	2498	Source type		74.6	73.3	68.7	67.4	67.6	62.2	54.0	47.5	71.0
F/C area	278	Side A average		71.6	70.3	65.7	64.4	64.6	59.2	51.0	44.5	68.0
Wall area	603	Side B average		63	125	250	500	1000	2000	4000	8000	dBA
Total area	1158	Level		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Side A event:		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Side B event:		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Interior Level:				45								
(excluding 63 Hz):				45								
Average Interior Levels												
Exterior Assemblies, side A		Area	Assembly Type	63	125	250	500	1000	2000	4000	8000	dBA
wall	86.5	VA Typical Wall (stucco,ply,2x4ws,5/8gyp) wyle		55.3	44.8	32.8	23.2	15.6	5.4	-4.8	-11.8	32.9
glazing	80	WEAL STC 34-35 no lam average		55.4	51.9	48.3	36.8	32.0	25.6	17.4	7.9	42.7
door		<N/A>		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		<N/A>		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		<N/A>		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Side A Total		58.4	52.7	48.5	37.0	32.1	25.6	17.5	8.0	43.1
Exterior Assemblies, side B												
wall	109	VA Typical Wall (stucco,ply,2x4ws,5/8gyp) wyle		53.3	42.8	30.8	21.3	13.7	3.4	-6.8	-13.8	30.9
glazing	56	WEAL STC 34-35 no lam average		50.9	47.3	43.8	32.2	27.5	21.0	12.9	3.4	38.1
door	24	WEAL STC 30-31 no lam average		48.2	45.6	43.1	32.6	26.8	18.4	14.2	4.7	37.3
		<N/A>		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		<N/A>		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Side B Total		56.1	50.4	46.6	35.6	30.2	23.0	16.6	7.1	41.2
		Total		60.4	54.7	50.6	39.3	34.3	27.5	20.1	10.6	45.2
		A-weighted		34.4	28.7	24.6	13.3	8.3	1.5	-5.9	-15.4	

Project Name: 4750 Santa Monica													
Zone B													
Plan, room Unit 304 BR													
		Room absorption		63	125	250	500	1000	2000	4000	8000		
Receiving Room Absorption		Medium		0.18	0.19	0.19	0.20	0.20	0.20	0.20	0.20		
Length	14.5												
Width	9.5												
Height	9												
		Room Absorption		127	134	134	142	142	142	142	142		
Exterior Noise Level													
Volume	1240	Level	71	Source type	63	125	250	500	1000	2000	4000	8000	dBA
F/C area	138	Side A average		Santa Monica Boulevard	74.6	73.3	68.7	67.4	67.6	62.2	54.0	47.5	71.0
Wall area	432	Side B average		<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total area	707.5	Level		Source type	63	125	250	500	1000	2000	4000	8000	dBA
		Side A event:		<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Side B event:		<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Interior Level:				45									
(excluding 63 Hz):				45									
Average Interior Levels													
Exterior Assemblies, side A		Area		Assembly Type	63	125	250	500	1000	2000	4000	8000	dBA
wall		21.5		VA Typical Wall (stucco,ply,2x4ws,5/8gyp) wyle	51.4	40.9	28.9	19.3	11.7	1.5	-8.7	-15.7	29.0
glazing				<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
door		64		WEAL STC 33 no lam average SGD	59.6	54.0	50.5	39.0	35.2	28.8	19.6	10.1	45.1
				<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
				<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
				Side A Total	60.2	54.3	50.5	39.0	35.2	28.8	19.6	10.1	45.2
Exterior Assemblies, side B				<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
wall				<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
glazing				<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
door				<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
				<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
				<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
				Side B Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
				Total	60.2	54.3	50.5	39.0	35.2	28.8	19.7	10.5	45.2
				A-weighted	34.2	28.3	24.5	13.0	9.2	2.8	-6.3	-15.5	

Project Name: 4750 Santa Monica													
Zone B													
Plan, room Unit 205 BR, corner													
		Room absorption		63	125	250	500	1000	2000	4000	8000		
Receiving Room Absorption		Medium		0.18	0.19	0.19	0.20	0.20	0.20	0.20	0.20		
Length	16.5												
Width	11												
Height	9												
		Room Absorption		154	163	163	172	172	172	172	172		
Exterior Noise Level													
Volume	1634	Level	71	Source type	63	125	250	500	1000	2000	4000	8000	dBA
F/C area	182	Side A average		Santa Monica Boulevard	74.6	73.3	68.7	67.4	67.6	62.2	54.0	47.5	71.0
Wall area	495	Side B average		Santa Monica Boulevard	71.6	70.3	65.7	64.4	64.6	59.2	51.0	44.5	68.0
Total area	858	Level		Source type	63	125	250	500	1000	2000	4000	8000	dBA
		Side A event:		<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Side B event:		<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Interior Level:				44									
(excluding 63 Hz):				44									
Average Interior Levels													
Exterior Assemblies, side A		Area		Assembly Type	63	125	250	500	1000	2000	4000	8000	dBA
wall		99		4 inch concrete	43.7	38.8	34.2	30.7	21.9	7.5	-8.0	-16.9	31.2
glazing		22.5		WEAL STC 33 no lam average	51.2	47.7	44.1	34.6	28.8	22.4	15.2	5.7	38.9
door				<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
				<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
				<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
				Side A Total	51.9	48.2	44.6	36.1	29.6	22.5	15.2	5.7	39.6
Exterior Assemblies, side B				<N/A>	40.3	35.4	30.8	27.3	18.5	4.1	-11.4	-20.2	27.9
wall		90.9		4 inch concrete	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
glazing				<N/A>	53.3	50.8	48.2	37.7	31.9	23.5	19.3	9.8	42.4
door		57.6		WEAL STC 30-31 no lam average	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
				<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
				<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
				Side B Total	53.5	50.9	48.3	38.0	32.1	23.5	19.3	9.8	42.5
				Total	55.8	52.8	49.8	40.2	34.0	26.1	20.7	11.2	44.3
				A-weighted	29.8	26.8	23.8	14.2	8.0	0.1	-5.3	-14.8	

Project Name: 4750 Santa Monica													
Zone C													
Plan, room Unit 206 Studio													
Room absorption			63	125	250	500	1000	2000	4000	8000			
Medium			0.18	0.19	0.19	0.20	0.20	0.20	0.20	0.20			
Receiving Room Absorption													
Length	11		Room Absorption										
Width	16.5		244	257	257	271	271	271	271	271			
Height	18												
Exterior Noise Level													
Volume	3267	Level	Source type	63	125	250	500	1000	2000	4000	8000	dBA	
F/C area	182	Side A average	Santa Monica Boulevard	71.6	70.3	65.7	64.4	64.6	59.2	51.0	44.5	68.0	
Wall area	990	Side B average	<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total area	1353	Level	Source type	63	125	250	500	1000	2000	4000	8000	dBA	
Side A event:			<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Side B event:			<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Interior Level:			45										
(excluding 63 Hz):			45										
Average Interior Levels													
Exterior Assemblies, side A			Area	Assembly Type	63	125	250	500	1000	2000	4000	8000	dBA
wall	189.75	4 inch concrete	41.5	36.6	32.1	28.5	19.7	5.3	-10.2	-19.0	29.1		
glazing	55.25	WEAL STC 28 no lam average	53.2	48.6	47.1	39.5	31.7	22.3	19.1	8.6	41.9		
door	52	WEAL STC 28 no lam average	52.9	48.3	46.8	39.2	31.5	22.0	18.9	8.4	41.6		
			<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
			<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
			Side A Total	56.2	51.6	50.0	42.6	34.7	25.2	22.0	11.5	44.9	
Exterior Assemblies, side B			<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
wall	<N/A>	<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
glazing	<N/A>	<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
door	<N/A>	<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
			<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
			<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
			Side B Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
			Total	56.2	51.6	50.0	42.6	34.7	25.2	22.1	11.8	44.9	
			A-weighted	30.2	25.6	24.0	16.6	8.7	-0.8	-3.9	-14.2		

Project Name: 4750 Santa Monica													
Zone C													
Plan, room Unit 316 LR													
Room absorption			63	125	250	500	1000	2000	4000	8000			
Medium			0.18	0.19	0.19	0.20	0.20	0.20	0.20	0.20			
Receiving Room Absorption													
Length	14		Room Absorption										
Width	12		145	153	153	161	161	161	161	161			
Height	9												
Exterior Noise Level													
Volume	1512	Level	Source type	63	125	250	500	1000	2000	4000	8000	dBA	
F/C area	168	Side A average	Santa Monica Boulevard	71.6	70.3	65.7	64.4	64.6	59.2	51.0	44.5	68.0	
Wall area	468	Side B average	<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total area	804	Level	Source type	63	125	250	500	1000	2000	4000	8000	dBA	
Side A event:			<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Side B event:			<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Interior Level:			44										
(excluding 63 Hz):			44										
Average Interior Levels													
Exterior Assemblies, side A			Area	Assembly Type	63	125	250	500	1000	2000	4000	8000	dBA
wall	52	VA Typical Wall (stucco,ply,2x4ws,5/8gyp) wyle	51.7	41.2	29.2	19.6	12.0	1.8	-8.5	-15.4	29.3		
glazing	56	WEAL STC 28 no lam average	55.5	50.9	49.4	41.8	34.0	24.6	21.5	10.9	44.2		
door		<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
			<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
			<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
			Side A Total	57.0	51.4	49.4	41.8	34.1	24.6	21.5	11.0	44.3	
Exterior Assemblies, side B			<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
wall	<N/A>	<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
glazing	<N/A>	<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
door	<N/A>	<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
			<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
			<N/A>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
			Side B Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
			Total	57.0	51.4	49.4	41.8	34.1	24.7	21.5	11.3	44.3	
			A-weighted	31.0	25.4	23.4	15.8	8.1	-1.3	-4.5	-14.7		

F – CATEGORICAL EXEMPTION

F.1 – NOTICE OF EXEMPTION (ENV-2020-4250-CE)

COUNTY CLERK'S USE

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF EXEMPTION
(PRC Section 21152; CEQA Guidelines Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152(b) and CEQA Guidelines Section 15062. Pursuant to Public Resources Code Section 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS

DIR-2020-4249-TOC-SPP-VHCA

LEAD CITY AGENCY

City of Los Angeles (Department of City Planning)

CASE NUMBER

ENV-2020-4250-CE

PROJECT TITLE

DIR-2020-4249-TOC-SPP-VHCA

COUNCIL DISTRICT

13 – O'Farrell

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)

4750 West Santa Monica Boulevard (4750-4760 W. Santa Monica, 1033-1039 N. New Hampshire Avenue)

Map attached.

PROJECT DESCRIPTION:

The demolition of one (1) commercial building, one (1) storage building, one (1) two-story single-family dwelling and accessory buildings for the construction, use and maintenance of an eight-story, with at-grade and subterranean parking levels, mixed-use building with 76,719 square feet of total floor area consisting of 85 dwelling units and 1,137 square feet of commercial floor area. The project proposes to grade and export approximately 14,000 cubic yards of earth and remove 9 street trees.

Additional page(s) attached.

NAME OF APPLICANT / OWNER:

Jared Brenner-Goldstein (Applicant) / Pedro Davila (Owner)

CONTACT PERSON (If different from Applicant/Owner above)

Matthew Hayden

(AREA CODE) TELEPHONE NUMBER

(310) 614-2964

EXT.

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

STATE CEQA STATUTE & GUIDELINES

STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

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

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

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

JUSTIFICATION FOR PROJECT EXEMPTION:

Additional page(s) attached

In-fill development meeting the conditions described in CEQA Guidelines 15332: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations. (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

None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.

The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE

Danalynn Dominguez 

STAFF TITLE

City Planning Associate

ENTITLEMENTS APPROVED

Transit Oriented Communities (TOC), Project Permit Compliance Review (SPP)

FEE:

\$5,774 + surcharges

RECEIPT NO.

2020205001-66-1

REC'D. BY (DCP DSC STAFF NAME)

Maxfield Vermey

DISTRIBUTION: County Clerk, Agency Record

Rev. 3-27-2019

F – CATEGORICAL EXEMPTION

F.2 – CLASS 32 JUSTIFICATIONS (ENV-2020-4250-CE)

**DEPARTMENT OF
CITY PLANNING**

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

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VICE-PRESIDENT

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**CITY OF LOS ANGELES
CALIFORNIA**



ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES

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VINCENT P. BERTONI, AICP
DIRECTOR

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EXECUTIVE OFFICER

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

VACANT
DEPUTY DIRECTOR

JUSTIFICATION FOR CATEGORICAL EXEMPTION CASE NO. ENV-2020-4250-CE

The Planning Department determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject Project as Categorically Exempt under Section 15332 (Class 32), Case No. ENV-2020-4250-CE.

The proposed project is for demolition of the existing one (1) commercial building, one (1) storage building, one (1) two-story single-family dwelling, and accessory buildings, and the construction, use and maintenance of an eight-story, mixed-use building, with two (2) levels of subterranean parking, 76,650 square feet of floor area, consisting of 85 dwelling units and 1,137 square feet of commercial floor area, measuring 97 feet in height. The project consists of 3,980 square feet of common open space, 13 parking spaces at grade, and 59 parking spaces within two (2) subterranean levels. The project is setting aside 11 percent of the total 85 units and more than seven (7) percent of the base 47 units, respectively, for Extremely Low Income Households. The building will contain 76,650 square feet of floor area with a 4.09:1 FAR. The unit mix will be comprised of 21 studios, 57 one-bedroom units, 2 two-bedroom units, and 5 four-bedroom units. There will be 72 residential automobile parking spaces, 2 commercial automobile parking spaces, 48 residential bicycle parking spaces, four (4) commercial bicycle parking spaces, and 6,930 square feet of usable open space. The number of units and size is not unusual for the vicinity of the subject site and is similar in scope to other existing multi-family dwellings in the area. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

There are five (5) Exceptions which must be considered in order to find a project exempt under CEQA: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

The project is located at 4750 West Santa Monica Boulevard (4750, 4760 W. Santa Monica Boulevard; 1033, 1037, 1039. N. New Hampshire Avenue) within the Hollywood Community Plan. There are currently 17 projects dating back to January 29, 2015, which are either currently filed with the Department of City Planning or have received a Letter of Determination from the Department of City Planning, but have yet to receive a Certificate of Occupancy from the Los Angeles Department of Building and Safety (LADBS). As such, there are projects within 1,500 feet of the same type and in the same place as the subject project at the time of filing, July 17, 2020, which is the CEQA baseline.

PROJECTS WITHIN A QUARTER-MILE FROM THE SUBJECT SITE			
(filed or filed and approved prior to the CEQA baseline, July 17, 2020)			
Address	Case Number	Date Filed	Scope of Work
1245 N. New Hampshire Avenue	DIR-2016-3002-SPP	08/15/2016	New 9-unit residential project
1227 N. Berendo Street	DIR-2020-2780-TOC-SPP-HCA	04/24/2020	New 17-unit residential project
1225 N. Vermont Avenue	DIR-2019-909-TOC-SPP	02/13/2019	New 58-unit mixed-use building
1223 N. Edgemont Street	DIR-2017-2402-DB-SPP	06/15/2017	New 13-unit residential project
4647 W. Lexington Avenue	DIR-2017-3139-SPP	08/07/2017	New 5-unit residential project
4651 W. Lexington Avenue	DIR-2017-3138-SPP	08/07/2017	New 5-unit residential project
1200 N. Vermont Avenue	DIR-2019-1254-TOC-SPP	03/04/2019	New 29-unit mixed-use building
1179 N. Heliotrope Drive	DIR-2015-435-SPP	01/29/2015	New 2-unit residential project
1148 N. Berendo Street	DIR-2020-1371-TOC-SPP-HCA	03/02/2020	New 8-unit residential project
1114 N. Vermont Avenue	DIR-2016-1282-SPP	04/12/2016	New 9,321 square-foot commercial building
1119 N. Berendo Street	DIR-2017-1989-SPP-SPPA	05/18/2017	New 4-unit residential project
1111 N. Kenmore Avenue	DIR-2017-2254-DB	06/07/2017	New 24-unit residential project
4575 W. Santa Monica Boulevard	DIR-2018-347-TOC-SPP-SPPA	01/19/2018	New 16-unit residential project

4632 W. Santa Monica Boulevard	DIR-2019-337-SPP-SPPA-TOC-SPR	01/16/2019	New 177-unit mixed use building
1015 N. Vermont Avenue	DIR-2019-5645-TOC-SPP-SPR	09/23/2019	New 187-unit mixed use building
1040 N. Kenmore Avenue	DIR-2020-667-TOC-SPP-SIP	01/30/2020	New 62-unit residential project
866 N. Edgemont Street	DIR-2019-7479-SPP	12/16/2019	New 2-unit residential project

According to SCAQMD, individual construction projects that do not exceed the SCAQMD's recommended daily thresholds for project-specific impacts would not cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. Construction-related daily emissions at the project site would not exceed SCAQMD's regional or localized significance thresholds. Furthermore, an Air Quality Study prepared by Rincon Consultants, Inc. in June 2020, concluded that any cumulative impacts would be less than significant. Therefore, the project's contribution to cumulative construction-related regional emissions would not be cumulatively considerable and therefore would be less than significant. Construction of the project also would have a less-than-significant impact with regard to localized emissions.

As noise is a localized phenomenon and decreases in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the proposed project to result in cumulatively considerable noise impacts. These above noted projects will begin construction and end construction at different timelines, with minor overlap between projects. Furthermore, a Noise Study prepared by Rincon Consultants, Inc. in June 2020, concluded that any cumulative impacts would be less than significant. Thus, the construction of these known projects will be staggered and therefore do not have the potential to cumulatively contribute to air quality, construction traffic, and noise levels.

As mentioned, the project proposes a mixed-use building containing 85 dwelling units in an area zoned and designated for such development, through the use of an 80% density increase through the TOC Affordable Housing Incentive Program in exchange for affordable housing. All surrounding lots are developed with multi-family buildings, mixed-use, and commercial buildings. The project proposes a FAR of 4.09:1 which is within the maximum 4.35:1 FAR otherwise permitted by Subarea C of the SNAP in conjunction with a 45 percent increase permitted per the TOC Affordable Housing Incentive Program in exchange for affordable housing. The proposed building will be eight-stories, with at-grade parking and two levels of subterranean parking levels, in an area that is currently developed with buildings that range in height from one- to two-stories. In conjunction with the TOC Affordable Housing Incentive Program, the proposed building will not be unusual for the vicinity of the subject site, and will be similar in scope to future mixed use or residential buildings in the area that use the TOC Affordable Housing Incentive Program in exchange for affordable housing. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

As it relates to development along a Scenic Highway, the only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels

through a portion of Topanga State Park. State Route 27 is located approximately 17 miles to the west of the subject property. Therefore, the subject site will not create any impacts within a designated state scenic highway. In regards to Hazardous Waste sites, 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 a hazardous waste site. As such, the project would not be developed on a site identified as a hazardous site pursuant to Section 65962.5 of the Government Code.

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 of 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. Furthermore, a Historic Resource Assessment Report prepared by Rincon Consultants, Inc. on June 2020, concluded that the existing mixed-use building, storage building, and two-story single-family dwelling are not historic resources for purposes of CEQA. The Department of City Planning, Office of Historic Resources confirmed that the existing mixed-use building, storage building, and two-story single-family dwelling are not considered historic for the purposes of CEQA per an email dated January 17, 2020. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

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

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations;
- (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 a 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; and
- (e) The site can be adequately served by all required utilities and public services.

Lots 18 and 19 are zoned C2-1D and Lot 20 is zoned R4-1D and have a General Plan Land Use Designation of Highway Oriented Commercial. As shown in the case file, the project is consistent with the applicable Hollywood Community Plan designation and policies and all applicable zoning designations and regulations in conjunction with the TOC Affordable Housing Incentive Program. The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.43 acres. The surrounding area is characterized by level topography, improved streets and residential development. Properties to the north, west and east are zoned C2-1D and R4-1D, developed with commercial and residential uses, and located within Subarea C (Community Center) of the SNAP. The property to the south is zoned RD1.5-1XL and is developed with residential uses and located within Subarea C (Community Center) of the SNAP.

The site previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. Moreover, a Tree Report prepared on January 19, 2020 by Leonard Markowitz, Certified Arborist #WE0342, concluded that there are no protected trees on-site and nine (9) existing nonsignificant trees in the public right of way. The nine (9) street trees are proposed to be removed from the public right-of-way. The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations, and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water. Furthermore, the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator resulted in the proposed project having a net increase of 232 daily vehicle trips and a net increase of 1,336 daily VMT. Based on the VMT Calculator, the project is not required to perform VMT analysis under the VMT standards. The project provided a Trip

Generation Analysis prepared by Crain and Associates, dated May 26, 2020 to the City of Los Angeles Department of Transportation (LADOT). On July 17, 2020, LADOT confirmed that a traffic study is not required for this project. Therefore, no foreseeable cumulative impacts are expected. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. The project site will be adequately served by all public utilities and services given that the construction of a mixed-use building will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32. As the project has been found to be categorically exempt from CEQA, the project is not anticipated to have a negative effect on the environment and no mitigation measures are required.

F – CATEGORICAL EXEMPTION

F.3 – TECHNICAL STUDIES

F.3.1 – TREE REPORT

Service request #: **Enter#**

1. Tree Expert: Leonard Markowitz, Certified Arborist # WE 0342, PCA # 070070 1684 Meander Dr. Simi Valley, CA 93065 lenmtree@aol.com (805) 813-2134		
2. Prepared By: Len Markowitz	3. Prepared for: Jared Brenner-Goldstein	
	Email: jared@canfield-development.com	Phone: 617-312-3302
	Address: 10474 Santa Monica Blvd. suite 402 Los Angeles CA. 90025	
4. APN#: 553-8021-001, 553-8021-002, 553-8021-003 Location/geographic Description: Parkway from 1033 N. New Hampshire Ave. through 4760 Santa Monica Blvd. Lots 18, 19, and 20 in the Westmoreland Park Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 10, Page(s) 133 of Miscellaneous Records in the office of the County recorder of Said County.		
5. Date Prepared: 1-19-2020		6. Date Inspected: 01-15-2020 Date Trees Tagged: St. Trees not tagged
7. PTR Purpose: The City of Los Angeles planner has asked to conduct a tree report which includes the location, type, size, and general condition of trees on-site and within public r-o-w. This report is being prepared at the request of the City of Los Angeles Board of Public Works and in accordance with the City of Los Angeles Protected Tree Ordinance No. 177.404.		
8. Table of Contents listed below this table		
9. Project Description and Background:		
10: Square footage		
Entire property: 18746.422	Existing Footprint:	Proposed Footprint:

Table of contents:

Summary of report	Page 1-2
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Summary of Field Observations (protected trees)	Page 5
Current Licenses and certificates	Page 6
Tree List	Page 6
Photos of trees	Page 7-16

If protected tree report is accepted, a Tree removal permit from www.MyLA311.com will be required for removals or planting in the parkway.

Report Summary: I was asked to review this site by canfield Development per the City of Los Angeles Tree protection ordinance. The on-site area did not have any trees to be protected. The Parkway areas on Santa Monica Blvd and N. New Hampshire Ave have 9 Ficus trees and 2 stumps which will need removal for concrete repair of public right of way (sidewalks).

Leonard Markowitz

Certified Arborist

Field Observations:

- The site has 9 existing Ficus m. nidita and 2 stumps . All of these trees are in the parkway area and causing damage to sidewalk. All existing trees and stumps will need removal for concrete repair. The 9 removals will require 18 replacements per city of Los Angeles requirements.
- Site reviewed on 01-15-2020 @ 10 AM.
- Abutting addresses did not have any protected trees near construction site.

Recommendations and Mitigations:

- The Urban forestry division requires two replacement trees for each existing tree removed. All Street trees will have to be removed to repair concrete damage.
- 9 existing Street trees may be removed. I recommend replacement of 18 trees per Urban Forestry requirements.

Protected tree construction impact guidelines:

It is the goal of the City of the City of Los Angeles Protected Tree Ordinance – 177.404 to curb the destruction of our beautiful California native oaks (Quercus sp.), Western Sycamores (Platanus racemose), Southern California Black walnuts (Juglans californica), and California bay tree (Umbellaria californica), preserve the natural environment, and protect the City’s plant life heritage.

The city of Los Angeles requires the following information to be present in every tree report submitted.

The following are general and specific Protected Tree care guidelines:

A. Control of Diseases and Pests

California native Oaks, Western sycamores, Southern California black walnut, and California bay tree are susceptible to numerous, indigenous insect pests and should be monitored regularly for possible damaging infestations.

During my visual, above-ground inspection I found no sign of Oak Root Fungus (*Armillaria mellea*). Bleeding Canker Disease (*Phytophthora cactorum*) was not found. Note: Oak Root Fungus is the most serious problem of oaks in landscape settings (annual root collar inspections are recommended as a preventative measure).

B. Protective Fencing During Grading or Construction

Equipment damage to the limbs, trunks, and roots must be avoided. Protected trees should be given as much space as possible free from vehicle compaction and construction encroachments. Protective fencing is recommended to help prevent construction encroachments within the dripline of any native Protected Tree listed to remain. Fencing must be in place before construction begins (refer to "Mitigation Measures"). Fencing should be installed as close to the dripline as possible. The fencing is to remain in place until the project has been completed. The Project Arborist should inspect the trees and fencing at the completion of the project prior to dismantling the fencing.

C. Methods and Frequency of Pruning

California native Oak, Western sycamore trees, Southern California black walnut, California bay tree will grow beyond their ability to support themselves and may fail at a main crotch or limb attachment if not pruned for weight reduction. Oaks, and sycamores, black walnuts and bay trees in a residential or public setting must be maintained for public safety as well as tree longevity. Corrective pruning, thinning, raising, and deadwood removal should be accomplished every 3 - 5 years by Certified Tree Workers or Certified Arborists. Large oaks and sycamores, black walnuts and bay trees should be inspected on an annual basis for health and structural integrity. Installing support cables can help to prevent main crotch failures. These trees should be diligently maintained to help prevent limb or main crotch failures. All pruning should be performed in accordance with ANSI. A-300 Pruning Standards.

D. Frequency of Watering

California native Oaks, Southern California black walnut, Western sycamores and California bay tree and native plants have the inherent ability to survive through the cyclical droughts of our region and generally do not require supplemental irrigation. Oaks in residential settings are susceptible to serious problems from over-watering. Care should be taken to avoid placing any sprinkler devices within watering distance to the trunks of any oak. Grass or ground covers must not be

planted next to the trunks. Residential oaks would benefit from a deep-watering during the months of June and/or November during years of drought conditions. A twelve-hour, slow application with a "soaker-hose" is an effective method of deep-watering.

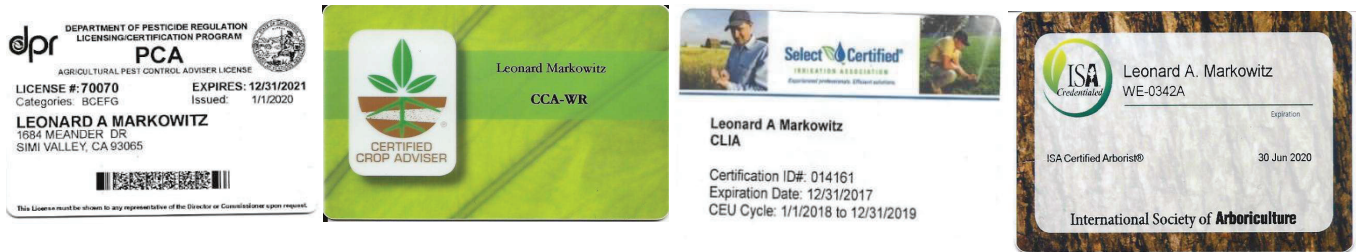
E. **Grading Restrictions Near the Driplines**

Care must be taken to limit grade changes near the trunk areas. If possible, the grade should not be lowered or raised around oaks during construction activities. Note: even a 2" raise of grade at the root collar could result in an Oak Root Fungus infection. The soil level must be lowered if the root flare or collar is not visible. Trenching within the dripline should be avoided if possible. If trenching for utilities is required in this critical zone, the work should be monitored by a Certified Arborist and roots should be tunneled-around and protected.

F. **Mitigation Measures**

As this project proceeds, the following mitigation measures should apply. The Urban Forestry Division will review these recommended measures and concur with or adjust them as needed:

- i. The tags numbering each tree on this site should not be removed until the project is completed. Palms tree are not tagged do to the dead leaf mass on all trunks. Trees are numbered on summary report and pictures attached. (Street Trees are not tagged).
- ii. Clean-cut and treat any roots encountered during trenching that measure 1” diameter or larger. Protect and preserve by tunneling around all roots larger than 1” diameter.
- iii. Construction waste-water, i.e., paint products cleaning fluids, thinner, concrete or concrete run-off, plastering materials, etc., should not be allowed to drain within the driplines of any of the trees to remain.
- iv. It is the client/owner's responsibility to notify the Project Arborist to schedule any recommended monitoring of the trees on this site. Monitoring of on-site trees or newly-planted "mitigation" trees is no guarantee of tree survival or long-term tree health.



Arborists are tree specialists who use their education, knowledge, training, and experience to examine trees. We recommend measures to enhance the beauty and health of trees. We attempt to reduce the risk of living near trees. Clients may choose to accept or disregard the recommendations of the arborist, or to seek further advice.

Arborists cannot detect every condition that could lead to the structural failure of a tree. Trees are living organisms that fail in behavior we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period. Likewise, curative treatments, like any remedy cannot be guaranteed.

Trees can be managed, but they cannot be controlled. To live, congregate and gather near trees is to accept some degree of risk

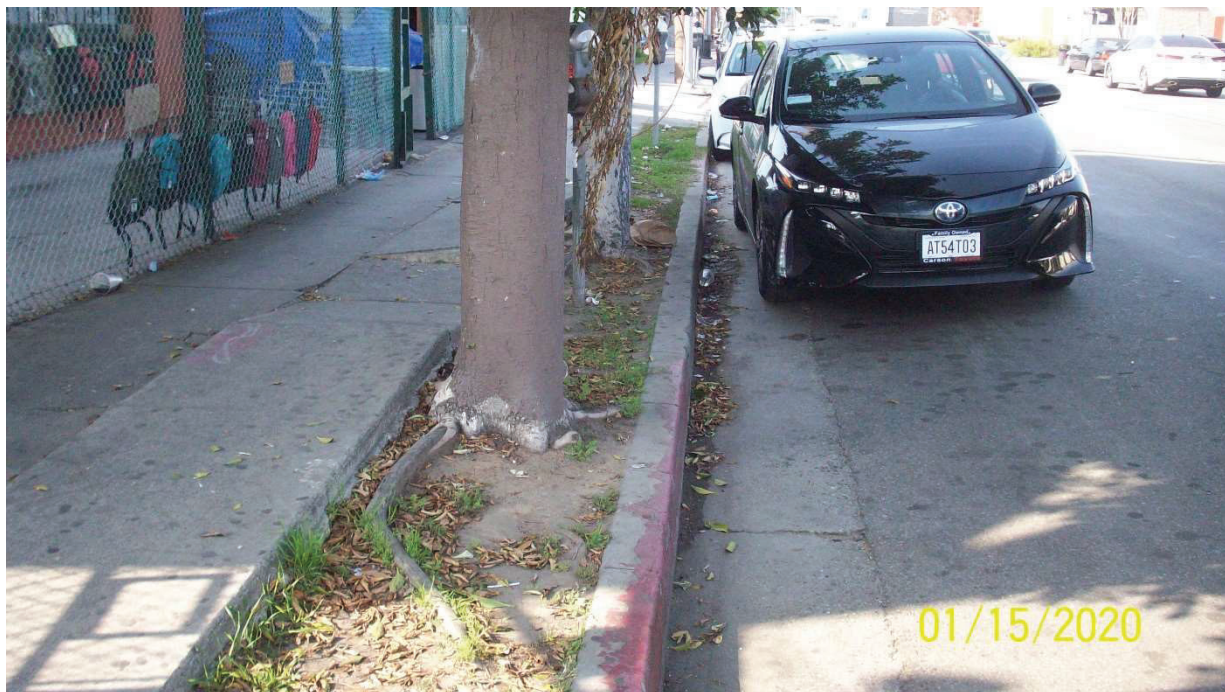
TREE LIST:

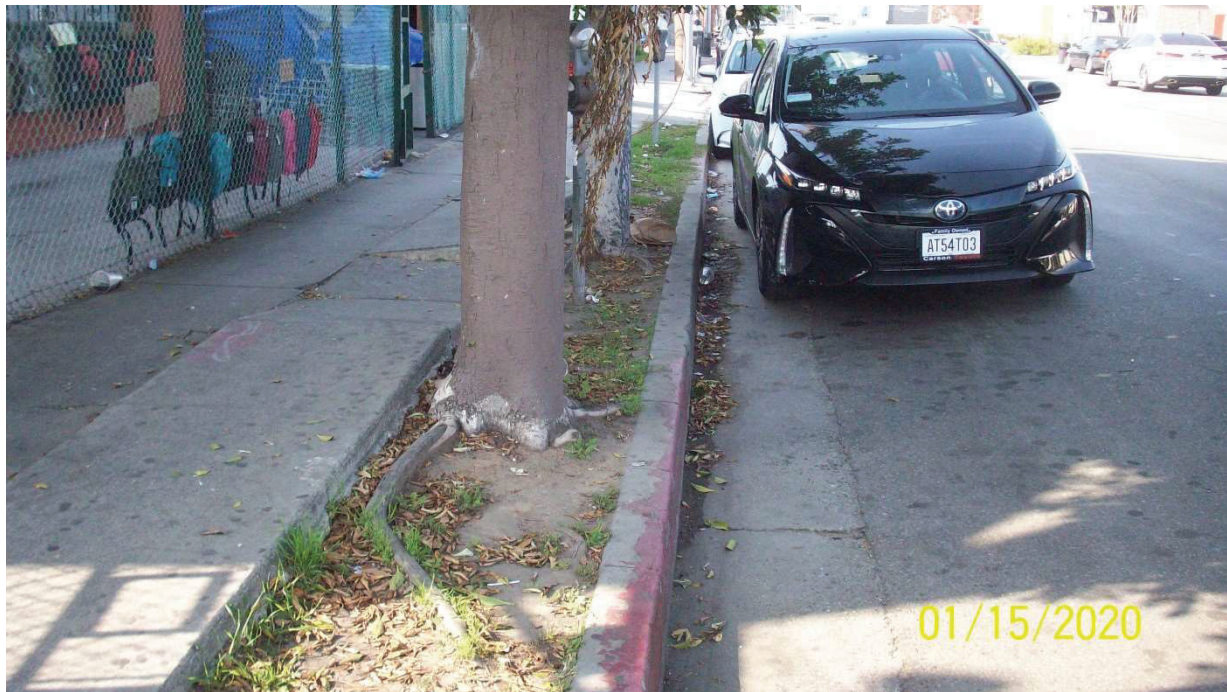
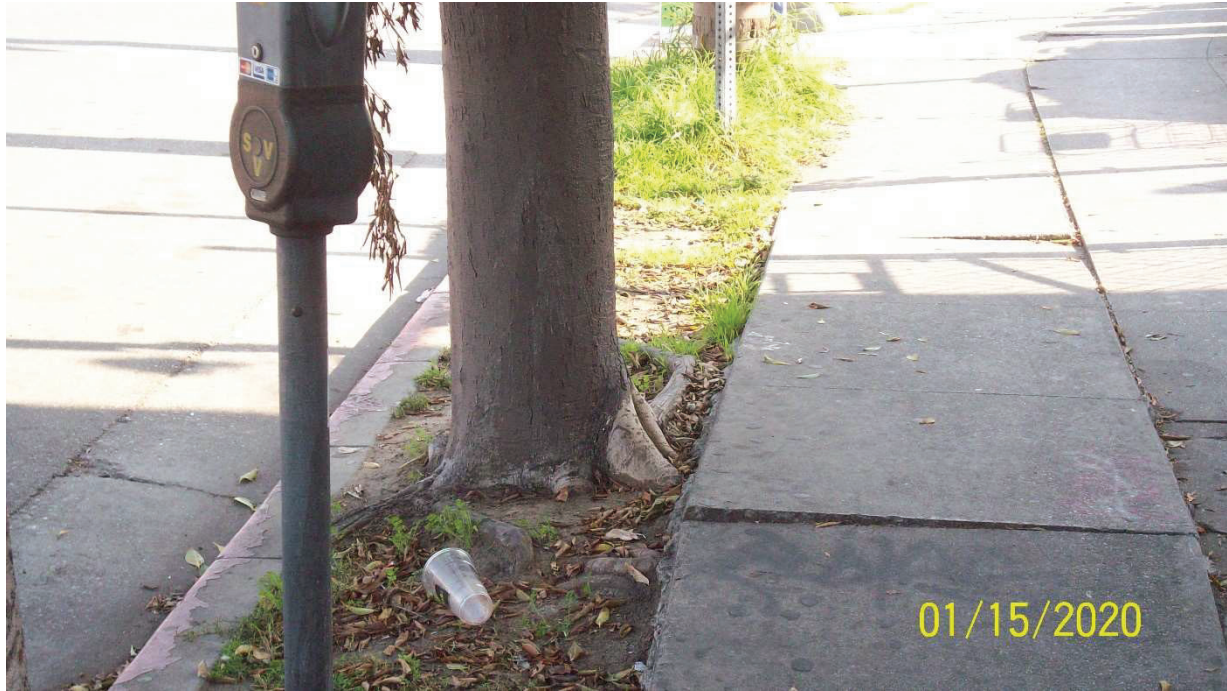
#	Botanical Name	Common Name	DBH"	Height	Spread'	Health
1.	Ficus nidita	Indian laurel fig	13"	15'	10'	D
2.	Ficus nidita	Indian laurel fig	13"	15'	10'	D
3.	Ficus nidita	Indian laurel fig	10"	15'	15'	D
4.	Ficus nidita	Indian laurel fig	8"	8'	8'	D
5.	STUMP (1039 n. new Hampshire)	10" at ground level				F
6.	Ficus nidita	Indian laurel fig	13"	6'	0	E
7.	Ficus nidita	Indian laurel fig	14"	6'	0	E
8.	Ficus nidita	Indian laurel fig	14"	30'	25'	B
9.	Ficus nidita	Indian laurel fig	8"	15'	10'	D
10.	Ficus nidita	Indian laurel fig	22"	30'	30'	A

11. STUMP (1033 n. new Hampshire) 36" at ground level

F

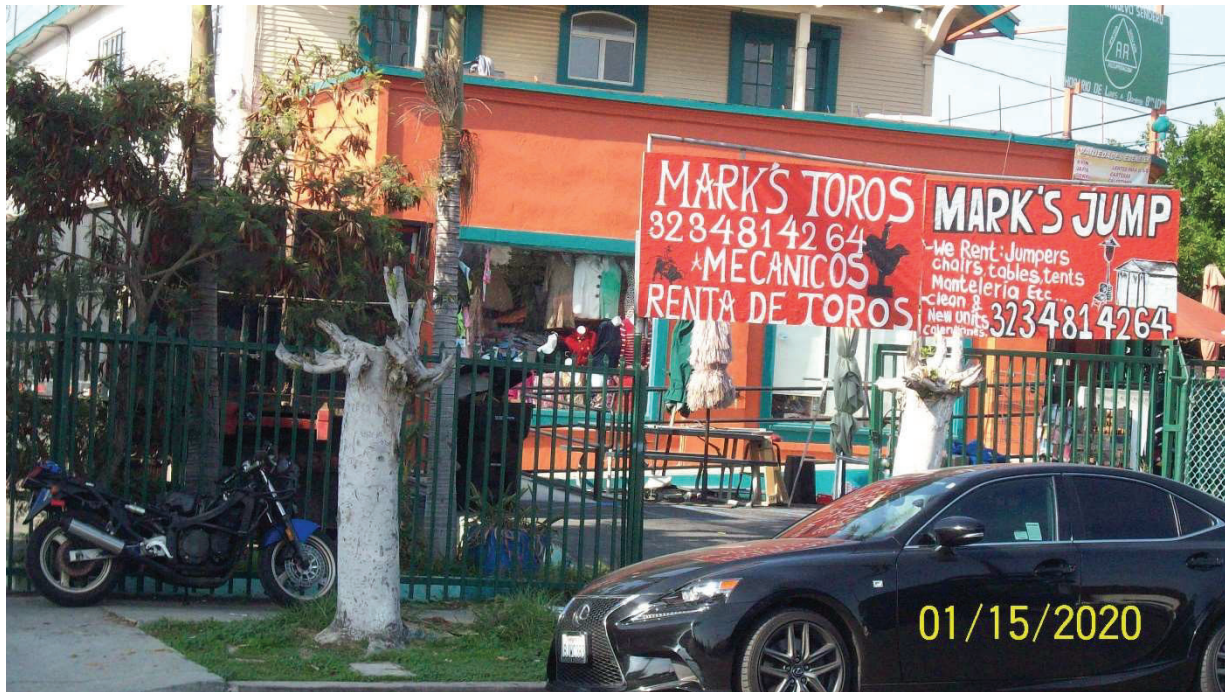
Photographs of trees:

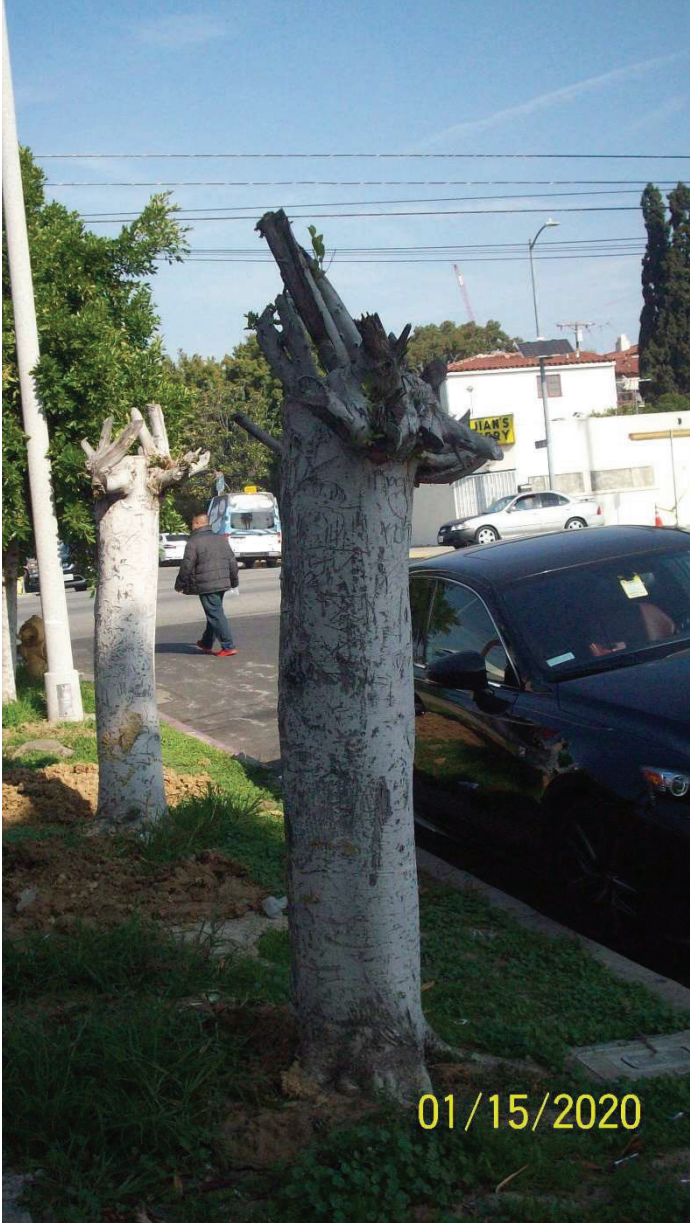




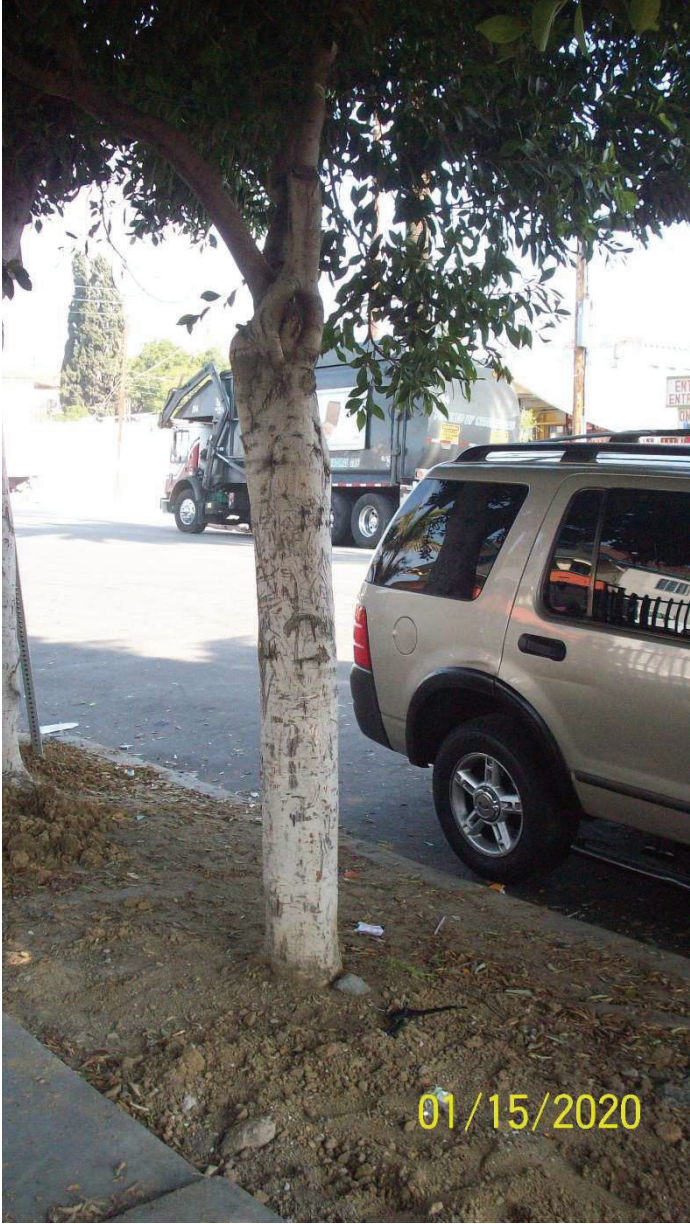
















F – CATEGORICAL EXEMPTION

F.3 – TECHNICAL STUDIES

F.3.2 – TRIP GENERATION REPORT/ LADOT TRIP GENERATION ANALYSIS MEMO

Email Transmittal

May 26, 2020

Mr. Wes Pringle, P.E.
Transportation Engineer
Metro Development Review
City of Los Angeles Department of Transportation
100 S. Main Street, 9th Floor
Los Angeles, CA 90012

Re: Trip Generation Assessment for the 4760 Santa Monica Residential Mixed-Use Project,
City of Los Angeles

Dear Wes,

Canfield Development, Inc. is proposing to develop a residential mixed-use development at the southwest corner of the intersection of Santa Monica Boulevard and New Hampshire Avenue in the City of Los Angeles (the "City"). The project would consist of the construction of a new eight-story development with 85 multifamily residential dwelling units, 10 of which will be affordable units, and up to 1,200 square feet of commercial floor area (the "Project"). As shown in Figure 1, Project Site Location Map, the Project site is located in the Hollywood Community Plan Area on the block bounded by Santa Monica Boulevard to the north, Willow Brook Avenue to the south, New Hampshire Avenue to the east, and Berendo Street to the west. Commercial and multifamily residential uses bound the site to the west, while a single-family residence bounds the site to the south. In order to determine the level of transportation analysis required for the Project, a trip generation assessment has been performed and is presented in this technical letter.

PROJECT DESCRIPTION

The conceptual Project site plan is shown in Figure 2. The Project would consist of an approximately 81,547 square-foot, eight-story residential mixed-use development. The site currently contains the following mix of uses that would be removed in conjunction with development of the Project: a 3,592 square-foot commercial retail building, a 1,107 square-foot industrial warehouse building, and one single-family residence. Residential and commercial automobile parking for the Project would be provided via a two-level subterranean parking garage and a modicum of ground-floor parking. The commercial space would be located on the ground level at the intersection of Santa Monica Boulevard and New Hampshire Avenue. The residential units would be located on the upper six levels of the building and would consist the following mix of unit types:

- 16 Studio;
- 6 Studio with Mezzanine;
- 48 One-Bedroom;

- 8 One-Bedroom with Mezzanine;
- 2 Two-Bedroom with Mezzanine; and
- 5 Four-Bedroom.

Project access/egress would be provided via a full-access driveway that would intersect the west side of New Hampshire Avenue at the southeast corner of the Project site. The driveway would provide access to the residential and commercial parking spaces on the ground-floor level and two subterranean parking levels. The Project would provide a total of 70 automobile parking spaces for the residential component and 2 automobile parking spaces for the commercial component. The automobile parking supply would be comprised of 48 standard, 8 compact, 5 standard tandem, 5 compact tandem, 2 ADA accessible, and 4 electric vehicle spaces. The Project would, therefore, provide a total of 72 automobile parking spaces. The Project would also provide 44 long-term and 8 short-term bicycle parking spaces. The long-term bicycle parking spaces would be located on the ground-floor, south of the Project lobby and adjacent to the ground-floor automobile parking. Short-term parking is provided for the proposed commercial space near the intersection of Santa Monica Boulevard and New Hampshire Avenue, while the residential short-term parking is provided along Santa Monica Boulevard near the Project's main residential entrance and lobby. The overall parking supply will meet the City's Municipal Code requirements.

TRANSPORTATION ASSESSMENT SCREENING CRITERIA

In July 2019, the City of Los Angeles Department of Transportation (LADOT) updated the City's *Transportation Assessment Guidelines* (the "TAG") to conform to the requirements of Senate Bill 743 (SB 743). The TAG replaced the *Transportation Impact Study Guidelines* (December 2016) and shifted the performance metric for evaluating transportation impacts under the California Environmental Quality Act (CEQA) from level of service (LOS) to vehicle miles traveled (VMT) for studies completed within the City. Per the TAG, a Transportation Assessment is required when a project is likely to add 250 or more net daily trips to the local street system. This trip generation assessment has been conducted to determine if the Project would generate 250 or more net daily trips, and would thereby require the preparation of a Transportation Assessment.

The City has updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(1) of the CEQA Guidelines, which asks if a development project would result in a substantial increase in VMT. The TAG sets the following criterion for determining significant transportation impacts based on VMT:

For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?

To assist in determining which development projects would conflict with CEQA Guidelines section 15064.3, subdivision (b)(1), the TAG establishes two screening criteria to evaluate whether further analysis of a land use project's impact based on VMT is required. Both of the following criteria must be met in order to require further analysis of a land use project's VMT contribution:

1. *The land use project would generate a net increase of 250 or more daily vehicle trips.*
2. *The project would generate a net increase in daily VMT.*

PROJECT TRIP GENERATION ASSESSMENT

Along with the updated TAG, the LADOT developed the VMT Calculator Version 1.2 (the “VMT Calculator”). The VMT Calculator estimates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee for land use projects. The VMT Calculator utilizes average daily trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition, 2012) and empirical trip generation data to determine the base daily trips associated with a land use project. The number of daily trips is further refined using data from the Environmental Protection Agency’s Mixed-Use Model and the City’s Travel Demand Forecasting Model.

The VMT Calculator was utilized to determine the net daily trip generation for the Project. The VMT Calculator contains a set of land-use categories with the trip generation rates and corresponding trip type data that can be chosen as best matching a project’s characteristics. For the proposed Project land uses, the trip generation rates and trip type percentages for the most similar land uses in the VMT Calculator were applied.

As shown in Attachment A, the Housing (Multi-Family), Housing (Affordable Housing – Family), and Retail (General Retail) land use rates were applied to the corresponding proposed Project uses. The Retail (General Retail), Industrial (Warehousing/Self-Storage), and Housing (Single Family) land use rates were applied to the corresponding existing on-site uses. As shown, based on the VMT Calculator, the Project would generate 232 net daily trips and 1,336 net daily VMT. As the Project would generate fewer than 250 net daily trips, the Project would not require the preparation of a Transportation Assessment or further VMT analysis, per the screening thresholds in the TAG.

PROJECT TRANSPORTATION IMPACTS

Per the TAG, a Transportation Assessment is required when a project is likely to add 250 or more net daily trips to the local street system. Given that the Project is estimated to add 232 net daily trips to the local street system on a typical weekday, the Project is not expected to result in significant impacts to the surrounding transportation system. Therefore, neither a Transportation Assessment nor other further analysis of transportation impacts is required for the proposed Project.

Please contact me if you have any questions.

Sincerely,



Ryan J. Kelly, TE
Senior Transportation Engineer
TR 2547

RK
C22685

FIGURE 1

PROJECT SITE LOCATION MAP



FIGURE 1

5/14/2020

FN: SANTA MONICA BL (4760) MIXED USE/SITE VICINITY

PROJECT SITE LOCATION MAP



Transportation Planning
 Traffic Engineering
 300 Corporate Pointe, Suite 470
 Culver City, California 90230
 PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

FIGURE 2
PROJECT SITE PLAN

ATTACHMENT A

VMT CALCULATOR OUTPUT REPORTS

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



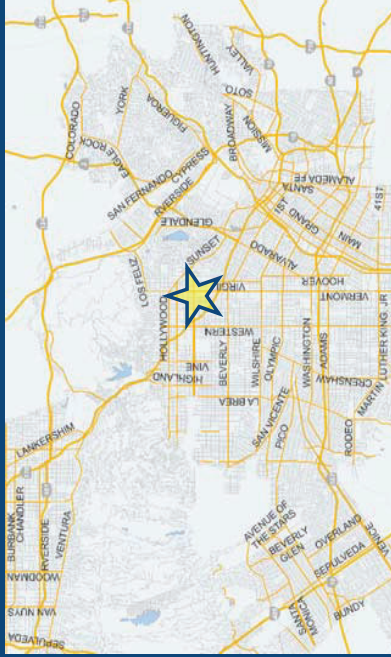
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario:

Address:



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
Industrial Warehousing/Self-Storage	1,107	ksf
Housing Single Family	1	DU
Retail General Retail	3,592	ksf
Industrial Warehousing/Self-Storage	1,107	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Retail General Retail	1.2	ksf
Housing Multi-Family	75	DU
Housing Affordable Housing - Family	10	DU
Retail General Retail	1.2	ksf

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

Project Screening Summary

Existing Land Use	Proposed Project
115 Daily Vehicle Trips	347 Daily Vehicle Trips
673 Daily VMT	2,009 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station.

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	232 Net Daily Trips
The net increase in daily VMT ≤ 0	1,336 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	1,200 ksf

The proposed project is not required to perform VMT analysis.

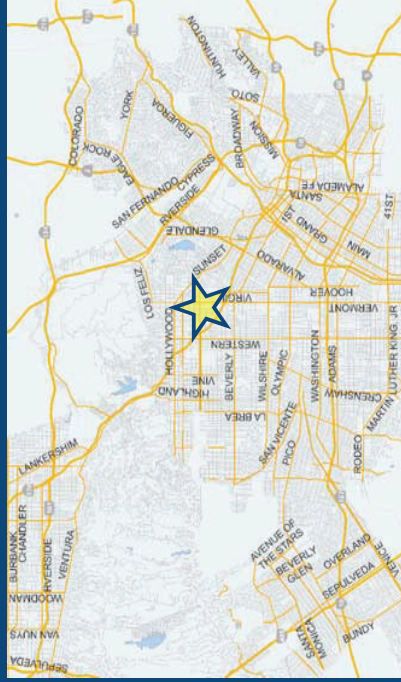


CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



Project Information

Project: 4760 Santa Monica
Scenario: With Project
Address: 4760 W SANTA MONICA BLVD, 90029



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	75	DU
Housing Affordable Housing - Family	10	DU
Retail General Retail	1.2	Ksf

TDM Strategies

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

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

A **Parking**

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

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

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

Price Workplace Parking: Proposed Prj Mitigation. Value: 600 daily parking charge (dollar); 25 percent of employees subject to priced parking.

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

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

Analysis Results

Proposed Project	With Mitigation
347 Daily Vehicle Trips	347 Daily Vehicle Trips
2,009 Daily VMT	2,009 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 = 6.0 15% Below APC	Household: N/A Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	Work: N/A Threshold = 7.6 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 19, 2020
 Project Name: 4760 Santa Monica
 Project Scenario: With Project
 Project Address: 4760 W SANTA MONICA BLVD, 90029



Version 1.2

Project Information		
Land Use Type	Value	Units
Housing	Single Family	0
	Multi Family	75
	Townhouse	0
	Hotel	0
	Motel	0
Affordable Housing	Family	10
	Senior	0
	Special Needs	0
	Permanent Supportive	0
	General Retail	1.200
Retail	Furniture Store	0.000
	Pharmacy/Drugstore	0.000
	Supermarket	0.000
	Bank	0.000
	Health Club	0.000
	High-Turnover Sit-Down Restaurant	0.000
	Fast-Food Restaurant	0.000
	Quality Restaurant	0.000
	Auto Repair	0.000
	Home Improvement	0.000
	Free-Standing Discount	0.000
	Movie Theater	0
	General Office	0.000
Medical Office	0.000	
Industrial	Light Industrial	0.000
	Manufacturing	0.000
	Warehousing/Self-Storage	0.000
School	University	0
	High School	0
	Middle School	0
	Elementary	0
	Private School (K-12)	0
Other	0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 19, 2020
 Project Name: 4760 Santa Monica
 Project Scenario: With Project
 Project Address: 4760 W SANTA MONICA BLVD, 90029



Version 1.2

Analysis Results			
Total Employees: 2			
Total Population: 200			
<i>Proposed Project</i>		<i>With Mitigation</i>	
347	Daily Vehicle Trips	347	Daily Vehicle Trips
2,009	Daily VMT	2,009	Daily VMT
N/A	Household VMT per Capita	N/A	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
<i>Proposed Project</i>		<i>With Mitigation</i>	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	N/A	Household > 6.0	N/A
Work > 7.6	N/A	Work > 7.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: May 19, 2020

Project Name: 4760 Santa Monica

Project Scenario: With Project

Project Address: 4760 W SANTA MONICA BLVD, 90029



Version 1.2

TDM Strategy Inputs

Strategy Type	Description	Proposed Project	Mitigations
Reduce parking supply	City code parking provision (spaces)	0	0
	Actual parking provision (spaces)	0	0
Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Employees eligible	0%	0%
Parking cash-out	Daily parking charge (\$)	\$0.00	\$0.00
	Employees subject to priced parking (%)	0%	0%
Price workplace parking	Cost of annual permit (\$)	\$0	\$0
	Residential area parking permits		

(cont. on following page)

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: May 19, 2020

Project Name: 4760 Santa Monica

Project Scenario: With Project

Project Address: 4760 W SANTA MONICA BLVD, 90029



Version 1.2

TDM Strategy Inputs, Cont.

Strategy Type	Description	Proposed Project	Mitigations
Reduce transit headways	Reduction in headways (Increase in frequency) (%)	0%	0%
	Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
	Lines within project site improved (<50%, >=50%)	0	0
	Degree of implementation (low, medium, high)	0	0
Transit	Implement neighborhood shuttle	0%	0%
	Transit subsidies	0%	0%
Education & Encouragement	Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	\$0.00
	Employees and residents eligible (%)	0%	0%
	Voluntary travel behavior change program	0%	0%
	Employees and residents participating (%)	0%	0%
Promotions and marketing	Employees and residents participating (%)	0%	0%
	Employees and residents participating (%)	0%	0%
(cont. on following page)			

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: May 19, 2020

Project Name: 4760 Santa Monica

Project Scenario: With Project

Project Address: 4760 W SANTA MONICA BLVD, 90029



Version 1.2

TDM Strategy Inputs, Cont.

Strategy Type	Description	Proposed Project	Mitigations
Required commute trip reduction program	Employees participating (%)	0%	0%
Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
Commute Trip Reductions	Type of program	0	0
	Degree of implementation (low, medium, high)	0	0
	Employees eligible (%)	0%	0%
	Employer size (small, medium, large)	0	0
Ride-share program	Employees eligible (%)	0%	0%
Shared Mobility	Car share project setting (Urban, Suburban, All Other)	0	0
	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	0	0
(cont. on following page)			

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: May 19, 2020

Project Name: 4760 Santa Monica

Project Scenario: With Project

Project Address: 4760 W SANTA MONICA BLVD, 90029



Version 1.2

TDM Strategy Inputs, Cont.

Strategy Type	Description	Proposed Project	Mitigations
Bicycle Infrastructure	Implement/Improve on-street bicycle facility	0	0
	Include Bike parking per LAMC	0	0
	Include secure bike parking and showers	0	0
Neighborhood Enhancement	Traffic calming improvements	0%	0%
		0%	0%
	Pedestrian network improvements	0	0



TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

	Home Based Work Production		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
	Bicycle Infrastructure	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	COMBINED TOTAL	0%	0%	0%	0%	0%	0%	0%	0%	0%
MAX. TDM EFFECT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B)...])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Note: $(1 - [(1-A) * (1-B)...])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: May 19, 2020

Project Name: 4760 Santa Monica

Project Scenario: With Project

Project Address: 4760 W SANTA MONICA BLVD, 90029



Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	114	-28.1%	82	8.2	935	672
Home Based Other Production	306	-43.5%	173	4.9	1,499	848
Non-Home Based Other Production	11	-9.1%	10	7.5	83	75
Home-Based Work Attraction	3	-100.0%	0	7.4	22	0
Home-Based Other Attraction	81	-44.4%	45	4.6	373	207
Non-Home Based Other Attraction	42	-11.9%	37	5.6	235	207

MXD Methodology with TDM Measures

	Proposed Project			Project with Mitigation Measures		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	82	672	0.0%	82	672
Home Based Other Production	0.0%	173	848	0.0%	173	848
Non-Home Based Other Production	0.0%	10	75	0.0%	10	75
Home-Based Work Attraction	0.0%	0	0	0.0%	0	0
Home-Based Other Attraction	0.0%	45	207	0.0%	45	207
Non-Home Based Other Attraction	0.0%	37	207	0.0%	37	207

MXD VMT Methodology Per Capita & Per Employee

Total Population: 200

Total Employees: 2

APC: Central

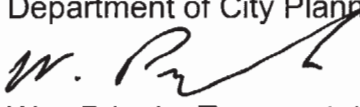
	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	1,520	1,520
Total Home Based Work Attraction VMT	0	0
Total Home Based VMT Per Capita	N/A	N/A
Total Work Based VMT Per Employee	N/A	N/A

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

4760 W. Santa Monica Bl
DOT Case No. CEN20-49898

Date: July 17, 2020

To: Milena Zasadzien, Senior City Planner
Department of City Planning

From: 
Wes Pringle, Transportation Engineer
Department of Transportation

**Subject: TRIP GENERATION ANALYSIS FOR THE PROPOSED MIXED-USE
PROJECT AT 4760 WEST SANTA MONICA BOULEVARD**

The Department of Transportation (DOT) has reviewed the trip generation analysis, prepared by Crain and Associates, dated May 26, 2020, for the proposed mixed-use project. The project is located on the southwest corner of New Hampshire Avenue and Santa Monica Boulevard. Using the City of Los Angeles VMT Calculator Version 1.2 tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project does not exceed the net 250 daily vehicle trips threshold. DOT concurs with the conclusion of the analysis that the project trip generation does not meet the trip threshold to require a traffic impact analysis. Therefore, DOT will not require the preparation of a traffic study for this project.

The project will consist of 85 multi-family residential units, which includes 10 affordable apartment units, and 1,200 square-feet of retail. The project will replace an existing single-family house, commercial use, and warehouse. Vehicular access will be provided by a single full-service driveway on New Hampshire. The project will provide 72 vehicle parking spaces. The project will also provide 44 long-term and 8 short-term bicycle parking spaces. The proposed project would generate a net increase of 232 daily trips, falling below the threshold of a net increase of 250 daily trips.

Please note this DOT assessment does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Station 3, @ 213-482-7024).

If you have any questions, please call me at (213) 972-8482.

s:\letters\CEN20-49891_7901 Sunset BI Mixed-Use trip gen ltr

c: Craig Bullock, Council District 13
Taimour Tanavoli, Case Management Office, DOT
Ryan Kelly, Crain and Associates

F – CATEGORICAL EXEMPTION

F.3 – TECHNICAL STUDIES

F.3.3 – NOISE AND VIBRATION STUDY



4750 Santa Monica Boulevard Mixed-Use Project

Noise and Vibration Study

prepared for

Canfield Development, Inc.
10474 Santa Monica Boulevard, Suite 402
Los Angeles, California 90025
Contact: Jared Brenner-Goldstein

prepared by

Rincon Consultants, Inc.
250 East 1st Street, Suite 1400
Los Angeles, California 90012

June 2020



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

rinconconsultants.com

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- Appendix A Roadway Construction Noise Model Results
- Appendix B Traffic Noise Prediction Model Results
- Appendix C Vibration Analysis
- Appendix D Manufacturers' Specifications

1 Project Description and Impact Summary

1.1 Introduction

This study analyzes the potential noise and vibration impacts of the proposed 4750 Santa Monica Boulevard Mixed-Use Project (project) in the City of Los Angeles, California. Rincon Consultants, Inc. (Rincon) prepared this study under contract to The Ketter Group, in support of the environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA). The purpose of this study is to analyze the project's noise and vibration impacts related to both temporary construction activity and long-term operation of the project. The conclusions of this study are summarized in Table 1, followed by the Regulatory Compliance Measures (RCMs) required for the project.

CEQA Class 32 Categorical Exemption

This noise and vibration study has been prepared to support a Class 32 Categorical Exemption (CE). A Class 32 CE exempts infill development in urbanized areas if the project meets certain criteria. While a noise and vibration study is not required for a Class 32 CE, the CE must be supported by substantial evidence that the project would not result in significant noise impacts. This analysis demonstrates that, with implementation of RCMs, the project would not result in significant noise impacts due to unusual circumstances; therefore, noise impacts would not create an exception to the Class 32 CE. The conclusions of this study are summarized in Table 1. The RCMs are summarized in Table 1 as well as in Section 4, *Conclusions and Recommendations*.

Table 1 Summary of Impacts

Impact Statement	Proposed Project 's Level of Significance	Applicable RCMs
Would the proposed project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than significant impact with RCMs incorporated (construction) Less than significant impact with RCMs incorporated (operation)	RCM-1 through RCM-4
Would the proposed project generate excessive groundborne vibration or groundborne noise levels?	Less than significant impact with RCM incorporated (construction) Less than significant impact (operation)	RCM-2
For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the proposed project expose people residing or working in the project area to excessive noise levels?	No impact	None

Regulatory Compliance Measures

RCMs are existing requirements and reasonably anticipated standard conditions based on local, state, or federal regulations and laws that are frequently required independently of CEQA review and serve to offset or prevent specific impacts. RCMs are not included as mitigation measures in the environmental clearance document because the project is required to comply with RCMs through state and local regulations. The following RCMs would reduce construction noise, construction-related vibration, and ambient exterior noise exposure to the extent feasible.

RCM-1 Adherence to Existing Noise Standards

The proposed project shall comply with the City of Los Angeles General Plan Noise Element, the City of Los Angeles Noise Ordinance, and any subsequent ordinances that prohibit the emission or creation of noise beyond certain levels at adjacent uses.

To implement RCM-1 and achieve compliance with the Los Angeles Municipal Code (LAMC) 75 dBA noise standard, the project would require the following specific noise-reducing practices during construction:

- Schedule construction activities to avoid operating several pieces of equipment simultaneously, which can cause high noise levels.
- Retrofit the following equipment with an industrial grade muffler or muffler of similar capacity, capable of reducing engine noise by at least 15 dBA: cranes, backhoes, and front-end loaders (see Appendix D for specifications).
- Enclose air compressors with materials capable of reducing noise levels by at least 10 dBA (see Appendix D for specifications).
- Locate all construction areas for staging and warming up as far as possible from adjacent residential buildings and sensitive receptors.
- Erect temporary noise barriers with a minimum height of 10 feet along the southern and western boundaries of the project site adjacent to multi-family residences. The noise barriers shall be constructed of material with a minimum weight of 4 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, or hay bales.

RCM-2 Construction Hours

The proposed project shall comply with LAMC Section 41.40, which restricts construction activities 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 and national holidays with no construction permitted on Sunday.

RCM-3 Construction Site Noticing

The proposed project shall comply with the City's Building Regulations Ordinance No. 178.048, 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 or owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and the City's telephone number 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 and approved by the City's Department of Building and Safety.

RCM-4 Interior Noise

To comply with LAMC Section 91.1207.14.2 and the California Code of Regulations, Title 24, Section 1207.4, the applicant shall install exterior building materials with sufficient Sound Transmission Class (STC) ratings to reduce interior noise levels in habitable rooms to below 45 dBA CNEL. To reduce potential noise impacts to future project residents, residential units fronting Santa Monica Boulevard and North New Hampshire Avenue shall incorporate design measures for windows, walls, and doors that achieve a composite STC rating of at least 25 and all exterior doors and windows shall be installed such that there are no air gaps or perforations. Acoustical analysis shall be performed prior to the issuance of an occupancy permit to demonstrate that noise levels in the interior livable spaces do not exceed the interior noise standard of 45 dBA CNEL in any habitable room as set forth by the City and California Code of Regulations, Title 24, Section 1207.4.

1.2 Project Summary

Project Location and Setting

The 18,742-square-foot, or approximately 0.43-acre, project site is located at 1033, 1037, 1039 North New Hampshire Avenue and 4750 and 4760 Santa Monica Boulevard in the City of Los Angeles, California (Assessor Parcel Numbers [APNs] 5538-021-001, -002, -003). The project site is in the Hollywood Community Plan Area and is designated Highway-Oriented Commercial and zoned Commercial (C2-1D)/Multiple Dwelling (R4-1D). In addition, the project site is in a Transit Priority Area (ZI-2452) and a Tier 4 Transit Oriented Community (TOC). The project site is currently occupied by a commercial (retail) building, an industrial (warehouse/storage facility) building, and a single-family residence, which encompass approximately 7,667 square feet. The project site is bounded to the north by Santa Monica Boulevard and to the east by North New Hampshire Avenue. Additional land uses surrounding the site consist of and is surrounded by light industrial uses to the north across Santa Monica Boulevard, commercial uses to the east across North New Hampshire Avenue, multi-family residences to the south, and multi-family residences and commercial uses to west. See Figure 1 for the regional location and Figure 2 for the project site vicinity.

Proposed Project

The project would involve demolition of the on-site commercial (retail) building, industrial warehouse, and single-family residence and construction of an eight-story, 76,719-square-foot mixed-use apartment building in the East Hollywood neighborhood of Los Angeles. The mixed-use building would consist of 85 residential units and 1,137 square-feet of commercial (retail) space, with a maximum height of approximately 97 feet. The proposed retail use would be located at ground level, whereas the upper seven levels would consist of five four-bedroom units, two two-bedroom with mezzanine units, eight one-bedroom with mezzanine units, 48 one-bedroom units, six studio with mezzanine units, and 16 studio units. Of the 85 residential units, 10 units would be designated as affordable units. The project would have a total building area of 76,719 square feet.

The project would include a three-level parking garage with two subterranean levels and one ground level. The project would provide 70 total residential parking spaces, including two ADA accessible spaces and four spaces equipped with electric vehicle (E/V) at ground level. The project would provide two additional parking spaces for the proposed retail use for a total of 72 parking spaces. In addition, the project would provide 52 bicycle parking spaces, consisting of 44 long-term and eight short-term spaces. Vehicular access to the parking areas would be provided by two ingress/egress driveways located along the eastern project frontage off North New Hampshire

Canfield Development, Inc.

4750 Santa Monica Boulevard Mixed-Use Project

Avenue. Open space would consist of 2,950 square-feet of private balcony space and 4,011 square-feet of public space in the form of a courtyard, common area, and roof deck. Refer to Figure 3 for the project site plan.

Figure 1 Regional Location

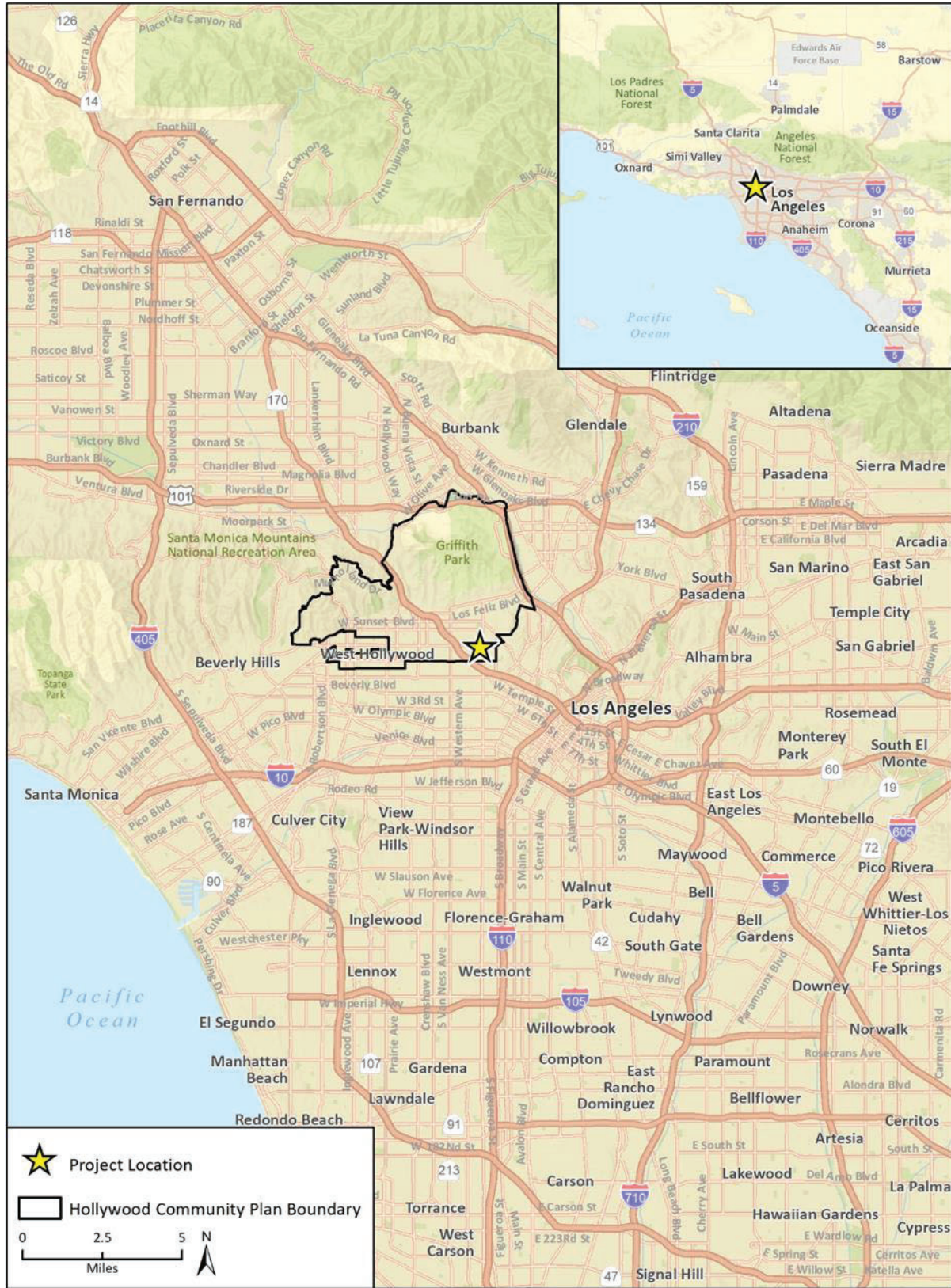


Fig 1. Regional Location

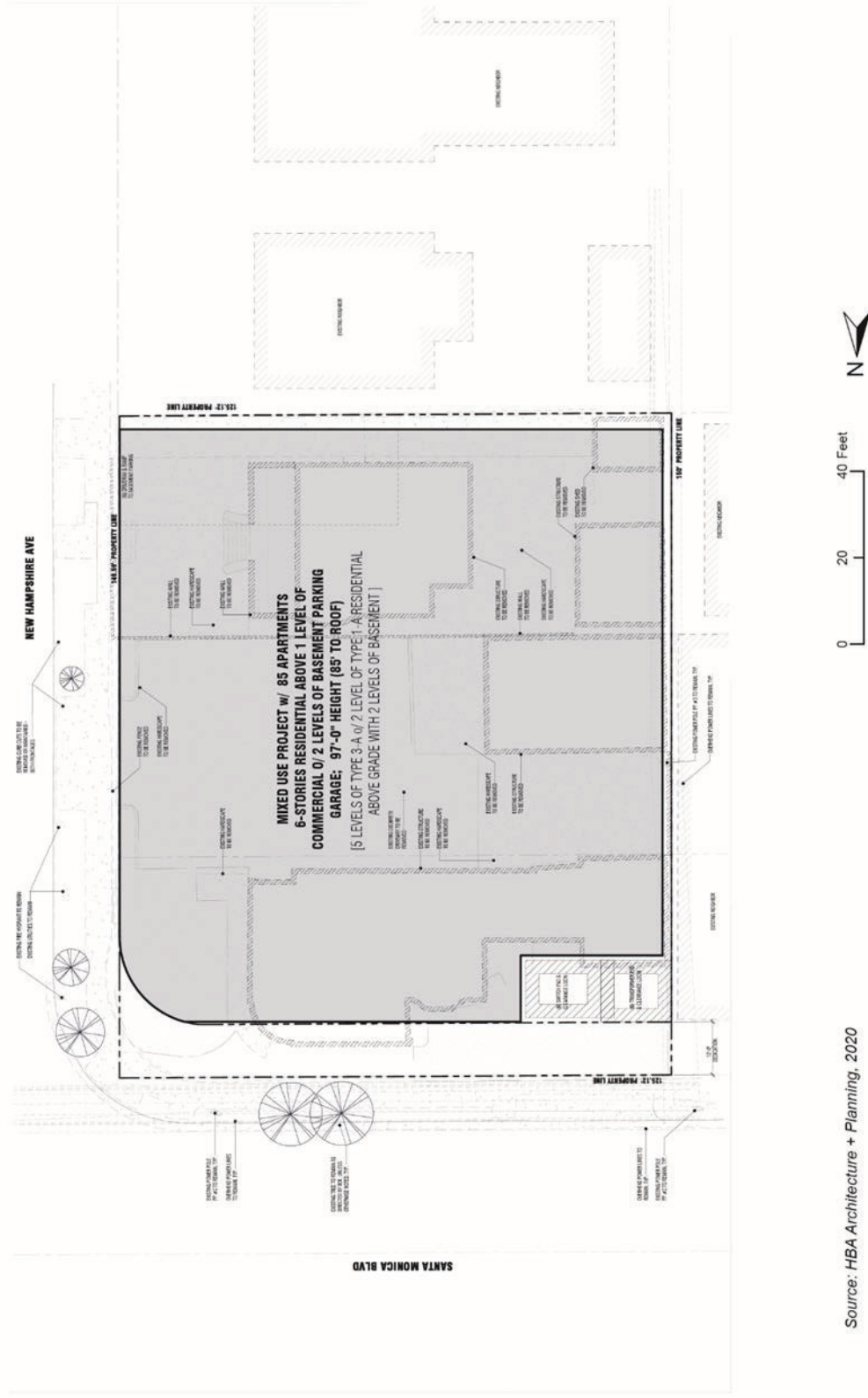
Figure 2 Project Site Location



Imagery provided by Microsoft Bing and its licensors © 2020.

Fig. 2 Project Location

Figure 3 Project Site Plan



Source: HBA Architecture + Planning, 2020

2 Background

2.1 Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs (e.g., the human ear). Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (California Department of Transportation [Caltrans] 2013).

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (Hz) and less sensitive to frequencies around and below 100 Hz (Kinsler, et. al. 1999). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as a doubling of traffic volume, would increase the noise level by 3 dB; similarly, dividing the energy in half would result in a decrease of 3 dB (Crocker 2007).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive an increase (or decrease) of up to 3 dBA in noise levels (i.e., twice [or half] the sound energy); that a change of 5 dBA is readily perceptible (8 times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (or half) as loud (10.5 times the sound energy) (Crocker 2007).

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in sound level as the distance from the source increases. The manner by which noise declines with distance depends on factors such as the type of sources (e.g., point or line), the path the sound will travel, site conditions, and obstructions. Noise levels from a point source (e.g., construction, industrial machinery, ventilation units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013). The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation and the changes in noise levels with distance (drop-off rate) result simply from the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site (e.g., soft dirt, grass, or scattered bushes and trees) (Caltrans 2013). Noise levels may also be reduced by intervening structures. The amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce occupants’ exposure to noise as well. The FHWA’s guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

Descriptors

The impact of noise is not a function of loudness alone. The time of day when noise occurs, its frequency, and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed.

One of the most frequently used noise metrics that considers both duration and intensity is the equivalent noise level (L_{eq}). The L_{eq} is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time. Typically, L_{eq} is equivalent to a one-hour period, even when measured for shorter durations as the noise level of a 10- to 30-minute period would be the same as the hour if the noise source is relatively steady. L_{max} is the highest Root Mean Squared (RMS) sound pressure level within the sampling period, and L_{min} is the lowest RMS sound pressure level within the measuring period (Crocker 2007). Normal conversational levels at three feet are in the 60 to 65-dBA L_{eq} range and ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (Federal Transit Administration [FTA] 2018).

Noise that occurs at night tends to be more disturbing than that which occurs during the day. Community noise is usually measured using Day-Night Average Level (L_{dn} or DNL), which is a 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013). Noise levels described by DNL and CNEL usually differ by about 0.5 dBA. Quiet suburban areas typically have a CNEL in the range of 40 to 50 dBA, while areas near arterial streets are typically in the 50 to 70+ CNEL range.

Propagation

Sound from a small, localized source (approximating a “point” source) radiates uniformly outward as it travels away from the source in a spherical pattern, known as geometric spreading. The sound level decreases or drops off at a rate of approximately 6 dBA for each doubling of distance.

Traffic noise is not a single, stationary point source of sound. Rather, the movement of vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point. The drop-off rate for a line source is approximately 3 dBA for each doubling of distance.

2.2 Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of hertz (Hz). The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body starts from a low frequency of less than 1 Hz and goes to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration

spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (FTA 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Descriptors

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS vibration velocity. The PPV and RMS velocity are normally described in inches per second (in./sec.). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (Caltrans 2020).

Response to Vibration

Vibration associated with construction of the project has the potential to be an annoyance to nearby land uses. Caltrans has developed limits for the assessment of vibrations from transportation and construction sources. The Caltrans vibration limits are reflective of standard practice for analyzing vibration impacts on structures from continuous and intermittent sources. The Caltrans Transportation and Construction Vibration Guidance Manual (Caltrans 2020) identifies two impact criteria for buildings and humans from transient and continuous/frequent sources: Table 2 presents the impact criteria for buildings, and Table 3 presents the impact criteria for humans.

Table 2 Vibration Damage Potential

Building Type	Maximum PPV (in./sec.)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls (i.e., a loose steel ball that is dropped onto structures or rock to reduce them to a manageable size). Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

PPV = peak particle velocity; in./sec. = inches per second

Source: Caltrans 2020

Table 3 Vibration Annoyance Potential

Human Response	Maximum PPV (in./sec.)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Severe/Disturbing	2.00	0.40
Strongly perceptible	0.90	0.10
Distinctly perceptible	0.25	0.04
Barely perceptible	0.04	0.01

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls (i.e., a loose steel ball that is dropped onto structures or rock to reduce them to a manageable size). Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

PPV = peak particle velocity; in./sec. = inches per second

Source: Caltrans 2020

Propagation

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Variability in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2020). When a building is exposed to vibration, a ground-to-foundation coupling loss (the loss that occurs when energy is transferred from one medium to another) will usually reduce the overall vibration level. However, under rare circumstances, the ground-to-foundation coupling may amplify the vibration level due to structural resonances of the floors and walls.

2.3 Sensitive Receivers

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. According to the City of Los Angeles Noise Element, the following land uses are considered noise-sensitive: single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodgings and other residential uses, houses of worship, hospitals, libraries, schools, auditoriums, concert halls, outdoor theaters, nature and wildlife preserves, and parks (City of Los Angeles 1999).

Vibration-sensitive receivers, which are similar to noise-sensitive receivers, include residences and institutional uses, such as schools, churches, and hospitals. Vibration-sensitive receivers also include buildings where vibrations may interfere with vibration-sensitive equipment that is affected by vibration levels that may be well below those associated with human annoyance (e.g., recording studios or medical facilities with sensitive equipment). As shown in Figure 2, the sensitive receivers nearest to the project site are the adjacent multi-family residences to the south and west. Additional single and multi-family residences are located approximately 175 feet to the north across Santa Monica Boulevard.

2.4 Project Noise Setting

The most common source of noise in urban areas is vehicular traffic. At the project site, vehicular traffic along Santa Monica Boulevard and North New Hampshire Avenue control ambient noise

levels. Ambient noise levels are generally highest during the daytime and rush hour unless congestion substantially slows speeds.

The FHWA Traffic Noise Prediction Model was used to model traffic noise along Santa Monica Boulevard and North New Hampshire Avenue under existing conditions to determine ambient noise levels at the project site. Santa Monica Boulevard Avenue is designated as a secondary highway while North New Hampshire Avenue is designated as a local standard street (Los Angeles Department of Transportation [LADOT] 2020). Therefore, a vehicle mix of 95 percent automobile, three percent medium-duty trucks, and two percent heavy-duty trucks was assumed for Santa Monica Boulevard and a vehicle mix of 97 percent automobile, two percent medium-duty trucks, and one percent heavy-duty trucks was assumed for North New Hampshire Avenue. The latest LADOT traffic volume data from 2019 indicates that the segment of Santa Monica Boulevard and North New Hampshire Avenue nearest to the project site carry approximately 14,600 average daily trips (ADT) and 1,200 ADT, respectively (LADOT 2019a; LADOT 2019b). Based on modeled results for these roadway segment, the ambient noise level at the project site is approximately 67 CNEL. Traffic Noise Prediction Model results are included in Appendix A.

2.5 Regulatory Setting

City of Los Angeles Noise Element

The goals, policies, and actions contained in the City of Los Angeles General Plan Noise Element focus on establishing and applying criteria for acceptable noise levels for different land uses in order to minimize the negative impacts of noise, especially at sensitive receiver locations. In support of these goals and policies, the City's Noise Element contains a land use and noise compatibility matrix (shown in Table 4) that determines the normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable noise levels for various land uses. According to the City's noise compatibility matrix shown in Table 4, ambient noise up to 60 CNEL is normally acceptable and noise up to 70 CNEL is conditionally acceptable for multi-family residences. In addition, consistent with state noise insulation standards (California Building Code Title 24), the City's Noise Element limits interior noise to a maximum of 45 CNEL in any habitable room (City of Los Angeles 1999).

City of Los Angeles Municipal Code

The City implements and enforces construction and operational noise regulations through the Los Angeles Municipal Code (LAMC). LAMC Section 112.05 limits noise from construction equipment located within 500 feet of a residential zone to 75 dBA between 7:00 a.m. and 10:00 p.m., as measured at a distance of 50 feet from the source, i.e. construction site, unless compliance is technically infeasible. Technical infeasibility means that noise limitations cannot be met despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques during the operation of construction equipment. LAMC Section 41.40 also restricts construction activity to the hours below:

- Monday through Friday between 7:00 a.m. and 9:00 p.m.
- Saturdays and National Holidays between 8:00 a.m. and 6:00 p.m. except for individual homeowners engaged in the repair or construction of a single-family residence
- No construction on Sundays except for individual homeowners engaged in the repair or construction of a single-family residence

LAMC Section 112.01 prohibits noise from radios, musical instruments, television sets, and other sound-amplifying devices from being audible at a distance in excess of 150 feet from the property line of the noise source within 500 feet of any residential zone or from exceeding the ambient noise level on the premises of any other occupied property. LAMC Section 112.02 prohibits the operation of air conditioning, refrigeration, heating, pumping, and filtering equipment associated with any residence or other structure from exceeding the ambient noise of any other occupied property by more than 5 dBA. Consistent with the City's Noise Element, LAMC Section 91.1207.14.2 limits interior noise levels to 45 CNEL in any habitable room.

Table 4 Land Use and Noise Compatibility Matrix (CNEL)

Land Use	Normally Acceptable ¹	Conditionally Acceptable ²	Normally Unacceptable ³	Clearly Unacceptable ⁴
Single-Family, Duplex, Mobile Homes	50 – 55	55 – 70	70 – 75	75+
Multi-Family	50 – 60	60 – 70	70 – 75	75+
School, Library, Church, Hospital, Nursing Home	50 – 60	60 – 70	70 – 80	80+
Transient Lodging, Motel, Hotel	50 – 60	60 – 70	70 – 75	75+
Auditorium, Concert Hall, Amphitheater	–	50 – 65	–	65+
Sports Arena, Outdoor Spectator Sports	–	50 – 70	–	70+
Playground, Neighborhood Park	50 – 65	–	65 – 75	75+
Golf Course, Riding Stable, Water Recreation, Cemetery	50 – 70	–	70 – 75	75+
Office Building, Business, Commercial, Professional	50 – 65	65 – 75	75+	–
Agriculture, Industrial, Manufacturing, Utilities	50 – 70	70 – 75	75+	–

¹ Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

² Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning would normally suffice.

³ Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

⁴ Clearly Unacceptable: New construction or development should generally not be undertaken.

Note: Noise levels are provided in CNEL.

Source: City of Los Angeles 1999

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

LAMC Section 114.03 prohibits the loading or unloading of any vehicle, operation of 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 10:00 p.m. and 7:00 a.m.

3 Impact Analysis

3.1 Methodology

Construction Noise

Construction noise was estimated using the FHWA Roadway Construction Noise Model (RCNM) (2006). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using RCNM, construction noise levels were estimated at noise-sensitive receivers near the project site. RCNM provides reference noise levels for standard construction equipment, with an attenuation of 6 dBA per doubling of distance.

For construction noise assessment, construction equipment can be considered to operate in two modes: stationary and mobile. As a rule, stationary equipment operates in a single location for one or more days at a time, with either fixed-power operation (e.g., pumps, generators, and compressors) or variable-power operation (e.g., pile drivers, rock drills, and pavement breakers). Mobile equipment moves around the construction site with power applied in cyclic fashion, such as bulldozers, graders, and loaders (FTA 2018). Noise impacts from stationary equipment are assessed based on the location of the center of the equipment, while noise impacts from mobile construction equipment are assessed based on the location of the center of the equipment activity area (e.g., construction site).

Variation in power imposes additional complexity in characterizing the noise source level from construction equipment. Power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle, or percent of operational time, of the activity to determine the L_{eq} of the operation (FTA 2018).

Each phase of construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some will have higher continuous noise levels than others and some may have high-impact noise levels (FTA 2018). In typical construction projects, grading activities typically generate the highest noise levels because grading involves the largest equipment and covers the greatest area. Foundation excavation and construction is often the second loudest phase, followed by paving and building construction.

Project construction phases would include demolition, site preparation, grading, building construction, architectural coating, and paving of the project site. It is assumed that diesel engines would power all construction equipment. For assessment purposes, the “loudest” construction hour has been used for this assessment regardless of phase (i.e., grading, demolition, and building construction), and has been modeled based on the conservative assumption that a dozer, an excavator, and a jackhammer would be operating simultaneously.

Using RCNM, noise was modeled at the property line of the nearest noise-sensitive receivers from the center of on-site construction activity since equipment would be operating at various locations throughout the site. The residential receivers nearest to the proposed construction are adjacent multi-family residences to the south and west of the project site. Construction equipment would be continuously moving across the site, coming near and then moving further away from individual receivers. Due to the dynamic nature of construction, maximum hourly noise levels are calculated from the average center of on-site construction activity, approximately 50 feet from multi-family

residential properties to the south and west and 225 feet from single- and multi-family residences to the north across Santa Monica Boulevard. RCNM calculations are included in Appendix B.

Land Use Compatibility

The FHWA Traffic Noise Prediction Model was used to model traffic noise along Santa Monica Boulevard and North New Hampshire Avenue under Existing Plus Project traffic conditions to determine noise levels upon implementation of the project in comparison to the City's noise compatibility matrix shown in Table 4. Traffic Noise Prediction Model results are included in Appendix A.

Traffic Noise

The project would generate vehicle trips, thereby increasing traffic on area roadways. Based on a Trip Generation Assessment conducted by Crain and Associates (Crain) in May 2020, the project would generate 232 net daily trips (Crain 2020). The site would be primarily accessed by North New Hampshire Avenue. Because North New Hampshire would collect most project-related traffic heading to and from the site, traffic noise impacts to this road were assessed.

Groundborne Vibration

Operation of the proposed project would not include any substantial vibration sources. Construction activities would, however, have the greatest potential to generate groundborne vibration affecting nearby receivers and structures, especially during grading of the project site. A quantitative assessment of potential vibration impacts from construction activities may be conducted using the equations developed by Caltrans (Caltrans 2020). The greatest vibratory sources during construction would be from operation of jackhammers, bulldozers, and loaded trucks. Table 5 shows typical vibration levels for various pieces of construction equipment used in the assessment of construction vibration (FTA 2018).

Table 5 Typical Vibration Levels during Construction Activities

Equipment	in./sec. PPV at 25 feet
Large bulldozer	0.089
Loaded trucks	0.076
Jack Hammer	0.035
Small bulldozer	0.003

Source: FTA 2018

Because groundborne vibration could cause physical damage to structures and is measured in an instantaneous period, vibration impacts were modeled based on the distance from the location of vibration-intensive construction activities, conservatively assumed to be at edge of the project site, to the edge of nearby off-site structures. Therefore, the groundborne vibration analysis differs from the construction noise analysis in that modeled distances for vibration impacts are those distances between the edge of a project site to nearest off-site structures (regardless of sensitivity) whereas modeled distances for construction noise impacts are those distances between the center of on-site construction activity and the property line of the nearest off-site sensitive receivers. Based on the distance of nearby structures to the project site, equipment was modeled at 15 feet from the

nearest multi-family residences and commercial structure to the south and west. Vibration calculations are included in Appendix C.

3.2 Significance Thresholds

To determine whether a project would have a significant noise impact, Appendix G of the CEQA Guidelines requires consideration of whether a project would result in:

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

Construction Noise

Based on LAMC Section 112.05, noise from construction equipment located within 500 feet of a residential zone should not exceed 75 dBA between 7:00 a.m. and 10:00 p.m., as measured at a distance of 50 feet from the source, unless compliance is technically infeasible. Based on LAMC Section 41.40, construction noise would also be significant if generated outside of allowable construction hours.

Land Use Compatibility

The City has adopted noise guidelines that provide the normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable noise levels for different land uses. The proposed project would include multi-family residences. According to the City's noise compatibility matrix shown in Table 4, ambient noise up to 60 CNEL is normally acceptable for multi-family residences, and ambient noise up to 70 CNEL is conditionally acceptable for multi-family residences. In addition, LAMC Section 91.1207.14.2 requires that new structures achieve an interior noise level of 45 CNEL in all habitable rooms.

On-site Operational Noise

The City has adopted noise standards in the LAMC that regulate operational noise sources in the City. The proposed project would involve a multi-family residential building. The proposed project would result in a significant impact if it generates noise from on-site sources in excess of LAMC standards included in Sections 112.01, 112.02, 112.04, and 114.03, which collectively regulate noise from operations that are typical to residential uses (e.g., sound-amplifying devices, air conditioning, lawn maintenance equipment, hand tools, wheeled equipment).

Off-site Traffic Noise

Off-site project noise (i.e., roadway noise) would result in a significant impact if the project would cause the ambient noise level measured at the property line of affected uses to increase by 3 dBA, which would be a perceptible increase in traffic noise.

Construction Vibration

The City has not adopted a significance threshold to assess vibration impacts during construction and operation. Therefore, the Caltrans *Transportation and Construction Vibration Guidance Manual* (2013) is used to evaluate potential construction vibration impacts related to both potential building damage and human annoyance. Based on the Caltrans criteria shown in Table 2 and Table 3, construction vibration impacts would be significant if vibration levels exceed 0.5 in./sec. PPV for residential structures and 2.0 in./sec. PPV for commercial structures, which is the limit where minor cosmetic (i.e., non-structural) damage may occur to these buildings.¹ In addition, construction vibration impacts would cause human annoyance at nearby receivers if vibration levels exceed 0.25 in/sec. PPV, which is the limit where vibration becomes distinctly perceptible from barely perceptible.

3.3 Impact Analysis

CEQA Appendix G Noise Threshold 1 Would the proposed project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (*Less Than Significant*)

Temporary Construction Noise Impacts

Construction activity would result in temporary increases in ambient noise in the project site vicinity on an intermittent basis and, as such, would expose surrounding noise sensitive receivers to increased noise. The nearest receivers include adjacent multi-family residences to the south and west and additional single- and multi-family residences to the north across Santa Monica Boulevard. As discussed in Section 3.2, *Methodology*, due to the dynamic nature of construction, RCNM was used to calculate maximum hourly noise levels from the average center of on-site construction activity to the residences adjacent to the project site. Therefore, construction noise was modeled at 50 feet and 225 feet from the nearest noise-sensitive receivers. RCNM calculations are included in Appendix B. The maximum construction noise level to at the nearest single- and multi-family residential receivers are shown in in Table 6.

Table 6 Construction Noise Levels at Receivers

Construction Equipment	Approximate L_{eq} , dBA	
	Multi-Family Residences 50 Feet	Single- and Multi-Family Residences 225 Feet
Bulldozer, Excavator, Jackhammer	84	71

See Appendix B for RCNM results.

Maximum hourly noise levels during project construction were calculated at approximately 84 dBA L_{eq} at the nearest noise-sensitive residences to the south and west and at approximately 71 dBA L_{eq} at the noise-sensitive residences to the north across Santa Monica Boulevard. Per LAMC standards, construction noise should not exceed a maximum hourly noise level of 75 dBA between 7:00 a.m.

¹ In reference to the Caltrans vibration impact criteria for various buildings shown in Table 2, 0.5 in./sec. PPV is the potential damage criteria for older residential buildings while 2.0 in./sec. PPV is the potential damage criteria for modern commercial buildings.

and 10:00 p.m. when measured at 50 feet from the source within 500 feet of a residential zone, unless compliance with these limitations is technically infeasible. Based on the RCNM results shown in Table 6, noise levels from construction equipment would not exceed 75 dBA at sensitive receivers to the north but could exceed 75 dBA at the nearest sensitive receivers without specific noise-reducing practices. Therefore, the applicant would be required to comply with construction RCM-1 (Adherence to Existing Noise Standards), RCM-2 (Construction Hours), and RCM-3 (Construction Site Noticing), which would reduce temporary construction noise impacts. To implement RCM-1 and reduce construction noise, the construction contractor would be required to adhere to the following specific noise-reducing practices during construction:

- Schedule construction activities to avoid operating several pieces of equipment simultaneously, which can cause high noise levels.
- Retrofit the following mobile equipment with an industrial grade muffler or muffler of similar capacity, capable of reducing engine noise by at least 15 dBA: cranes, backhoes, and front-end loaders (see Appendix D for specifications).
- Enclose stationary equipment with materials capable of reducing noise levels by at least 10 dBA (see Appendix D for specifications).
- Locate all construction areas for staging and warming up as far as possible from adjacent residential buildings and sensitive receivers.
- Erect temporary noise barriers with a minimum height of 10 feet along the southern and western boundaries of the project site adjacent to multi-family residences. The noise barriers shall be constructed of material with a minimum weight of 4 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, or hay bales.

Noise reductions associated with RCMs and the construction practices listed above are shown in Section 4, *Conclusions and Recommendations*. Implementation of the identified RCMs, including industrial grade mufflers (capable of reducing noise levels from mobile equipment by 15 dBA) and enclosures (capable of reducing noise levels from stationary equipment by 10 dBA), could reduce construction noise levels to 75 dBA or below. However, construction noise levels may intermittently and temporarily exceed 75 dBA. While reducing noise to 75 dBA throughout the duration of construction may not be technically feasible, noise associated with project construction would be expected of noise associated with typical residential construction and implementation of RCM-1 through RCM-3 would reduce construction noise to the maximum degree feasible. Therefore, noise related to project construction would not conflict with the LAMC or constitute an unusual circumstance that would create an exception to the Class 32 CE.

Land Use Compatibility

Operation of the proposed project would also expose future residential development to ambient noise levels. However, agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents. In *California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal. 4th 369*, the California Supreme Court explained that an agency is only required to analyze the potential impacts to future residents if the project would exacerbate those existing environmental hazards or conditions. CEQA analysis is therefore concerned with a project's impact on the environment, rather than with the environment's impact on a project and its users or residents. Thus, bringing a new population into an area where noise currently exists is not a significant environmental impact under

CEQA unless doing so would exacerbate noise conditions. Nonetheless, the following analysis of potential exposure to excessive noise is provided for informational purposes.

According to the City's noise compatibility matrix shown in Table 4, ambient noise up to 60 CNEL is normally acceptable and noise up to 70 CNEL is conditionally acceptable for multi-family residences. Based on noise contours calculated using the FHWA Traffic Noise Prediction Model (Appendix A) for the Existing plus Project traffic volume scenario, the project's northern and eastern façades facing Santa Monica Boulevard and North New Hampshire Avenue, respectively, would be exposed to an ambient noise level of up to 67 CNEL. Based on the City's noise compatibility matrix, the project would be exposed to noise levels within the "conditionally acceptable" range for a multi-family residential use. Exposure to noise levels within a "conditionally acceptable" range means that new construction or development should be undertaken only after appropriate noise insulation features are included in the design.

The City also has an interior residential noise standard of 45 CNEL for any habitable room. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver (FHWA 2011). Structures can substantially reduce occupants' exposure to noise as well. The FHWA's guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows (FHWA 2011). Based on modeled future noise levels of up to 67 CNEL and a noise attenuation of at least 20 dBA, the interior noise level at habitable rooms would be 47 CNEL. Therefore, interior noise levels at units facing Santa Monica Boulevard and North New Hampshire could exceed the City's interior noise standard of 45 CNEL. However, compliance with RCM-4, which requires adherence to LAMC Section 91.1207.14.2 and the California Code of Regulations, Title 24, Section 1207.4, would reduce interior noise and achieve compliance with the interior noise standard of 45 CNEL.

On-site Operational Noise

The proposed residential project would require periodic delivery and trash hauling services. However, noise associated with delivery and trash-hauling trucks would be an intermittent noise source and are already a common occurrence in the project area due to existing residential uses that make up the developed urban area. Because delivery and trash trucks are already a common occurrence in the project site vicinity, such services associated with the project would not result in a substantial permanent increase in ambient noise levels without the project. Furthermore, LAMC Section 114.03 prohibits the loading or unloading of any vehicle, operation of 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 10:00 p.m. and 7:00 a.m. Therefore, operational noise impacts associated with delivery and trash-hauling trucks would be less than significant.

The project would include private balconies, a center courtyard, and a terrace. Operational noise associated with outdoor use areas would include conversations, music, television, or other sound-generating equipment. These noise-generating activities would be similar to those of existing single and multi-family residences in the vicinity and would result in a negligible change to existing noise levels. Noise from conversation would be an intermittent and temporary noise source, which would typically be limited to the daytime, outside of noise-sensitive hours of sleep. Moreover, compliance with RCM-1 requires adherence to the City's Noise Ordinance, including: LAMC Section 112.01, which regulates the operation of radios, musical instruments, television sets, and other sound-amplifying devices; and LAMC Section 112.04, which prohibits use of landscaping equipment that

creates nuisance noise during nighttime hours. Required compliance with these standards would reduce operational noise impacts related to outdoor activity areas to a less than significant level.

Noise from rooftop-mounted HVAC equipment typically generates noise in the range of 60 to 70 dBA L_{eq} at a reference distance of 15 feet from the source (Illingworth & Rodkin, Inc. 2009). The nearest noise-sensitive receivers, consisting of multi-family residences to the south and west, would be located at approximately 84 feet from the nearest rooftop-mounted HVAC equipment based on the approximate 84-foot roof-level height of the proposed residential building plus the project's approximately five-foot setback from the nearest off-site residential properties. Because noise from HVAC equipment would attenuate at a rate of approximately 6 dBA per doubling of distance from the source, rooftop-mounted equipment would generate noise levels in the range of 45 dBA L_{eq} and 55 dBA L_{eq} at 84 feet. Furthermore, rooftop HVAC units are traditionally shielded from surrounding land uses with parapets and roofs that block line-of-sight to sensitive receivers would typically provide at least a 5-dBA noise reduction. Therefore, rooftop-mounted equipment would generate noise levels in the range of 40 dBA L_{eq} and 50 dBA L_{eq} .

At multi-family residences south and west of the project site, vehicular traffic along North New Hampshire Avenue and North Berendo Street control ambient noise levels. Using LADOT peak hour traffic volume data for North New Hampshire Avenue and with the same assumptions for traffic growth and vehicle mix discussed in Section 2.4, *Project Noise Setting*,² the ambient noise level at the multi-family residences to the south is estimated at 54 dBA L_{eq} . North Berendo Street is designated as a local standard street similar to North New Hampshire Avenue. Therefore, due to similar volumes of traffic, the ambient noise level at multi-family residences to the west is also estimated at 54 dBA L_{eq} . Based on the estimated noise levels between 40 dBA L_{eq} and 50 dBA L_{eq} at 84 feet for HVAC equipment, noise levels from such equipment at the proposed residential building would not exceed the ambient noise of any other occupied property by more than 5 dBA as regulated by LAMC Section 112.02. Therefore, operational noise impacts associated with HVAC equipment would be less than significant.

Operation of the proposed project would not generate sources of noise that are new to the existing urban area. On-site operational noise generated by the project would not exceed the City's noise standards and impacts would be less than significant.

Off-Site Traffic Noise Impacts

The proposed project would generate new vehicle trips and incrementally increase traffic on area roadways, particularly on North New Hampshire Avenue. Based on a Trip Generation Assessment, the project would generate 232 net daily trips (Crain 2020). According to LADOT 2019 traffic volume data, the segment of North New Hampshire Avenue abutting the project site to the east carries approximately 1,200 ADT (LADOT 2019b). Adding all 232 net daily vehicle trips generated by the proposed project to this roadway would increase traffic by approximately 20 percent, which would increase traffic noise by less than 1 CNEL.³ Therefore, the project would not create a perceptible 3-dBA increase in traffic noise. Noise impacts associated with off-site traffic generated by the proposed project would be less than significant.

² As discussed in Section 2.4, *Project Noise Setting*, North New Hampshire is a designated local street by the LADOT. Therefore, a vehicle mix of 97 percent automobile, two percent medium-duty trucks, and once percent heavy-duty trucks was assumed for this roadway.

³ A doubling of traffic is required for an audible 3 dB increase in traffic noise levels. However, the increase in traffic generated by the proposed project would be approximately 20 percent of the estimated ADT on North New Hampshire Avenue.

CEQA Appendix G Noise Threshold 2 Would the proposed project generate excessive groundborne vibration or groundborne noise levels? *(Less Than Significant)*

Vibration Impacts

Certain types of construction equipment can generate high levels of groundborne vibration. Construction of the proposed project would potentially utilize loaded trucks, jackhammers, and/or bulldozers during most construction phases and during the demolition phase. Vibration impacts are assessed based on the distance from the location of vibration-intensive construction activities, conservatively assumed to be at edge of the project site, to the edge of nearby off-site structures. Therefore, based on the distance of nearby structures to the project site, equipment was modeled at 15 feet from the nearest multi-family residences and commercial structure to the south and west. Table 7 shows estimated groundborne vibration levels from project equipment that is likely to result in the highest vibration levels.

Table 7 Vibration Levels at Receivers

Equipment	in./sec. PPV	
	Multi-Family Residences 15 Feet	Commercial Structure 15 Feet
Large Bulldozer	0.156	0.156
Loaded Truck	0.133	0.133
Jack Hammer	0.061	0.061
Small Bulldozer	0.005	0.005
Threshold for Building Damage ¹	0.5	2.0
Threshold for Human Annoyance ²	0.25	0.25
Thresholds Exceeded?	No	No

See Appendix C for vibration analysis worksheets.

¹See Table 2

²See Table 3.

As shown in Table 7, groundborne vibration from typical construction equipment would not exceed the threshold of 0.5 in./sec. PPV for building damage at nearby residences nor would it exceed the threshold of 2.0 in./sec. PPV for building damage at the nearby commercial building. Furthermore, groundborne vibration would not exceed the threshold of 0.25 for human annoyance at any of the modeled distances. In addition, in accordance with RCM-2 and LAMC Section 41.40, project construction would be required to occur during daytime hours and would not disturb residences during sensitive hours of sleep. As a residential use, the proposed project would not involve substantial stationary sources of vibration, such as heavy equipment. Therefore, operational vibration impacts would be less than significant.

CEQA Appendix G Noise Threshold 3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the proposed project expose people residing or working in the project area to excessive noise levels? *(No Impact)*

Airport Noise Impacts

The airports closest to the project site are the Hollywood Burbank Airport (located approximately eight miles north of the site) and the Santa Monica Airport (located approximately 10 miles southwest of the site). While the project site would be subject to temporary and intermittent noise from aircraft overflights, the site is not located in either airports' noise contours and would not be affected by substantial noise from aircraft operations (Los Angeles County 2003). In addition, the project site is not near a private airport. Therefore, the project would not expose people residing or working in the project area to excessive noise levels from aircraft noise and no impact would occur.

4 Conclusions

Construction would occur within 500 feet of residential uses and construction noise could exceed 75 dBA at 50 feet. However, noise associated with construction of the project would be expected of noise associated with typical residential construction and with implementation of RCM-1 through RCM-3, construction noise would be reduced to the degree feasible and would not constitute an unusual circumstance that would create an exception to the Class 32 CE. Under RCM-1, retrofitting mobile equipment (i.e., backhoes and front-end loaders) with industrial grade mufflers or mufflers of similar capacity would reduce engine noise by at least 15 dBA. Furthermore, enclosing stationary equipment (i.e., air compressors) with sound barriers would reduce noise by at least 10 dBA. Project construction would also result in vibration; however, based on the analysis of potential construction-related vibration, vibration levels would be below the identified thresholds for building damage and human annoyance. The project does not include any substantial vibration sources. Therefore, the project would not expose local vibration sensitive receivers to excessive vibration levels and vibration impacts would be less than significant.

Off-site traffic noise impacts and on-site operational noise impacts would be less than significant. Therefore, the project would result in a less than significant permanent increase in ambient noise levels due to project operation. Furthermore, the project would not expose people residing or working in the project area to excessive noise levels from aircraft noise and the proposed project would be compatible with the existing noise environment with implementation of RCM-4, which would achieve interior noise levels that are consistent with state and City standards.

This analysis demonstrates that, with implementation of RCMs, the project would not result in significant noise impacts; therefore, noise would not create an exception to the project's eligibility for a Class 32 CE. The project would be required to comply with the RCMs listed below.

Regulatory Compliance Measures

RCM-1 Adherence to Existing Noise Standards

The proposed project shall comply with the City of Los Angeles General Plan Noise Element, the City of Los Angeles Noise Ordinance, and any subsequent ordinances that prohibit the emission or creation of noise beyond certain levels at adjacent uses.

To implement RCM-1 and achieve compliance with the LAMC 75 dBA noise standard, the project would require the following specific noise-reducing practices during construction:

- Schedule construction activities to avoid operating several pieces of equipment simultaneously, which can cause high noise levels.
- Retrofit the following equipment with an industrial grade muffler or muffler of similar capacity, capable of reducing engine noise by at least 15 dBA: cranes, backhoes, and front-end loaders (see Appendix D for specifications).
- Enclose air compressors with materials capable of reducing noise levels by at least 10 dBA (see Appendix D for specifications).
- Locate all construction areas for staging and warming up as far as possible from adjacent residential buildings and sensitive receptors.

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- Erect temporary noise barriers with a minimum height of 10 feet along the northern, eastern, and southern boundaries of the project site adjacent to multi-family residences. The noise barriers shall be constructed of material with a minimum weight of 4 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, or hay bales.

RCM-2 Construction Hours

The proposed project shall comply with LAMC Section 41.40, which restricts construction activities 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 and national holidays with no construction permitted on Sunday.

RCM-3 Construction Site Noticing

The proposed project shall comply with the City's Building Regulations Ordinance No. 178.048, 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 or owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and the City's telephone number 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 and approved by the City's Department of Building and Safety.

RCM-4 Interior Noise

To comply with LAMC Section 91.1207.14.2 and the California Code of Regulations, Title 24, Section 1207.4, the applicant shall install exterior building materials with sufficient Sound Transmission Class (STC) ratings to reduce interior noise levels in habitable rooms to below 45 dBA CNEL. To reduce potential noise impacts to future project residents, residential units fronting Santa Monica Boulevard and North New Hampshire Avenue shall incorporate design measures for windows, walls, and doors that achieve a composite STC rating of at least 25 and all exterior doors and windows shall be installed such that there are no air gaps or perforations. Acoustical analysis shall be performed prior to the issuance of an occupancy permit to demonstrate that noise levels in the interior livable spaces do not exceed the interior noise standard of 45 dBA CNEL in any habitable room as set forth by the City and California Code of Regulations, Title 24, Section 1207.4.

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Appendix A

Traffic Noise Prediction Model Results

Appendix _____ Rincon FHWA Traffic Noise Model



Project Number :	1033 N New Hampshire Avenue
Modeling Condition :	20-09654
Ground Type :	Existing
Metric (Leg, Ldn, CNEL) :	CNEL

Model Results

Segment Number	Roadway	Segment		Noise Levels (dB) CNEL						Total
		From	To	Automobiles	Motorcycles	Bus	Medium Trucks	Heavy Trucks		
1	Santa Monica Boulevard	N Berendo St	N Vermont Ave	63.5	0.0	0.0	59.4	62.7	66.9	
1	N New Hampshire Avenue	Santa Monica Blvd	Willow Brook Ave	52.4	0.0	0.0	47.2	49.8	55.1	
0										
0										
0										
0										

	Distance to Traffic Noise Contours (feet)				
	70 dB	65 dB	60 dB	55 dB	50 dB
1	20	62	197	622	1,968
	1	4	11	36	113

Appendix _____ Rincon FHWA Traffic Noise Model



Project Number :	1033 N New Hampshire Avenue
Modeling Condition :	20-09654
Ground Type :	Existing
Metric (Leq, Ldn, CNEL) :	Leq

Model Results

Segment Number	Roadway	Segment		Noise Levels (dB) Leq						Total
		From	To	Automobiles	Motorcycles	Bus	Medium Trucks	Heavy Trucks		
1	N Berendo St	Santa Monica Blvd	Willow Brook Ave	51.3	0.0	0.0	46.0	48.0	53.7	
1	N New Hampshire Avenue	Santa Monica Blvd	Willow Brook Ave	51.1	0.0	0.0	45.9	48.5	53.7	
0										
0										
0										
0										

	Distance to Traffic Noise Contours (feet)				
	70 dB	65 dB	60 dB	55 dB	50 dB
1	1	3	8	26	83
1	1	3	8	26	83

Appendix _____ Rincon FHWA Traffic Noise Model



Project Number :	1033 N New Hampshire Avenue
Modeling Condition :	20-09654
Ground Type :	Existing plus Project
Metric (Leq, Ldn, CNEL) :	CNEL

Model Results

Segment Number	Roadway	Segment		Noise Levels (dB) CNEL						Total
		From	To	Automobiles	Motorcycles	Bus	Medium Trucks	Heavy Trucks		
1	Santa Monica Boulevard	N Berendo St	N Vermont Ave	63.5	0.0	0.0	59.4	62.7	67.0	
1	N New Hampshire Avenue	Santa Monica Blvd	Willow Brook Ave	53.2	0.0	0.0	48.0	50.6	55.8	
0										
0										
0										
0										

	Distance to Traffic Noise Contours (feet)				
	70 dB	65 dB	60 dB	55 dB	50 dB
1	20	63	200	632	1,999
1	1	4	13	43	135

Appendix B

Roadway Construction Noise Model Results

Description	Land Use	Daytime	Evening	Night
Single- and Multi-Family Res	Commercial	65.0	65.0	55.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	225.0	0.0
Excavator	No	40		80.7	225.0	0.0
Jackhammer	Yes	20		88.9	225.0	0.0

Results

Noise Limit Exceedance (dBA) Noise Limits (dBA)

Equipment	Calculated (dBA)				Day		Evening		
	Leq	Lmax	Leq	Lmax	Lmax	Leq	Lmax	Leq	Lmax
Dozer	N/A	N/A	68.6	64.6	N/A	N/A	N/A	N/A	N/A
Excavator	N/A	N/A	67.6	63.7	N/A	N/A	N/A	N/A	N/A
Jackhammer	N/A	N/A	75.8	68.8	N/A	N/A	N/A	N/A	N/A
Total	N/A	N/A	75.8	71.1	N/A	N/A	N/A	N/A	N/A

Appendix C

Vibration Analysis

Groundborne Noise and Vibration Modeling

Notes

The reference distance is measured from the nearest anticipated point of construction equipment to the nearest structure.

Equipment	Reference Level Inputs			
	PPV _{ref} (in/sec)	Lv _{ref} (VdB)	RMS _{ref} (in/sec)	Reference Distance
Large bulldozer	0.089	87	0.022	25
Loaded trucks	0.076	83	0.014	25
Jack hammer	0.035	79	0.009	25
Small bulldozer	0.003	58	0.001	25

Equipment	Vibration Level at Receiver			
	Distance (feet)	PPV _x (in/sec)	Lv _x (VdB)	RMS _x (in/sec)
Large bulldozer	15	0.1561	92	0.039
Loaded trucks	15	0.1333	88	0.025
Jack hammer	15	0.0614	84	0.016
Small bulldozer	15	0.0053	63	0.001

Source

California Department of Transportation (Caltrans). 2020. Transportation and Construction Vibration Guidance Manual. April 2020. Available at: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>
Last Updated: 4/24/2020

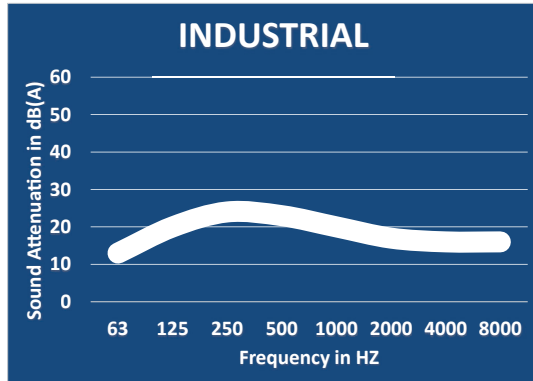
Appendix D

Manufacturers' Specifications

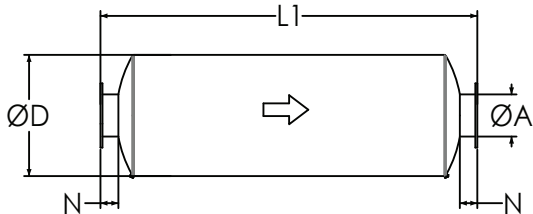
Industrial Grade Silencers

Model NTIN-C (Cylindrical), 15-20 dBA

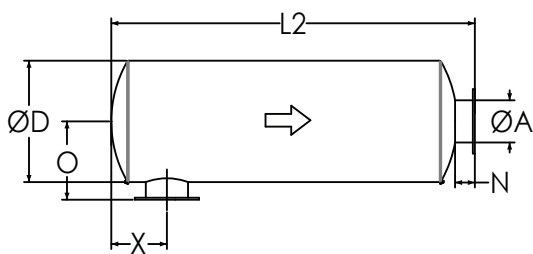
TYPICAL ATTENUATION CURVE



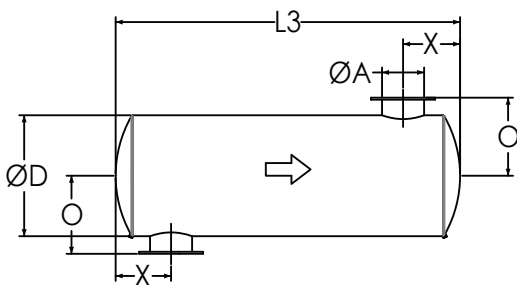
TYPICAL CONFIGURATIONS



END IN END OUT (EI-EO)



SIDE IN END OUT (SI-EO)



SIDE IN SIDE OUT (SI-SO)

Nett Technologies' Industrial Grade Silencers are designed to achieve maximum performance with the least amount of backpressure.

The silencers are Reactive Silencers and are typically used for reciprocating or positive displacement engines where noise level regulations are low.

FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
- Compact modular designs providing ease of installations, less weight and less foot-print
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- Please see our accessories catalog for a complete listing

PRODUCT DIMENSIONS (in)

Model*	A	D	L1	L2	L3	X**	X	N	O
	Outlet	Dia	EI-EO	SI-EO	SI-SO	Min	Max	Nipple	O
NTIN-C1	1	4	20	18	16	3	7	2	4
NTIN-C1.5	1.5	6	22	20	18	3	8	2	5
NTIN-C2	2	6	22	19	16	3	8	3	6
NTIN-C2.5	2.5	6	24	21	18	4	9	3	6
NTIN-C3	3	8	26	23	20	5	10	3	7
NTIN-C3.5	3.5	9	28	25	22	5	11	3	8
NTIN-C4	4	10	32	29	26	5	12	3	8
NTIN-C5	5	12	36	33	30	6	14	3	9
NTIN-C6	6	14	40	36	32	7	16	4	11
NTIN-C8	8	16	50	46	42	8	21	4	12
NTIN-C10	10	20	52	48	44	11	21	4	14
NTIN-C12	12	24	62	58	54	12	26	4	16
NTIN-C14	14	30	74	69	64	15	31	5	20
NTIN-C16	16	36	82	77	72	18	35	5	23
NTIN-C18	18	40	94	89	84	18	42	5	25
NTIN-C20	20	40	110	105	100	19	52	5	25
NTIN-C22	22	48	118	113	108	22	56	5	29
NTIN-C24	24	48	130	125	120	24	62	5	29

* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

** Standard inlet/outlet position.



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Echo Barrier temporary fencing is a reusable, outdoor noise barrier. Designed to fit on all types of temporary fencing. Echo Barrier absorbs sound while remaining quick to install, light to carry and tough to last.

BENEFITS: Echo Barrier can help reduce noise complaints, enhance your company reputation, extend site operating hours, reduce project timescales & costs, and improve working conditions.

APPLICATIONS: Echo Barrier works great for construction & demolition sites; rail maintenance & replacement; music, sports and other public events; road construction; utility/maintenance sites; loading and unloading areas; outdoor gun ranges.

DIMENSIONS: 6.56' × 4.49'.

WEIGHT: 13 lbs.

ACOUSTIC PERFORMANCE: 10-20dB noise reduction (greater if barrier is doubled up).

INSTALLATION: The Echo Barrier is easily installed using our quick hook system and specially designed elastic ties.

Echo Barrier Transmission Loss Field Data							
	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	8KHz
Single Layer	6	12	16	23	28	30	30
Double Layer	7	19	24	28	32	31	32

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F – CATEGORICAL EXEMPTION

F.3 – TECHNICAL STUDIES

F.3.4 – AIR QUALITY STUDY



4750 Santa Monica Boulevard Mixed-Use Project

Air Quality Study

prepared for

Canfield Development, Inc.

10474 Santa Monica Boulevard, Suite 402

Los Angeles, California 90025

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prepared by

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250 East 1st Street, Suite 1400

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June 2020



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

rinconconsultants.com

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Appendices

Appendix A Air Quality Modeling Results

1 Project Description and Impact Summary

1.1 Introduction

This study analyzes the potential air quality impacts of the proposed 4750 Santa Monica Boulevard Mixed-Use Project (project) in the City of Los Angeles, California. Rincon Consultants, Inc. (Rincon) prepared this study under contract to Canfield Development, Inc., in support of the environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA). The purpose of this study is to analyze the project's air quality impacts related to both temporary construction activity and long-term operation of the project. The conclusions of this study are summarized in Table 1, followed by the Regulatory Compliance Measures (RCMs) required for the project.

CEQA Class 32 Categorical Exemption

This air quality study has been prepared to support a Class 32 Categorical Exemption (CE). A Class 32 CE exempts infill development in urbanized areas if the project meets certain criteria. These criteria include demonstrating that the project will not result in significant air quality impacts. This analysis demonstrates that project construction and operation would not result in significant air quality impacts; therefore, air quality impacts would not create an exception to the Class 32 CE. The conclusions of this study are summarized in Table 1. The RCMs are summarized in Table 1 as well as in Section 4, *Conclusions and Recommendations*.

Table 1 Summary of Impacts

Impact Threshold	Proposed Project's Level of Significance	Applicable RCMs
Conflict with or obstruct implementation of the applicable air quality plan?	Less than significant impact	None
Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	Less than significant impact	RCM-1 through RCM-5
Expose sensitive receptors to substantial pollutant concentrations?	Less than significant impact	RCM-1 through RCM-5
Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No impact	RCM-1

Regulatory Compliance Measures

Regulatory Compliance Measures (RCMs) are existing requirements and reasonably anticipated standard conditions that are based on local, state, or federal regulations and laws that are frequently required independently of CEQA review and serve to offset or prevent specific impacts. RCMs are not included as mitigation measures in the environmental clearance document because the project is required to comply with RCMs through state and local regulations.

RCM-1 Odors: Compliance with Provisions of SCAQMD Rule 402

The project shall comply with the following provision of SCAQMD Rule 402: a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

RCM-2 Demolition, Grading, and Construction Activities: Compliance with Provisions of SCAQMD Rule 403

The project shall comply with all applicable standards of the Southern California Air Quality Management District (SCAQMD), including the following provisions of Rule 403:

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), in order to prevent excessive amounts of dust.
- All dirt/soil shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

RCM-3 Architectural Coatings: Compliance with SCAQMD Rule 1113

The project shall comply with SCAQMD Rule 1113 limiting the volatile organic compound (VOC) content of architectural coatings.

RCM-4 Engine Idling

In accordance with Section 2485 of Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

RCM-5 Emission Standards

In accordance with Section 93115 of Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

1.2 Project Summary

Project Location and Setting

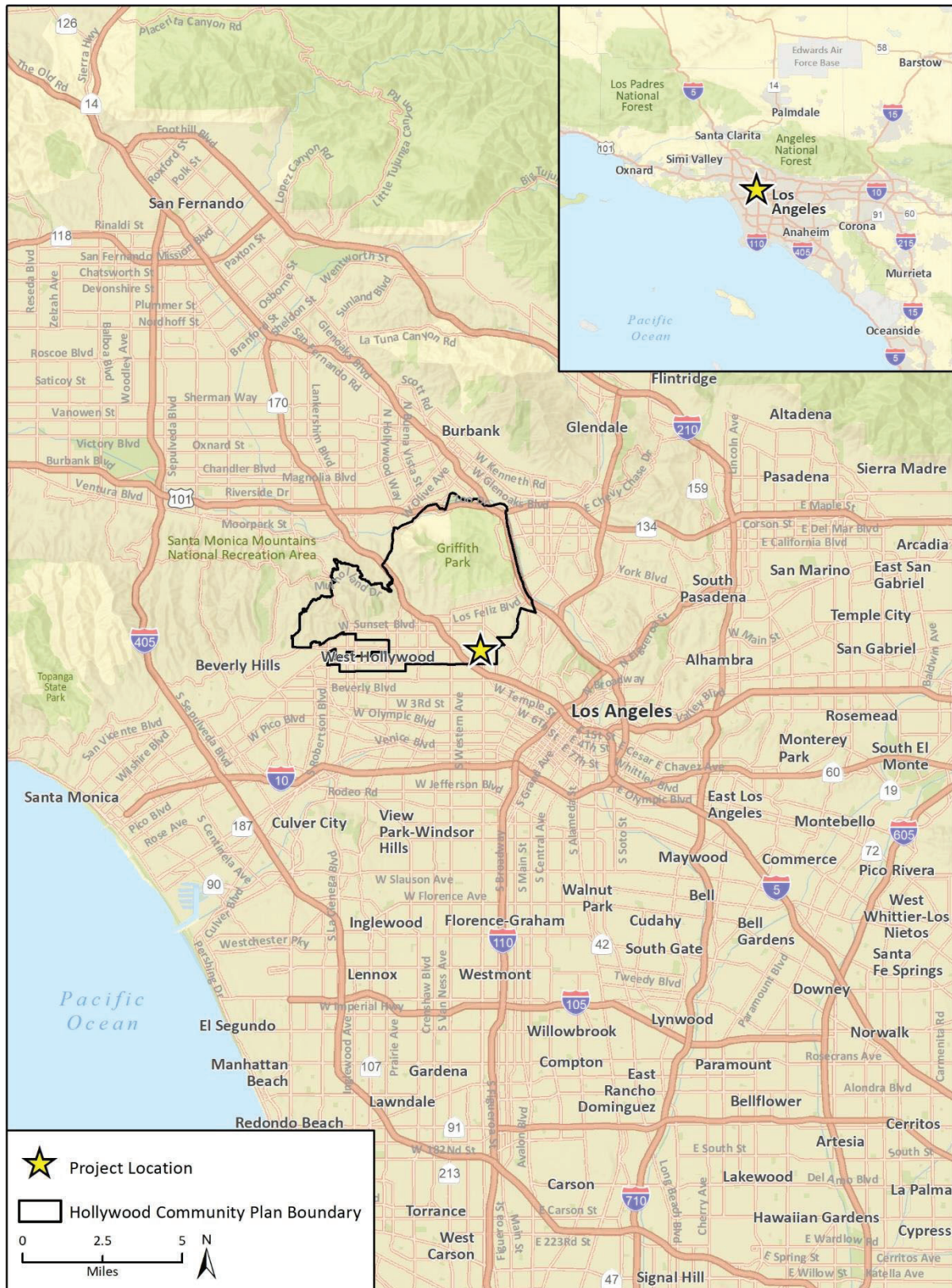
The 18,742-square-foot, or approximately 0.43-acre, project site is located at 1033, 1037, 1039 North New Hampshire Avenue and 4750 and 4760 Santa Monica Boulevard in the City of Los Angeles, California (Assessor Parcel Numbers [APNs] 5538-021-001, -002, -003). The project site is in the Hollywood Community Plan Area and is designated Highway-Oriented Commercial and zoned Commercial (C2-1D)/Multiple Dwelling (R4-1D). In addition, the project site is in a Transit Priority Area (ZI-2452) and a Tier 4 Transit Oriented Community (TOC). The project site is currently occupied by a commercial (retail) building, an industrial (warehouse/storage facility) building, and a single-family residence, which encompass approximately 7,667 square feet of building floor area. The project site is bounded to the north by Santa Monica Boulevard and to the east by North New Hampshire Avenue. Additional land uses surrounding the site consist of and is surrounded by light industrial uses to the north across Santa Monica Boulevard, commercial uses to the east across North New Hampshire Avenue, multi-family residences to the south, and multi-family residences and commercial uses to west. See Figure 1 for the regional location and Figure 2 for the project site vicinity.

Proposed Project

The project would involve demolition of the on-site commercial (retail) building, industrial warehouse, and single-family residence and construction of an eight-story, 76,719-square-foot mixed-use apartment building in the East Hollywood neighborhood of Los Angeles. The mixed-use building would consist of 85 residential units and 1,137 square-feet of commercial (retail) space, with a maximum height of approximately 97 feet. The proposed retail use would be located at ground level and the upper seven levels would consist of five four-bedroom units, two two-bedroom with mezzanine units, eight one-bedroom with mezzanine units, 48 one-bedroom units, six studio with mezzanine units, and 16 studio units. Of the 85 residential units, 10 units would be designated as affordable units. The project would have a total floor area of 76,719 square feet.

The project would include a three-level parking garage with two subterranean levels and one ground level. The project would provide 70 total residential parking spaces, including two ADA accessible spaces and four spaces equipped with electric vehicle (E/V) at ground level. The project would provide two additional parking spaces for the proposed retail use for a total of 72 parking spaces. In addition, the project would provide 52 bicycle parking spaces, consisting of 44 long-term and eight short-term spaces. Vehicular access to the parking areas would be provided by two ingress/egress driveways located along the eastern project frontage off North New Hampshire Avenue. Open space would consist of 2,950 square-feet of private balcony space and 4,011 square-feet of public space in the form of a courtyard, common area, and terrace. Refer to Figure 3 for the project site plan.

Figure 1 Regional Location



Imagery provided by Microsoft Bing and its licensors © 2020.

Fig 1 Regional Location

Figure 2 Project Site Location



2 Background

2.1 Local Climate and Meteorology

The project site is in the South Coast Air Basin (SCAB), which is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Geronio Pass area in Riverside County. The regional climate in the SCAB is semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. Air quality in the SCAB is primarily influenced by meteorology and a wide range of emission sources, such as dense population centers, substantial vehicular traffic, and industry.

Air pollutant emissions in the SCAB are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

2.2 Air Quality Regulation

The federal and state governments have established ambient air quality standards (AAQS) for the protection of public health. The United States Environmental Protection Agency (USEPA) is the federal agency designated to administer air quality regulation, while the California Air Resources Board (CARB) is the state equivalent in the California Environmental Protection Agency (CalEPA). County-level Air Quality Management Districts (AQMDs) provide local management of air quality. CARB has established air quality standards and is responsible for the control of mobile emission sources, while the local AQMDs are responsible for enforcing standards and regulating stationary sources. CARB has established 15 air basins statewide, including the SCAB.

The USEPA has set primary national ambient air quality standards (NAAQS) for ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter with diameters of up to ten microns (PM₁₀) and up to 2.5 microns (PM_{2.5}), and lead (Pb). Primary standards are those levels of air quality deemed necessary, with an adequate margin of safety, to protect public health. In addition, California has established health-based ambient air quality standards (known as the California ambient air quality standards [CAAQS]) for these and other pollutants, some of which are more stringent than the federal standards. Table 2 lists the current federal and state standards for regulated pollutants.

In accordance with Section 109(b) of the federal Clean Air Act, the NAAQS established at the federal level are designed to be protective of public health within an adequate margin of safety. To derive

these standards, the USEPA reviews data from integrated science assessments and risk/exposure assessments to determine the ambient pollutant concentrations at which human health impacts occur, then reduces these concentrations to establish an adequate margin of safety that is protective of those segments of the public most susceptible to respiratory distress, such as children under the age of 14, the elderly (over the age of 65), persons engaged in strenuous work or exercise, and people with cardiovascular and chronic respiratory diseases (USEPA 2016). As a result, human health impacts caused by the air pollutants discussed above generally affect people at the concentrations established by the NAAQS. The NAAQS and the underlying science that forms the basis of the NAAQS are reviewed every five years to determine whether updates are necessary to continue protecting public health with an adequate margin of safety (USEPA 2015).

Table 2 Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	NAAQS	CAAQS
Ozone	1-Hour	–	0.09 ppm
	8-Hour	0.070 ppm	0.070 ppm
Carbon Monoxide	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.053 ppm	0.030 ppm
	1-Hour	0.100 ppm	0.18 ppm
Sulfur Dioxide	Annual	0.030 ppm	–
	24-Hour	0.14 ppm	0.04 ppm
	1-Hour	0.075 ppm	0.25 ppm
PM ₁₀	Annual	–	20 µg/m ³
	24-Hour	150 µg/m ³	50 µg/m ³
PM _{2.5}	Annual	12 µg/m ³	12 µg/m ³
	24-Hour	35 µg/m ³	–
Lead	30-Day Average	–	1.5 µg/m ³
	3-Month Average	0.15 µg/m ³	–

ppm = parts per million; NAAQS = national ambient air quality standards; CAAQS = California ambient air quality standards

µg/m³ = micrograms per cubic meter

Source: CARB 2016

South Coast Air Quality Management District (SCAQMD)

The South Coast Air Quality Management District (SCAQMD) is the designated air quality control agency in the SCAB. As the local air quality management agency, the SCAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the SCAB is classified as being in “attainment”, “nonattainment”, or “unclassifiable”. In areas designated as non-attainment for one or more air pollutants, a cumulative air quality impact exists for those air pollutants, and the human health impacts described above are already occurring

in that area. The SCAB is designated a non-attainment area for the federal standards for ozone and PM_{2.5} and the state standards for ozone, PM₁₀ and PM_{2.5}. Areas of the SCAB located in Los Angeles County are also in nonattainment for lead (SCAQMD 2016). The SCAB is designated unclassifiable or in attainment for all other federal and state standards.

This nonattainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate air pollutants, and the number, type, and density of emission sources in the SCAB. Because the SCAB currently exceeds these state and federal ambient air quality standards, the SCAQMD is required to implement strategies to reduce pollutant levels to recognized acceptable standards.

Project-level significance thresholds established by local air districts are intended to set the level at which a project would cause or have a cumulatively considerable contribution to an exceedance of a federal or state AAQS. Therefore, if a project's air pollutant emissions exceed the significance thresholds, the project would cause or contribute to the human health impacts described under Section 2.3, *Criteria Air Pollutants*. For example, SCAQMD has set significance thresholds for ozone precursors and PM, described further in Section 3.2, *Significance Thresholds*, such that an exceedance of the thresholds would jeopardize attainment of the federal and state standards and thus have a significant adverse impact on air quality and health (SCAQMD 1993). SCAQMD has also set Localized Significance Thresholds (LSTs) to ensure that the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor are met, taking into consideration ambient concentrations. As previously discussed, the NAAQS are set at concentrations intended to be protective of public health. Therefore, if project-related air pollutant emissions exceed the SCAQMD thresholds for ozone precursors or PM, the project would contribute to a cumulative concentration that would result in adverse impacts on human health. The SCAQMD implements rules and regulations for emissions that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of projects. Rules and regulations relevant to the project are described below.

Rule 402 Nuisance

According to SCAQMD Rule 403, a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Rule 403 Fugitive Dust

The purpose of Rule 403 is to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources. Rule 403 requires implementation of control measures to prevent, reduce, or mitigate fugitive dust emissions and includes a performance standard that prohibits visible emissions from crossing any property line.

The project's construction and operational emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2016.3.2. For the purposes of construction emissions modeling, it was assumed that the project would comply with SCAQMD Rule 403, which must be implemented at all construction sites located in the SCAB. Based on applicant-provided information construction activities would include watering of exposed soil on-site at least three times per day.

Therefore, the following conditions were included in CalEEMod for the site preparation and grading phases of construction.

1. **Minimization of Disturbance.** Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
2. **Soil Treatment.** Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved onsite roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least three times per day, preferably in the late morning, noon, and after work is done for the day.
3. **Soil Stabilization.** Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. In addition, a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide, shall be utilized to remove bulk material from tires and vehicle undercarriages before vehicles exit the site. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.
4. **No Grading During High Winds.** Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).
5. **Street Sweeping.** Construction contractors should sweep all onsite driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

Rule 1113 Architectural Coatings

Rule 1113 was adopted in September 1977 to tackle area source emissions, specifically paint and coatings, as they constitute most area source emissions. This rule limits the volatile organic content (VOC) of architectural coatings used in the SCAQMD. Currently, SCAQMD requires architectural coatings limits VOC content to 50 g/L for both indoor and outdoor use in commercial and residential buildings. The emissions modeling also includes the use of low-VOC paint (50 g/L for non-flat coatings) as required by SCAQMD Rule 1113.

2.3 Criteria Air Pollutants

Primary criteria pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere. Primary criteria pollutants include CO, NO₂, PM₁₀ and PM_{2.5}, SO₂, and Pb. Ozone (O₃) is considered a secondary criteria pollutant because it is created by atmospheric chemical and photochemical reactions between reactive organic gases (ROG) and nitrogen oxides (NO_x). The following subsections describe the characteristics, sources, and health and atmospheric effects of critical air contaminants. Characteristics of O₃, CO, NO₂, and suspended particulate matter are described below.

Ozone

Ozone is produced by a photochemical reaction (triggered by sunlight) between (NO_x) and ROG.¹ Nitrogen oxides are formed during the combustion of fuels, while ROG are formed during combustion and evaporation of organic solvents. Because O_3 requires sunlight to form, it usually occurs in substantial concentrations between the months of April and October. Ozone is a pungent, colorless, toxic gas with direct health effects on humans including respiratory and eye irritation and possible changes in lung functions. Groups most sensitive to O_3 include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors.

Carbon Monoxide

Carbon monoxide, a colorless, odorless, poisonous gas, is a local pollutant that is found in high concentrations only near fuel combustion equipment and other sources of CO. The primary source of CO is automobile traffic. Therefore, elevated concentrations are usually only found near areas of high traffic volumes. Carbon monoxide's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, CO reduces the amount of oxygen in the blood, causing heart difficulty in people with chronic diseases, reduced lung capacity, and impaired mental abilities.

Nitrogen Dioxide

Nitrogen dioxide is a by-product of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO_2 , creating the mixture of NO and NO_2 commonly called NO_x . Nitrogen dioxide is an acute irritant. A relationship between NO_2 and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 parts per million (ppm) may occur. Nitrogen dioxide absorbs blue light, gives a reddish-brown cast to the atmosphere, and reduces visibility. It can also contribute to the formation of ozone/smog and acid rain.

Suspended Particulates

Atmospheric particulate matter is comprised of finely divided solids and liquids such as dust, soot, aerosols, fumes, and mists. Particulates of concern are PM_{10} (coarse particulate matter which measures no more than 10 microns in diameter) and $\text{PM}_{2.5}$ (fine particulate matter which measures no more than 2.5 microns in diameter). The characteristics, sources, and potential health effects associated with PM_{10} and $\text{PM}_{2.5}$ can be different. Major man-made sources of PM_{10} are agricultural operations, industrial processes, combustion of fossil fuels, construction, demolition operations, and entrainment of road dust into the atmosphere. Natural sources include windblown dust, wildfire smoke, and sea spray salt. The finer $\text{PM}_{2.5}$ particulates are generally associated with combustion processes, as well as formation in the atmosphere as a secondary pollutant through chemical reactions. Particulate matter with diameters of up to 2.5 microns is more likely to penetrate deeply into the lungs and poses a serious health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the small and fine particulate

¹ Organic compound precursors of ozone are routinely described by a number of variations of three terms: hydrocarbons (HC), organic gases (OG), and organic compounds (OC). These terms are often modified by adjectives such as total, reactive, or volatile, and result in a rather confusing array of acronyms: HC, THC (total hydrocarbons), RHC (reactive hydrocarbons), TOG (total organic gases), ROG (reactive organic gases), TOC (total organic compounds), ROC (reactive organic compounds), and VOC (volatile organic compounds). While most of these differ in some significant way from a chemical perspective, two groups are important from an air quality perspective: non-photochemically reactive in the lower atmosphere, or photochemically reactive in the lower atmosphere (HC, RHC, ROG, ROC, and VOC). SCAQMD uses the term VOC to denote organic precursors.

matter that is inhaled into the lungs remains there, which can cause permanent lung damage. These materials can damage health by interfering with the body’s mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.

2.4 Current Air Quality

The SCAQMD operates a network of air quality monitoring stations throughout the SCAB. The purpose of the monitoring stations is to measure ambient concentrations of pollutants and determine whether ambient air quality meets the California and federal standards. The monitoring station closest to the project is the Los Angeles North-Main Street monitoring station, located at 1630 North Main Street approximately 4.1 miles southeast of the project site. This station provides ozone, nitrogen dioxide, PM_{2.5}, and PM₁₀ data. Table 3 indicates the number of days that each of the federal and state standards has been exceeded at this station in each of the last three years for which data is available. The data collected at the Los Angeles North-Main Street monitoring station indicates that the federal and state eight-hour ozone standards, as well as the state worst hour ozone standard were exceeded each year from 2016 to 2018. In addition, the PM₁₀ state standard and the PM_{2.5} federal standard were both exceeded between 2016 and 2018. No other state or federal standards were exceeded at this monitoring station.

Table 3 Ambient Air Quality

Pollutant	2016	2017	2018
Ozone (ppm), highest Eight-Hour Average	0.078	0.086	0.073
Number of days of state exceedances (>0.070 ppm)	4	14	4
Number of days of federal exceedances (>0.070 ppm)	4	14	4
Ozone (ppm), Worst Hour	0.103	0.116	0.098
Number of days of state exceedances (>0.09 ppm)	2	6	2
Nitrogen Dioxide (ppm), Worst Hour	0.0647	0.0806	0.0701
Number of days of state exceedances (>0.18 ppm)	0	0	0
Particulate Matter <10 microns (µg/m ³), Worst 24 Hours	74.6	96.2	81.2
Number of days of state exceedances (>50 µg/m ³)	21	40	31
Number of days of federal exceedances (>150 µg/m ³)	0	0	0
Particulate Matter <2.5 microns (µg/m ³), Worst 24 Hours	44.3	54.9	61.4
Number of days of federal exceedances (>35 µg/m ³)	2	6	6

Source: CARB 2020

2.5 Air Quality Management Plan

Under state law, the SCAQMD is required to prepare a plan for air quality improvement for pollutants for which the District is in non-compliance. The SCAQMD updates the plan every three years. Each iteration of the SCAQMD’s Air Quality Management Plan (AQMP) is an update of the previous plan and has a 20-year horizon. The latest AQMP, the 2016 AQMP, was adopted on March 3, 2017. It incorporates new scientific data and notable regulatory actions that have occurred since adoption of the 2012 AQMP, including the approval of the new federal eight-hour ozone

standard of 0.070 ppm that was finalized in 2015. The Final 2016 AQMP addresses several state and federal planning requirements and incorporates new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and meteorological air quality models. The Southern California Association of Government's (SCAG) projections for socio-economic data (e.g., population, housing, employment by industry) and transportation activities from the 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) are integrated into the 2016 AQMP.

The 2016 AQMP builds upon the approaches taken in the 2012 AQMP for the attainment of federal PM and ozone standards and highlights the significant amount of reductions to be achieved. It emphasizes the need for interagency planning to identify additional strategies to achieve reductions within the timeframes allowed under the federal Clean Air Act, especially in the area of mobile sources. The 2016 AQMP also includes a discussion of emerging issues and opportunities, such as fugitive toxic particulate emissions, zero-emission mobile source control strategies, and the interacting dynamics among climate, energy, and air pollution. The AQMP also demonstrates strategies for attainment of the new federal eight-hour ozone standard and vehicle miles travelled (VMT) emissions offsets, pursuant to recent U.S. EPA requirements (SCAQMD 2017).

2.6 Sensitive Receptors

Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with a margin of safety, to protect public health and welfare. They are designed to protect that segment of the public most susceptible to respiratory distress, such as children under 14, the elderly over 65, people engaged in strenuous work or exercise, and people with cardiovascular and chronic respiratory diseases. Therefore, most sensitive receptors include schools, hospitals, and residences. As shown in Figure 2, the sensitive receptors nearest to the project site are the adjacent multi-family residences to the south and west. Additional single- and multi-family residences are located approximately 175 feet to the north across Santa Monica Boulevard.

3 Impact Analysis

This air quality analysis conforms to the methodologies recommended in the SCAQMD's *CEQA Air Quality Handbook* (1993) and supplemental guidance provided by the SCAQMD, including recommended thresholds for emissions associated with both construction and operation of the project (SCAQMD 2015).

3.1 Methodology

The project's construction and operational emissions were estimated using CalEEMod and project-specific information, including a project's land uses, square footages for different uses (e.g., mid-rise apartments), and location, to estimate a project's construction and operational emissions.

Construction emissions modeled include emissions generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker and vendor trips. Emissions were modeled assuming construction of an 85-unit apartment building, 1,137 square-feet of retail use, and 72 parking spaces. The architectural coating and paving phases of the construction schedule were adjusted to begin during the building construction phase because individual components of the building would realistically be painted as they are completed and paving would occur as sections of the site are completed. In addition, as detailed in Section 1, *Project Description and Impact Summary*, it was assumed that the project would comply with all applicable regulatory standards, including SCAQMD Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings), along with the other RCMs listed above.

Operational emissions modeled include mobile source emissions (i.e., vehicle emissions), energy emissions, and area source emissions. Mobile source emissions consist of emissions generated by resident trips to and from the project site. The trip generation rates for mid-rise apartments were based on average trip rates from the Institute of Transportation Engineers (ITE) 10th edition of the Trip Generation Manual. Emissions attributed to energy use include emissions from natural gas consumption for space and water heating as well as electricity for lighting. Area source emissions are generated by landscape maintenance equipment, consumer products, and architectural coatings. Given that the project site is currently developed with a commercial (retail) building, an industrial warehouse, and a single-family residence, this analysis deducts operational emissions from existing on-site uses to calculate the net new air pollutant emissions associated with the proposed project.

3.2 Significance Thresholds

To determine whether a project would result in a significant impact to air quality, Appendix G of the CEQA Guidelines requires consideration of whether a project would:

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

Regional Significance Thresholds

The SCAQMD recommends quantitative regional significance thresholds for temporary construction activities and long-term project operation in the SCAB, shown in Table 4.

Table 4 SCAQMD Regional Significance Thresholds

Construction Thresholds	Operational Thresholds
75 pounds per day of ROG	55 pounds per day of ROG
100 pounds per day of NO _x	55 pounds per day of NO _x
550 pounds per day of CO	550 pounds per day of CO
150 pounds per day of SO _x	150 pounds per day of SO _x
150 pounds per day of PM ₁₀	150 pounds per day of PM ₁₀
55 pounds per day of PM _{2.5}	55 pounds per day of PM _{2.5}

Source: SCAQMD 2015

Localized Significance Thresholds

In addition to the above regional thresholds, the SCAQMD has developed LSTs in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the *CEQA Air Quality Handbook* (1993). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for NO_x, CO, PM₁₀, and PM_{2.5}. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), distance to the sensitive receptor, and project size. LSTs have been developed for emissions within construction areas up to five acres in size. However, LSTs only apply to emissions in a fixed stationary location and are not applicable to mobile sources, such as cars on a roadway (SCAQMD 2008). As such, LSTs are typically applied only to construction emissions because most operational emissions are associated with project-generated vehicle trips.

The project site is in source receptor area 1 (SRA 1), Central Los Angeles County, and is 0.43-acre in size (SCAQMD 2008). The SCAQMD provides LSTs for one-, two-, and five-acre project sites for receptors at a distance of 82 to 1,640 feet (25 to 500 meters) from the project site boundary. The project site is less than one acre; accordingly, this analysis uses LSTs for construction on a site that is one acre. As described under *Sensitive Receptors*, the nearest sensitive receptors are adjacent multi-family residences to the south and west of the project site. Therefore, the distance from the project site boundaries to the nearest sensitive receptor is less than 82 feet (25 meters). According to the SCAQMD's *Final Localized Significance Threshold Methodology* (2008), projects with boundaries located closer than 82 feet from the nearest receptor should use the LSTs for receptors located at 82 feet. Consequently, for the purpose of this analysis, it is assumed that the nearest receptor is located at 82 feet. **Error! Not a valid bookmark self-reference.** shows the LSTs for construction on a one-acre site with sensitive receptors located 82 feet away.

Table 5 SCAQMD LSTs for Construction (SRA 1)

Pollutant	Allowable Emissions for a 1-Acre Site in SRA 1 for a Receptor 82 Feet Away (lbs/day)
Gradual conversion of NO _x to NO ₂	74
CO	680
PM ₁₀	5
PM _{2.5}	3

Source: SCAQMD 2009

3.3 Impact Analysis

CEQA Appendix G Air Quality Threshold 1

Conflict with or obstruct implementation of the applicable air quality plan (*Less Than Significant*).

A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The 2016 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local city general plans and the SCAG’s 2016 RTP/SCS socioeconomic forecast projections of regional population, housing, and employment growth.

The project would involve demolishing a single-family residence for the construction of an 85-unit mixed-use apartment building, consisting of five four-bedroom units, two two-bedroom with mezzanine units, eight one-bedroom with mezzanine units, 48 one-bedroom units, six studio with mezzanine units, and 16 studio units. According to the California Department of Finance (DOF), the City of Los Angeles has an average household rate of 2.78 persons per household. Based on this average, development of the proposed project would increase the existing population by approximately 236 residents (2.78 persons per unit x 85 units = 236 people), or a net increase of 233 residents when compared to the estimated on-site population of three residents² (DOF 2020). It is likely that some residents of the proposed project would relocate from within the city of Los Angeles, resulting in less direct population growth than what is accounted for here. Nonetheless, based on the City’s estimated 2020 population of 4,010,684, and conservatively assuming that all project residents would be new to the City, the net growth of 233 persons would increase the City’s population to about 4,010,917 residents (DOF 2020). According to the 2016 RTP/SCS, SCAG forecasts that the City’s population will increase to 4,609,400 by 2040 — an increase of 569,321 persons relative to the 2020 population (SCAG 2016). As such, the project would contribute less than 0.05 percent to the City’s projected population growth. Therefore, the population growth associated with the project was accounted for in SCAG’s long-term forecasts, and the project would not cause the City to exceed official regional population projections.

According to the DOF, the City of Los Angeles has an existing housing stock of 1,517,755 units. Based on the 2016 RTP/SCS, SCAG forecasts an increase to 1,690,300 units by 2040 (SCAG 2016). The project would increase the existing housing stock by 85 residential units, or a net increase of 84 residential units, representing less than 0.05 percent of the projected increase of approximately

² Based on an average household rate of 2.78 persons and the on-site single-family residence, an estimated three people currently reside on the project site.

172,545 units. Because this housing increase would be within SCAG's projected growth through 2040 for the City of Los Angeles, housing growth generated by the project would be consistent with the AQMP. As a result, the project would not conflict with the 2016 AQMP and impacts would be less than significant.

CEQA Appendix G Air Quality Threshold 2

Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (*Less Than Significant*).

The following analysis evaluates air pollutant emissions generated by project construction and operation in consideration of the regional significance thresholds established by SCAQMD in the *CEQA Air Quality Handbook* as well as the SCAQMD LSTs.

Construction Impacts

Table 6 summarizes the estimated maximum daily emissions (lbs) of pollutants associated with construction of the proposed project. As shown, ROG, NO_x, CO, SO₂, PM₁₀, and PM_{2.5} emissions would not exceed SCAQMD regional thresholds or LSTs. Because the project would not generate emissions exceeding SCAQMD's regional construction thresholds or LSTs, project construction would not contribute substantially to an existing or projected air quality violation.

Table 6 Project Construction Emissions

	Maximum Emissions (lbs/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Emissions (lbs/day)	27.8	57.9	20.5	0.2	7.3	2.4
SCAQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Maximum On-Site Emissions	25.8	8.0	7.6	< 0.1	0.8	0.6
SCAQMD Localized Significance Thresholds (LSTs)	N/A	74	680	N/A	5	3
Threshold Exceeded?	N/A	No	No	N/A	No	No

Notes: All emissions modeling was completed using CalEEMod. See Appendix A for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from "mitigated" results, which account for compliance with regulations and project design features. Emissions presented are the highest of the winter and summer modeled emissions. Maximum on-site emissions are the highest emissions that would occur on the project site from on-site sources such as heavy construction equipment and architectural coatings and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips.

Operational Impacts

The project would involve a mixed-use apartment building, consisting of 85 residential units, 1,137 square-feet of retail use, and associated parking. Table 7 summarizes the project's operational emissions by emission source. As shown, the emissions generated by operation of the proposed project would not exceed SCAQMD regional thresholds for any criteria pollutant. Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant or contribute substantially to an existing or projected air quality violation.

Table 7 Project Operational Emissions

Emission Source	Maximum Daily Emissions (lbs/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	1.9	0.1	7.0	< 0.1	< 0.1	< 0.1
Energy	< 0.1	0.2	<0.1	< 0.1	< 0.1	< 0.1
Mobile	1.0	5.2	13.8	0.1	4.3	1.2
Project Emissions	2.9	5.5	20.9	0.1	4.4	1.2
Existing Emissions	0.8	1.8	4.5	< 0.1	1.2	0.4
Net Emissions (Project – Existing)	2.1	3.7	16.4	< 0.1	3.2	0.8
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Notes: All emissions modeling was completed using CalEEMod. See Appendix A for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from CalEEMod’s “mitigated” results which is a term of art for the modeling output and is not equivalent to mitigation measures that may apply to the CEQA impact analysis. The CalEEMod “mitigated” results include compliance with regulations and project design features that will be included in the project. Emissions presented are the highest of the winter and summer modeled emissions.

CEQA Appendix G Air Quality Threshold 3

Expose sensitive receptors to substantial pollutant concentrations (*Less Than Significant*).

CEQA Appendix G Air Quality Threshold 4

Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people (*No Impact*).

Localized Carbon Monoxide Hotspot Impact

A carbon monoxide (CO) hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal one-hour standard of 35.0 parts per million (ppm) or the federal and state eight-hour standard of 9.0 ppm (CARB 2016).

The entire SCAB is in conformance with state and federal CO standards and most air quality monitoring stations no longer report CO levels. No stations in the vicinity of the project site have monitored CO in the last four years. In 2012, the West Los Angeles-VA Hospital, located off Dowlen Drive on the West Los Angeles Veterans Affairs Campus (approximately 9.5 miles southwest of the project site), detected an eight-hour maximum CO concentration of 1.2 ppm, which is substantially below the state and federal standard of 9.0 ppm (CARB 2020). As shown in Table 7, area, energy, and mobile emissions sources of operational pollutants would generate combined maximum daily CO emissions of approximately 21 pounds, or a net increase of approximately 16 pounds compared to existing operational emissions, which is well below the SCAQMD regional threshold of 550 pounds. Based on the low background level of CO in the project area, ever-improving vehicle emissions standards for new cars in accordance with state and federal regulations, and the project’s low level of operational CO emissions, the project would not create new hotspots or contribute

substantially to existing hotspots. Therefore, impacts related to substantial pollutant concentrations would be less than significant.

Objectionable Odor Impact

The project would generate oil or diesel fuel odors during construction from equipment as well as odors related to asphalt paving. However, these odors would be temporary as they would be limited to the construction period. With respect to odors generated by project operation, the SCAQMD's *CEQA Air Quality Handbook* (1993) identifies land uses associated with odor complaints to be agricultural uses, wastewater treatment plants, chemical and food processing plants, composting, refineries, landfills, dairies, and fiberglass molding. Residential uses are not identified on this list. In addition, the proposed project would be required to comply with SCAQMD Rule 402, which prohibits the discharge of air contaminants that would cause injury, detriment, nuisance, or annoyance to the public. Therefore, the proposed project would not generate objectionable odors affecting a substantial number of people.

4 Conclusions and Recommendations

As determined in Section 3, *Impact Analysis*, neither construction nor operation of the project would result in significant air quality impacts. Population growth associated with the proposed project would be within SCAG regional growth projections; therefore, the project would be consistent with the AQMP. With compliance with all regulatory compliance measures listed below, project construction and operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment (i.e., ozone, PM₁₀, PM_{2.5}, and lead) and would not expose sensitive receptors to substantial pollutant concentrations from CO hotspots. In addition, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Therefore, air quality impacts would not represent an exception to the applicability of the Class 32 CE. The project would be required to comply with the RCMs shown below.

Regulatory Compliance Measures

RCM-1 Odors: Compliance with Provisions of SCAQMD Rule 402

The project shall comply with the following provision of SCAQMD Rule 402: a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

RCM-2 Demolition, Grading, and Construction Activities: Compliance with provisions of SCAQMD Rule 403.

The project shall comply with all applicable standards of the Southern California Air Quality Management District (SCAQMD), including the following provisions of Rule 403:

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

RCM-3 Architectural Coatings: Compliance with SCAQMD Rule 1113

The project shall comply with SCAQMD Rule 1113 limiting the volatile organic compound (VOC) content of architectural coatings.

RCM-4 Engine Idling

In accordance with Section 2485 of Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

RCM-5 Emission Standards

In accordance with Section 93115 of Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

5 References

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Appendix A

Air Quality Modeling Results

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

1033 North New Hampshire Avenue Mixed-Use Project
South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	72.00	Space	0.00	28,800.00	0
Apartments Mid Rise	85.00	Dwelling Unit	0.43	75,582.00	243
Strip Mall	1.14	1000sqft	0.00	1,137.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	11			Operational Year	2022

Utility Company Los Angeles Department of Water & Power

CO2 Intensity (lb/MW/hr)	522.51	CH4 Intensity (lb/MW/hr)	0.012	N2O Intensity (lb/MW/hr)	0.003
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1.3 User Entered Comments & Non-Default Data

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

Project Characteristics - Adjusted for 2030 RPS

Land Use - Based on project information

Construction Phase - Extended grading to account for paving and architectural coating to overlap with building construction

Off-road Equipment -

Off-road Equipment - per project details

Off-road Equipment - per project details

Off-road Equipment - per project details

Off-road Equipment - per project details

Off-road Equipment - per project details

Trips and VMT -

Demolition - Based on project information provided by Canfield Development, Inc.

Grading - based on project information provided by Canfield Development, Inc.

Architectural Coating - Compliance with SCAQMD Rule 1113

Vehicle Trips -

Road Dust -

Woodstoves - Based on project information provided by Canfield Development, Inc.

Consumer Products -

Area Coating - Compliance with SCAQMD Rule 1113

Energy Use - 30% reduction for 2019 Standards (non-residential land uses)

Water And Wastewater - No septic systems. 20% reduction for 2016 CalGreen (Indoor Water Use)

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

tb)ArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tb)AreaCoating	Area_EF_Nonresidential_Exterior	100	50
tb)AreaCoating	Area_EF_Nonresidential_Interior	100	50
tb)AreaMitigation	UseLowVOCPaintParkingCheck	False	True
tb)ConstructionPhase	NumDays	2.00	21.00
tb)ConstructionPhase	NumDays	5.00	19.00
tb)ConstructionPhase	NumDays	5.00	19.00
tb)ConstructionPhase	NumDaysWeek	5.00	6.00
tb)ConstructionPhase	NumDaysWeek	5.00	6.00
tb)ConstructionPhase	NumDaysWeek	5.00	6.00
tb)ConstructionPhase	NumDaysWeek	5.00	6.00
tb)ConstructionPhase	NumDaysWeek	5.00	6.00
tb)ConstructionPhase	NumDaysWeek	5.00	6.00
tb)ConstructionPhase	NumDaysWeek	5.00	6.00
tb)EnergyUse	T24E	3.92	2.70
tb)EnergyUse	T24E	4.01	2.80
tb)EnergyUse	T24NG	1.15	0.81
tb)Fireplaces	FireplaceDayYear	25.00	0.00
tb)Fireplaces	FireplaceHourDay	3.00	0.00
tb)Fireplaces	FireplaceWoodMass	1,019.20	0.00
tb)Fireplaces	NumberGas	72.25	0.00
tb)Fireplaces	NumberNoFireplace	8.50	0.00
tb)Fireplaces	NumberWood	4.25	0.00
tb)Grading	MaterialExported	0.00	16,200.00
tb)LandUse	LandUseSquareFeet	85,000.00	75,582.00
tb)LandUse	LandUseSquareFeet	1,140.00	1,137.00
tb)LandUse	LotAcreage	0.65	0.00
tb)LandUse	LotAcreage	2.24	0.43

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

tblLandUse	LotAcreage	0.03	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.012
tblProjectCharacteristics	CO2IntensityFactor	1227.89	522.51
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	IndoorWaterUseRate	5,538,092.18	4,430,473.74
tblWater	IndoorWaterUseRate	84,442.67	67,554.14
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	4.25	0.00
tblWoodstoves	NumberNoncatalytic	4.25	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

2.2 Overall Operational
Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	1.8752	0.0810	7.0276	3.7000e-004		0.0388	0.0388	0.0388	0.0388	0.0388	0.0000	12.6430	12.6430	0.0122	0.0000	12.9486
Energy	0.0232	0.1982	0.0845	1.2600e-003		0.0160	0.0160	0.0160	0.0160	0.0160		252.9953	252.9953	4.8500e-003	4.6400e-003	254.4988
Mobile	1.0411	5.1203	13.8290	0.0519	4.3096	0.0399	4.3495	1.1530	0.0372	1.1901		5,282.9489	5,282.9489	0.2440		5,289.0498
Total	2.9374	5.3996	20.9411	0.0535	4.3096	0.0947	4.4043	1.1530	0.0920	1.2450	0.0000	5,548.5872	5,548.5872	0.2611	4.6400e-003	5,556.4971

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	1.8752	0.0810	7.0276	3.7000e-004		0.0388	0.0388	0.0388	0.0388	0.0388	0.0000	12.6430	12.6430	0.0122	0.0000	12.9486
Energy	0.0232	0.1982	0.0845	1.2600e-003		0.0160	0.0160	0.0160	0.0160	0.0160		252.9953	252.9953	4.8500e-003	4.6400e-003	254.4988
Mobile	1.0390	5.1068	13.7734	0.0517	4.2893	0.0397	4.3289	1.1475	0.0370	1.1845		5,259.4323	5,259.4323	0.2431		5,265.5093
Total	2.9374	5.3860	20.8855	0.0533	4.2893	0.0945	4.3838	1.1475	0.0919	1.2394	0.0000	5,525.0706	5,525.0706	0.2602	4.6400e-003	5,532.9567

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.07	0.25	0.27	0.43	0.47	0.18	0.47	0.47	0.17	0.45	0.00	0.42	0.42	0.36	0.00	0.42

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/4/2021	1/14/2021	6	10	
2	Site Preparation	Site Preparation	1/15/2021	1/15/2021	6	1	
3	Grading	Grading	1/16/2021	2/9/2021	6	21	
4	Building Construction	Building Construction	2/10/2021	6/5/2021	6	100	
5	Paving	Paving	5/21/2021	6/11/2021	6	19	
6	Architectural Coating	Architectural Coating	5/21/2021	6/11/2021	6	19	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 153,054; Residential Outdoor: 51,018; Non-Residential Indoor: 1,706; Non-Residential Outdoor: 569; Striped Parking Area: 1,728 (Architectural Coating – sqft)

OffRoad Equipment

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37

Trips and VMT

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	35.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	2,025.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	2,025.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	74.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.7547	0.0000	0.7547	0.1143	0.0000	0.1143			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120	0.4073	0.4073	0.4073	0.3886	0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	0.7965	7.2530	7.5691	0.0120	0.7547	0.4073	1.1620	0.1143	0.3886	0.5029		1,147.4338	1,147.4338	0.2138		1,152.7797

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

3.2 Demolition - 2021

Unmitigated Construction Off-Site

Category	lb/day										lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0286	0.9075	0.2005	2.6800e-003	0.0611	2.8300e-003	0.0640	0.0168	2.7100e-003	0.0195		291.6423	291.6423	0.0206		292.1561
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0419	0.0273	0.3755	1.1100e-003	0.1118	8.3000e-004	0.1126	0.0296	7.6000e-004	0.0304		110.6898	110.6898	2.9800e-003		110.7644
Total	0.0685	0.9348	0.5759	3.7900e-003	0.1729	3.6600e-003	0.1766	0.0464	3.4700e-003	0.0499		402.3321	402.3321	0.0235		402.9205

Mitigated Construction On-Site

Category	lb/day										lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.3396	0.0000	0.3396	0.0514	0.0000	0.0514			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073	0.3886	0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	0.7965	7.2530	7.5691	0.0120	0.3396	0.4073	0.7470	0.0514	0.3886	0.4400	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

3.2 Demolition - 2021

Mitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0286	0.9075	0.2005	2.6800e-003	0.0611	2.8300e-003	0.0640	0.0168	2.7100e-003	0.0195		291.6423	291.6423	0.0206		292.1561
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0419	0.0273	0.3755	1.1100e-003	0.1118	8.3000e-004	0.1126	0.0296	7.6000e-004	0.0304		110.6898	110.6898	2.9800e-003		110.7644
Total	0.0685	0.9348	0.5759	3.7900e-003	0.1729	3.6600e-003	0.1766	0.0464	3.4700e-003	0.0499		402.3321	402.3321	0.0235		402.9205

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003		0.2995	0.2995	0.2755	0.2755	0.2755		942.5842	942.5842	0.3049		950.2055
Total	0.6403	7.8204	4.0274	9.7300e-003	0.5303	0.2995	0.8297	0.0573	0.2755	0.3328		942.5842	942.5842	0.3049		950.2055

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

3.3 Site Preparation - 2021
Unmitigated Construction Off-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0209	0.0137	0.1877	5.6000e-004	0.0559	4.1000e-004	0.0563	0.0148	3.8000e-004	0.0152	55.3449	55.3449	55.3449	1.4900e-003		55.3822	
Total	0.0209	0.0137	0.1877	5.6000e-004	0.0559	4.1000e-004	0.0563	0.0148	3.8000e-004	0.0152	55.3449	55.3449	55.3449	1.4900e-003		55.3822	

Mitigated Construction On-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Fugitive Dust					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000	
Off-Road	0.6403	7.8204	4.0274	9.7300e-003	0.2995	0.2995	0.2995	0.2755	0.2755	0.2755	0.0000	942.5842	942.5842	0.3049		950.2055	
Total	0.6403	7.8204	4.0274	9.7300e-003	0.2386	0.2995	0.5381	0.0258	0.2755	0.3013	0.0000	942.5842	942.5842	0.3049		950.2055	

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0209	0.0137	0.1877	5.6000e-004	0.0559	4.1000e-004	0.0563	0.0148	3.8000e-004	0.0152	55.3449	55.3449	55.3449	1.4900e-003		55.3822	
Total	0.0209	0.0137	0.1877	5.6000e-004	0.0559	4.1000e-004	0.0563	0.0148	3.8000e-004	0.0152	55.3449	55.3449	55.3449	1.4900e-003		55.3822	

3.4 Grading - 2021

Unmitigated Construction On-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Fugitive Dust					0.8400	0.0000	0.8400	0.4270	0.0000	0.4270			0.0000			0.0000	
Off-Road	0.7965	7.2530	7.5691	0.0120	0.4073	0.4073	0.4073	0.3886		0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797	
Total	0.7965	7.2530	7.5691	0.0120	0.8400	0.4073	1.2473	0.4270	0.3886	0.8156		1,147.4338	1,147.4338	0.2138		1,152.7797	

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

3.4 Grading - 2021

Unmitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	1.4657	50.0043	11.0456	0.1479	5.9182	0.1559	6.0741	1.5489	0.1491	1.6980		16,070.0829	16,070.0829	1.1326		16,098.3967
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0837	0.0546	0.7509	2.2200e-003	0.4179	1.6500e-003	0.4196	0.1070	1.5200e-003	0.1085		221.3797	221.3797	5.9700e-003		221.5288
Total	1.5494	50.0589	11.7966	0.1502	6.3361	0.1575	6.4937	1.6558	0.1507	1.8065		16,291.4626	16,291.4626	1.1385		16,319.9256

Mitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.3780	0.0000	0.3780	0.1922	0.0000	0.1922			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120	0.4073	0.4073	0.4073	0.3886	0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	0.7965	7.2530	7.5691	0.0120	0.3780	0.4073	0.7853	0.1922	0.3886	0.5808	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

3.4 Grading - 2021

Mitigated Construction Off-Site

Category	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	1.4657	50.0043	11.0456	0.1479	5.9182	0.1559	6.0741	1.5489	0.1491	1.6980		16,070.0829	16,070.0829	1.1326		16,098.3967
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0837	0.0546	0.7509	2.2200e-003	0.4179	1.6500e-003	0.4196	0.1070	1.5200e-003	0.1085		221.3797	221.3797	5.9700e-003		221.5288
Total	1.5494	50.0589	11.7966	0.1502	6.3361	0.1575	6.4937	1.6558	0.1507	1.8065		16,291.4626	16,291.4626	1.1385		16,319.9256

3.5 Building Construction - 2021

Unmitigated Construction On-Site

Category	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

3.5 Building Construction - 2021
Unmitigated Construction Off-Site

Category	lb/day											lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000
Vendor	0.0394	1.3407	0.3256	3.5400e-003	0.0896	2.7400e-003	0.0923	0.0258	2.6200e-003	0.0284	379.0413	379.0413	379.0413	0.0234			379.6272
Worker	0.3097	0.2020	2.7785	8.2200e-003	0.8272	6.1200e-003	0.8333	0.2194	5.6400e-003	0.2250	819.1047	819.1047	819.1047	0.0221			819.6567
Total	0.3491	1.5427	3.1040	0.0118	0.9167	8.8600e-003	0.9256	0.2452	8.2600e-003	0.2534	1,198.1460	1,198.1460	1,198.1460	0.0455			1,199.2839

Mitigated Construction On-Site

Category	lb/day											lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568			1,112.1358
Total	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568			1,112.1358

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

3.5 Building Construction - 2021

Mitigated Construction Off-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0394	1.3407	0.3256	3.5400e-003	0.0896	2.7400e-003	0.0923	0.0258	2.6200e-003	0.0284	379.0413	379.0413	379.0413	0.0234		379.6272	
Worker	0.3097	0.2020	2.7785	8.2200e-003	0.8272	6.1200e-003	0.8333	0.2194	5.6400e-003	0.2250	819.1047	819.1047	819.1047	0.0221		819.6567	
Total	0.3491	1.5427	3.1040	0.0118	0.9167	8.8600e-003	0.9256	0.2452	8.2600e-003	0.2534	1,198.1460	1,198.1460	1,198.1460	0.0455		1,199.2839	

3.6 Paving - 2021

Unmitigated Construction On-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534	0.3286	0.3286	0.3286	1,035.3425	1,035.3425	1,035.3425	0.3016		1,042.8818	
Paving	0.0000					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000	
Total	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534	0.3286	0.3286	0.3286	1,035.3425	1,035.3425	1,035.3425	0.3016		1,042.8818	

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

3.6 Paving - 2021

Unmitigated Construction Off-Site

Category	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0753	0.0491	0.6758	2.0000e-003	0.2012	1.4900e-003	0.2027	0.0534	1.3700e-003	0.0547	199.2417	199.2417	199.2417	5.3700e-003		199.3759
Total	0.0753	0.0491	0.6758	2.0000e-003	0.2012	1.4900e-003	0.2027	0.0534	1.3700e-003	0.0547	199.2417	199.2417	199.2417	5.3700e-003		199.3759

Mitigated Construction On-Site

Category	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534	0.3286	0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534	0.3286	0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

3.6 Paving - 2021

Mitigated Construction Off-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0753	0.0491	0.6758	2.0000e-003	0.2012	1.4900e-003	0.2027	0.0534	1.3700e-003	0.0547	199.2417	199.2417	199.2417	5.3700e-003		199.3759	
Total	0.0753	0.0491	0.6758	2.0000e-003	0.2012	1.4900e-003	0.2027	0.0534	1.3700e-003	0.0547	199.2417	199.2417	199.2417	5.3700e-003		199.3759	

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Archit. Coating	25.5904					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941	0.0941	0.0941	0.0941	281.4481	281.4481	281.4481	0.0193		281.9309	
Total	25.8093	1.5268	1.8176	2.9700e-003		0.0941	0.0941	0.0941	0.0941	0.0941	281.4481	281.4481	281.4481	0.0193		281.9309	

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

3.7 Architectural Coating - 2021
Unmitigated Construction Off-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0628	0.0410	0.5632	1.6700e-003	0.1677	1.2400e-003	0.1689	0.0445	1.1400e-003	0.0456	166.0347	166.0347	166.0347	4.4800e-003		166.1466	
Total	0.0628	0.0410	0.5632	1.6700e-003	0.1677	1.2400e-003	0.1689	0.0445	1.1400e-003	0.0456	166.0347	166.0347	166.0347	4.4800e-003		166.1466	

Mitigated Construction On-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Archit. Coating	25.5904					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941	0.0941	0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309	
Total	25.8093	1.5268	1.8176	2.9700e-003		0.0941	0.0941	0.0941	0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309	

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

Category	lb/day										lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0628	0.0410	0.5632	1.6700e-003	0.1677	1.2400e-003	0.1689	0.0445	1.1400e-003	0.0456	166.0347	166.0347	166.0347	4.4800e-003		166.1466
Total	0.0628	0.0410	0.5632	1.6700e-003	0.1677	1.2400e-003	0.1689	0.0445	1.1400e-003	0.0456	166.0347	166.0347	166.0347	4.4800e-003		166.1466

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Integrate Below Market Rate Housing

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Mitigated	1.0390	5.1068	13.7734	0.0517	4.2893	0.0397	4.3289	1.1475	0.0370	1.1845		5,259.4323	5,259.4323	0.2431		5,265.5093
Unmitigated	1.0411	5.1203	13.8290	0.0519	4.3096	0.0399	4.3495	1.1530	0.0372	1.1901		5,282.9489	5,282.9489	0.2440		5,289.0498

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT		
Apartments Mid Rise	565.25	543.15	498.10	1,887,976	1,879,065		
Enclosed Parking with Elevator	0.00	0.00	0.00				
Strip Mall	50.52	47.93	23.29	88,019	87,604		
Total	615.77	591.08	521.39	1,975,996	1,966,669		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diversified	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896
Enclosed Parking with Elevator	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896
Strip Mall	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Natural Gas Mitigated	0.0232	0.1982	0.0845	1.2600e-003		0.0160	0.0160		0.0160	0.0160		252.9953	252.9953	4.8500e-003	4.6400e-003	254.4988
Natural Gas Unmitigated	0.0232	0.1982	0.0845	1.2600e-003		0.0160	0.0160		0.0160	0.0160		252.9953	252.9953	4.8500e-003	4.6400e-003	254.4988

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																	
Apartment's Mid Rise	2146.41	0.0232	0.1978	0.0842	1.2600e-003	0.0160	0.0160	0.0160	0.0160	0.0160	0.0160	252.5189	252.5189	252.5189	4.8400e-003	4.6300e-003	254.0195
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	4.04959	4.0000e-005	4.0000e-004	3.3000e-004	0.0000	3.0000e-005	3.0000e-005	3.0000e-005	3.0000e-005	3.0000e-005	3.0000e-005	0.4764	0.4764	0.4764	1.0000e-005	1.0000e-005	0.4793
Total		0.0232	0.1982	0.0845	1.2600e-003		0.0160	0.0160		0.0160	0.0160	252.9953	252.9953	252.9953	4.8500e-003	4.6400e-003	254.4988

Mitigated

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																	
Apartment's Mid Rise	2.14641	0.0232	0.1978	0.0842	1.2600e-003	0.0160	0.0160	0.0160	0.0160	0.0160	0.0160	252.5189	252.5189	252.5189	4.8400e-003	4.6300e-003	254.0195
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.00404959	4.0000e-005	4.0000e-004	3.3000e-004	0.0000	3.0000e-005	3.0000e-005	3.0000e-005	3.0000e-005	3.0000e-005	3.0000e-005	0.4764	0.4764	0.4764	1.0000e-005	1.0000e-005	0.4793
Total		0.0232	0.1982	0.0845	1.2600e-003		0.0160	0.0160		0.0160	0.0160	252.9953	252.9953	252.9953	4.8500e-003	4.6400e-003	254.4988

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior

Category	lb/day											CO2e				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2		NBio- CO2	Total CO2	CH4	N2O
Mitigated	1.8752	0.0810	7.0276	3.7000e-004		0.0388	0.0388		0.0388	0.0388	0.0000	12.6430	12.6430	0.0122	0.0000	12.9486
Unmitigated	1.8752	0.0810	7.0276	3.7000e-004		0.0388	0.0388		0.0388	0.0388	0.0000	12.6430	12.6430	0.0122	0.0000	12.9486

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

6.2 Area by SubCategory

Unmitigated

SubCategory	lb/day										lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.1332					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5292					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2127	0.0810	7.0276	3.7000e-004		0.0388	0.0388	0.0388	0.0388	0.0388		12.6430	12.6430	0.0122		12.9486
Total	1.8752	0.0810	7.0276	3.7000e-004		0.0388	0.0388	0.0388	0.0388	0.0388	0.0000	12.6430	12.6430	0.0122	0.0000	12.9486

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

6.2 Area by SubCategory

Mitigated

SubCategory	lb/day										lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.1332					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5292					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2127	0.0810	7.0276	3.7000e-004		0.0388	0.0388	0.0388	0.0388	0.0388		12.6430	12.6430	0.0122		12.9486
Total	1.8752	0.0810	7.0276	3.7000e-004		0.0388	0.0388	0.0388	0.0388	0.0388	0.0000	12.6430	12.6430	0.0122	0.0000	12.9486

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Summer

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

1033 North New Hampshire Avenue Mixed-Use Project
South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	72.00	Space	0.00	28,800.00	0
Apartments Mid Rise	85.00	Dwelling Unit	0.43	75,582.00	243
Strip Mall	1.14	1000sqft	0.00	1,137.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	11			Operational Year	2022

Utility Company Los Angeles Department of Water & Power

CO2 Intensity (lb/MW/hr)	522.51	CH4 Intensity (lb/MW/hr)	0.012	N2O Intensity (lb/MW/hr)	0.003
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1.3 User Entered Comments & Non-Default Data

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

Project Characteristics - Adjusted for 2030 RPS

Land Use - Based on project information

Construction Phase - Extended grading to account for paving and architectural coating to overlap with building construction

Off-road Equipment -

Off-road Equipment - per project details

Off-road Equipment - per project details

Off-road Equipment - per project details

Off-road Equipment - per project details

Off-road Equipment - per project details

Trips and VMT -

Demolition - Based on project information provided by Canfield Development, Inc.

Grading - based on project information provided by Canfield Development, Inc.

Architectural Coating - Compliance with SCAQMD Rule 1113

Vehicle Trips -

Road Dust -

Woodstoves - Based on project information provided by Canfield Development, Inc.

Consumer Products -

Area Coating - Compliance with SCAQMD Rule 1113

Energy Use - 30% reduction for 2019 Standards (non-residential land uses)

Water And Wastewater - No septic systems. 20% reduction for 2016 CalGreen (Indoor Water Use)

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

tb)ArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tb)AreaCoating	Area_EF_Nonresidential_Exterior	100	50
tb)AreaCoating	Area_EF_Nonresidential_Interior	100	50
tb)AreaMitigation	UseLowVOCPaintParkingCheck	False	True
tb)ConstructionPhase	NumDays	2.00	21.00
tb)ConstructionPhase	NumDays	5.00	19.00
tb)ConstructionPhase	NumDays	5.00	19.00
tb)ConstructionPhase	NumDaysWeek	5.00	6.00
tb)ConstructionPhase	NumDaysWeek	5.00	6.00
tb)ConstructionPhase	NumDaysWeek	5.00	6.00
tb)ConstructionPhase	NumDaysWeek	5.00	6.00
tb)ConstructionPhase	NumDaysWeek	5.00	6.00
tb)ConstructionPhase	NumDaysWeek	5.00	6.00
tb)ConstructionPhase	NumDaysWeek	5.00	6.00
tb)EnergyUse	T24E	3.92	2.70
tb)EnergyUse	T24E	4.01	2.80
tb)EnergyUse	T24NG	1.15	0.81
tb)Fireplaces	FireplaceDayYear	25.00	0.00
tb)Fireplaces	FireplaceHourDay	3.00	0.00
tb)Fireplaces	FireplaceWoodMass	1,019.20	0.00
tb)Fireplaces	NumberGas	72.25	0.00
tb)Fireplaces	NumberNoFireplace	8.50	0.00
tb)Fireplaces	NumberWood	4.25	0.00
tb)Grading	MaterialExported	0.00	16,200.00
tb)LandUse	LandUseSquareFeet	85,000.00	75,582.00
tb)LandUse	LandUseSquareFeet	1,140.00	1,137.00
tb)LandUse	LotAcreage	0.65	0.00
tb)LandUse	LotAcreage	2.24	0.43

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

tblLandUse	LotAcreage	0.03	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.012
tblProjectCharacteristics	CO2IntensityFactor	1227.89	522.51
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	IndoorWaterUseRate	5,538,092.18	4,430,473.74
tblWater	IndoorWaterUseRate	84,442.67	67,554.14
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	4.25	0.00
tblWoodstoves	NumberNoncatalytic	4.25	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

2.2 Overall Operational
Unmitigated Operational

lb/day																
Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	1.8752	0.0810	7.0276	3.7000e-004		0.0388	0.0388	0.0388	0.0388	0.0388	0.0000	12.6430	12.6430	0.0122	0.0000	12.9486
Energy	0.0232	0.1982	0.0845	1.2600e-003		0.0160	0.0160	0.0160	0.0160	0.0160		252.9953	252.9953	4.8500e-003	4.6400e-003	254.4988
Mobile	0.9971	5.2287	12.9999	0.0492	4.3096	0.0401	4.3497	1.1530	0.0374	1.1903		5,014.4033	5,014.4033	0.2437		5,020.4962
Total	2.8975	5.5080	20.1120	0.0509	4.3096	0.0949	4.4045	1.1530	0.0922	1.2452	0.0000	5,280.0416	5,280.0416	0.2608	4.6400e-003	5,287.9435

Mitigated Operational

lb/day																
Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	1.8752	0.0810	7.0276	3.7000e-004		0.0388	0.0388	0.0388	0.0388	0.0388	0.0000	12.6430	12.6430	0.0122	0.0000	12.9486
Energy	0.0232	0.1982	0.0845	1.2600e-003		0.0160	0.0160	0.0160	0.0160	0.0160		252.9953	252.9953	4.8500e-003	4.6400e-003	254.4988
Mobile	0.9971	5.2144	12.9502	0.0490	4.2893	0.0399	4.3292	1.1475	0.0372	1.1847		4,992.0213	4,992.0213	0.2428		4,998.0911
Total	2.8955	5.4936	20.0623	0.0507	4.2893	0.0947	4.3840	1.1475	0.0921	1.2396	0.0000	5,257.6596	5,257.6596	0.2599	4.6400e-003	5,265.5384

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.07	0.26	0.25	0.43	0.47	0.18	0.47	0.47	0.17	0.45	0.00	0.42	0.42	0.36	0.00	0.42

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/4/2021	1/14/2021	6	10	
2	Site Preparation	Site Preparation	1/15/2021	1/15/2021	6	1	
3	Grading	Grading	1/16/2021	2/9/2021	6	21	
4	Building Construction	Building Construction	2/10/2021	6/5/2021	6	100	
5	Paving	Paving	5/21/2021	6/11/2021	6	19	
6	Architectural Coating	Architectural Coating	5/21/2021	6/11/2021	6	19	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 153,054; Residential Outdoor: 51,018; Non-Residential Indoor: 1,706; Non-Residential Outdoor: 569; Striped Parking Area: 1,728 (Architectural Coating – sqft)

OffRoad Equipment

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37

Trips and VMT

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	35.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	2,025.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	2,025.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	74.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.7547	0.0000	0.7547	0.1143	0.0000	0.1143			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120	0.4073	0.4073	0.4073	0.3886	0.3886	0.3886	1,147.4338	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	0.7965	7.2530	7.5691	0.0120	0.7547	0.4073	1.1620	0.1143	0.3886	0.5029		1,147.4338	1,147.4338	0.2138		1,152.7797

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

3.2 Demolition - 2021

Unmitigated Construction Off-Site

Category	lb/day										lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0273	0.9187	0.2136	2.6400e-003	0.0611	2.8700e-003	0.0640	0.0168	2.7500e-003	0.0195		286.6348	286.6348	0.0213		287.1678
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0461	0.0300	0.3399	1.0400e-003	0.1118	8.3000e-004	0.1126	0.0296	7.6000e-004	0.0304		103.8151	103.8151	2.7900e-003		103.8849
Total	0.0734	0.9487	0.5534	3.6800e-003	0.1729	3.7000e-003	0.1766	0.0464	3.5100e-003	0.0499		390.4499	390.4499	0.0241		391.0528

Mitigated Construction On-Site

Category	lb/day										lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.3396	0.0000	0.3396	0.0514	0.0000	0.0514			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073	0.3886		0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	0.7965	7.2530	7.5691	0.0120	0.3396	0.4073	0.7470	0.0514	0.3886	0.4400	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

3.2 Demolition - 2021

Mitigated Construction Off-Site

Category	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0273	0.9187	0.2136	2.6400e-003	0.0611	2.8700e-003	0.0640	0.0168	2.7500e-003	0.0195		286.6348	286.6348	0.0213		287.1678
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0461	0.0300	0.3399	1.0400e-003	0.1118	8.3000e-004	0.1126	0.0296	7.6000e-004	0.0304		103.8151	103.8151	2.7900e-003		103.8849
Total	0.0734	0.9487	0.5534	3.6800e-003	0.1729	3.7000e-003	0.1766	0.0464	3.5100e-003	0.0499		390.4499	390.4499	0.0241		391.0528

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

Category	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003		0.2995	0.2995	0.2755	0.2755	0.2755		942.5842	942.5842	0.3049		950.2055
Total	0.6403	7.8204	4.0274	9.7300e-003	0.5303	0.2995	0.8297	0.0573	0.2755	0.3328		942.5842	942.5842	0.3049		950.2055

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

3.3 Site Preparation - 2021
Unmitigated Construction Off-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0231	0.0150	0.1699	5.2000e-004	0.0559	4.1000e-004	0.0563	0.0148	3.8000e-004	0.0152	51.9076	51.9076	51.9076	1.4000e-003		51.9425	51.9425
Total	0.0231	0.0150	0.1699	5.2000e-004	0.0559	4.1000e-004	0.0563	0.0148	3.8000e-004	0.0152	51.9076	51.9076	51.9076	1.4000e-003		51.9425	51.9425

Mitigated Construction On-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Fugitive Dust					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000	0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003	0.2995	0.2995	0.2995	0.2755	0.2755	0.2755	0.0000	942.5842	942.5842	0.3049		950.2055	950.2055
Total	0.6403	7.8204	4.0274	9.7300e-003	0.2386	0.2995	0.5381	0.0258	0.2755	0.3013	0.0000	942.5842	942.5842	0.3049		950.2055	950.2055

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0231	0.0150	0.1699	5.2000e-004	0.0559	4.1000e-004	0.0563	0.0148	3.8000e-004	0.0152	51.9076	51.9076	1.4000e-003	1.4000e-003		51.9425	51.9425
Total	0.0231	0.0150	0.1699	5.2000e-004	0.0559	4.1000e-004	0.0563	0.0148	3.8000e-004	0.0152	51.9076	51.9076	1.4000e-003	1.4000e-003		51.9425	51.9425

3.4 Grading - 2021

Unmitigated Construction On-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Fugitive Dust					0.8400	0.0000	0.8400	0.4270	0.0000	0.4270			0.0000			0.0000	0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120	0.4073	0.4073	0.4073	0.3886	0.3886	0.3886	1,147.4338	1,147.4338	0.2138	0.2138		1,152.7797	1,152.7797
Total	0.7965	7.2530	7.5691	0.0120	0.8400	0.4073	1.2473	0.4270	0.3886	0.8156	1,147.4338	1,147.4338	0.2138	0.2138		1,152.7797	1,152.7797

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

3.4 Grading - 2021

Unmitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	1.5035	50.6207	11.7680	0.1454	5.9182	0.1582	6.0764	1.5489	0.1514	1.7002		15,794.1610	15,794.1610	1.1749		15,823.5343
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0922	0.0600	0.6797	2.0800e-003	0.4179	1.6500e-003	0.4196	0.1070	1.5200e-003	0.1085		207.6302	207.6302	5.5800e-003		207.7698
Total	1.5958	50.6807	12.4478	0.1475	6.3361	0.1599	6.4960	1.6558	0.1529	1.8087		16,001.7912	16,001.7912	1.1805		16,031.3041

Mitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.3780	0.0000	0.3780	0.1922	0.0000	0.1922			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120	0.4073	0.4073	0.4073	0.3886	0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	0.7965	7.2530	7.5691	0.0120	0.3780	0.4073	0.7853	0.1922	0.3886	0.5808	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

3.4 Grading - 2021

Mitigated Construction Off-Site

lb/day																
Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	1.5035	50.6207	11.7680	0.1454	5.9182	0.1582	6.0764	1.5489	0.1514	1.7002		15,794.1610	15,794.1610	1.1749		15,823.5343
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0922	0.0600	0.6797	2.0800e-003	0.4179	1.6500e-003	0.4196	0.1070	1.5200e-003	0.1085		207.6302	207.6302	5.5800e-003		207.7698
Total	1.5958	50.6807	12.4478	0.1475	6.3361	0.1599	6.4960	1.6558	0.1529	1.8087		16,001.7912	16,001.7912	1.1805		16,031.3041

3.5 Building Construction - 2021

Unmitigated Construction On-Site

lb/day																
Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

3.5 Building Construction - 2021
Unmitigated Construction Off-Site

Category	lb/day											lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000
Vendor	0.0414	1.3376	0.3619	3.4500e-003	0.0896	2.8200e-003	0.0924	0.0258	2.7000e-003	0.0285	368.7233	368.7233	368.7233	0.0251			369.3495
Worker	0.3413	0.2218	2.5150	7.7100e-003	0.8272	6.1200e-003	0.8333	0.2194	5.6400e-003	0.2250	768.2319	768.2319	768.2319	0.0207			768.7484
Total	0.3827	1.5594	2.8769	0.0112	0.9167	8.9400e-003	0.9257	0.2452	8.3400e-003	0.2535	1,136.9551	1,136.9551	1,136.9551	0.0457			1,138.0979

Mitigated Construction On-Site

Category	lb/day											lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568			1,112.1358
Total	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568			1,112.1358

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

3.5 Building Construction - 2021

Mitigated Construction Off-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0414	1.3376	0.3619	3.4500e-003	0.0896	2.8200e-003	0.0924	0.0258	2.7000e-003	0.0285	368.7233	368.7233	368.7233	0.0251		369.3495	
Worker	0.3413	0.2218	2.5150	7.7100e-003	0.8272	6.1200e-003	0.8333	0.2194	5.6400e-003	0.2250	768.2319	768.2319	768.2319	0.0207		768.7484	
Total	0.3827	1.5594	2.8769	0.0112	0.9167	8.9400e-003	0.9257	0.2452	8.3400e-003	0.2535	1,136.9551	1,136.9551	1,136.9551	0.0457		1,138.0979	

3.6 Paving - 2021

Unmitigated Construction On-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534	0.3286	0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818	
Paving	0.0000					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000	
Total	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534	0.3286	0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818	

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

3.6 Paving - 2021

Unmitigated Construction Off-Site

Category	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0830	0.0540	0.6118	1.8800e-003	0.2012	1.4900e-003	0.2027	0.0534	1.3700e-003	0.0547	186.8672	186.8672	186.8672	5.0300e-003		186.9929
Total	0.0830	0.0540	0.6118	1.8800e-003	0.2012	1.4900e-003	0.2027	0.0534	1.3700e-003	0.0547	186.8672	186.8672	186.8672	5.0300e-003		186.9929

Mitigated Construction On-Site

Category	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534	0.3286	0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534	0.3286	0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

3.6 Paving - 2021

Mitigated Construction Off-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0830	0.0540	0.6118	1.8800e-003	0.2012	1.4900e-003	0.2027	0.0534	1.3700e-003	0.0547	186.8672	186.8672	186.8672	5.0300e-003		186.9929	
Total	0.0830	0.0540	0.6118	1.8800e-003	0.2012	1.4900e-003	0.2027	0.0534	1.3700e-003	0.0547	186.8672	186.8672	186.8672	5.0300e-003		186.9929	

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Archit. Coating	25.5904					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941	0.0941	0.0941	0.0941		281.4481	281.4481	0.0193		281.9309	
Total	25.8093	1.5268	1.8176	2.9700e-003		0.0941	0.0941	0.0941	0.0941	0.0941		281.4481	281.4481	0.0193		281.9309	

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

3.7 Architectural Coating - 2021
Unmitigated Construction Off-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0692	0.0450	0.5098	1.5600e-003	0.1677	1.2400e-003	0.1689	0.0445	1.1400e-003	0.0456	155.7227	155.7227	155.7227	4.1900e-003		155.8274	
Total	0.0692	0.0450	0.5098	1.5600e-003	0.1677	1.2400e-003	0.1689	0.0445	1.1400e-003	0.0456	155.7227	155.7227	155.7227	4.1900e-003		155.8274	

Mitigated Construction On-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Archit. Coating	25.5904					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941	0.0941	0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309	
Total	25.8093	1.5268	1.8176	2.9700e-003		0.0941	0.0941	0.0941	0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309	

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

Category	lb/day										lb/day						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0692	0.0450	0.5098	1.5600e-003	0.1677	1.2400e-003	0.1689	0.0445	1.1400e-003	0.0456	155.7227	155.7227	4.1900e-003	4.1900e-003		155.8274	
Total	0.0692	0.0450	0.5098	1.5600e-003	0.1677	1.2400e-003	0.1689	0.0445	1.1400e-003	0.0456	155.7227	155.7227	4.1900e-003	4.1900e-003		155.8274	

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Integrate Below Market Rate Housing

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Mitigated	0.9971	5.2144	12.9502	0.0490	4.2893	0.0399	4.3292	1.1475	0.0372	1.1847		4,992.0213	4,992.0213	0.2428		4,998.0911
Unmitigated	0.9991	5.2287	12.9999	0.0492	4.3096	0.0401	4.3497	1.1530	0.0374	1.1903		5,014.4033	5,014.4033	0.2437		5,020.4962

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT		
Apartments Mid Rise	565.25	543.15	498.10	1,887,976	1,879,065		
Enclosed Parking with Elevator	0.00	0.00	0.00				
Strip Mall	50.52	47.93	23.29	88,019	87,604		
Total	615.77	591.08	521.39	1,975,996	1,966,669		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diversified	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896
Enclosed Parking with Elevator	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896
Strip Mall	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Natural Gas Mitigated	0.0232	0.1982	0.0845	1.2600e-003		0.0160	0.0160		0.0160	0.0160		252.9953	252.9953	4.8500e-003	4.6400e-003	254.4988
Natural Gas Unmitigated	0.0232	0.1982	0.0845	1.2600e-003		0.0160	0.0160		0.0160	0.0160		252.9953	252.9953	4.8500e-003	4.6400e-003	254.4988

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use kBTU/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																	
Apartments Mid Rise	2146.41	0.0232	0.1978	0.0842	1.2600e-003		0.0160	0.0160		0.0160	0.0160		252.5189	252.5189	4.8400e-003	4.6300e-003	254.0195
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	4.04959	4.0000e-005	4.0000e-004	3.3000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.4764	0.4764	1.0000e-005	1.0000e-005	0.4793
Total		0.0232	0.1982	0.0845	1.2600e-003		0.0160	0.0160		0.0160	0.0160		252.9953	252.9953	4.8500e-003	4.6400e-003	254.4988

Mitigated

Land Use	NaturalGas Use kBTU/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																	
Apartments Mid Rise	2.14641	0.0232	0.1978	0.0842	1.2600e-003		0.0160	0.0160		0.0160	0.0160		252.5189	252.5189	4.8400e-003	4.6300e-003	254.0195
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.00404959	4.0000e-005	4.0000e-004	3.3000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.4764	0.4764	1.0000e-005	1.0000e-005	0.4793
Total		0.0232	0.1982	0.0845	1.2600e-003		0.0160	0.0160		0.0160	0.0160		252.9953	252.9953	4.8500e-003	4.6400e-003	254.4988

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Mitigated	1.8752	0.0810	7.0276	3.7000e-004		0.0388	0.0388		0.0388	0.0388	0.0000	12.6430	12.6430	0.0122	0.0000	12.9486
Unmitigated	1.8752	0.0810	7.0276	3.7000e-004		0.0388	0.0388		0.0388	0.0388	0.0000	12.6430	12.6430	0.0122	0.0000	12.9486

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

6.2 Area by SubCategory

Unmitigated

SubCategory	lb/day										lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.1332					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5292					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2127	0.0810	7.0276	3.7000e-004		0.0388	0.0388	0.0388	0.0388	0.0388		12.6430	12.6430	0.0122		12.9486
Total	1.8752	0.0810	7.0276	3.7000e-004		0.0388	0.0388	0.0388	0.0388	0.0388	0.0000	12.6430	12.6430	0.0122	0.0000	12.9486

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

6.2 Area by SubCategory

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Architectural Coating	0.1332					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5292					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2127	0.0810	7.0276	3.7000e-004		0.0388	0.0388	0.0388	0.0388	0.0388		12.6430	12.6430	0.0122		12.9486
Total	1.8752	0.0810	7.0276	3.7000e-004		0.0388	0.0388	0.0388	0.0388	0.0388	0.0000	12.6430	12.6430	0.0122	0.0000	12.9486

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

1033 North New Hampshire Avenue Mixed-Use Project - South Coast Air Basin, Winter

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Summer

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses)
South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	1.11	1000sqft	0.14	1,107.00	0
Single Family Housing	1.00	Dwelling Unit	0.14	2,968.00	3
Free-Standing Discount Store	3.59	1000sqft	0.15	3,592.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	11			Operational Year	2022

Utility Company Los Angeles Department of Water & Power

CO2 Intensity (lb/MW/hr)	522.51	CH4 Intensity (lb/MW/hr)	0.012	N2O Intensity (lb/MW/hr)	0.003
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1.3 User Entered Comments & Non-Default Data

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Summer

Project Characteristics - Adjusted for 2030 RPS

Land Use - Based on project information

Construction Phase -

Off-road Equipment -

Off-road Equipment - per project details

Off-road Equipment - per project details

Off-road Equipment - per project details

Off-road Equipment - per project details

Off-road Equipment - per project details

Trips and VMT -

Demolition -

Grading -

Architectural Coating -

Vehicle Trips -

Road Dust -

Woodstoves -

Consumer Products -

Area Coating -

Energy Use -

Water And Wastewater - no septic tanks

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Summer

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	1,110.00	1,107.00
tblLandUse	LandUseSquareFeet	1,800.00	2,968.00
tblLandUse	LandUseSquareFeet	3,590.00	3,592.00
tblLandUse	LotAcreage	0.03	0.14
tblLandUse	LotAcreage	0.32	0.14
tblLandUse	LotAcreage	0.08	0.15
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.012
tblProjectCharacteristics	CO2IntensityFactor	1227.89	522.51
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/4/2021	1/4/2021	5	1	
2	Grading	Grading	1/5/2021	1/6/2021	5	2	
3	Building Construction	Building Construction	1/7/2021	5/26/2021	5	100	
4	Paving	Paving	5/27/2021	6/2/2021	5	5	
5	Architectural Coating	Architectural Coating	6/3/2021	6/9/2021	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 6,010; Residential Outdoor: 2,003; Non-Residential Indoor: 7,049; Non-Residential Outdoor: 2,350; Striped Parking Area: 0
(Architectural Coating – sqft)

OffRoad Equipment

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	2.00	1.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Summer

3.2 Site Preparation - 2021
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003	0.2995	0.2995	0.2995	0.2755	0.2755	0.2755		942.5842	942.5842	0.3049		950.2055
Total	0.6403	7.8204	4.0274	9.7300e-003	0.5303	0.2995	0.8297	0.0573	0.2755	0.3328		942.5842	942.5842	0.3049		950.2055

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0209	0.0137	0.1877	5.6000e-004	0.0559	4.1000e-004	0.0563	0.0148	3.8000e-004	0.0152		55.3449	55.3449	1.4900e-003		55.3822
Total	0.0209	0.0137	0.1877	5.6000e-004	0.0559	4.1000e-004	0.0563	0.0148	3.8000e-004	0.0152		55.3449	55.3449	1.4900e-003		55.3822

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Summer

3.2 Site Preparation - 2021

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003	0.2995	0.2995	0.2995	0.2755	0.2755	0.2755	0.0000	942.5842	942.5842	0.3049		950.2055
Total	0.6403	7.8204	4.0274	9.7300e-003	0.5303	0.2995	0.8297	0.0573	0.2755	0.3328	0.0000	942.5842	942.5842	0.3049		950.2055

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0209	0.0137	0.1877	5.6000e-004	0.0559	4.1000e-004	0.0563	0.0148	3.8000e-004	0.0152			55.3449	1.4900e-003		55.3822
Total	0.0209	0.0137	0.1877	5.6000e-004	0.0559	4.1000e-004	0.0563	0.0148	3.8000e-004	0.0152		55.3449	55.3449	1.4900e-003		55.3822

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Summer

3.3 Grading - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120	0.4073	0.4073	0.4073	0.3886	0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	0.7965	7.2530	7.5691	0.0120	0.7528	0.4073	1.1601	0.4138	0.3886	0.8024		1,147.4338	1,147.4338	0.2138		1,152.7797

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0837	0.0546	0.7509	2.2200e-003	0.4179	1.6500e-003	0.4196	0.1070	1.5200e-003	0.1085		221.3797	221.3797	5.9700e-003		221.5288
Total	0.0837	0.0546	0.7509	2.2200e-003	0.4179	1.6500e-003	0.4196	0.1070	1.5200e-003	0.1085		221.3797	221.3797	5.9700e-003		221.5288

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Summer

3.3 Grading - 2021

Mitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120	0.4073	0.4073	0.4073	0.3886	0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	0.7965	7.2530	7.5691	0.0120	0.7528	0.4073	1.1601	0.4138	0.3886	0.8024	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797

Mitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0837	0.0546	0.7509	2.2200e-003	0.4179	1.6500e-003	0.4196	0.1070	1.5200e-003	0.1085			221.3797	5.9700e-003		221.5288
Total	0.0837	0.0546	0.7509	2.2200e-003	0.4179	1.6500e-003	0.4196	0.1070	1.5200e-003	0.1085			221.3797	5.9700e-003		221.5288

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Summer

3.4 Building Construction - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.8100e-003	0.0958	0.0233	2.5000e-004	6.4000e-003	2.0000e-004	6.5900e-003	1.8400e-003	1.9000e-004	2.0300e-003		27.0744	27.0744	1.6700e-003		27.1162
Worker	8.3700e-003	5.4600e-003	0.0751	2.2000e-004	0.0224	1.7000e-004	0.0225	5.9300e-003	1.5000e-004	6.0800e-003		22.1380	22.1380	6.0000e-004		22.1529
Total	0.0112	0.1012	0.0983	4.7000e-004	0.0288	3.7000e-004	0.0291	7.7700e-003	3.4000e-004	8.1100e-003		49.2123	49.2123	2.2700e-003		49.2691

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Summer

3.4 Building Construction - 2021

Mitigated Construction On-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475	0.4117	0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568			1,112.1358
Total	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475	0.4117	0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568			1,112.1358

Mitigated Construction Off-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	2.8100e-003	0.0958	0.0233	2.5000e-004	6.4000e-003	2.0000e-004	6.5900e-003	1.8400e-003	1.9000e-004	2.0300e-003		27.0744	27.0744	1.6700e-003			27.1162
Worker	8.3700e-003	5.4600e-003	0.0751	2.2000e-004	0.0224	1.7000e-004	0.0225	5.9300e-003	1.5000e-004	6.0800e-003		22.1380	22.1380	6.0000e-004			22.1529
Total	0.0112	0.1012	0.0983	4.7000e-004	0.0288	3.7000e-004	0.0291	7.7700e-003	3.4000e-004	8.1100e-003		49.2123	49.2123	2.2700e-003			49.2691

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Summer

3.5 Paving - 2021

Unmitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534	0.3286	0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534	0.3286	0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818

Unmitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0753	0.0491	0.6758	2.0000e-003	0.2012	1.4900e-003	0.2027	0.0534	1.3700e-003	0.0547		199.2417	199.2417	5.3700e-003		199.3759
Total	0.0753	0.0491	0.6758	2.0000e-003	0.2012	1.4900e-003	0.2027	0.0534	1.3700e-003	0.0547		199.2417	199.2417	5.3700e-003		199.3759

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Summer

3.5 Paving - 2021

Mitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534	0.3286	0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534	0.3286	0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818

Mitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0753	0.0491	0.6758	2.0000e-003	0.2012	1.4900e-003	0.2027	0.0534	1.3700e-003	0.0547			199.2417	5.3700e-003		199.3759
Total	0.0753	0.0491	0.6758	2.0000e-003	0.2012	1.4900e-003	0.2027	0.0534	1.3700e-003	0.0547			199.2417	5.3700e-003		199.3759

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Summer

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Archit. Coating	12.4269					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003	0.0941	0.0941	0.0941	0.0941	0.0941	0.0941		281.4481	281.4481	0.0193			281.9309
Total	12.6458	1.5268	1.8176	2.9700e-003		0.0941	0.0941	0.0941	0.0941	0.0941		281.4481	281.4481	0.0193			281.9309

Unmitigated Construction Off-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000			0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000			0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Summer

3.6 Architectural Coating - 2021

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	12.4269					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003	0.0941	0.0941	0.0941	0.0941	0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	12.6458	1.5268	1.8176	2.9700e-003		0.0941	0.0941	0.0941	0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000

4.0 Operational Detail - Mobile

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Summer

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	Fugitive PM10			Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
					lb/day	lb/day	lb/day											
Mitigated	0.3741	1.7112	3.9140	0.0138	1.1067	0.0109	1.1175	0.2961	0.0101	0.3062	1,409,712 ₂	1,409,712 ₂	0.0701	1,411,465 ₃				
Unmitigated	0.3741	1.7112	3.9140	0.0138	1.1067	0.0109	1.1175	0.2961	0.0101	0.3062	1,409,712 ₂	1,409,712 ₂	0.0701	1,411,465 ₃				

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Single Family Housing	9.52	9.91	8.62	32,282	32,282
Free-Standing Discount Store	205.49	255.14	202.33	398,113	398,113
Unrefrigerated Warehouse-No Rail	1.86	1.86	1.86	7,992	7,992
Total	216.88	266.92	212.82	438,387	438,387

4.3 Trip Type Information

Land Use	Miles					Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-C	H-W or C-W	H-S or C-C	H-O or C-C	Primary	Diverted	Pass-by		
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3		
Free-Standing Discount Store	16.60	8.40	6.90	12.20	68.80	19.00	47.5	35.5	17		
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3		

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Summer

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896
Free-Standing Discount Store	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896
Unrefrigerated Warehouse-No Rail	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Natural Gas Mitigated	1.0100e-003	8.7800e-003	4.5000e-003	6.0000e-005	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	11.0718	11.0718	11.0718	2.1000e-004	2.0000e-004	11.1376
Natural Gas Unmitigated	1.0100e-003	8.7800e-003	4.5000e-003	6.0000e-005	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	11.0718	11.0718	11.0718	2.1000e-004	2.0000e-004	11.1376

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Summer

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																	
Free-Standing Discount Store	16.1394	1.7000e-004	1.5800e-003	1.3300e-003	1.0000e-005	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.8988	1.8988	1.8988	4.0000e-005	3.0000e-005	1.9100
Single Family Housing	75.3322	8.1000e-004	6.9400e-003	2.9500e-003	4.0000e-005	5.6000e-004	5.6000e-004	5.6000e-004	5.6000e-004	5.6000e-004	5.6000e-004	8.8626	8.8626	8.8626	1.7000e-004	1.6000e-004	8.9153
Unrefrigerated Warehouse-No Rail	2.6386	3.0000e-005	2.6000e-004	2.2000e-004	0.0000	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	0.3104	0.3104	0.3104	1.0000e-005	1.0000e-005	0.3123
Total		1.0100e-003	8.7800e-003	4.5000e-003	5.0000e-005	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	11.0718	11.0718	11.0718	2.2000e-004	2.0000e-004	11.1376

Mitigated

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																	
Free-Standing Discount Store	0.0161394	1.7000e-004	1.5800e-003	1.3300e-003	1.0000e-005	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.8988	1.8988	1.8988	4.0000e-005	3.0000e-005	1.9100
Single Family Housing	0.0753322	8.1000e-004	6.9400e-003	2.9500e-003	4.0000e-005	5.6000e-004	5.6000e-004	5.6000e-004	5.6000e-004	5.6000e-004	5.6000e-004	8.8626	8.8626	8.8626	1.7000e-004	1.6000e-004	8.9153
Unrefrigerated Warehouse-No Rail	0.0026386	3.0000e-005	2.6000e-004	2.2000e-004	0.0000	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	0.3104	0.3104	0.3104	1.0000e-005	1.0000e-005	0.3123
Total		1.0100e-003	8.7800e-003	4.5000e-003	5.0000e-005	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	11.0718	11.0718	11.0718	2.2000e-004	2.0000e-004	11.1376

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Summer

6.0 Area Detail

6.1 Mitigation Measures Area

Category	lb/day										lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.4334	0.0217	0.5916	1.3000e-003	0.0769	0.0769	0.0769	0.0769	0.0769	0.0769	9.3669	18.1496	27.5165	0.0281	6.4000e-004	28.4080
Unmitigated	0.4334	0.0217	0.5916	1.3000e-003	0.0769	0.0769	0.0769	0.0769	0.0769	0.0769	9.3669	18.1496	27.5165	0.0281	6.4000e-004	28.4080

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Summer

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Architectural Coating	0.0170					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1518					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Hearth	0.2620	0.0208	0.5086	1.3000e-003		0.0764	0.0764	0.0764	0.0764	0.0764	9.3669	18.0000	27.3669	0.0279	6.4000e-004	28.2547
Landscaping	2.5400e-003	9.6000e-004	0.0831	0.0000		4.6000e-004	4.6000e-004	4.6000e-004	4.6000e-004	4.6000e-004		0.1496	0.1496	1.5000e-004		0.1532
Total	0.4334	0.0217	0.5916	1.3000e-003		0.0769	0.0769		0.0769	0.0769	9.3669	18.1496	27.5165	0.0281	6.4000e-004	28.4080

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Summer

6.2 Area by SubCategory

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	0.0170					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1518					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2620	0.0208	0.5086	1.3000e-003		0.0764	0.0764		0.0764	0.0764	9.3669	18.0000	27.3669	0.0279	6.4000e-004	28.2547
Landscaping	2.5400e-003	9.6000e-004	0.0831	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		0.1496	0.1496	1.5000e-004		0.1532
Total	0.4334	0.0217	0.5916	1.3000e-003		0.0769	0.0769		0.0769	0.0769	9.3669	18.1496	27.5165	0.0281	6.4000e-004	28.4080

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Summer

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

Boilers

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

Equipment Type	Number
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11.0 Vegetation

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Winter

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses)
South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	1.11	1000sqft	0.14	1,107.00	0
Single Family Housing	1.00	Dwelling Unit	0.14	2,968.00	3
Free-Standing Discount Store	3.59	1000sqft	0.15	3,592.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	11			Operational Year	2022

Utility Company Los Angeles Department of Water & Power

CO2 Intensity (lb/MW/hr)	522.51	CH4 Intensity (lb/MW/hr)	0.012	N2O Intensity (lb/MW/hr)	0.003
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1.3 User Entered Comments & Non-Default Data

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Winter

Project Characteristics - Adjusted for 2030 RPS

Land Use - Based on project information

Construction Phase -

Off-road Equipment -

Off-road Equipment - per project details

Off-road Equipment - per project details

Off-road Equipment - per project details

Off-road Equipment - per project details

Off-road Equipment - per project details

Trips and VMT -

Demolition -

Grading -

Architectural Coating -

Vehicle Trips -

Road Dust -

Woodstoves -

Consumer Products -

Area Coating -

Energy Use -

Water And Wastewater - no septic tanks

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Winter

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	1,110.00	1,107.00
tblLandUse	LandUseSquareFeet	1,800.00	2,968.00
tblLandUse	LandUseSquareFeet	3,590.00	3,592.00
tblLandUse	LotAcreage	0.03	0.14
tblLandUse	LotAcreage	0.32	0.14
tblLandUse	LotAcreage	0.08	0.15
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.012
tblProjectCharacteristics	CO2IntensityFactor	1227.89	522.51
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Winter

2.2 Overall Operational
Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	0.4334	0.0217	0.5916	1.3000e-003	0.0769	0.0769	0.0769	0.0769	0.0769	0.0769	9.3669	18.1496	27.5165	0.0281	6.4000e-004	28.4080
Energy	1.0100e-003	8.7800e-003	4.5000e-003	6.0000e-005	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	11.0718	11.0718	11.0718	2.1000e-004	2.0000e-004	11.1376
Mobile	0.3581	1.7296	3.7737	0.0131	1.1067	0.0110	1.1176	0.2961	0.0102	0.3063	1,335.776	2	1,335.776	0.0710		1,337.551
Total	0.7926	1.7601	4.3698	0.0145	1.1067	0.0885	1.1952	0.2961	0.0878	0.3838	9.3669	1,364.997	1,374.364	0.0993	8.4000e-004	1,377.097
											6	5	4			4

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	0.4334	0.0217	0.5916	1.3000e-003	0.0769	0.0769	0.0769	0.0769	0.0769	0.0769	9.3669	18.1496	27.5165	0.0281	6.4000e-004	28.4080
Energy	1.0100e-003	8.7800e-003	4.5000e-003	6.0000e-005	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	11.0718	11.0718	11.0718	2.1000e-004	2.0000e-004	11.1376
Mobile	0.3581	1.7296	3.7737	0.0131	1.1067	0.0110	1.1176	0.2961	0.0102	0.3063	1,335.776	2	1,335.776	0.0710		1,337.551
Total	0.7926	1.7601	4.3698	0.0145	1.1067	0.0885	1.1952	0.2961	0.0878	0.3838	9.3669	1,364.997	1,374.364	0.0993	8.4000e-004	1,377.097
											6	5	4			4

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/4/2021	1/4/2021	5	1	
2	Grading	Grading	1/5/2021	1/6/2021	5	2	
3	Building Construction	Building Construction	1/7/2021	5/26/2021	5	100	
4	Paving	Paving	5/27/2021	6/2/2021	5	5	
5	Architectural Coating	Architectural Coating	6/3/2021	6/9/2021	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 6,010; Residential Outdoor: 2,003; Non-Residential Indoor: 7,049; Non-Residential Outdoor: 2,350; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	2.00	1.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Winter

3.2 Site Preparation - 2021
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003	0.2995	0.2995	0.2995	0.2755	0.2755	0.2755		942.5842	942.5842	0.3049		950.2055
Total	0.6403	7.8204	4.0274	9.7300e-003	0.5303	0.2995	0.8297	0.0573	0.2755	0.3328		942.5842	942.5842	0.3049		950.2055

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0231	0.0150	0.1699	5.2000e-004	0.0559	4.1000e-004	0.0563	0.0148	3.8000e-004	0.0152		51.9076	51.9076	1.4000e-003		51.9425
Total	0.0231	0.0150	0.1699	5.2000e-004	0.0559	4.1000e-004	0.0563	0.0148	3.8000e-004	0.0152		51.9076	51.9076	1.4000e-003		51.9425

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Winter

3.2 Site Preparation - 2021

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003	0.2995	0.2995	0.2995	0.2755	0.2755	0.2755	0.0000	942.5842	942.5842	0.3049		950.2055
Total	0.6403	7.8204	4.0274	9.7300e-003	0.5303	0.2995	0.8297	0.0573	0.2755	0.3328	0.0000	942.5842	942.5842	0.3049		950.2055

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0231	0.0150	0.1699	5.2000e-004	0.0559	4.1000e-004	0.0563	0.0148	3.8000e-004	0.0152			51.9076	1.4000e-003		51.9425
Total	0.0231	0.0150	0.1699	5.2000e-004	0.0559	4.1000e-004	0.0563	0.0148	3.8000e-004	0.0152			51.9076	1.4000e-003		51.9425

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Winter

3.3 Grading - 2021

Unmitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120	0.4073	0.4073	0.4073	0.3886	0.3886	0.3886	1,147.4338	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	0.7965	7.2530	7.5691	0.0120	0.7528	0.4073	1.1601	0.4138	0.3886	0.8024		1,147.4338	1,147.4338	0.2138		1,152.7797

Unmitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0922	0.0600	0.6797	2.0800e-003	0.4179	1.6500e-003	0.4196	0.1070	1.5200e-003	0.1085			207.6302	5.5800e-003		207.7698
Total	0.0922	0.0600	0.6797	2.0800e-003	0.4179	1.6500e-003	0.4196	0.1070	1.5200e-003	0.1085		207.6302	207.6302	5.5800e-003		207.7698

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Winter

3.3 Grading - 2021

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120	0.4073	0.4073	0.4073	0.3886	0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	0.7965	7.2530	7.5691	0.0120	0.7528	0.4073	1.1601	0.4138	0.3886	0.8024	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0922	0.0600	0.6797	2.0800e-003	0.4179	1.6500e-003	0.4196	0.1070	1.5200e-003	0.1085			207.6302	5.5800e-003		207.7698
Total	0.0922	0.0600	0.6797	2.0800e-003	0.4179	1.6500e-003	0.4196	0.1070	1.5200e-003	0.1085		207.6302	207.6302	5.5800e-003		207.7698

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Winter

3.4 Building Construction - 2021

Unmitigated Construction On-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475	0.4117	0.4117	0.4117		1,103.2158	1,103.2158	0.3568			1,112.1358
Total	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475	0.4117	0.4117	0.4117		1,103.2158	1,103.2158	0.3568			1,112.1358

Unmitigated Construction Off-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	2.9600e-003	0.0955	0.0259	2.5000e-004	6.4000e-003	2.0000e-004	6.6000e-003	1.8400e-003	1.9000e-004	2.0300e-003		26.3374	26.3374	1.7900e-003			26.3821
Worker	9.2200e-003	6.0000e-003	0.0680	2.1000e-004	0.0224	1.7000e-004	0.0225	5.9300e-003	1.5000e-004	6.0800e-003		20.7630	20.7630	5.6000e-004			20.7770
Total	0.0122	0.1015	0.0938	4.6000e-004	0.0288	3.7000e-004	0.0291	7.7700e-003	3.4000e-004	8.1100e-003		47.1004	47.1004	2.3500e-003			47.1591

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Winter

3.4 Building Construction - 2021

Mitigated Construction On-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568			1,112.1358
Total	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568			1,112.1358

Mitigated Construction Off-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	2.9600e-003	0.0955	0.0259	2.5000e-004	6.4000e-003	2.0000e-004	6.6000e-003	1.8400e-003	1.9000e-004	2.0300e-003		26.3374	26.3374	1.7900e-003			26.3821
Worker	9.2200e-003	6.0000e-003	0.0680	2.1000e-004	0.0224	1.7000e-004	0.0225	5.9300e-003	1.5000e-004	6.0800e-003		20.7630	20.7630	5.6000e-004			20.7770
Total	0.0122	0.1015	0.0938	4.6000e-004	0.0288	3.7000e-004	0.0291	7.7700e-003	3.4000e-004	8.1100e-003		47.1004	47.1004	2.3500e-003			47.1591

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Winter

3.5 Paving - 2021

Unmitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000
Total	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818

Unmitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0830	0.0540	0.6118	1.8800e-003	0.2012	1.4900e-003	0.2027	0.0534	1.3700e-003	0.0547		186.8672	186.8672	5.0300e-003		186.9929
Total	0.0830	0.0540	0.6118	1.8800e-003	0.2012	1.4900e-003	0.2027	0.0534	1.3700e-003	0.0547		186.8672	186.8672	5.0300e-003		186.9929

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Winter

3.5 Paving - 2021

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0830	0.0540	0.6118	1.8800e-003	0.2012	1.4900e-003	0.2027	0.0534	1.3700e-003	0.0547			186.8672	5.0300e-003		186.9929
Total	0.0830	0.0540	0.6118	1.8800e-003	0.2012	1.4900e-003	0.2027	0.0534	1.3700e-003	0.0547			186.8672	5.0300e-003		186.9929

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Winter

3.6 Architectural Coating - 2021
Unmitigated Construction On-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Archit. Coating	12.4269					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003	0.0941	0.0941	0.0941	0.0941	0.0941	0.0941		281.4481	281.4481	0.0193			281.9309
Total	12.6458	1.5268	1.8176	2.9700e-003	0.0941	0.0941	0.0941	0.0941	0.0941	0.0941		281.4481	281.4481	0.0193			281.9309

Unmitigated Construction Off-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000			0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000			0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Winter

3.6 Architectural Coating - 2021

Mitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	12.4269					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	12.6458	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309

Mitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000

4.0 Operational Detail - Mobile

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Winter

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	lb/day					PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5							
Mitigated	0.3581	1.7296	3.7737	0.0131	1.1067	0.0110	1.1176	0.2961	0.0102	0.3063	1,335,776	2	1,335,776	0.0710		1,337,551
Unmitigated	0.3581	1.7296	3.7737	0.0131	1.1067	0.0110	1.1176	0.2961	0.0102	0.3063	1,335,776	2	1,335,776	0.0710		1,337,551

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Single Family Housing	9.52	9.91	8.62	32,282	32,282
Free-Standing Discount Store	205.49	255.14	202.33	398,113	398,113
Unrefrigerated Warehouse-No Rail	1.86	1.86	1.86	7,992	7,992
Total	216.88	266.92	212.82	438,387	438,387

4.3 Trip Type Information

Land Use	Miles					Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-C	H-W or C-W	H-S or C-C	H-O or C-C	Primary	Diverted	Pass-by		
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3		
Free-Standing Discount Store	16.60	8.40	6.90	12.20	68.80	19.00	47.5	35.5	17		
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3		

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Winter

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896
Free-Standing Discount Store	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896
Unrefrigerated Warehouse-No Rail	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Natural Gas Mitigated	1.0100e-003	8.7800e-003	4.5000e-003	6.0000e-005	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	11.0718	11.0718	11.0718	2.1000e-004	2.0000e-004	11.1376
Natural Gas Unmitigated	1.0100e-003	8.7800e-003	4.5000e-003	6.0000e-005	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	11.0718	11.0718	11.0718	2.1000e-004	2.0000e-004	11.1376

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Winter

5.2 Energy by Land Use - Natural Gas

Unmitigated

Land Use	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																	
Free-Standing Discount Store	16.1394	1.7000e-004	1.5800e-003	1.3300e-003	1.0000e-005	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.8988	1.8988	1.8988	4.0000e-005	3.0000e-005	1.9100
Single Family Housing	75.3322	8.1000e-004	6.9400e-003	2.9500e-003	4.0000e-005	5.6000e-004	5.6000e-004	5.6000e-004	5.6000e-004	5.6000e-004	5.6000e-004	8.8626	8.8626	8.8626	1.7000e-004	1.6000e-004	8.9153
Unrefrigerated Warehouse-No Rail	2.6386	3.0000e-005	2.6000e-004	2.2000e-004	0.0000	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	0.3104	0.3104	0.3104	1.0000e-005	1.0000e-005	0.3123
Total		1.0100e-003	8.7800e-003	4.5000e-003	5.0000e-005	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	11.0718	11.0718	11.0718	2.2000e-004	2.0000e-004	11.1376

Mitigated

Land Use	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																	
Free-Standing Discount Store	0.0161394	1.7000e-004	1.5800e-003	1.3300e-003	1.0000e-005	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.8988	1.8988	1.8988	4.0000e-005	3.0000e-005	1.9100
Single Family Housing	0.0753322	8.1000e-004	6.9400e-003	2.9500e-003	4.0000e-005	5.6000e-004	5.6000e-004	5.6000e-004	5.6000e-004	5.6000e-004	5.6000e-004	8.8626	8.8626	8.8626	1.7000e-004	1.6000e-004	8.9153
Unrefrigerated Warehouse-No Rail	0.0026386	3.0000e-005	2.6000e-004	2.2000e-004	0.0000	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	0.3104	0.3104	0.3104	1.0000e-005	1.0000e-005	0.3123
Total		1.0100e-003	8.7800e-003	4.5000e-003	5.0000e-005	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	7.0000e-004	11.0718	11.0718	11.0718	2.2000e-004	2.0000e-004	11.1376

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Winter

6.0 Area Detail

6.1 Mitigation Measures Area

Category	lb/day										lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.4334	0.0217	0.5916	1.3000e-003		0.0769	0.0769		0.0769	0.0769	9.3669	18.1496	27.5165	0.0281	6.4000e-004	28.4080
Unmitigated	0.4334	0.0217	0.5916	1.3000e-003		0.0769	0.0769		0.0769	0.0769	9.3669	18.1496	27.5165	0.0281	6.4000e-004	28.4080

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Winter

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Architectural Coating	0.0170					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1518					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2620	0.0208	0.5086	1.3000e-003		0.0764	0.0764		0.0764	0.0764	9.3669	18.0000	27.3669	0.0279	6.4000e-004	28.2547
Landscaping	2.5400e-003	9.6000e-004	0.0831	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		0.1496	0.1496	1.5000e-004		0.1532
Total	0.4334	0.0217	0.5916	1.3000e-003		0.0769	0.0769		0.0769	0.0769	9.3669	18.1496	27.5165	0.0281	6.4000e-004	28.4080

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Winter

6.2 Area by SubCategory

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Architectural Coating	0.0170					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1518					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2620	0.0208	0.5086	1.3000e-003		0.0764	0.0764		0.0764	0.0764	9.3669	18.0000	27.3669	0.0279	6.4000e-004	28.2547
Landscaping	2.5400e-003	9.6000e-004	0.0831	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		0.1496	0.1496	1.5000e-004		0.1532
Total	0.4334	0.0217	0.5916	1.3000e-003		0.0769	0.0769		0.0769	0.0769	9.3669	18.1496	27.5165	0.0281	6.4000e-004	28.4080

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

1033 North New Hampshire Avenue Mixed-Use Project (Existing Uses) - South Coast Air Basin, Winter

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

F – CATEGORICAL EXEMPTION

F.3 – TECHNICAL STUDIES

F.3.5 – HISTORIC RESOURCE ASSESSMENT



4750 Santa Monica Boulevard

Phase 1 Historical Resource Assessment Report

prepared by

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January 2020

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Executive Summary

Rincon Consultants, Inc. (Rincon) was retained by Canfield Development, Inc. to conduct a historical resource assessment of two adjacent properties in the Hollywood Community Plan Area (CPA) of Los Angeles, California. 1033 North New Hampshire Avenue is comprised of a single assessor parcel (APN 5538-021-003) and contains a two-story residential property constructed ca. 1911. 4750 West Santa Monica Boulevard is comprised of two assessor parcels (APNs 5538-021-001 and 5538-021-002) and includes a two-story former residence constructed in 1906 and subsequently converted to a multi-unit commercial property, and a one-story storage building constructed in 1955.¹ Canfield Development, Inc. is considering a proposal to redevelop the subject properties, which would require the demolition of all buildings situated thereon.

The purpose of the historical resources assessment is to determine if the subject properties are eligible for federal, state, or local designation, and can be considered historical resources for the purposes of the California Environmental Quality Act (CEQA). Assessment methods included archival research and an intensive-level survey of the subject properties. This evaluation also utilized the methodology and framework currently being employed by the City of Los Angeles Office of Historic Resources (OHR) for its citywide historic resources survey, SurveyLA. All work was prepared in accordance with the CEQA Guidelines and the City of Los Angeles, Department of City Planning, OHR's *Requirements for Phase 1 Historical Resource Assessment Reports* (updated September 2019).

Background research confirmed the subject properties have not been previously evaluated for historical resources eligibility. The subject properties were not identified in SurveyLA, the City of Los Angeles Department of City Planning, OHR's comprehensive historic resource survey program that aims to identify significant historic resources in the city. As part of the current historical resources assessment, Rincon recommends the subject properties ineligible for listing in the National Register of Historic Places (NRHP) and the California Register of Historic Resources (CRHR) or for local designation individually or as a contributor to a historic district, due to lack of historic and architectural significance. Therefore, the properties at 1033 North New Hampshire Avenue and 4750 West Santa Monica Boulevard are not considered historical resources for the purposes of CEQA.

¹ Although the one-story storage building is situated on APN 5538-021-002 has a listed address of 1037-1039 North New Hampshire Avenue, it is functions as a single commercial property with the adjacent parcel to the north; both parcels are herein addressed collectively as 4750 West Santa Monica Boulevard.

1 Project Summary

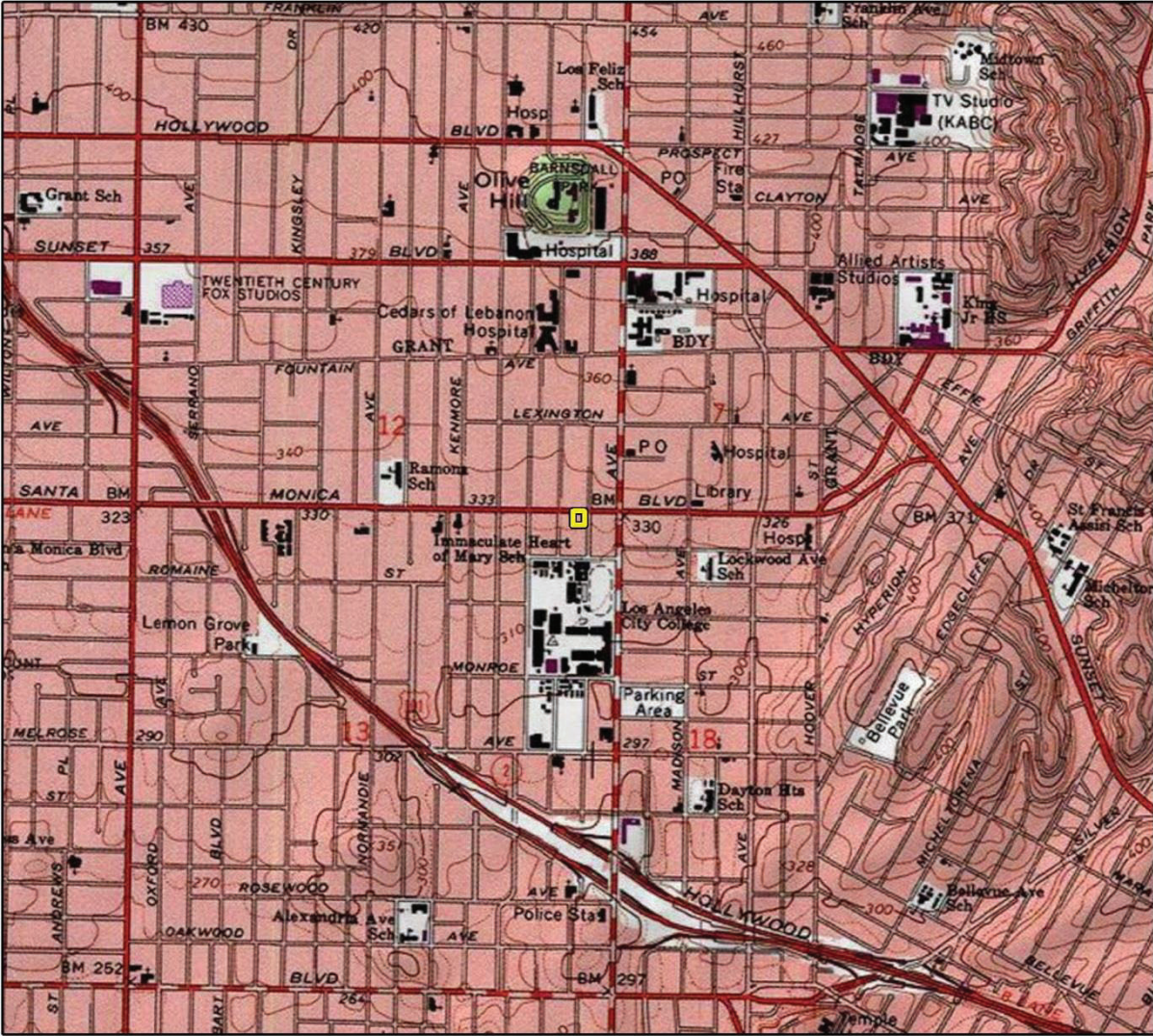
Rincon Consultants, Inc. (Rincon) was retained by Canfield Development, Inc. to conduct a historical resource assessment of two adjacent properties at 1033 North New Hampshire Avenue and 4750 West Santa Monica Boulevard (subject properties) (Figure 1). Canfield Development, Inc. is considering a proposal to redevelop the subject properties, which would require the demolition of all buildings situated thereon. The subject properties are located in the Hollywood Community Plan Area (CPA). The property at 1033 North New Hampshire Avenue is currently developed with a two-story, single-family residence constructed ca. 1911. The properties at 4750 West Santa Monica Boulevard and 1037-1039 North New Hampshire Avenue currently function as a single commercial property and are herein addressed collectively as 4750 West Santa Monica Boulevard. The former contains a two-story former residence constructed in 1906, and the latter is developed with a one-story storage building constructed in 1955 (Figure 2).

The purpose of the historical resources assessment is to determine if the subject properties are eligible for federal, state, or local designation, and can be considered historical resources for the purposes of CEQA. Assessment methods included archival research and an intensive-level survey of the subject properties. This evaluation utilized the methodology and framework the City of Los Angeles OHR used for its citywide historic resources survey, SurveyLA. All work was prepared in accordance with the CEQA Guidelines and the City of Los Angeles, Department of City Planning, OHR's *Requirements for Phase 1 Historical Resource Assessment Reports* (updated September 2019).

1.1 Personnel

Senior Architectural Historian Steven Treffers, MHP, managed the project with support from Architectural Historians James Williams, MA and Alexandra Madsen, MA. Mr. Treffers, Mr. Williams, and Ms. Madsen meet the Secretary of the Interior's *Professional Qualification Standards* for architectural history and/or history (NPS 1983). Rincon GIS Specialist Annette Tran produced the figures for this report. Rincon Principal Shannon Carmack reviewed this report for quality control. Appendix A details the preparer's qualifications.

Figure 1 Project Vicinity



Imagery provided by National Geographic Society, Esri and its licensors © 2020. Hollywood Quadrangle. T01S R13W S7; T01S R14W S12. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

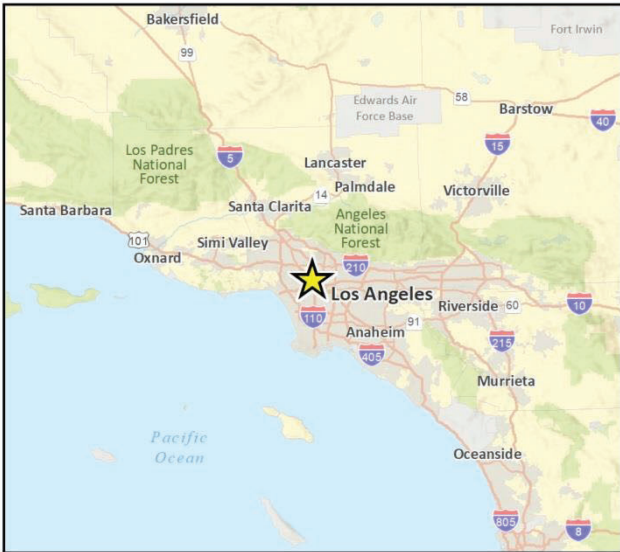
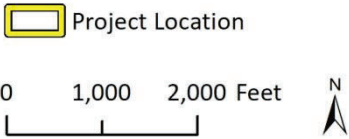


Figure 2 Project Location



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2 Regulatory Framework

This section includes a discussion of the applicable state and local laws, ordinances, regulations, and standards governing cultural resources.

2.1 National Register of Historic Places

The NRHP was established by the National Historic Preservation Act of 1966 as “an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the Nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment” (CFR 36 CFR 60.2). The NRHP recognizes properties significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the NRHP if it is significant under one or more of the following criteria:

- **Criterion A.** It is associated with events that have made a significant contribution to the broad patterns of our history.
- **Criterion B.** It is associated with the lives of persons who are significant in our past.
- **Criterion C.** It embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.
- **Criterion D.** It has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting these criteria, a property must retain historic integrity, defined in National Register Bulletin 15 as the “ability of a property to convey its significance” (National Park Service 1990). To assess integrity, the National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven qualities, defined in the following manner in National Register Bulletin 15:

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

- **Association.** The direct link between an important historic event or person and a historic property

2.2 California Environmental Quality Act

CEQA (§21084.1) requires that a lead agency determine whether a project could have a significant effect on historical resources. A historical resource is a resource listed in or determined to be eligible for listing in the CRHR (§21084.1), a resource included in a local register of historical resources (§15064.5[a][2]), or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (§15064.5[a][3]).

PRC §5024.1, CEQA Guidelines §15064.5, and PRC §§21083.2 and 21084.1 were used as the basic guidelines for this historic resource study. PRC §5024.1 requires an evaluation of historical resources to determine their eligibility for listing in the CRHR. The register maintains listings of the state's historical resources and indicates which properties are to be protected from substantial adverse change. The criteria for listing resources in the CRHR were developed expressly to be in accordance with previously established criteria developed for listing in the NRHP, enumerated below.

According to PRC Section 5024.1(c)(1–4), a resource is considered *historically significant* if it 1) retains substantial integrity and 2) meets at least one of the following CRHR criteria.

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. It is associated with the lives of persons important in our past.
3. It embodies the distinctive characteristics of a type, period, region, or method of installation; or represents the work of an important creative individual; or possesses high artistic values.
4. It has yielded or may be likely to yield information important in prehistory or history.

Impacts to significant cultural resources are considered a significant effect on the environment if they affect the characteristics of any resource that qualify it for the NRHP or adversely alter the significance of a resource listed in or eligible for listing in the CRHR. These impacts could result from 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 (CEQA Guidelines, §15064.5 [b][1], 2000). Material impairment is defined as demolition or alteration in an adverse manner [of] those characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the CRHR (CEQA Guidelines, §15064.5[b][2][A]).

2.3 City of Los Angeles

Los Angeles Historic-Cultural Monuments

Local landmarks in Los Angeles are known as Historic Cultural Monuments and are managed under the aegis of the City of Los Angeles Planning Department, OHR. The Cultural Heritage Ordinance defines a monument or local landmark as any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles. A proposed Monument may be designated by the City Council upon the recommendation of the Commission if it meets at least one of the following criteria:

1. Is identified with important events of national, state, or local history or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community;
2. Is associated with the lives of historic personages important to national, state, city, or local history; or
3. Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age. (Los Angeles Municipal Code Section 22.171.7 Added by Ordinance No. 185,472, Effective 4-28-2018).

Historic Preservation Overlay Zones

The Historic Preservation Overlay Zone (HPOZ) Ordinance was adopted in 1979 and amended in 2004. It is described by the City of Los Angeles OHR thus:

To identify and protect neighborhoods with distinct architectural and cultural resources, the City ... developed an expansive program of Historic Preservation Overlay Zones ... HPOZs, commonly known as historic districts, provide for review of proposed exterior alterations and additions to historic properties within designated districts.

3 Historic Context

3.1 City of Los Angeles

In 1781, a group of 11 Mexican families traveled from Mission San Gabriel Arcángel to establish a new pueblo called El Pueblo de Nuestra Señora de Los Angeles (The Town of our Lady of the Angels). This settlement consisted of a small group of adobe-brick houses and streets and eventually became the city of Los Angeles, which incorporated on April 4, 1850, only two years after the Mexican-American War and five months prior to California achieving statehood. Settlement of the Los Angeles region continued in the early American Period. Los Angeles County was established on February 18, 1850 and is one of 27 counties established in the months prior to California acquiring official statehood in the United States. Many of the ranchos in the area now known as Los Angeles County remained intact after the United States took possession of California. A severe drought in the 1860s resulted in many of the ranchos being sold or otherwise acquired by Americans, and most of these were subdivided into agricultural parcels or towns (Dumke 1944). Nonetheless, ranching retained its importance, and by the late 1860s Los Angeles was one of the top dairy production centers in the country (Rolle 2003). By 1876, Los Angeles County reportedly had a population of 30,000 persons (Dumke 1944).

Los Angeles maintained its role as a regional business center and the development of citriculture in the late 1800s and early 1900s further strengthened the region's status as a strong agricultural center (Caughey and Caughey 1977). Combined with the expansion of port facilities and railroads throughout the region, agriculture contributed to the real estate boom of the 1880s in the area (Caughey and Caughey 1977, Dumke 1944).

By the late 1800s, government leaders recognized the need for water to sustain the growing population. Irish immigrant William Mulholland spearheaded the city's efforts for a stable water supply (Dumke 1944, Nadeau 1997). By 1913, the City of Los Angeles had purchased large tracts of land in the Owens Valley and Mulholland planned and completed the construction of the 240-mile aqueduct that brought the valley's water to the city (Nadeau 1997).

Los Angeles continued to grow into the twentieth century, in part due to the discovery of oil in the area and its strategic location as a wartime port. The county's mild climate and successful economy continued to draw new residents in the late 1900s, with much of the county transformed from ranches and farms into residential subdivisions around commercial and industrial centers. Hollywood's development as the entertainment capital of the world and southern California's booming aerospace industry were key factors in the county's growth in the twentieth century.

Hollywood Community Plan Area

The subject property is located at the southeastern end of the Hollywood CPA, an area surveyed as part of Survey LA by OHR between 2010 and 2011. The following historic context is derived from the *Historic Resources Survey Report, Hollywood Community Plan Area* (Historic Resources Group 2015). A lengthy excerpt follows to provide a contextual background in which to evaluate the significance of the subject property as it relates to the developmental and growth patterns identified in the CPA:

The area that would become Hollywood was originally part of two former Spanish land grants – Rancho La Brea and Rancho Los Feliz. Hollywood began as a small agricultural community in the nineteenth century. Farmers, many of whom were European immigrants, experimented in cultivating a wide variety of exotic fruits, vegetables, and flowers. The agricultural character of the community changed in the early twentieth century as large real estate tracts were developed, transforming the community into a bustling suburb of Los Angeles.

In 1900, the first electric streetcar track was completed along Hollywood Boulevard (then Prospect Avenue). Other streetcar lines soon followed, including along Melrose Avenue, La Brea Avenue, Santa Monica Boulevard, Highland Avenue, Vine Street, Western Avenue, Vermont Avenue, Virgil/Hillhurst Avenues, Kenmore Avenue, Fountain Avenue, Talmadge Street, Hyperion Avenue, Los Feliz Boulevard, and Beachwood Drive.

In 1903 the City of Hollywood was officially incorporated, and in 1910 it was consolidated to the City of Los Angeles. The pre-consolidated area boundary is generally defined by the southernmost portion of the Hollywood Hills to the north, Fountain Avenue to the south, Crescent Heights Boulevard to the west, and Mariposa Street to the east.

There are extant examples of pre-consolidation era residential development in the Hollywood Survey Area, although these are relatively rare. These range from sprawling estates encompassing tens of acres, to large residences with substantial gardens, to more modest suburban residences. The population of Hollywood during this early period was quite diverse, from cultural immigrants, such as French painter Paul de Longpre, to American transplants, such as Midwestern banker Gordon Wattles. Due to the large number of estates in the area, there was also a substantial local working class that was employed as caretakers and service workers; in Hollywood many of these were of Japanese and Scottish origin.

The most significant factor in the development of Hollywood in the twentieth century was the entertainment industry. Film production began in Hollywood in 1911, and quickly grew into a significant economic force. As the popularity of motion pictures grew, more physical facilities related to motion picture production were constructed in Hollywood. In 1919 the City established a series of industrial zones specifically designated for motion picture use. The largest and most significant of these is located in the heart of the Hollywood Survey Area. Industrial resources include intact motion picture studio plants and a wide variety of support services dating to the 1920s. Due to its key role in the motion picture industry, Hollywood later became a center for radio, television, and record production. The burgeoning entertainment industry brought about the development of thriving business districts along Hollywood Boulevard, Vine Street, and Sunset Boulevard.

From the 1910s through the boom of the 1920s and into the 1930s, Hollywood experienced tremendous population growth. The rapidly expanding film business attracted migrants from around the United States and around the globe, resulting in a true “melting pot.” For a period of time preceding World War II, the entertainment industry also became a refuge for émigrés from Eastern Europe. To accommodate the growing population of newcomers, there was a sharp increase in residential development. Concentrations of residential properties from this period are located adjacent to the major motion picture studios and include modest single-family residences along with a wide variety of multi-family housing types. The integrity of many of these properties is poor and intact neighborhoods of early twentieth-century studio-adjacent residences are now rare.

The bungalow court has particular significance in Hollywood, as large colonies of courts were built just blocks away from the studios. These were developed primarily in the 1920s, and reflect the prevalent architectural styles of the period. While many of these properties have been lost, Hollywood still contains a substantial population of bungalow courts. During the 1920s, there was also significant residential development in the Hollywood Hills, in particular in Los Feliz, Laurel Canyon, and Beachwood Canyon. Several residential developments from this period were specifically marketed to people working in the entertainment industry, with advertisements touting their proximity to the Hollywood studios.

Density in Hollywood increased substantially following World War II. In the hillsides, residences were built on previously undeveloped lots. In the flatlands, inexpensive stucco-clad apartment buildings were erected as infill in previously established residential neighborhoods. Along the major commercial corridors, earlier buildings were updated or replaced with new construction. By the 1950s, entertainment industry-related properties began to spread out throughout the greater Los Angeles area, and the major industry in Hollywood shifted to tourism. During the late 1950s the infamous Capitol Records Building was constructed on Vine Street and the Hollywood Walk of Fame was created on Hollywood Boulevard as a tribute to actors, directors, and other contributors to the entertainment industry.

Also during this period, some of the nation's most important Modernist architects were working in Los Angeles, building sleek commercial buildings in the flatlands and highly innovative residential projects in the hillsides. The Hollywood Survey Area contains residential and commercial properties designed by a number of important Modernists, including Richard Neutra, Rudolph Schindler, Lloyd Wright, John Lautner, Craig Ellwood, Raphael Soriano, Gregory Ain, and Pierre Koenig.

In the 1960s-1970s Hollywood's population became more ethnically diverse, as new immigrant groups began settling in the area. In addition to a significant Latino population, Armenian and Thai immigrants began living and working in the East Hollywood area and opened shops and other businesses.⁵ Community and residential densities continued to increase, as original single-family houses, bungalow courts, and smaller apartment buildings were replaced with larger multi-family residential complexes.

By the 1980s the Hollywood community was in a state of economic decline; the Community Redevelopment Agency of Los Angeles established the Hollywood Redevelopment Project Area in 1986 to encourage development in the area. Among the goals of the agency were to revitalize the historic core and preserve historically significant buildings.

By the start of the new millennium, Hollywood began to experience a resurgence that continues today. The establishment of the city's Adaptive Reuse ordinance greatly facilitated the reuse of under-utilized historic buildings into new housing. New, largescale mixed-use projects – Hollywood & Highland (including the Kodak Theater), the Renaissance Hotel, the W Hotel at Hollywood and Vine – along with the Red Line subway stations, have helped to revitalize Hollywood's streets and its economy, bringing with it an influx of new residents and tourists, higher rents, and new development pressures.

Today, the Hollywood Survey Area contains a wide range of resource types, including single- and multi-family residences, along with commercial, institutional, and industrial properties. Extant properties remain from every significant period of development in Hollywood, and together they represent an impressive range of historical themes and property types.

Focused Developmental Project Site

The subject properties are situated in the Westmoreland Park Tract subdivision of Los Angeles, an area located immediately southwest of the intersection of Santa Monica Boulevard and Vermont Avenue (Figure 3). Proprietors Dennis Sullivan and Henry C. Jensen platted the subdivision in 1906, which was described in a contemporary newspaper article as being situated “in the section between Hollywood and Los Angeles” (Jensen and Sullivan 1906; LAT 9/27/1907). In the first decades of the twentieth century, the city’s booming population prompted rapid development in the area, an effort made all the easier by the extension of streetcar lines connecting outlying neighborhoods to downtown Los Angeles (HRG 2011). Available sources suggest Sullivan had owned and farmed at least a portion of the property comprising Westmoreland Park Tract (Flanagan 2016). However, his involvement in its development appears to have been limited to his original ownership of the land. After the issue of the plat map, the venture was associated solely with Jensen, who is credited with improving a portion of the tract with roads, sidewalks, and shade trees and handling property sales in the subdivision. Jensen started as second phase of development in 1909 (LAT 4/22/1906; LAEE 4/17/1909).

Figure 3 Westmoreland Park Tract Subdivision Map, 1906



The development of Westmoreland Park occurred midway through Jensen’s varied career. Born in the Holstein region of Germany in 1859, Jensen arrived in the United States by 1880. After working as a mason in Illinois, Utah, and Oregon, he emigrated to Los Angeles sometime in the 1880s. He eventually established a brickyard on Westmoreland Boulevard. Thanks to a local building boom, Jensen’s business thrived, and he opened a second brickyard on Western Avenue in or around 1901. In 1903, he platted the fashionable Westmoreland Heights Tract. The subdivision now makes up part of the Harvard Heights neighborhood, which is designated as an HPOZ due to its concentration of two-story Craftsman-style residences built between 1902 and 1908 (Los Angeles City Planning

2020). Three years later he began the development of the Westmoreland Park Tract subdivision. Among Jensen's other real estate ventures were the construction—and operation—of the Palace Grand Theater in Glendale (1914), Jensen's Raymond Theater in Pasadena (1921), and Jensen's Melrose Theater on Melrose Avenue (1924), Jensen's Recreation Center on Sunset Boulevard (1924).² Jensen all but retired after the accidental death of his son in 1933 and passed away eight years later (Meares 2013).

Commenting on Jensen's Westmoreland Park Tract development, an article published in the *Los Angeles Express* in 1910 notes that "fine homes" were then under construction in this "high-class residential section" (*LAEE* 1/1/1910) The neighborhood's tony character appeared to owe in part to the fact that Jensen put in place a legally binding provision requiring all houses in the subdivision be constructed at a minimum cost of \$3,000. Streets were graded with 80-foot-wide rights-of-way and six-foot-wide concrete sidewalks laid along the frontage (*LAEE* 4/17/1909; 1/1/1910; *LAT* 05/18/1911). Photos and drawings included with contemporary news items suggest early development in the tract produced mostly two-story houses designed in iterations of the Craftsman style (*LAE* 01/01/1910; *LAEE* 05/27/1911). Jensen was directly responsible for the construction of several homes in the subdivision, but also sold unimproved lots. He transferred unsold portions of the subdivision to the Janss Investment Company in 1913 and the Edwards and Widley Company in 1915 (*LAEE* 6/14/1913; *LAT* 3/28/1915).

A 1919 Sanborn map indicates the subdivision remained only partially developed at the cusp of the 1920s (Figure 4) (ProQuest 1919). By the late 1930s, however, nearly all of the tract's lots had been developed with single-family residences and apartment buildings (Figure 5) (UCSB Map and Imagery Lab 1938). The last notable change to the neighborhood came in the mid-to-late twentieth century, when, historic aerial photographs and Sanborn maps reveal, the nearby stretch of West Santa Monica Boulevard was increasingly developed with commercial properties and substantially took on its present character an appearance (Figure 6) (Netronline 1943-2016; ProQuest 1950; 1955).

² In 2014, Jensen's Recreation Center at 1706 Sunset Boulevard was designated as Los Angeles HCM No. 652. It is significant for its associations with community development in Echo Park and Jensen's career as a developer, as well as for being an "excellent example of Beaux Arts architecture with Renaissance Revival influences." Jensen's Melrose Theater (also known as the Ukrainian Cultural Center) was evaluated in 2011 and 2015 and recommended eligible for its associations with local commercial development and as an "excellent example of Renaissance Revival commercial architecture in Hollywood" (Historic Places LA 2020).

Figure 4 Sanborn Fire Insurance Map, 1919

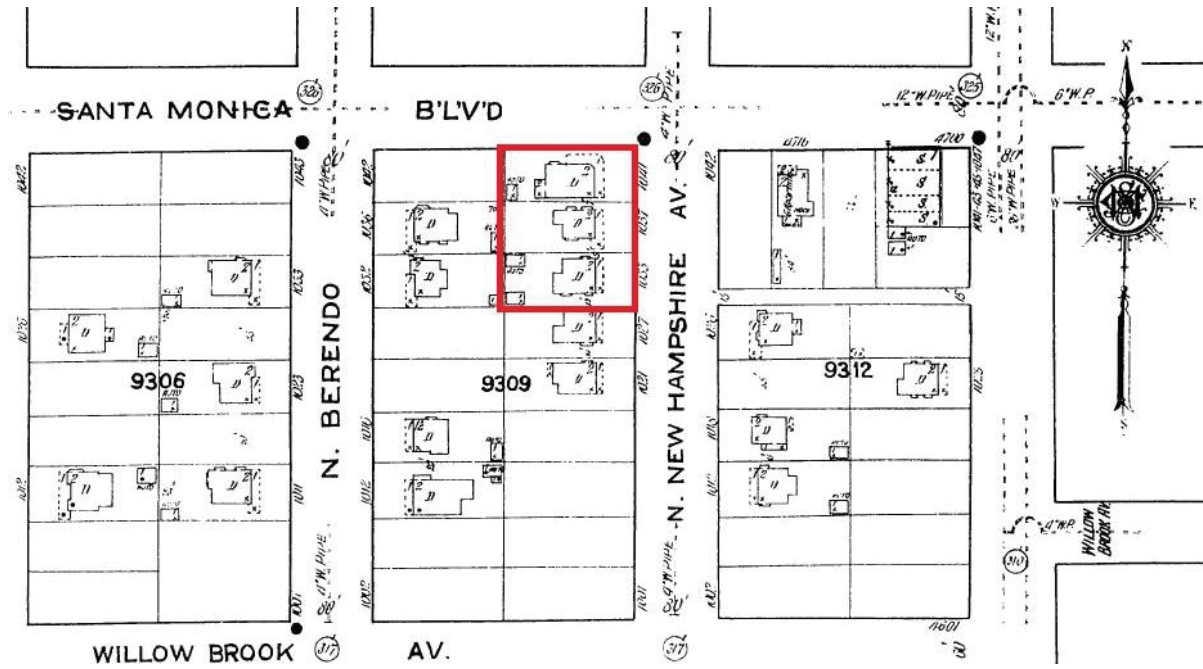
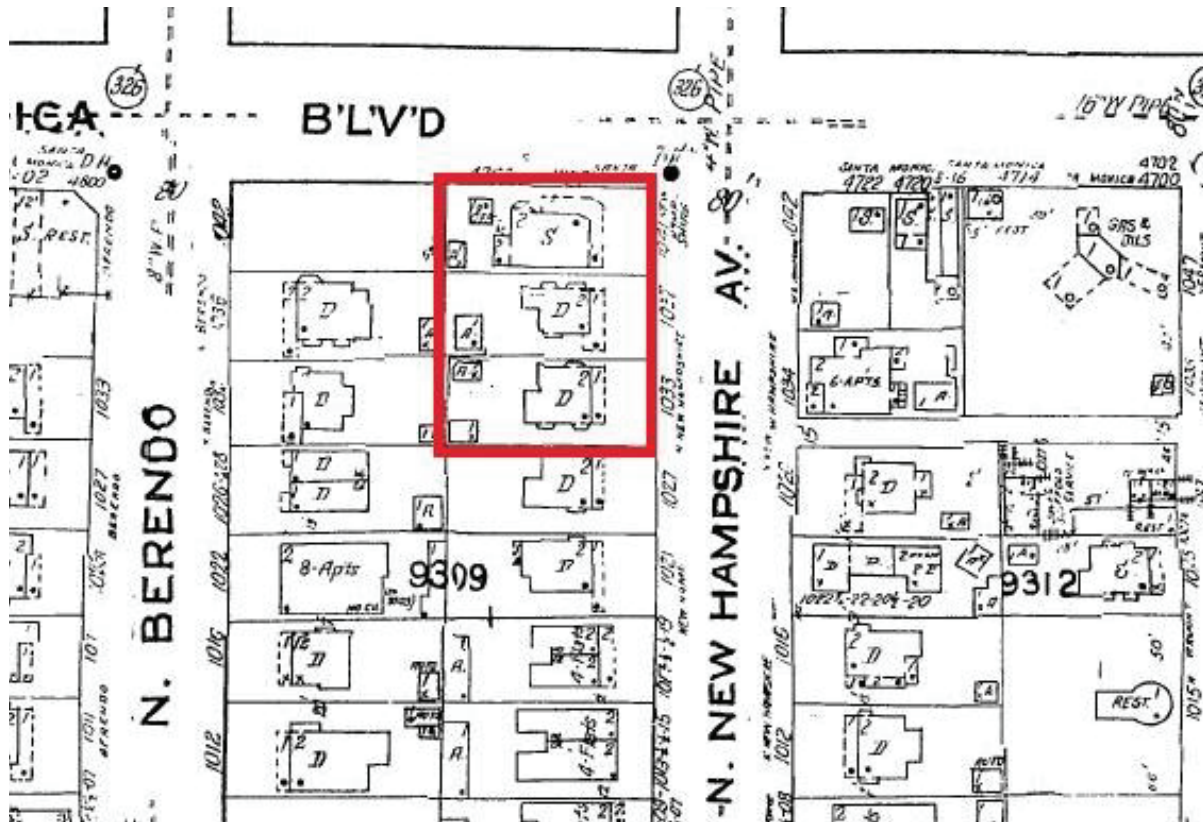


Figure 5 Aerial Photograph, 1938



Figure 6 Sanborn Fire Insurance Company Map, 1950



4 Background Research

4.1 Previous Findings and Designations

Rincon reviewed the NRHP, CRHR, California Historical Landmarks List, California Points of Historic Interest, the HCM database, and the California Historical Resources Inventory. The search indicated that neither of the subject properties have been previously evaluated or designated at the local, state, or national level.

4.2 SurveyLA Findings

The City of Los Angeles has an active citywide survey program to identify and evaluate historic resources for long-term planning purposes. Known as SurveyLA, this citywide historic resources survey organizes the project by CPAs and use multiple-property documentation-driven historic context statements. The subject property is located in the Hollywood CPA, surveyed from June 2010 to August 2011 by Historic Resources Group. A review of the survey findings from the Hollywood CPA indicates that the subject property was not identified as eligible either individually, or as a contributor to, or within the boundaries of, any existing or potential historic districts.

4.3 Hollywood Redevelopment Area Historic Resources Survey (CRA/LA)

In 2010 the City of Los Angeles Community Redevelopment Agency (CRA) undertook an intensive level historic resources survey of the Hollywood Redevelopment Area, which was completed by Chattel Architecture, Planning & Preservation, Inc. The survey included all properties aged 45 years or older and a smaller number of properties that were less than 45 years of age but appeared to possess exceptional significance. Because the subject properties are located approximately 0.75 miles east of the nearest boundary of the survey area, they were not included in the survey.

4.4 Archival Research

Archival research was completed in December 2019 and January 2020. Research methodology focused on the review of a variety of primary and secondary source materials relating to the history and development of the subject properties. Sources included, but were not limited to, historic maps, aerial photographs, and written histories of the area. The following repositories, publications, and individuals were contacted to identify known historical land uses and the locations of research materials pertinent to the subject property:

- City of Los Angeles Department of Building and Safety, building permits
- County of Los Angeles Assessor
- City of Los Angeles Department of City Planning, Office of Historic Resources, SurveyLA
- Historic aerial photographs available via historicaerials.com and the University of California, Santa Barbara Map and Imagery Lab

Canfield Development, Inc.
4750 Santa Monica Boulevard

- Sanborn Fire Insurance Company Maps for Los Angeles
- *Los Angeles Times* on Newspapers.com
- City Directories for Los Angeles
- Other sources as noted in the references list

5 Methods

5.1 Field Survey

Rincon Architectural Historian Alexandra Madsen conducted an intensive-level survey of the subject properties on December 3, 2019. The survey identified and photographed all built environment features on the properties. The field survey consisted of a visual inspection of the subject properties and their associated features to assess overall condition and integrity, and to identify and document any potential character-defining features. Access was limited to the public right-of-way; no interior photographs were taken. The subject properties were recorded on California Department of Parks and Recreation (DPR) 523 series forms, included in Appendix B of this report. Ms. Madsen also performed a reconnaissance survey of the immediately surrounding area to confirm the presence any potential historic districts and to identify other similar property types.

5.2 Evaluative Frameworks in Los Angeles

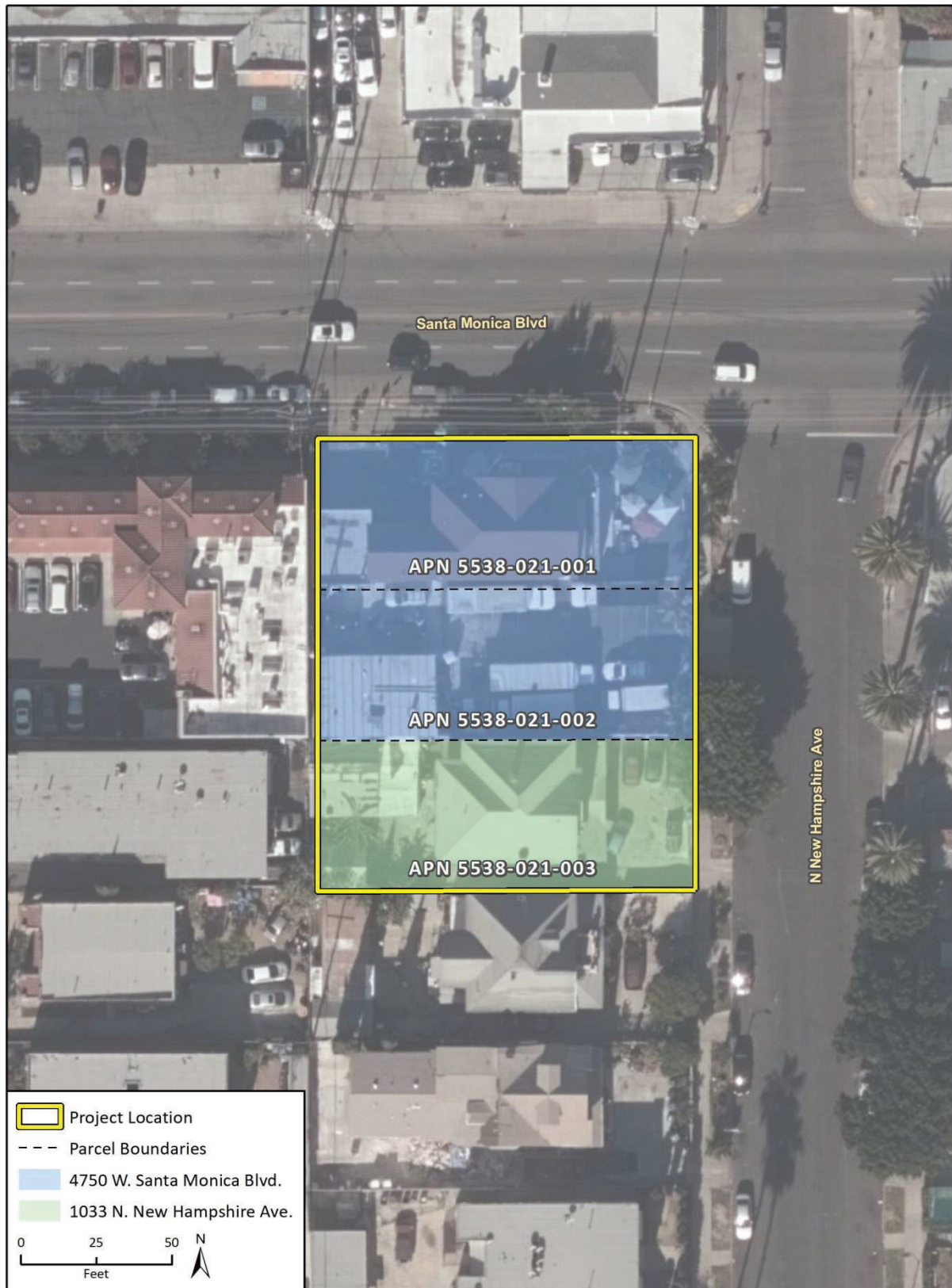
In addition to applicable national, state, and local designation criteria, this assessment considered the context-driven methods and framework used in SurveyLA and other applicable historic context statements. The OHR has developed an extensive citywide historic context statement as part of SurveyLA that identifies contexts, themes, and subthemes representing the multifaceted history of Los Angeles and relates those themes to existing resources or property types. Also known as “CTPs” (context, theme, and property type), these documents provide a consistent, comparative framework for evaluations and assists survey efforts by predicting the location and types of resources encountered throughout Los Angeles.

6 Results

6.1 Current Setting

The subject properties are located immediately southwest of the intersection of North New Hampshire Avenue and West Santa Monica Boulevard (Figure 7). The surrounding neighborhood is characterized a mix of low-rise residential development and low-to-mid-rise commercial properties. West Santa Monica Boulevard is a major regional arterial and has a predominantly commercial character in the vicinity of the subject properties (Figure 8). Situated on this thoroughfare is stylistically eclectic range of properties dating from nearly the full span of the twentieth century. Residential uses predominate along North New Hampshire Avenue other nearby side streets, though some properties near West Santa Monica Boulevard Have been developed for commercial uses (Figure 9 and Figure 10). The area is still home to many single-family residences and apartment buildings dating from the first half of the twentieth century. Domestic architectural styles are typically variants of either the Craftsman or Spanish Colonial Revival traditions. Los Angeles City College is located approximately one block to the south of the subject properties, while the Vermont/Santa Monica Metro station is about a block to the east.

Figure 7 Site Map



Imagery provided by Microsoft Bing and its licensors © 2020.

Figure 8 4700 Block of West Santa Monica Boulevard, Facing Northeast



Figure 9 1000 Block of North New Hampshire Avenue, Facing Northwest



Figure 10 1000 Block of North New Hampshire Avenue, Facing Northeast



6.2 1033 North New Hampshire Avenue

Architectural Description

The property at 1033 North New Hampshire Avenue is a two-story, Craftsman-style residence exhibiting minimal elements of Swiss chalet design references (Figure 11 and Figure 12). Irregular in plan, the building sits on a concrete foundation. Its roof is cross-hipped roof with front-facing gables and is sheathed in composition shingles. Exterior walls are clad in horizontal wood planks and stucco, which envelop a wood-frame structural system. Windows are generally replacements, mostly vinyl sashes, in addition to jalousie windows. Centrally placed on the main (east) elevation, the recessed front entrance opens to a full-width porch and features a glazed wood door, possibly original, flanked by sidelights. Accessed via concrete steps, the porch is sheltered by a cross-gabled roof supported classically inspired columns situated on brick piers. Marked with blind arches, brick rails line the porch. Architectural details characteristic of the Swiss chalet Craftsman style included flared eaves, ornamental gable brackets and rafter tails, and false half-timbering at the upper gable end (OHR 2016). Alterations to the building include the aforementioned changes to windows and construction of a small rear addition. Many of the exposed rafters have also degraded and no longer feature the flared rafter tails found on areas of the residence. Additionally, the front yard has incurred notable visible alterations, including the paving of the entire front yard and removal of a mature palm, as evidenced by the presence of a sawed stump. A detached garage is located at the southwest (rear) corner of the property. Satellite imagery shows another ancillary building at the opposing rear corner of the lot. Overall the property is in fair condition.

Figure 11 1033 North New Hampshire Avenue, East and South Elevations, View Northwest



Figure 12 630 North Oxford Avenue, East and North Elevations, View Southwest



Developmental History

The property at 1033 North New Hampshire Avenue remained undeveloped through the first decade of the twentieth century. Property transfer records dating from December 1910 indicate that 1033 North New Hampshire Avenue (then 1259 Allan Avenue) was undeveloped when Jensen and his wife, Emma, sold the parcel to Gideon D. McGilliard. The Jensens sold the property with the stipulation that a “first class private residence” of at least two stories be constructed on the lot at a minimum cost of \$3,000, along with a private stable to be located at the rear of the parcel. Any residence built on the property would require a 30-foot setback from the right-of-way. The new owner would be required to maintain the palm trees planted curbside in front of the house. The terms of the sale also barred resale of the property to “any persons of African, Chinese, Japanese, or Indian descent” (County Recorder 1910). The Swiss Craftsman-style subject residence was constructed ca. 1911, between the time of McGilliard’s purchase of the property at the end of 1910 and his family’s appearance in a 1912 city directory listing for the address (LAPL 1912).

Although the current study uncovered no evidence that Jensen was directly involved in the development of the McGilliards’ residence it is possible that he shared architectural plans with McGilliard. The North New Hampshire Avenue house bears a strong resemblance to Jensen’s own extant residence at 1728 Westmoreland Boulevard.³ Constructed in 1909, Jensen’s Swiss Craftsman-style residence possesses elaborate columns, flared eaves, ornamented brackets and rafters, and a brick porch foundation with blind arches that are nearly identical to corresponding elements on the North New Hampshire Avenue residence (LADBS 1909). The building permit for Jensen’s residence confirms the building at 1728 Westmoreland Boulevard was constructed for and by him, but does not list an original architect. However, because the original building permit for the subject residence at 1033 North New Hampshire Avenue could not be located for the current study, no relationship between the two houses’ designs could be definitively determined.

Research for the present study uncovered only limited biographical information on McGilliard and his family. A native of Scotland, the patriarch Gideon worked in an unknown capacity for Bly Bros., McGilliard Stone Co, which was founded in the 1880s. In 1891, Gideon married Nora Bly in 1891 (LAH 11/25/1891; LAT1/1/1921). City directories show that, as of 1914, McGilliard was a stone mason at the Bly Bros., McGilliard Stone Company and the property’s address had been changed to 1033 North New Hampshire Avenue. McGilliard’s relatives Andrew and DeLoss were also listed at the address (LAPL 1914; 1915).

According to SurveyLA, the Craftsman style in which the McGilliards built the subject residence emerged in the first decade of the twentieth century and “reflected the Arts and Crafts movement’s conscious search for the supposed simplicity of a pre-industrial time when objects revealed the skill and craftsmanship of the laborer and, further, a rejection of the highly ornamented Victorian aesthetic.” While references to Swiss, or Chalet-inspired, domestic architecture were known to appear in Craftsman-style homes, the variant was relatively rare in Los Angeles. Such elements as unpainted wood surfaces and broad eaves proved particularly compatible with the Craftsman style. SurveyLA differentiates the Swiss-inspired variant from the straight Craftsman, noting that “the street-facing elevation is often symmetrically arranged, and usually features a second story balcony defined by flat balusters with decorative cutouts. Brackets and bargeboards are typically more decorative than those found in other variations of Craftsman architecture” (OHR 2016). The subject

³ Jensen’s residence is listed as a contributing feature to the Harvard Heights HPOZ (City of Los Angeles 2020).

residence includes some features indicative of the Swiss Craftsman style, including broad eaves, ornamental brackets, and false half-timbering.

Following the completion of the McGilliard residence, the gradual development of the surrounding area continued. In 1914, the Los Angeles State Normal School built a new facility a large parcel located one block to the south of the subject property. In 1919, the Normal School was reorganized as University of California Los Angeles (the property was eventually transferred to Los Angeles City College, its current occupant) (ProQuest 1919; Flanagan 2016). A Sanborn map surveyed that same year shows that many nearby Westmoreland Park Tract properties remained vacant. Aside from the university and scattered residences, development in the tract also included a row of shops at the southwest corner of Santa Monica Boulevard and Vermont Avenue (LAPL 1919).

An aerial photograph taken in 1938 shows that, over the previous two decades, development continued, and the subdivision was more or less completely developed, almost entirely with what are presumed to be residences. Judging from their comparatively large and regular building footprints, many buildings located along nearby sections of Santa Monica Boulevard likely served commercial purposes (UCSB Map and Imagery Lab 1938).

Aerial photographs and Sanborn maps indicate that, while 1033 North New Hampshire Avenue remained substantially unchanged, there was a degree of redevelopment in the property's vicinity in the second half of the twentieth century. The most conspicuous change was perhaps the increasingly commercial character of properties on and near Santa Monica Boulevard. Through the late twentieth century there was growing number of relatively large commercial properties constructed nearby, including multiple strip malls (Netronline 1948-2016).

City directory listings indicate the McGilliard family moved out of the property by 1919 (LAPL 1921). A succession of owners and residents occupied the property in the ensuing decades. Sources available for the present study indicate that the individuals who owned and/or lived at 1033 North New Hampshire Avenue were likely of middle- or working-class backgrounds. The occupations these individuals held included artist, salesperson, and zookeeper (LAPL 1926; Ancestry.com 2012; *LAT* 3/18/1962). Research conducted for the present study uncovered no evidence that any of these individuals made contributions significant to the history the nation, state, region, or city.

Table 1 and Table 2 summarize the construction, alteration, and ownership/occupancy history of 1033 North New Hampshire Avenue.

Table 1 1033 North New Hampshire Avenue Construction History

Permit #	Date Issued	Description of Work	Architect/ Contractor	Property Owner	Notes
N/A	Unknown	Construction of residence	Unknown	G. McGilliard	
169	1/4/1945	Repair fire damage to roof and interior trim	D.S. McEwan, contractor	W. Murphy	
17314	6/8/1948	Rear addition	Owner	Unknown	
12758	7/12/1950	Termite repairs	Federal Termite Control Service, contractor	Mrs. W.H. Murphy	
N/A	Unknown	Removal of original front yard landscaping	Unknown	Unknown	Per visual observation
N/A	ca. 2000-2007	Installation of vinyl-sash windows	Unknown	Unknown	Date estimated, based on historical Google street view imagery and window style
N/A	2011-2014	Removal of palm tree	Unknown	Unknown	Source: historical Google street view imagery

Source: LADBS Building Permits

Table 2 1033 North New Hampshire Avenue Ownership/Occupancy History

Date	Property Owners/Tenants	Source
1910	Henry and Emma Jensen	Property Transfer Record
1910	G.D. McGilliard	Property Transfer Record
1914	Andrew E, De Loss, and Gideon D. McGilliard	City Directory
1915	Andrew E, De Loss, and Gideon D. McGilliard	City Directory
1919	Gertrude D. Goode	Los Angeles County Assessor
1920	Charles H. Elmendorf	Los Angeles County Assessor
1921	Jennie C. Rice	City Directory
1922	Mrs. Chas. Halsley Elmendorf	Google Books
1923	George C. Baker	Los Angeles County Assessor
1926	Jean J Baker	City Directory
1927	G.C. Baker	City Directory
1931	James B. Fox	Los Angeles County Assessor
1935	Anna M. Spence	Los Angeles County Assessor
1938	George E. Spence	Los Angeles County Assessor
1940	Severin H. Brager	City Directory

Date	Property Owners/Tenants	Source
1940	Henry S. and Anabel Clara Olson	U.S. Census
1941	Constance I. Franklin	City Directory
1942	Pearl W. Spence	Los Angeles County Assessor
1944	William H. and Carrie A. Murphy	Los Angeles County Assessor
1945	William H. Murphy	LADBS
1948	William H. Murphy	LADBS
1950	Mrs. W. H. Murphy	LADBS
1950	McCoy Green	Los Angeles County Assessor
1953	Ethel Green	Los Angeles County Assessor
1956	Ethyl Green	City Directory
1957	Ethyl Green	Los Angeles County Assessor
1960	Ethyl Green	City Directory
1962	Emil Matthys	<i>Los Angeles Times</i>
1963	Ethyl Green	City Directory
1968	G. Kulandgian	City Directory
1973	Vartkes Gureghian; Simitioana Boiangian	City Directory
1978	Akop Avtissian; Vahan Baharian; Matrios Moroyan	City Directory

6.3 4750 West Santa Monica Boulevard/1037 North New Hampshire Avenue

Architectural Description

This property comprises two parcels at 4750 West Santa Monica Boulevard and 1037 North New Hampshire, respectively (Figure 13). The Santa Monica Boulevard property includes a building constructed in 1906 as a residence, but subsequently converted into a multi-unit commercial building. The New Hampshire Avenue property contains a storage building completed in 1955 and a parking lot. The two parcels currently function as a single commercial property.

Figure 13 Property Overview, Facing West

Originally constructed with minimal elements of the Craftsman style, the two-story building at 4750 West Santa Monica Boulevard has been highly altered and currently exhibits an irregular footprint, rises from a concrete foundation, and is capped with a complex hipped and gabled roof clad in composition shingles (Figure 14). A combination of horizontal wood planks and non-original stucco and T1-11 siding envelops the building's wood-frame structural system. Windows are generally replacements and include horizontally sliding vinyl and fixed wood sashes. Entrances are located on the north and south elevation and at the building's northeast corner. Door types could not be determined due to limited visibility. The building is the product of numerous substantial alterations. Most notably, the west-facing main elevation is dominated by a one-story storefront that was produced by enclosing the original wraparound porch with a stucco exterior and large display windows (constructed ca. 1948). The storefront retains the porch's original curved footprint, but features classically inspired columns—likely non-original—flanking a recess that leads to the main entrance. The storefront's design contrasts with the adjacent sections of the north- and east-facing upper floors, which substantially preserve the building's original Craftsman-influenced styling. Here the upper story and attic level features such details as wood-plank siding, decorative gable brackets, exposed rafters, flared porch roof, wood-sash casement and double-hung windows, and a lightly elaborated attic vent. Elsewhere, the building exhibits further alterations. These include a large, two-story rear addition; one-story attached garage; enclosed window openings; and large expanses of stucco cladding on the north and west elevations. A gated chain-link fence limits access to the parcel. The building is in fair condition.

Figure 14 4750 West Santa Monica Boulevard, East and North Elevations



Situated on the neighboring 1037 North New Hampshire Avenue parcel is a one-story utility building constructed in a utilitarian style in 1955 (Figure 15). Rectangular in plan, the building rises from a concrete foundation and culminates in a flat roof sheathed in rolled composition material. Its structural concrete-block walls include a centrally placed engaged column on the east-facing main elevation. Fenestration visible at the time of the field survey was limited to a single wood or metal door on the main elevation. Satellite imagery indicates there are four additional apertures on the north elevation, possibly a combination of doors and windows. The building occupies a rear corner of the parcel, which otherwise is almost entirely asphalt-paved for parking and equipment storage. Access to the lot is controlled by a metal rail fence with a sliding gate. The building is in good condition.

Outside the building footprints, the property is entirely paved with asphalt and concrete. Landscaping includes mature trees planted in the park strips along both streets and shrubs and other foliage planted in a pair of low concrete planters at 1037 North New Hampshire Avenue.

Figure 15 Overview of 1037 North New Hampshire Avenue, Facing West



Developmental History

While the properties at 4750 West Santa Monica Boulevard and 1037 north New Hampshire currently function as a single property, they were developed separately, beginning in the early twentieth century. According to Los Angeles County Assessor Records, the existing building on Santa Monica Boulevard, formerly 1041 North New Hampshire Avenue, was completed in 1906. As such it was among the first houses erected in Henry C. Jensen's Westmoreland Park Tract subdivision, which was platted that same year (Jensen and Sullivan 1906). Given the building's construction date, it is possible Jensen developed it; however, the original building permit was not available to confirm this. Figure 16 includes a rendering of the residence dating from 1921, before the house was extensively modified. When Thara C. Ostrander took out a permit to re-roof the building and make other unspecified repairs in 1938, the property was still being used as a residence. By 1948, however, it had begun to serve commercial purposes. In a permit for the enclosure of the residence's front porch, property owners Irene and Frank Layne indicated there were three buildings on the lot, a residence, a detached garage, and a real estate office constructed sometime after 1919 (LADBS 1938; 1948; ProQuest 1919). A 1950 Sanborn map depicts the former residence as a shop, and revisions made for the 1955 map indicate that the garage and real estate office had been razed, leaving the former residence as the sole building on the parcel. The change in function coincided with what historic aerial photographs and Sanborn maps suggest was the increasingly commercial character of Santa Monica Boulevard in the vicinity of the property (UCSB Map and Imagery Lab 1938; ProQuest 1950; 1955).

Figure 16 Excerpt of Advertisement Depicting 4750 Santa Monica Boulevard (Los Angeles Times, 1921)

Tuesday, Feb. 15th, 10:30 a. m., Sharp!
**Public Auction! This Beautiful Home Suitable for
Doctor or Dentist**

Terms!
Lot 50x135
Autos, drive out on Vermont to Santa Monica Blvd., then west to New Hampshire.
Open Sale

1041 North New Hampshire Ave.
**A. WEIL
Auctioneer**

Take P. E. Car Marked Sunset & Santa Monica Ave. to Vermont—walk one block west to New Hampshire, then to property.

No Reserve

IDEAL NINE-ROOM CORNER HOUSE is situated one block from State University. Four large light sunny rooms, large living room, dining room, built-in effects, large kitchen, den, refrigerator

L. A. AUCTION REALTY EXCHANGE—PHONE 11528

In 1963, Edna Crawford made interior alterations to accommodate the operation of her used furniture store, Crawford's Corner (LADBS 1963; LAPL 1965; 1968). The following year, Crawford built a garage at the rear of the property (LABDS 1964). In 2000, Pedro Davila applied had the building re-roofed. Building permits indicate that Davila was associated with both the 4750 West Santa Monica Boulevard and 1037 North New Hampshire Avenue properties by 2000 (LADBS 2000). According to historic aerial images, sometime between 1994 and 2003, the large rear addition was built on the east side of the former residence (Netronline 1994; 2003).

The earliest known development at 1037 North New Hampshire Avenue was residential in character. A 1919 Sanborn map, the earliest available record, depicts a two story dwelling (no longer extant) situated near the front of the property (ProQuest 1919). The following year, property owner S.O. Goodbridge added an 18-by-20-foot ancillary building (no longer extant) at the rear of the property. Los Angeles County Assessor Records indicate the existing storage building was constructed in 1955. Building permits available for this study offer no details regarding the building's construction. In 1958, John Larson secured a permit to build a 33.5-by-36-foot addition to the rear of the property. A year later, Larson and his wife applied to demolish a residence located on the property and to construct a two-story, commercial and residential building at the front of the property. It was likely this building that Pedro Davila sought to demolish in 1999 (LADBS 1920; 1958; 1959; 1999). Historic aerial photographs confirm that this work was completed by 2003, at which time the extant storage building was the only one depicted on the property (Netronline 2003). In 2000 and 2001, Davila was granted permits to alter the storage building for use as a take-out restaurant and produce storage unit (LADBS 2000; 2001). It is presumed the two parcels were first operated as a single property around the time Davila demolished the two-story building on North New Hampshire Avenue.

Further details regarding the building permit and ownership/occupancy histories of 4750 West Santa Monica Boulevard and 1037 North New Hampshire Boulevard are available below. Table 3 and Table 4 concern 4750 West Santa Monica Boulevard, while Table 5 and Table 6 regard 1037 North New Hampshire Avenue.

Table 3 4750 West Santa Monica Boulevard Construction History

Permit #	Date Issued	Description of Work	Architect/ Contractor	Property Owner	Notes
14920	10/16/1933	New shingles and other repairs	Owner	Thara C. Ostrander	
12010	2/29/1948	Enclosure of porch and removal of windows to create an entrance	Owner	Irene and Frank Layne	
28133	1/9/1963	Change of Occupancy Survey	William Roether	Edna E. Crawford	
29334	1/24/1963	Removal of interior partitions	William Roether	Edna E. Crawford	
N/A	3/21/1963	Certificate of Occupancy for remodeled retail shop	N/A	Edna E. Crawford	
505	10/22/1964	Construction of new two-car garage	Nally Construction company	Mrs. Crawford	
N/A	12/7/1967	Certificate of Occupancy for two-car garage	N/A	Mrs. Crawford	
N/A	9/2/1977	Structural and interior alterations	Vincent Meier, engineer; Desi Nagy, architect	John Terceman	
00016-10000-03803	3/6/2000	Re-roof	M.C. Construction and Plumbing, contractor	Pedro Davila	
N/A	Between 1994 and 2003	Rear addition	Unknown	Unknown	Source: 1994 and 2003 aerial photographs
N/A	Between ca. 2000 and 2007	Installation of vinyl-sash windows	Unknown	Unknown	Per visual inspection and historical Google street view imagery
12026-20000-00005	2/16/2012	Install accessibility ramp and accessible restroom stall	Alan Pinel, contractor	Pedro Davila	

Sources: LADBS Building Permits; Google Street View; ProQuest; Netronline

Table 4 4750 West Santa Monica Boulevard Ownership/Occupancy History

Date	Property Owners/Tenants	Source
1932	Harvey and Mildred Clerment	<i>Los Angeles Times</i>
1933	Thara C Ostrander	LADBS
1948	Irene and Frank Layne	LADBS
1950	Dr. Layne	<i>Los Angeles Times</i>
1956	Baldwin Company	City Directory
1960	Baldwin Company	City Directory
1963	Edna Crawford	LADBS
1964	Edna Crawford	LADBS
1965	Crawford's Corner	City Directory
1968	Crawford's Corner	City Directory
1977	John Terceman	LADBS
2000	Pedro Davila	LADBS
2012	Pedro Davila	LADBS

Table 5 1037 North New Hampshire Avenue Construction History

Permit #	Date Issued	Description of Work	Architect/Contractor	Property Owner	Notes
25007	12/20/1920	Construction of new ancillary building	C. Wolfly, contractor	S.O. Goodbridge	
13501	9/23/1958	Addition at rear of property and construction of new store at front of property	Victor Meyer, architect; Frederick J. Alexander, engineer	J.R. Larson	
31027		Demolish existing residence	Teal House Wrecking Co., contractor	Mr. and Mrs. J.R. Larson	
31028	5/4/1959	Construction of new commercial and residential building	Frank L. Burke, engineer; Frank J. Urdlik, contractor	Mr. and Mrs. J.R. Larson	
99019-10000-00072	3/24/1999	Demolish duplex	Owner	Pedro Davila	
99014-20000-06731	11/30/2000	Change use of storage building to take-out restaurant	Alpine Design	Pedro Davila	
01016-10000-19037	10/4/2001	Interior alterations to convert for produce storage	Owner	Pedro Davila	

Source: LADBS Building Permits

Table 6 1037 North New Hampshire Avenue Ownership/Occupancy History

Date	Property Owners/Tenants	Source
1920	S.O. Goodbridge	LADBS
1926	Epsilon Pi Alpha Sorority	<i>Los Angeles Times</i>
1926	Epsilon Pi Alpha Sorority	<i>Los Angeles Times</i>
1932	Mrs. Julius De Rosear	<i>Los Angeles Times</i>
1956	Ralph A. Bercume	City Directory
1958	John Larson	LADBS
1959	Mr. and Mrs. J.R. Larson	LADBS
1965	Irma May Johnson	City Directory
1968	Irma May Johnson	City Directory
1999	Pedro Davila	LADBS
2000	Pedro Davila	LADBS
2001	Pedro Davila	LADBS

7 Analysis

7.1 Evaluative Framework for Historic Resources in Los Angeles

This evaluation utilized the methodology and framework employed currently by the City of Los Angeles OHR for its citywide historic resources survey, SurveyLA. In addition to a consideration of all applicable designation criteria, one relevant CTP type combination and its associated eligibility standards and integrity thresholds was used to evaluate the subject property for significant events.

SurveyLA CTP#1 – Residential Development and Suburbanization, 1850-1980

Context: Residential Development and Suburbanization, 1850-1980

Theme: Early Residential Development, 1880-1930

Sub-Theme: Early Single-Family Residential Development, 1880-1930

Resources significant under the theme of early residential development include single- and multi-family residences. Properties evaluated under this theme may be significant in the areas of Settlement and/or Community Planning and Development for their association with the earliest periods of residential development in Los Angeles. Although not required, some resources may also be significant examples of their respective styles.

Period of Significance: 1880-1930

Eligibility Standards

- Dates from period of significance
- Is a rare surviving example of the type in the neighborhood or community
- Represents a very early period of settlement/residential development in a neighborhood or community

Character-Defining/Associate Features

- Retains most of the essential physical and character defining features from the period of significance
- Has an important association with early settlement or residential development within a neighborhood or community
- May also be significant for its association with important early settlers
- May be within an area later subdivided and built out
- Often site in a prominent location

Integrity Considerations

- Should retain integrity of Location, Feeling, Association and Materials from the period of significance
- Because of the rarity of the type there may be a greater degree of alterations or fewer extant features

SurveyLA CTP#2 – Architecture and Engineering

Context: Architecture and Engineering

Theme: Arts and Crafts Movement, 1895-1930

Sub-Theme: Craftsman, 1905-1930

A resource evaluated under this sub-theme is significant in the area of architecture as an excellent example of the Craftsman style and exhibits quality of design through distinctive features. Examples of Craftsman architecture in Los Angeles reflect new aesthetic choices that were tied to the Arts and Crafts movement during the early part of the twentieth century and shift away from the architecture of the late Victorian era. Craftsman style houses are characterized by their glorification of natural materials and promotion of outdoor living with the typically generous front porch. Custom designed houses often featured workmanship and design of high quality and represent the Craftsman style at its peak of expression. They were constructed when the philosophical underpinnings of the Arts and Crafts movement were practiced by the leading architects and designers in the Southern California.

Period of Significance: 1880-1930

Eligibility Standards

- Exemplifies the tenets of the Arts and Crafts movement and the Craftsman style
- Was constructed during the period of significance
- Exhibits quality craftsmanship

Character-Defining/Associate Features

- Retains most of the essential character-defining features of the style
- One or two stories in height
- Building forms that respond to the site
- Shingled exteriors, occasionally clapboard or stucco
- Low-pitched gabled roofs
- Broad, overhanging eaves with exposed structural members such as rafter tails, knee braces, and king posts
- Broad front entry porches of half for full-width, with square or battered columns, sometimes second-story sleeping porches
- Extensive use of natural materials for columns, chimneys, retaining walls, and landscape features
- Casement windows situated in groups
- Represents an early or rare example of the style in the community in which it is located
- If Airplane, then has a “pop up” second story with one or two rooms

- If Japanese-influenced, then may have multi-gabled roofs or gables that peak at the apex and flare at the ends
- If Chalet-influenced, then may have single, rectangular building forms, front-facing gabled roofs, second story balconies, flat balusters with decorative cutouts or decorative brackets and bargeboards

Integrity Considerations

- Should retain integrity of Design, Workmanship, Feeling, Setting, and Materials from the period of significance
- Craftsman style buildings that have been stuccoed are excluded from individual listing under C/3/3, if they were originally shingled or clapboarded
- The most common alteration is the replacement of windows and the enclosure of porches
- Some window replacement may be acceptable if the openings have not been resized, particularly windows associated with kitchens and bathrooms on rear and side elevations
- The enclosure of porches is an acceptable alteration so long as the features such as piers and posts have not been removed
- Brick or stonework may have been painted; acceptable as it is reversible
- Building may have been moved for preservation purposes
- Original use may have changed

7.2 Significance Evaluations

1033 North New Hampshire Avenue

The property at 1033 North New Hampshire Avenue is recommended ineligible for federal, state, or local designation, either individually, or as a contributor to any existing or potential historic districts. Further details on this evaluation follow.

Significance Criterion A/1/1

The property does not appear eligible for associations with significant events (Criterion A/1/1). The property is located just south of Fountain Avenue, which is generally considered to be the southern boundary of pre-consolidation Hollywood. Further, the subject residence was not constructed until sometime after December 1910, when the undeveloped land was purchased by Gideon McGilliard; this was seven months after Hollywood was consolidated with Los Angeles in February 1910. As such the property cannot be considered significant within the context of pre-consolidation Hollywood. The property also is not a rare surviving example of its type or representative of a very early period of settlement in its neighborhood. A review of SurveyLA data and Los Angeles County Assessor records indicate there are numerous extant residences from this period located in close proximity, particularly along North Edgemont Street and North Kenmore Avenue. The property therefore does not meet the eligibility standards of early single-family residential development as defined by SurveyLA. Further the current study found no evidence that the Westmoreland Park Tract subdivision or the subject property was important within the context of in the early residential development of the Hollywood CPA, or any other event or patterns of events significant in the history of the city, region, state, or nation.

Significance Criterion B/2/2

Archival research does not indicate the property is significant for any associations with important individuals (Criterion B/2/2). The property is located in a neighborhood that was first developed by Henry C. Jensen, who is arguably significant for his efforts in early twentieth-century Los Angeles-area real estate development. Indeed, Jensen's Recreation Center (HCM No. 652) is significant in part for its association with Jensen. However, Jensen's noteworthy accomplishments for the recreation center building relate to his early combination of residential, retail and commercial uses in a single complex (Historic Places LA 2020). The Westmoreland Park Tract was not Jensen's first subdivision and his direct role in the residences that were ultimately developed in it is limited. As it relates specifically to the subject residence at 1033 North New Hampshire Avenue, research conducted for the present study suggested that after selling the property to Gideon McGilliard in 1910, Jensen had no further role in the property's development. Although Jensen may have sold or granted architectural plans to McGilliard for a residence which is similar to Jensen's own residence at 1728 Westmoreland Boulevard, there is no direct evidence to confirm this. Even Jensen had sold plans to McGilliard, a reproduction of his own residence (which is extant, retains a high degree of integrity, and contributes to a designated HPOZ) cannot be considered significant within the context of his productive life, which featured a number of more notable and extant buildings across Los Angeles in which he was directly involved. These buildings are more representative of Jensen's career and accomplishments, including his former residence at 1728 Westmoreland Boulevard, Jensen's Melrose Theater, and Jensen's Recreation Center at 1706 Sunset Boulevard. The property is directly associated with McGilliard, who is presumed to have built the extant residence. Although McGilliard achieved a degree of success in his career as a stone mason and businessman, his contributions are not of singular historical significance. A review of building permits, city directories, and historical newspapers failed to identify any information of consequence about any other owners or occupants.

Significance Criterion C/3/3

The property does not appear eligible as a distinctive example of an architectural type (Criterion C/3/3). The residence exhibits some hallmarks of Swiss Craftsman-style architecture, including its two-story height, regular form, decorative brackets, and false half-timbering. However, based on a review of Swiss Craftsman-style residences in Los Angeles that have been locally designated individually or recommended individually eligible for federal, state, and/or local designation, the present study finds the subject property lacks the high quality of architectural styling possessed by the designated and eligible examples of the style (OHR 2011; 2016; Historic Places LA 2019). This is largely due to the alterations, including the complete replacement of windows, the degradation of original materials which have resulted in the loss of flared rafter tails, and a small rear addition. Further, the property has lost original landscaping features through the removal of an original palm tree and the paving of the entire front yard. Taken together, the property's comparatively modest architectural quality and its diminished integrity of materials, feeling, and association preclude its eligibility for listing. Additionally, archival research did not uncover evidence that the building is the work of a master architect, designer or builder.

Significance Criterion D/4

There is no evidence to suggest that the property may yield important information about prehistory or history (Criterion D/4).

4750 West Santa Monica Boulevard

The property at 4750 West Santa Monica Boulevard is recommended ineligible for federal, state, or local designation, either individually, or as a contributor to any existing or potential historic districts. Further details on this evaluation follow.

Significance Criterion A/1/1

The property does not appear eligible for associations with significant events (Criterion A/1/1). Constructed in 1906, the former residence was completed the same year the Westmoreland Park Tract was platted and opened to development. While the residence might otherwise be significant as one of the earliest houses constructed in its neighborhood, its integrity to this period was lost due to several conspicuous alterations that coincided with the building's conversion to commercial uses in the mid-to-late twentieth century. Despite the fact that conversion came at a time when nearby sections Santa Monica Boulevard began to take on an increasingly commercial character, there is no evidence the building was significant in the context of local commercial development. Further, archival research failed to identify any information indicating that the property is associated with the any other events that have made a significant contribution to the broad patterns of our history.

Significance Criterion B/2/2

Archival research does not indicate that the property was directly associated with persons significant in our past (Criterion B/2/2). A review of building permits, city directories, and historical newspapers failed to identify any information of consequence about any of the owners or occupants.

Significance Criterion C/3/3

The property does not appear eligible as a distinctive example of an architectural type (Criterion C/3/3). The former residence at 4750 Santa Monica Boulevard retains very few physical or character-defining features of its original Craftsman style. Alterations over the decades have included: the enclosure of the front porch with stylistically incompatible materials and detailing, sizeable rear additions that altered the building's footprint and form, the replacement of several windows with vinyl sashes, and the filling in of several additional windows. In addition, the original landscaping was removed and most of the property paved with asphalt and concrete. The former residence no longer resembles its original appearance and therefore has lost integrity of design, materials, workmanship and feeling. The storage building at 1037 North New Hampshire Avenue likewise does not appear eligible for designation. It is of an undistinguished, utilitarian design and represents a type that is ubiquitous throughout the city, region, and state. Finally, archival research did not uncover that either building is the work of a master architect, designer or builder.

Significance Criterion D/4

There is no evidence to suggest that the property may yield important information about prehistory or history (Criterion D/4).

8 Recommendations

The residence at 1033 North New Hampshire Avenue and the commercial property at 4750 West Santa Monica Boulevard/1037 north New Hampshire were evaluated for listing in the NRHP and CRHR, and as a City of Los Angeles Historic Cultural Monument. In addition to applicable national, state, and local designation criteria, this assessment employed the context-driven methods and framework used in SurveyLA and found the property was not identified in SurveyLA. Likewise, neither property was identified in SurveyLA.

Based on the current assessment, Rincon finds that the properties at 1033 North New Hampshire Avenue and 4750 West Santa Monica Boulevard are ineligible for listing in the NRHP and the CRHR, and do not satisfy the criteria for designation as a City of Los Angeles Historic Cultural Monument. Neither property is considered a historical resource for the purposes of CEQA. As a result, no further consideration of the subject properties is warranted.

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Appendix A

Preparer's Qualifications

Appendix B

DPR Forms

Appendix C

Additional Documentation

Appendix A

Preparer's Qualifications



Shannon Carmack

PRINCIPAL; ARCHITECTURAL HISTORY PROGRAM MANAGER

Shannon Carmack is an Architectural Historian and Historian for Rincon Consultants. Ms. Carmack has more than 20 years of professional experience providing cultural resources management and historic preservation planning for large-scale and high-profile projects. She has worked throughout California in numerous sectors including local planning, development/construction, public utilities, Department of Defense, transportation, recreation, and education. Ms. Carmack prepares documentation to satisfy CEQA/NEPA, Section 106, and Local Historic Preservation Ordinances. She also provides reports and studies that are in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and the California Historic Building Code. She has developed and implemented successful mitigation for countless projects that included Historic American Building Survey (HABS) documentation, oral histories and interpretive programs. Ms. Carmack meets and exceeds requirements in the Secretary of the Interior's Professional Qualification Standards in Architectural History and History.

EDUCATION

B.A., History, emphasis in American History, California State University, Long Beach (2007)

EXPERIENCE

Rincon Consultants, Inc. (2015 – Present)

SWCA Environmental Consultants (2009 – 2015)

Sapphos Environmental, Inc. (2007 – 2009)

LSA Associates, Inc. (2000 – 2007)

SPECIALIZED EDUCATION/ TRAINING

Green Strategies for Historic Buildings, National Preservation Institute (2008)

CEQA Workshop Training, AEP (2007)

Oral History Methods, CSU Long Beach (2005)

Identification and Evaluation of Mid-20th Century Buildings, National Preservation Institute (2004)

Section 4(f) Cultural Resources Compliance for Transportation Projects, National Preservation Institute (2003)

PROJECT EXPERIENCE

- HABS Documentation, Placentia Growers Association, City of Placentia, County of Orange, CA
- World Citrus West Evaluation; City of Fullerton, Orange County, CA
- 6634 Sunset Avenue Historic Habitation, City and County of Los Angeles
- Roger Y. Williams Residence, National Register of Historic Places Nomination; City of San Juan Capistrano, Orange County, CA
- Hobby City Redevelopment; Cities of Anaheim and Stanton, Orange County, CA
- South Coast Shipyard Redevelopment Project; City of Newport Beach, Orange County, CA
- HABS Level 3 Documentation, Ray C. Lambert Ranch; City of Irvine, Orange County, CA
- Susan Street Exit Ramp Improvement Project; City of Costa Mesa, Orange County, CA
- Lambert Ranch General Plan Amendment and Zone Change EIR; City of Irvine, Orange County, CA
- Mountain Park Specific Plan Amendment EIR; City of Anaheim, Orange County, CA
- Orange County Gateway Project, Cities of Placentia, Anaheim, and Yorba Linda, Orange County, CA
- Everport Terminal Cultural Resources Assessment, Port of Los Angeles, City and County of Los Angeles, CA
- Fort McArthur "Hey Rookie" Pool Historic Habitation, City and County of Los Angeles, CA
- Woodland Hills Fire Station Historic Assessment and HABS, City and County of Los Angeles, CA
- Long Beach Courthouse Historic Impacts Assessment, City of Long Beach, County of Los Angeles



PROJECT EXPERIENCE, CONT'D

- Chapman's Millrace Relocation and Rehabilitation; San Gabriel Mission, Los Angeles County, CA
- Cypress Park Community Center-Youth Facility, City and County of Los Angeles, CA
- El Sereno Recreation Center, City and County of Los Angeles, CA
- 7 Oakmont Drive Historic-Cultural Monument (HCM) Application, City and County of Los Angeles, CA
- Windsor Square Design Review, City and County of Los Angeles, CA
- Edwards Air Force Base Cold War Historic Context, EAFB, Los Angeles and Kern Counties, CA
- Venice Post Office Rehabilitation, Venice Beach, City and County of Los Angeles, CA
- San Pedro Plaza Park Project, City and County of Los Angeles, CA
- Woodland Hills Recreation Center Project, City and County of Los Angeles, CA
- Terminal Island Historic Survey Evaluation and Historic Context Statement; City and County of Los Angeles, CA
- University Park Historic District Design Review, City and County of Los Angeles, CA
- East Los Angeles College (ELAC) Firestone Building Cultural Resources Services; South Gate, County of Los Angeles, CA
- South Los Angeles Wetlands Park Project, City and County of Los Angeles, CA
- Metro Gold Line Foothill Extension Intermodal Parking Facility Project; Azusa, Los Angeles County, CA
- Metro Green Line to LAX Project, City and County of Los Angeles, CA
- Metro Crenshaw/LAX Transit Corridor EIR Cultural Resources Services; City and County of Los Angeles, CA
- Olympic Boulevard and Mateo Street Improvements; City and County of Los Angeles, CA
- Port of Los Angeles Berths 167-169 Rehabilitation Project; City and County of Los Angeles, CA
- Metro Regional Connector Transit Corridor Project; City and County of Los Angeles, CA
- Port of Los Angeles Al Larson Boat Shop Historic Assessment; City and County of Los Angeles, CA
- ACE San Gabriel Trench Project Cultural Resources Services; Los Angeles County, CA
- Interstate 5 Improvement Project; Cities of La Mirada, Cerritos, Norwalk, Downey and Santa Fe Springs, Los Angeles County, CA





Steven Treffers, MHP

SENIOR ARCHITECTURAL HISTORIAN

Steven Treffers is a senior architectural historian with 10 years of experience as a historic preservation professional who exceeds the Secretary of the Interior's Professional Qualifications for History and Architectural History. He received his B.A. in European History at the University of California, Santa Cruz before eventually pursuing his Masters in Historic Preservation at the University of Southern California, School of Architecture. Since this time, he has broadened his knowledge of historic preservation planning and management through a wide range of professional and personal experiences. Mr. Treffers has worked on an extensive number of projects requiring compliance with Section 106 of the NHPA, CEQA, and local ordinances, and developed a deep understanding of where these regulations overlap and diverge as a result. In support of these efforts, he has managed and conducted historic resource surveys, performed archival research, analyzed impacts, and developed and implemented mitigation measures such as HABS/HAER documentation and interpretive plans. As a current and former member of cultural heritage commissions, Mr. Treffers has also worked closely with agencies and design teams on projects involving alterations to historic resources to ensure compliance with SOI Standards and applicable design guidelines. As a result, he has extensive experience identifying character-defining features, reviewing architectural drawings, and collaborating with local governments, stakeholders, architects, and engineers to meet project objectives while retaining those elements that convey the reason for a historic resource's significance.

EDUCATION

M.H.P., Historic Preservation;
University of Southern
California, Los Angeles; 2012
Graduate Certificate Program,
Architecture & Urbanism;
University of Southern
California, Los Angeles; 2011
B.A., European History;
University of California, Santa
Cruz; 2003

TRAININGS

Section 106 Compliance
Training; Society for American
Archaeology 2014
CEQA Training, California
Preservation Foundation; 2015

CERTIFICATIONS/ REGISTRATIONS

Meets and exceeds
requirements in the Secretary
of the Interior's Professional
Qualification Standards in
Architectural History and
History

EXPERIENCE

Rincon Consultants, Inc. (2016
– present)
SWCA (2011 - 2016)
Page & Turnbull (2010-2011)
Krafft & Krafft
CRM/Architecture (2009-2011)

PROJECT EXPERIENCE

- LA Plaza de Cultura y Artes Project; City and County of Los Angeles
- 3008 Main Street Historic Resources Assessment; Santa Monica, Los Angeles County
- 1965 Market Street Historic Resource Evaluation; City and County of San Francisco
- 7 Oakmont Historic Review; City and County of Los Angeles
- Lacy Street Studios Historic Resources Evaluation; City and County of Los Angeles
- 118-126 Flores Peer Review; City and County of Los Angeles
- 1332 West Jefferson Historic Resources Assessment; City and County of Los Angeles
- 10 South Van Ness Avenue Historic Resource Evaluation; City and County of San Francisco
- Fifth Church of Christ Scientist Peer Review; City and County of Los Angeles
- 6634 Sunset Boulevard Rehabilitation Project; City and County of Los Angeles
- 1838 Wardlow Road Historic Resources Evaluation; Long Beach, Los Angeles County



PROJECT EXPERIENCE, CONT'D

AIRPORT FACILITIES

- Monterey Regional Airport Historic Resources Survey; City and County of Monterey
- Historic District Survey for the Air Force Research Laboratory; Edwards Air Force Base
- Cold War Era Buildings Survey and Context Report; Edwards Air Force Base
- Camarillo Airport Hanger Project; Camarillo, Ventura County
- Chino Airport; Chino, San Bernardino County
- Cold War Era Buildings Survey and Context Report; Edwards Air Force Base

TRANSMISSION

- California American Water Slant Test Well Project; Marina, Monterey County
- Indian Flat Substation Expansion Project; El Portal, Mariposa County
- Humboldt Bay-Humboldt #1 60kV Reconductoring Project; Humboldt County
- PG&E Compressed Air Energy Storage; San Joaquin, Solano, and Yolo Counties
- East Los Angeles College (ELAC) Firestone Building Cultural Resources Services; South Gate, County of Los Angeles

EDUCATION FACILITIES

- Academy of Art Existing Sites Technical Memorandum; City and County of San Francisco
- Montecito Union School; Montecito, Santa Barbara County
- Compton Community College; Compton Los Angeles County
- East Los Angeles College (ELAC) Firestone Building Cultural Resources Services; South Gate, County of Los Angeles

PORT FACILITIES

- Terminal Island Historic Resources Survey; Port of Los Angeles, City and County of Los Angeles
- Everport Terminal Cultural Resources Assessment, Port of Los Angeles, City and County of Los Angeles
- Port of Los Angeles Berths 167-169 Rehabilitation Project; City and County of Los Angeles
- Immigration Station Historic Assessment; Port of Los Angeles, City and County of Los Angeles

RECREATION FACILITIES/TRAILS

- Flood County Park; Menlo Park, San Mateo County
- Alma Park Historic Resources Evaluation; City and County of Los Angeles
- Cypress Park Community Center-Youth Facility, City and County of Los Angeles
- El Sereno Recreation Center, City and County of Los Angeles
- Woodland Hills Recreation Center Project, City and County of Los Angeles

TRANSPORTATION

- Alameda Corridor East – San Gabriel Trench Project; San Gabriel, Los Angeles County
- Metro Gold Line Foothill Extension Intermodal Parking Facility Project; Azusa, Los Angeles County
- Metro Crenshaw/LAX Transit Corridor EIR Cultural Resources Services; City and County of Los Angeles
- HRER and HPSR for the Cesar Chavez Median Project; City and County of Los Angeles
- Main Street Lighting Improvement Project; City and County of Los Angeles





Alexandra Madsen, MA

ARCHITECTURAL HISTORIAN

Alexandra Madsen, Architectural Historian with Rincon Consultants, has over six years of experience in the field of cultural resource management. Ms. Madsen specializes in architectural history and the built environment of Southern California. Her work efforts include multi-city survey work, archival research, and the development of historic context statements. She has evaluated dozens of resources for listing in the National Register of Historic Places, California Register of Historical Resources, and for local designation. In addition to evaluating resources, Ms. Madsen has also nominated properties for inclusion in the National Register of Historic Places and as City of Los Angeles Historic-Cultural Monuments (HCMs). Ms. Madsen has extensive experience with DPR 523 Series forms and has completed numerous Historic Resource Evaluation Reports and Historic Property Survey Reports. Her various documentation efforts have been in support of NEPA, CEQA, and Section 106 of the NHPA. Ms. Madsen has reviewed the designs of proposed construction, alterations, and additions of residential, commercial, and municipal properties to ensure compliance with the Secretary's *Standards*.

Ms. Madsen serves as the City of Los Angeles Cultural Heritage Commission-appointed board member for the Highland Park Historic Preservation Overlay Zone (HPOZ). In this role, Ms. Madsen reviews and makes recommendations on projects to promote historic preservation in Los Angeles. Additionally, as Vice President of the Highland Park Heritage Trust, Ms. Madsen authors HCM nominations and leads various fundraising efforts. Ms. Madsen holds a Master of Arts in Art History from the University of Texas at Austin, where she specialized in the built environment. Her recent publications include "Evaluating Migratory Camps and Cultural Landscapes from the Age of Displacement, 1930-1945," printed in the National Association of Environmental Professionals' journal *Environmental Practice* (2019). Ms. Madsen meets and exceeds the Secretary of the Interior's Professional Qualifications Standards for Architectural History and History.

EDUCATION

MA, Art History, University of Texas at Austin, 2016

BA, History, Saint Anselm College, 2014

TRAININGS

The Recent Past: Strategies for Evaluation, National Preservation Institute, 2018

Section 106 Essentials, Advisory Council for Historic Preservation, 2017

CEQA Workshop, Association of Environmental Professionals, 2016

CERTIFICATIONS/ REGISTRATIONS

Meets and exceeds requirements in the Secretary of the Interior's Professional Qualification Standards in Architectural History and History

PROJECT EXPERIENCE

- County of Los Angeles - Historic Evaluations of Priority Parks and Golf Courses, Los Angeles County, California
- County of Los Angeles - Descanso Gardens National Register of Historic Places Nomination, Altadena, California
- California High Speed Rail Authority - Program Construction Management: Merced Overpass Reexam, Shafter, California
- California Department of Transportation - State Route 55 Historic Property Survey Report and Historic Resource Evaluation Report, Orange County, California
- City of Bakersfield - Historic American Buildings Survey (HABS) for 24th Street Improvement Project and Citywide Historic Context Statement, Bakersfield, California

PROJECT EXPERIENCE, CONT'D

- City of Long Beach – Design Review for 210 The Promenade; Long Beach, Los Angeles County, California
- City of Long Beach – Historic Resource Evaluation - 1400 E. Hellman Street; 953 Chestnut Avenue; 830 Santiago Avenue; 645 W. 11th Street; and Metropolitan Apartments; Long Beach, Los Angeles County, California.
- County of Los Angeles - HABS Documentation for Los Angeles Music Center; Los Angeles, Los Angeles County, California
- City of Sierra Madre - Historic Resources Evaluation - 659 W. Alegria Avenue; Sierra Madre, Los Angeles County, California
- City of Manhattan Beach – Citywide Historic Context Statement; Manhattan Beach, Los Angeles County, California
- Historic Resources Evaluation-1009-1100 Gardner Street; West Hollywood, Los Angeles County, California
- Historic Evaluation and Design Review- 5570 Melrose Avenue; Los Angeles, Los Angeles County, California
- Secretary of the Interior’s Standards Compliance Review - Los Verdes Golf Course Clubhouse; Rancho Palos Verdes, Los Angeles County, California
- Historic Resources Evaluation- Hammerhead Barracks at Fort Ord; Seaside, Monterey County, California
- Historic Context Statement and Survey- California State University, Fullerton Campus; Fullerton, Orange County, California
- Cultural Resources Assessment Report- Arroyo Village Center; San Gabriel, Los Angeles County, California
- Secretary of the Interior’s Standards Compliance Review- Watsonville City Plaza; Watsonville, Santa Cruz County, California
- Historic Resources Evaluation- 890 South Magnolia; Ontario, San Bernardino County, California
- Historic Resources Evaluation- 13551 Harbor Boulevard; Garden Grove, Orange County, California



James Williams, M.A.

ARCHITECTURAL HISTORIAN

James Williams is an Architectural Historian with four years of professional experience who meets the SOI PQS for Architectural History and History. His professional experience includes the preparation of historic resource assessments in support of NEPA, Section 106 of the NHPA, CEQA, and local historic preservation regulations. He has conducted historic surveys and archival research, prepared DPR 523 series forms, and assisted in the preparation of historic resource evaluations for a number of historic resources. He has also assisted in the preparation of several HAER-like documentation packages as part of mitigation measures on behalf of various municipal agencies.

In addition to his professional experience, Mr. Williams has cultivated broad knowledge of the intersection of post-war U.S. historic preservation and housing policies. His work in these areas is exemplified by his 2013 Master's thesis, *West End Boys: Urban Redevelopment and the Elimination of Sacramento's Skid Row*, as well as his subsequent post-graduate research regarding the creation of San Diego's Gaslamp Quarter historic district.

EDUCATION

Master of Arts, Public History,
CSU Sacramento, 2013

Bachelor of Arts, History, CSU
Sacramento, 2007

EXPERIENCE

Rincon Consultants, Inc. (2018
– present)

LSA Associates (2014)

ICF international (2012-2014)

AECOM (2012-2014)

Atkins Global (2010-2011)

PROJECT EXPERIENCE

- Los Angeles County Metropolitan Transit Authority – Metro Los Angeles West Santa Ana Branch Existing Conditions Report & Survey, Los Angeles County, California (2018-2019)
- City of Bell Gardens—John Anson Ford Park Infiltration Cistern Project to Capture Urban Runoff, Cultural Resources Assessment, Bell Gardens, Los Angeles County, California (2019)
- City of Santa Ana, Planning and Building Agency— Cultural Resources Study for the First American Mixed Use Project, Santa Ana, Orange County, California (2019)
- City of Santa Ana—Section 106 Findings for the Legacy Square Project, City of Santa Ana, Orange County, California (2019)
- 3636 Linden Holding, LLC— Focused Historic Resources Evaluation and Character-Defining Features Memo, 3636 Linden Avenue, Long Beach, Los Angeles County, California (2019)
- City of Kennewick—East of Washington Street Reconnaissance-Level Survey and Inventory Report, Kennewick, Benton County, Washington (2019)
- City of Palo Alto—Cubberley Master Plan, Historical Resources Assessment, Palo Alto, Santa Clara County, California (2019)
- Kennedy/Jenks Consultants—Los Robles Golf Course Groundwater Utilization Project, Phase I Cultural Resources Assessment, Thousand Oaks, Ventura County, California (2019)
- City of Ventura—Historical Resources Assessment, 915 Goodman Street, City and County of Ventura, California (2019)
- Robla School District—Robla Elementary School Historical Resource Study, City and County of Sacramento, California (2019)
- City of Berkeley—2012 Berkeley Way Mixed-Use Project, Historic Properties Assessment and Finding of No Adverse Effect, Berkeley, Alameda County,



California (2019)

- VantageOne Real Estate Investments—31479 Avenue E Historical Resource Study, Yucaipa, San Bernardino County, California (2019)
- City of San Leandro—Cultural Resources Study for the 311 MacArthur Boulevard Residential Project, Leandro, Alameda County, California (2019)
- AEPC Group, Inc.—Jenkins Hall Renovations Project Historical Resource Study, Humboldt State University, Arcata, Humboldt County, California (2019)
- Stanislaus County Public Works—Cultural Resources Technical Memorandum for the Keyes Road over Turlock Irrigation District Ceres Main Canal Bridge Replacement Project, near the Community of Keyes, Stanislaus County, California (2019)
- City of Hayward— Cultural Resources Study for the Pine Vista Condominiums Project, Hayward, Alameda County, California (2019)
- City of Merced – HABS-Like Report, Well Tank No. 3 Demolition Project, Merced, California (2018)
- Southern California Edison – Long Beach to Laguna Bell 66kV and 220kV Transmission Lines HAER Package, Los Angeles County, California (2018)
- Monterey Peninsula Regional Park District-- Palo Corona Regional Park General Development Plan, Final Initial Study – Mitigated Negative Declaration, Carmel, Monterey County, California (2018)
- CoreStates, Inc. – Cultural Resources Assessment Report, 43271 State Highway 74 Project, Hemet, California (2018)
- City of Concord – Cultural Resources Technical Report, Community Services Exemption Report, Grant Street Mixed-Use Project, Concord, California (2018)
- Antelope Valley Community College District – Environmental Impact Report, Antelope Valley Community College District 2016 Facilities Master Plan, Lancaster, California (2018)
- San Lorenzo Valley Water District – SWIM Tank and Five Water Pipelines Project, Phase I Cultural Resources Report (2018)
- California Department of Transportation – Environmental Impact Report/Environmental Impact Statement for North County Corridor Project, Stanislaus County, California (2014)
- County of San Benito – Y Road Low-Water Crossing Historical Resources Evaluation Report, San Benito County, California (2014)
- City of Sacramento - Sacramento Register of Historic and Cultural Resources District Nomination for Old Sacramento Historic District and State Historic Park, Sacramento, California (2014)



Appendix B

DPR Forms

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6z

Other Listings
Review Code

Reviewer

Date

Page 1 of 6

*Resource Name or #: 1033 N. New Hampshire Avenue

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted *a. County: Los Angeles

*b. USGS 7.5' Quad: Hollywood Date: 1966 (rev. 1982) Township 1S, Range 14W, Section 13

c. Address: 1033 N. New Hampshire Avenue City: Los Angeles

d. UTM: Zone: mE/ mN (G.P.S.)

e. Other Locational Data: APN: 5538-021-003

S.B.B.M.
Zip: 90029

***P3a. Description:**

The property at 1033 North New Hampshire Avenue is a two-story, Craftsman-style residence exhibiting minimal elements of Swiss chalet design references. Irregular in plan, the building sits on a concrete foundation. Its roof is cross-hipped roof with front-facing gables and is sheathed in composition shingles. Exterior walls are clad in horizontal wood planks and stucco, which envelop a wood-frame structural system. Windows are generally replacements, mostly vinyl sashes, in addition to jalousie windows. Centrally placed on the main (east) elevation, the recessed front entrance opens to a full-width porch and features a glazed wood door, possibly original, flanked by sidelights. Accessed via concrete steps, the porch is sheltered by a cross-gabled roof supported classically inspired columns situated on brick piers. Marked with blind arches, brick rails line the porch. Architectural details characteristic of the Swiss chalet Craftsman style included flared eaves, ornamental gable brackets and rafter tails, and false half-timbering at the upper gable end (OHR 2016). Alterations to the building include the aforementioned changes to windows and construction of a small rear addition. Many of the exposed rafters have also degraded and no longer feature the flared rafter tails found on areas of the residence. Additionally, the front yard has incurred notable visible alterations, including the paving of the entire front yard and removal of a mature palm, as evidenced by the presence of a sawed stump. A detached garage is located at the southwest (rear) corner of the property. Satellite imagery shows another ancillary building at the opposing rear corner of the lot. Overall the property is in fair condition.

*P3b. Resource Attributes: HP2. Single-family property; HP4. Ancillary building

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photo or Drawing



P5b. Description of Photo:

South and east elevations of the residence and partial view of east elevation of the detached garage, facing northwest.

***P6. Date Constructed/Age and Sources:**

Historic Prehistoric Both

Ca. 1911 (L.A. County Recorder 1910; LAPL 1912)

***P7. Owner and Address:**

N/A

***P8. Recorded by:**

Alexandra Madsen
Rincon Consultants
250 E. First Street, Ste. 1400
Los Angeles, CA 90012

***P9. Date Recorded:**

December 4, 2019

***P10. Survey Type:**

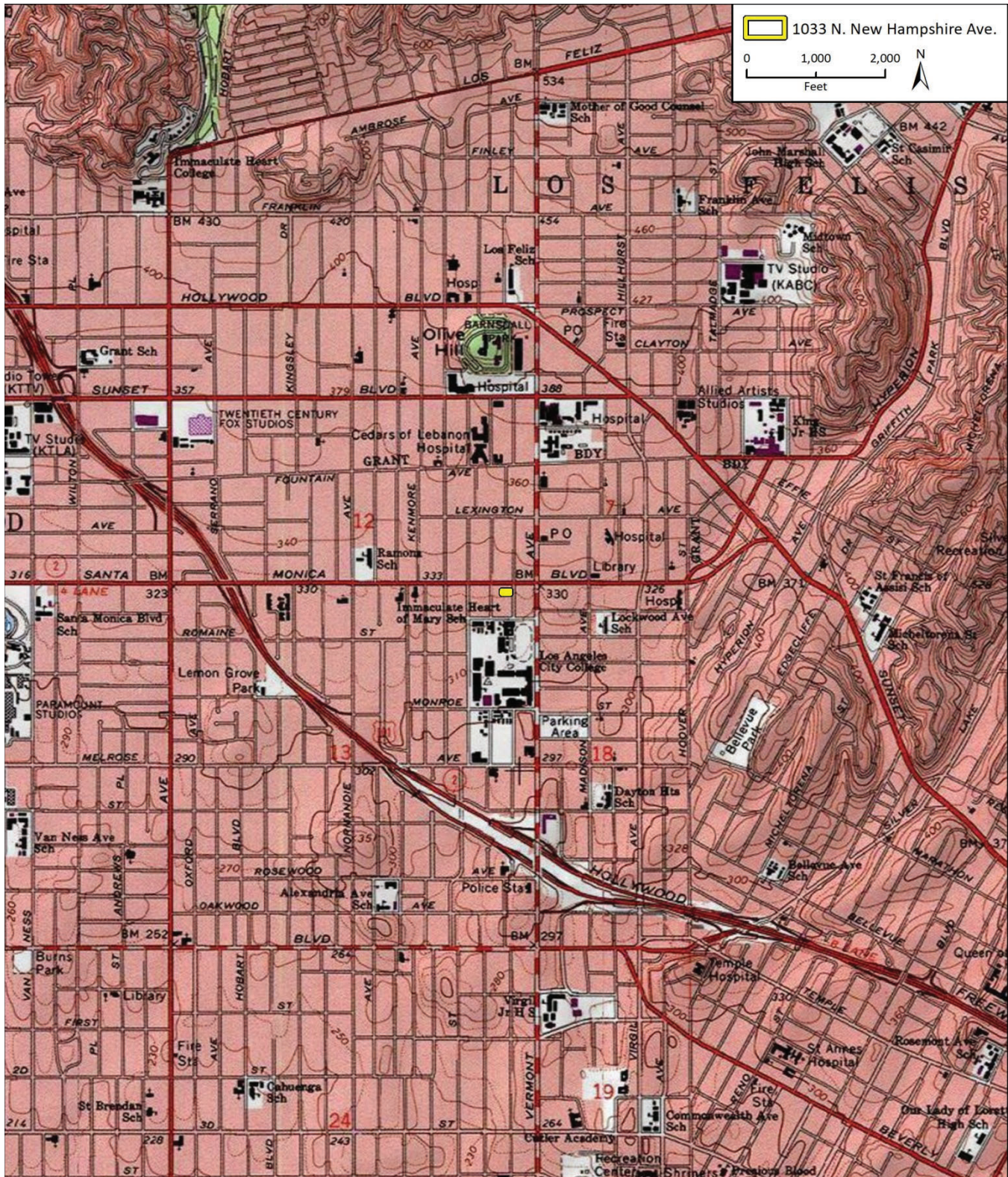
***P11. Report Citation:**

Williams, James, Steven Treffers, and Alexandra Madsen. 2020 *Phase I Historical Resource Assessment of 1033 North New Hampshire Avenue and 4750 Santa Monica Boulevard, Los Angeles, California*. Rincon Consultants Project No. 19-08920. Report on file at the South Central Coastal Information Center, California State University, Fullerton, Fullerton, California.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List):



State of California X The Resources Agency Primary #
 DEPARTMENT OF PARKS AND RECREATION HRI#
BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # 1033 N. New Hampshire Avenue

*NRHP Status Code 6Z

Page 3 of 6

- B1. Historic Name: N/A
 B2. Common Name: N/A
 B3. Original Use: Residential B4. Present Use: Residential
 *B5. Architectural Style: Swiss Craftsman
 *B6. Construction History:

The residence was constructed in 1911 or 1912, as suggest by a December 1910 property transfer record and a 1912 city directory. In 1948, the City of Los Angeles issued a building permit for the construction of a small rear addition. Visual observation and a review of historic aerial photographs and Sanborn maps suggest subsequent alterations were limited to the replacement and enclosure of several windows (ProQuest 1919; 1950; 1955; Netronline 1948-2016). A 1919 Sanborn map and subsequent editions show two ancillary buildings situated at the rear corners of the property (ProQuest 1919; 1950; 1955). Historic aerial photographs show that the building in the northwest corner was either enlarged or replaced in the second half of the twentieth century (Nertonline 1948-2016).

- *B7. Moved? No Yes Unknown Date: N/A Original Location: N/A
 *B8. Related Features: None
 B9a. Architect: Unknown b. Builder: Unknown
 *B10. Significance: Theme N/A Area N/A
 Period of Significance N/A Property Type N/A Applicable Criteria N/A

While the properties at 4750 West Santa Monica Boulevard and 1037 north New Hampshire currently function as a single property, they were developed separately in the early twentieth century in the residential Westmoreland Park Tract subdivision. Proprietors Dennis Sullivan and Henry C. Jensen platted the subdivision in 1906, which was described in a contemporary newspaper article as being situated “in the section between Hollywood and Los Angeles” (Jensen and Sullivan 1906; LAT 9/27/1907). In the first decades of the twentieth century, the city’s booming population prompted rapid development in the area, an effort made all the easier by the extension of streetcar lines connecting outlying neighborhoods to downtown Los Angeles (HRG 2011). Available sources suggest Sullivan had owned and farmed at least a portion of the property comprising Westmoreland Park Tract (Flanagan 2016). However, his involvement in its development appears to have been limited to his original ownership of the land. After the issue of the plat map, the venture was associated solely with Jensen, who is credited with improving a portion of the tract with roads, sidewalks, and shade trees and handling property sales in the subdivision. Jensen started as second phase of development in 1909 (LAT 4/22/1906; LAEE 4/17/1909). See continuation sheet, p. 4.

B11. Additional Resource Attributes: N/A

- *B12. References:
 City of Los Angeles, Department of Building and Safety (LADBS)
 Var. Building permits on file for 1033 and 1037 New Hampshire Avenue and 4750 West Santa Monica Boulevard. Accessed December 2, 2019 at <http://ladbsdoc.lacity.org/idispublic/>.
 Flanagan, Rachel
 2016 “Los Angeles City College,” via <http://www.thatssorad.net/featured-article-los-angeles-city-college/>, accessed January 8, 2020.
 Google Maps
 2020 Aerial photos of 1033 North New Hampshire Avenue and vicinity. Accessed January 7, 2020 at <https://www.google.com/maps>.
 Historic Resources Group (HRG)
 2011 SurveyLA Los Angeles Historic Resources Survey: Historic Resources Survey Report: Hollywood Community Plan Area. August, revised 2015.
 See continuation sheet, p. 7.

B13. Remarks:

- *B14. Evaluator: James Williams, Rincon Consultants
 *Date of Evaluation: January 10, 2020

(This space reserved for official comments.)



*Recorded by: Alexandra Madsen, Rincon Consultants

*Date: December 3, 2019

■ Continuation □ Update

B10. Significance (continued):

The development of Westmoreland Park occurred midway through Jensen's varied career. Born in the Holstein region of Germany in 1859, Jensen arrived in the United States by 1880. After working as a mason in Illinois, Utah, and Oregon, he emigrated to Los Angeles sometime in the 1880s. He eventually established a brickyard on Westmoreland Boulevard. Thanks to a local building boom, Jensen's business thrived, and he opened a second brickyard on Western Avenue in or around 1901. In 1903, he platted the fashionable Westmoreland Heights Tract. The subdivision now makes up part of the Harvard Park neighborhood, which is designated as an HPOZ due to its concentration of two-story Craftsman-style residences built between 1902 and 1908 (City of Los Angeles 2020). Three years later he began the development of the Westmoreland Park Tract subdivision. Among Jensen's other real estate ventures were the construction—and operation—of the Palace Grand Theater in Glendale (1914), Jensen's Raymond Theater in Pasadena (1921), and Jensen's Melrose Theater on Melrose Avenue (1924), Jensen's Recreation Center on Sunset Boulevard (1924). Jensen all but retired after the accidental death of his son in 1933 and passed away eight years later (Meares 2013).

Commenting on Jensen's Westmoreland Park Tract development, an article published in the Los Angeles Express in 1910 notes that "fine homes" were then under construction in this "high-class residential section" (LAEE 1/1/1910). The neighborhood's tony character appeared to owe in part to the fact that Jensen put in place a legally binding provision requiring all houses in the subdivision be constructed at a minimum cost of \$3,000. Streets were graded with 80-foot-wide rights-of-way and six-foot-wide concrete sidewalks laid along the frontage (LAEE 4/17/1909; 1/1/1910; LAT 05/18/1911). Photos and drawings included with contemporary news items suggest early development in the tract produced mostly two-story houses designed in iterations of the Craftsman style (LAE 01/01/1910; LAEE 05/27/1911). Jensen was directly responsible for the construction of several homes in the subdivision, but also sold unimproved lots. He transferred unsold portions of the subdivision to the Janss Investment Company in 1913 and the Edwards and Widley Company in 1915 (LAEE 6/14/1913; LAT 3/28/1915).

The property at 1033 North New Hampshire Avenue remained undeveloped through the first decade of the twentieth century. Property transfer records dating from December 1910 indicate that 1033 North New Hampshire Avenue (then 1259 Allan Avenue) was undeveloped when Jensen and his wife, Emma, sold the parcel to Gideon D. McGilliard. The Jensens sold the property with the stipulation that a "first class private residence" of at least two stories be constructed on the lot at a minimum cost of \$3,000, along with a private stable to be located at the rear of the parcel. Any residence built on the property would require a 30-foot setback from the right-of-way. The new owner would be required to maintain the palm trees planted curbside in front of the house. The terms of the sale also barred resale of the property to "any persons of African, Chinese, Japanese, or Indian descent" (County Recorder 1910). The Swiss Craftsman-style subject residence was constructed ca. 1911, between the time of McGilliard's purchase of the property at the end of 1910 and his family's appearance in a 1912 city directory listing for the address (LAPL 1912).

Although the current study uncovered no evidence that Jensen was directly involved in the development of the McGilliards' residence it is possible that he shared architectural plans with McGilliard. The North New Hampshire Avenue house bears a strong resemblance to Jensen's own extant residence at 1728 Westmoreland Boulevard. Constructed in 1909, Jensen's Swiss Craftsman-style residence possesses elaborate columns, flared eaves, ornamented brackets and rafters, and a brick porch foundation with blind arches that are nearly identical to corresponding elements on the North New Hampshire Avenue residence (LADBS 1909). The building permit for Jensen's residence confirms the building at 1728 Westmoreland Boulevard was constructed for and by him, but does not list an original architect. However, because the original building permit for the subject residence at 1033 North New Hampshire Avenue could not be located for the current study, no relationship between the two houses' designs could be definitively determined.

Research for the present study uncovered only limited biographical information on McGilliard and his family. A native of Scotland, the patriarch Gideon worked in an unknown capacity for Bly Bros., McGilliard Stone Co, which was founded in the 1880s. In 1891, Gideon married Nora Bly in 1891 (LAH 11/25/1891; LAT1/1/1921). City directories show that, as of 1914, McGilliard was a stone mason at the Bly Bros., McGilliard Stone Company and the property's address had been changed to 1033 North New Hampshire Avenue. McGilliard's relatives Andrew and DeLoss were also listed at the address (LAPL 1914; 1915).

According to SurveyLA, the Craftsman style in which the McGilliards built the subject residence emerged in the first decade of the twentieth century and "reflected the Arts and Crafts movement's conscious search for the supposed simplicity of a pre-industrial time when objects revealed the skill and craftsmanship of the laborer and, further, a rejection of the highly ornamented Victorian aesthetic." While references to Swiss, or Chalet-inspired, domestic architecture were known to appear in Craftsman-style homes, the variant was relatively rare in Los Angeles. Such elements as unpainted wood surfaces and broad eaves proved particularly compatible with the Craftsman style. SurveyLA differentiates the Swiss-inspired variant from the straight Craftsman, noting that "the street-facing elevation is often symmetrically arranged, and usually features a second story balcony defined by flat balusters with decorative cutouts. Brackets and bargeboards are typically more decorative than those found in other variations of Craftsman architecture" (OHR 2016). The subject residence includes some features indicative of the the Swiss Craftsman style, including broad eaves, ornamental brackets, and false half-timbering.

See continuation sheet, p. 5.

*Recorded by: Alexandra Madsen, Rincon Consultants

*Date: December 3, 2019

■ Continuation □ Update

B10. Significance (continued):

Following the completion of the McGilliard residence, the gradual development of the surrounding area continued. In 1914, the Los Angeles State Normal School built a new facility a large parcel located one block to the south of the subject property. In 1919, the Normal School was reorganized as University of California Los Angeles (the property was eventually transferred to Los Angeles City College, its current occupant) (ProQuest 1919; Flanagan 2016). A Sanborn map surveyed that same year shows that many nearby Westmoreland Park Tract properties remained vacant. Aside from the university and scattered residences, development in the tract also included a row of shops at the southwest corner of Santa Monica Boulevard and Vermont Avenue (LAPL 1919).

An aerial photograph taken in 1938 shows that, over the previous two decades, development continued, and the subdivision was more or less completely developed, almost entirely with what are presumed to be residences. Judging from their comparatively large and regular building footprints, many buildings located along nearby sections of Santa Monica Boulevard likely served commercial purposes (UCSB Map and Imagery Lab 1938).

Aerial photographs and Sanborn maps indicate that, while 1033 North New Hampshire Avenue remained substantially unchanged, there was a degree of redevelopment in the property's vicinity in the second half of the twentieth century. The most conspicuous change was perhaps the increasingly commercial character of properties on and near Santa Monica Boulevard. Through the late twentieth century there was growing number of relatively large commercial properties constructed nearby, including multiple strip malls (Netronline 1948-2016).

City directory listings indicate the McGilliard family moved out of the property by 1919 (LAPL 1921). A succession of owners and residents occupied the property in the ensuing decades. Sources available for the present study indicate that the individuals who owned and/or lived at 1033 North New Hampshire Avenue were likely of middle- or working-class backgrounds. The occupations these individuals held included artist, salesperson, and zookeeper (LAPL 1926; Ancestry.com 2012; LAT 3/18/1962). Research conducted for the present study uncovered no evidence that any of these individuals made contributions significant to the history the nation, state, region, or city.

The property at 1033 N. New Hampshire Street is recommended ineligible for federal, state, or local designation, either individually, or as a contributor to any existing or potential historic districts. Further details on this evaluation follow.

The property does not appear eligible for associations with significant events (Criteria A/1/1). The property is located just south of Fountain Avenue, which is generally considered to be the southern boundary of pre-consolidation Hollywood. Further, the subject residence was not constructed until sometime after December 1910, when the undeveloped land was purchased by Gideon McGilliard; this was seven months after Hollywood was consolidated with Los Angeles in February 1910. As such the property cannot be considered significant within the context of pre-consolidation Hollywood. The property also is not a rare surviving example of its type or representative of a very early period of settlement in its neighborhood. A review of SurveyLA data and Los Angeles County Assessor records indicate there are numerous extant residences from this period located in close proximity, particularly along North Edgemont Street and North Kenmore Avenue. The property therefore does not meet the eligibility standards of early single-family residential development as defined by SurveyLA. Further the current study found no evidence that the Westmoreland Park Tract subdivision or the subject property was important within the context of in the early residential development of the Hollywood CPA, or any other event or patterns of events significant in the history of the city, region, state, or nation.

Archival research does not indicate the property is significant for any associations with important individuals (Criteria B/2/2). The property is located in a neighborhood that was first developed by Henry C. Jensen, who is arguably significant for his efforts in early twentieth-century Los Angeles-area real estate development. Indeed, Jensen's Recreation Center (HCM No. 652) is significant in part for its association with Jensen. However, Jensen's noteworthy accomplishments for the recreation center building relate to his early combination of residential, retail and commercial uses in a single complex (Historic Places LA 2020). The Westmoreland Park Tract was not Jensen's first subdivision and his direct role in the residences that were ultimately developed in it is limited. As it relates specifically to the subject residence at 1033 North New Hampshire Avenue, research conducted for the present study suggested that after selling the property to Gideon McGilliard in 1910, Jensen had no further role in the property's development. Although Jensen may have sold or granted architectural plans to McGilliard for a residence which is similar to Jensen's own residence at 1728 Westmoreland Boulevard, there is no direct evidence to confirm this. Even Jensen had sold plans to McGilliard, a reproduction of his own residence (which is extant, retains a high degree of integrity, and contributes to a designated HPOZ) cannot be considered significant within the context of his productive life, which featured a number of more notable and extant buildings across Los Angeles in which he was directly involved. These buildings are more representative of Jensen's career and accomplishments, including his former residence at 1728 Westmoreland Boulevard, Jensen's Melrose Theater, and Jensen's Recreation Center at 1706 Sunset Boulevard. The property is directly associated with McGilliard, who is presumed to have built the extant residence. Although McGilliard achieved a degree of success in his career as a stone mason and businessman, his contributions are not of singular historical significance. A review of building permits, city directories, and historical newspapers failed to identify any information of consequence about any other owners or occupants.

See continuation sheet, p. 6.

*Recorded by: Alexandra Madsen, Rincon Consultants

*Date: December 3, 2019

■ Continuation □ Update

B10. Significance (continued):

The property does not appear eligible as a distinctive example of an architectural type (Criteria C/3/3). The residence exhibits some hallmarks of Swiss Craftsman-style architecture, including its two-story height, regular form, decorative brackets, and false half-timbering. However, based on a review of Swiss Craftsman-style residences in Los Angeles that have been locally designated individually or recommended individually eligible for federal, state, and/or local designation, the present study finds the subject property lacks the high quality of architectural styling possessed by the designated and eligible examples of the style (OHR 2011; 2016; Historic Places LA 2019). This is largely due to the alterations, including the complete replacement of windows, the degradation of original materials which have resulted in the loss of flared rafter tails, and a small rear addition. Further, the property has lost original landscaping features through the removal of an original palm tree and the paving of the entire front yard. Taken together, the property's comparatively modest architectural quality and its diminished integrity of materials, feeling, and association preclude its eligibility for listing. Additionally, archival research did not uncover evidence that the building is the work of a master architect, designer or builder.

There is no evidence to suggest that the property may yield important information about prehistory or history (Criteria D/4).

B12. References (continued):

Jensen, Henry C. and Dennis Sullivan

1906 Westmoreland Park Tract, Los Angeles County, Cal. [map].

Los Angeles City Planning

2020 "Harvard Heights Historic Preservation Overlay Zone." Accessed January 10, 2020 at <https://planning.lacity.org/preservation-design/overlays/harvard-heights>.

Los Angeles County Recorder

1910 Property transfer record pertaining to 1259 Allan Avenue, Los Angeles.

Los Angeles Evening Express (LAEE)

1909 "Will Open 25 Acre Residence Tract," April 17. Accessed December 18, 2019 at <https://www.newspapers.com>.

1911 "Interior Arrangement Is Practical," May 27. Accessed December 4, 2019 at <https://www.newspapers.com>.

1913 "To Develop Tract near Site of State Normal," June 14. Accessed December 4, 2019 at <https://www.newspapers.com>.

Los Angeles Express (LAE)

1910 "Building Homes in Westmoreland Park Tract," January 1. Accessed December 18, 2019 at <https://www.newspapers.com>.

Los Angeles Herald (LAH)

1891 "News Notes," November 25. Accessed December 4, 2019 at <https://www.newspapers.com>.

Los Angeles Public Library (LAPL)

Var. "Los Angeles Street – Reverse Directories." [digitized archive]. 1906, 1927, 1956-1987.

<http://rescarta.lapl.org/ResCarta-Web/jsp/RcWebBrowseCollections.jsp>. Accessed December 2019.

Var. "Historic City and Business & Phone Directories." [digitized archive]. 1873-1970. <http://rescarta.lapl.org/ResCarta-Web/jsp/RcWebBrowseCollections.jsp>. Accessed December 2019.

Los Angeles Times (LAT)

1906 "Building Contracts Let," April 22. Accessed December 18, 2019 at <https://www.newspapers.com>.

1907 "Building in New Tract." September 29. Accessed December 4, 2019 at <https://www.newspapers.com>.

1911 "Courthouse Notes," May 18. Accessed December 4, 2019 at <https://www.newspapers.com>.

1915 "Buys Lots for Improvements," March 28. Accessed December 4, 2019 at <https://www.newspapers.com>.

1921 "Bly Bros.—McGilliard Stone Company," January 1. Accessed December 4, 2019 at

<https://www.newspapers.com>.

1926 "New Bull at Zoo Attacks Keeper," March 18. Accessed December 4, 2019 at <https://www.newspapers.com>.

Meares, Hadley

2013 "Sign of the Times III: Henry C. Jensen, the Cunning Capitalist of L.A.," KCET [web site]. <https://www.kcet.org/history-society/sign-of-the-times-iii-henry-c-jensen-the-cunning-capitalist-of-la>, accessed January 8, 2020.

Netronline

Var. "Historic Aerials." [digital photograph database]. Images of the 1033 North New Hampshire Avenue and vicinity viewed online. <https://www.historicaerials.com/viewer>. Accessed January 4, 2020.

ProQuest

Var. "Digital Sanborn Maps, 1867-1970." [digital map database]. Fire insurance maps of the 1033 North New Hampshire Avenue and vicinity. Accessed December 2019 at <http://sanborn.umi.com.ezproxy.lapl.org/splash.html>.

University of California, Santa Barbara (UCSB) Map & Imagery Lab

1938 Aerial photograph, AXJ-1938, Frame 25-96. Accessed December 2019 at http://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6z

Other Listings
Review Code

Reviewer

Date

Page 1 of 6

*Resource Name or #: 4750 W. Santa Monica Boulevard

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted *a. County: Los Angeles

*b. USGS 7.5' Quad: Hollywood Date: 1966 (rev. 1982) Township 1S, Range 14W, Section 13

S.B.B.M.

c. Address: 4750 W. Santa Monica Boulevard

City: Los Angeles

Zip: 90029

d. Address: 1033 N. New Hampshire Avenue

City: Los Angeles

Zip: 90029

e. UTM: Zone: mE/ mN (G.P.S.)

e. Other Locational Data: APN: 5538-021-001; 5538-021-002

***P3a. Description:**

The subject property consists of two parcels containing a former residence converted to a multi-unit commercial property (4750 W. Santa Monica Boulevard) and a utility building (1037 N. New Hampshire Avenue). Constructed with minimal elements of the Craftsman style, the one-to-two-story building has an irregular footprint, rises from a concrete foundation, and is capped with a complex hipped and gabled roof clad in composition shingles. A combination of horizontal wood planks and non-original stucco and T1-1 siding envelops the building's wood-frame structural system. Windows are generally replacements and include horizontally sliding vinyl and fixed wood sashes. Entrances are located on the north and south elevation and at the building's northeast corner. Door types could not be determined due to limited visibility. The building is the product of numerous substantial alterations. Perhaps most notably, the west-facing main elevation is dominated by a one-story storefront that was produced by enclosing the original wraparound porch with a stucco exterior and large display windows (constructed ca. 1948). The storefront retains the porch's curved footprint, and sparing elements of the porch's original design remain visible at its northeast corner, including a pair of classically inspired columns flanking a recess that leads to the main entrance. The storefront's design contrasts with the adjacent sections of the north- and east-facing upper floors, which substantially preserve the building's original Craftsman-influenced styling. Here the upper story and attic level features such details as wood-plank siding, decorative gable brackets, exposed rafters, flared porch roof, wood-sash casement and double-hung windows, and a lightly elaborated attic vent. Elsewhere, the building exhibits further extensive alterations. These include a large, two-story rear addition; one-story attached garage; enclosed of window openings; and large expanses of stucco cladding on the north and west elevations. Outside the building footprint, the property is entirely paved with asphalt. Landscaping is confined to mature trees planted curbside. The building is in fair condition. See continuation sheet, p. 4.

*P3b. Resource Attributes: HP6. 1-3 story commercial building; HP4. Ancillary building

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photo or Drawing



P5b. Description of Photo:

4750 W. Santa Monica Boulevard, east and north elevations.

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both

1906 and 1955 (L.A. County Office of the Assessor)

*P7. Owner and Address:

N/A

*P8. Recorded by:

Alexandra Madsen
Rincon Consultants
250 E. First Street, Ste. 1400
Los Angeles, CA 90012

*P9. Date Recorded:

December 4, 2019

*P10. Survey Type:

Intensive

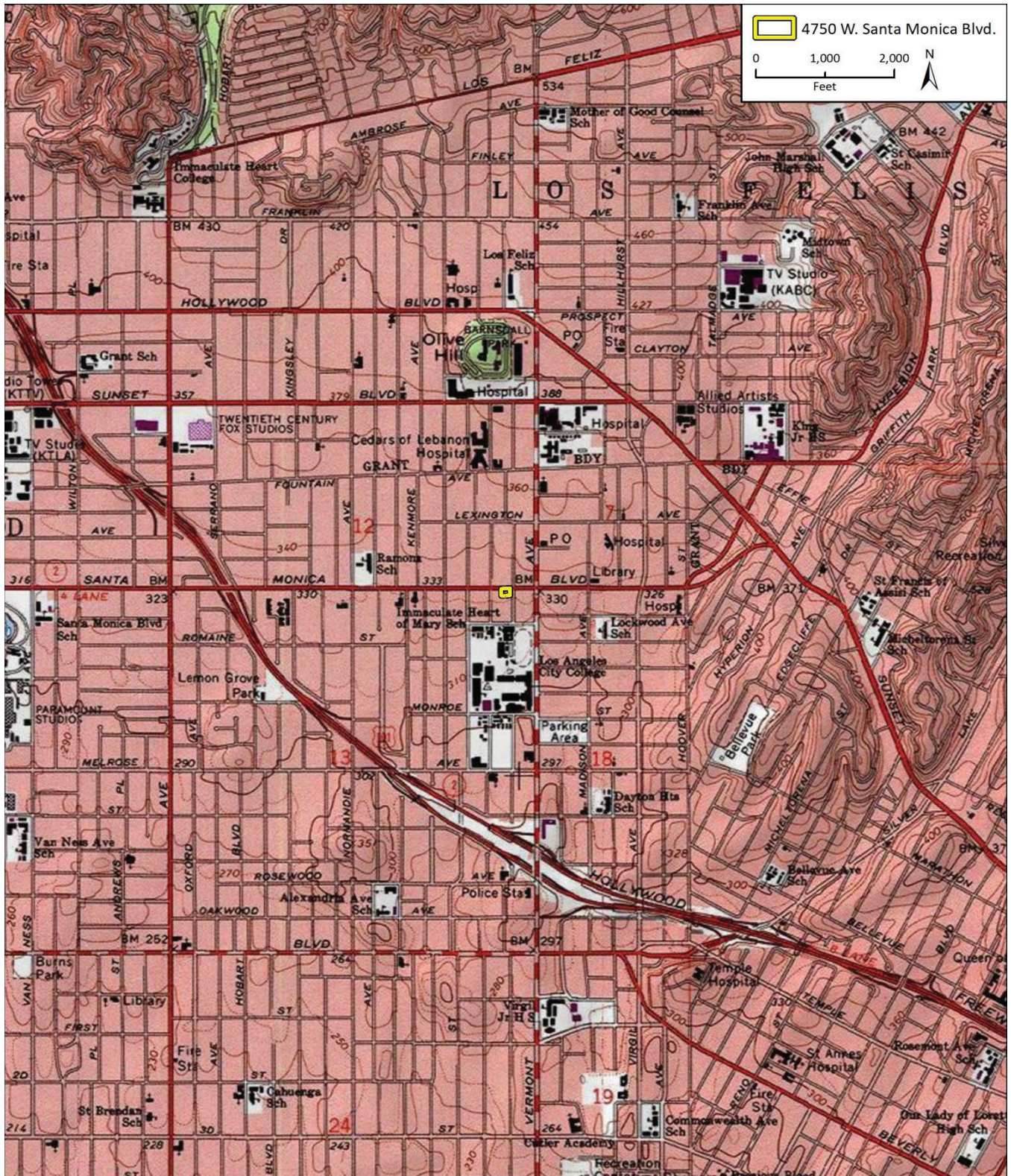
***P11. Report Citation:**

Williams, James, Steven Treffers, and Alexandra Madsen. 2020 *Phase 1 Historical Resource Assessment of 1033 North New Hampshire Avenue and 4750 Santa Monica Boulevard, Los Angeles, California*. Rincon Consultants Project No. 19-08920. Report on file at the South Central Coastal Information Center, California State University, Fullerton, Fullerton, California.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List):



State of California X The Resources Agency Primary #
 DEPARTMENT OF PARKS AND RECREATION HRI#
BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # 4750 W. Santa Monica Boulevard

*NRHP Status Code 6Z

Page 3 of 6

B1. Historic Name: N/A
 B2. Common Name: N/A
 B3. Original Use: Residential B4. Present Use: Commercial
 *B5. Architectural Style: Craftsman; utilitarian
 *B6. Construction History:

According to assessor data, the building at 4750 W. Santa Monica was constructed in 1906. In 1948, the front porch was enclosed (LADBS 1948). The two car garage at the rear of the property was constructed between 1964 and 1967, and a large rear addition was constructed sometime between 1994 and 2003 (LADBS 1964; 1967; Netronline 1994; 2003). Per visual observation, many windows and a commercial entryway assembly were installed in recent years. See Continuation sheet, p. 4.

*B7. Moved? No Yes Unknown Date: N/A Original Location: N/A

*B8. Related Features: None

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme N/A Area N/A

Period of Significance N/A Property Type N/A Applicable Criteria N/A

While the properties at 4750 West Santa Monica Boulevard and 1037 North New Hampshire currently function as a single commercial property, they were developed separately in the early twentieth century in the Westmoreland Tract Park residential subdivision. Proprietors Dennis Sullivan and Henry C. Jensen platted the subdivision in 1906, which was described in a contemporary newspaper article as being situated “in the section between Hollywood and Los Angeles” (Jensen and Sullivan 1906; LAT 9/27/1907). In the first decades of the twentieth century, the city’s booming population prompted rapid development in the area, an effort made all the easier by the extension of streetcar lines connecting outlying neighborhoods to downtown Los Angeles (HRG 2011). Available sources suggest Sullivan had owned and farmed at least a portion of the property comprising Westmoreland Park Tract (Flanagan 2016). However, his involvement in its development appears to have been limited to his original ownership of the land. After the issue of the plat map, the venture was associated solely with Jensen, who is credited with improving a portion of the tract with roads, sidewalks, and shade trees and handling property sales in the subdivision. Jensen started as second phase of development in 1909 (LAT 4/22/1906; LAEE 4/17/1909). See continuation sheet, p. 4.

B11. Additional Resource Attributes: N/A

*B12. References:

- Ancestry.com.
- 2012 1940 United States Federal Census [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc. Accessed January 8, 2020.
- City of Los Angeles, Department of Building and Safety (LADBS)
 Var. Building permits on file for 1037 New Hampshire Avenue and 4750 West Santa Monica Boulevard. Accessed December 2, 2019 at <http://ladbsdoc.lacity.org/idispublic/>.
- Flanagan, Rachel
 2016 “Los Angeles City College,” via <http://www.thatssorad.net/featured-article-los-angeles-city-college/>, accessed January 8, 2020.
- Google Maps
 2020 Aerial photos of 1037 North New Hampshire Avenue and vicinity. Accessed January 7, 2020 at <https://www.google.com/maps>.
- Historic Resources Group (HRG)
 2011 SurveyLA Los Angeles Historic Resources Survey: Historic Resources Survey Report: Hollywood Community Plan Area. August, revised 2015.
 See continuation sheet, p. 6.

B13. Remarks:

*B14. Evaluator: James Williams, Rincon Consultants

*Date of Evaluation: January 10, 2020

(This space reserved for official comments.)



*Recorded by: Alexandra Madsen, Rincon Consultants

*Date: December 3, 2019

Continuation Update

P3a. Description (continued):

Located south of the former residence is a one-story utility building designed in a utilitarian style. Rectangular in plan, the building rises from a concrete foundation and culminates in a flat roof sheathed in rolled composition material. Its structural concrete-block walls include a centrally placed engaged column on the east-facing main elevation. Fenestration visible at the time of the field survey was limited to a single wood or metal door on the main elevation. Satellite imagery indicates there are four additional apertures on the north elevation, possibly a combination of doors and windows. The building occupies a rear corner of the parcel, which otherwise is almost entirely asphalt-paved. Access to the property is controlled by a metal rail fence with a sliding gate. Landscaping includes mature trees planted in the park strip and shrubs and other foliage in a pair of low concrete planters.

B6. Construction History (Continued):

The parcel at 1037 N. New Hampshire Avenue was developed with a residence in the early twentieth century (ProQuest 1919). The subject utility building was constructed at the rear of the parcel in 1955, according to assessor data. The original dwelling was demolished and replaced with a commercial-residential building in the late 1950s (LADBS 1958; 1959). That building was demolished in 1999, and the parcel was subsequently demolished (LADBS 1999; Netronline 2003).

B10. Significance (continued):

The development of Westmoreland Park occurred midway through Jensen's varied career. Born in the Holstein region of Germany in 1859, Jensen arrived in the United States by 1880. After working as a mason in Illinois, Utah, and Oregon, he emigrated to Los Angeles sometime in the 1880s. He eventually established a brickyard on Westmoreland Boulevard. Thanks to a local building boom, Jensen's business thrived, and he opened a second brickyard on Western Avenue in or around 1901. In 1903, he platted the fashionable Westmoreland Heights Tract. The subdivision now makes up part of the Harvard Park neighborhood, which is designated as an HPOZ due to its concentration of two-story Craftsman-style residences built between 1902 and 1908 (City of Los Angeles 2020). Three years later he began the development of the Westmoreland Park Tract subdivision. Among Jensen's other real estate ventures were the construction—and operation—of the Palace Grand Theater in Glendale (1914), Jensen's Raymond Theater in Pasadena (1921), and Jensen's Melrose Theater on Melrose Avenue (1924), Jensen's Recreation Center on Sunset Boulevard (1924). Jensen all but retired after the accidental death of his son in 1933 and passed away eight years later (Meares 2013).

Commenting on Jensen's Westmoreland Park Tract development, an article published in the *Los Angeles Express* in 1910 notes that "fine homes" were then under construction in this "high-class residential section" (*LAEE* 1/1/1910). The neighborhood's tony character appeared to owe in part to the fact that Jensen put in place a legally binding provision requiring all houses in the subdivision be constructed at a minimum cost of \$3,000. Streets were graded with 80-foot-wide rights-of-way and six-foot-wide concrete sidewalks laid along the frontage (*LAEE* 4/17/1909; 1/1/1910; *LAT* 05/18/1911). Photos and drawings included with contemporary news items suggest early development in the tract produced mostly two-story houses designed in iterations of the Craftsman style (*LAE* 01/01/1910; *LAEE* 05/27/1911). Jensen was directly responsible for the construction of several homes in the subdivision, but also sold unimproved lots. He transferred unsold portions of the subdivision to the Janss Investment Company in 1913 and the Edwards and Widley Company in 1915 (*LAEE* 6/14/1913; *LAT* 3/28/1915).

According to Los Angeles County Assessor Records, the existing building on Santa Monica Boulevard, formerly 1041 North New Hampshire Avenue, was completed in 1906. As such it was among the first houses erected in Henry C. Jensen's Westmoreland Park Tract subdivision, which was platted that same year (Jensen and Sullivan 1906). Given the building's construction date, it is possible Jensen developed it; however, the original building permit was not available to confirm this. When Thara C. Ostrander took out a permit to re-roof the building and make other unspecified repairs in 1938, the property was still being used as a residence. By 1948, however, it had begun to serve commercial purposes. In a permit for the enclosure of the residence's front porch, property owners Irene and Frank Layne indicated there were three buildings on the lot, a residence, a detached garage, and a real estate office constructed sometime after 1919 (LADBS 1938; 1948; ProQuest 1919). A 1950 Sanborn map depicts the former residence as a shop, and revisions made for the 1955 map indicate that the garage and real estate office had been razed, leaving the former residence as the sole building on the parcel. The change in function coincided with what historic aerial photographs and Sanborn maps suggest was the increasingly commercial character of Santa Monica Boulevard in the vicinity of the property (UCSB Map and Imagery Lab 1938; ProQuest 1950; 1955).

In 1963, Edna Crawford made interior alterations to accommodate the operation of her used furniture store, Crawford's Corner (LADBS 1963; LAPL 1965; 1968). The following year, Crawford built a garage at the rear of the property (LABDS 1964). In 2000, Pedro Davilla applied had the building re-roofed. Building permits indicate that Davilla was associated with both the 4750 West Santa Monica Boulevard and 1037 North New Hampshire Avenue properties by 2000 (LADBS 2000). According to historic aerial images, sometime between 1994 and 2003, the large rear addition was built on the east side of the former residence (Netronline 1994; 2003).

See continuation sheet, p. 5.

*Recorded by: Alexandra Madsen, Rincon Consultants

*Date: December 3, 2019

■ Continuation □ Update

B10. Significance (continued):

The earliest known development at 1037 North New Hampshire Avenue was residential in character. A 1919 Sanborn map, the earliest available record, depicts a two story dwelling (no longer extant) situated near the front of the property (ProQuest 1919). The following year, property owner S.O. Goodbridge added an 18-by-20-foot ancillary building (no longer extant) at the rear of the property. Los Angeles County Assessor Records indicate the existing storage building was constructed in 1955. Building permits available for this study offer no details regarding the building's construction. In 1958, John Larson secured a permit to build a 33.5-by-36-foot addition to the rear of the property. A year later, Larson and his wife applied to demolish a residence located on the property and to construct a two-story, commercial and residential building at the front of the property. It was likely this building that Pedro Davila sought to demolish in 1999 (LADBS 1920; 1958; 1959; 1999). Historic aerial photographs confirm that this work was completed by 2003, at which time the extant storage building was the only one depicted on the property (Netronline 2003). In 2000 and 2001, Davila was granted permits to alter the storage building for use as a take-out restaurant and produce storage unit (LADBS 2000; 2001). It is presumed the two parcels were first operated as a single property around the time Davila demolished the two-story building on North New Hampshire Avenue.

The property at 4750 West Santa Monica Boulevard is recommended ineligible for federal, state, or local designation, either individually, or as a contributor to any existing or potential historic districts. Further details on this evaluation follow.

The property does not appear eligible for associations with significant events (Criteria A/1/1). Constructed in 1906, the former residence was completed the same year the Westmoreland Park Tract was platted and opened to development. While the residence might otherwise be significant as one of the earliest houses constructed in its neighborhood, its integrity to this period was lost due to several conspicuous alterations that coincided with the building's conversion to commercial uses in the mid-to-late twentieth century. Despite the fact that conversion came at a time when nearby sections Santa Monica Boulevard began to take on an increasingly commercial character, there is no evidence the building was significant in the context of local commercial development. Further, archival research failed to identify any information indicating that the property is associated with the any other events that have made a significant contribution to the broad patterns of our history.

Archival research does not indicate that the property was directly associated with persons significant in our past (Criteria B/2/2). A review of building permits, city directories, and historical newspapers failed to identify any information of consequence about any of the owners or occupants.

The property does not appear eligible as a distinctive example of an architectural type (Criteria C/3/3). The former residence at 4750 Santa Monica Boulevard retains very few physical or character-defining features of its original Craftsman style. Alterations over the decades have included: the enclosure of the front porch with stylistically incompatible materials and detailing, sizeable rear additions that altered the building's footprint and form, the replacement of several windows with vinyl sashes, and the filling in of several additional windows. In addition, the original landscaping was removed and most of the property paved with asphalt and concrete. The former residence no longer resembles its original appearance and therefore has lost integrity of design, materials, workmanship and feeling. The storage building at 1037 North New Hampshire Avenue likewise does not appear eligible for designation. It is of an undistinguished, utilitarian design and represents a type that is ubiquitous throughout the city, region, and state. Finally, archival research did not uncover that either building is the work of a master architect, designer or builder.

There is no evidence to suggest that the property may yield important information about prehistory or history (Criteria D/4).

*Recorded by: Alexandra Madsen, Rincon Consultants

*Date: December 3, 2019

■ Continuation □ Update

P5a. Photographs (continued):



Overview of lot and ancillary building at 1037 N. New Hampshire Avenue, facing west.

B12. References (continued):

Jensen, Henry C. and Dennis Sullivan

1906 Westmoreland Park Tract, Los Angeles County, Cal. [map].

Los Angeles Evening Express (LAEE)

1909 "Will Open 25 Acre Residence Tract," April 17. Accessed December 18, 2019 at <https://www.newspapers.com>.

1911 "Interior Arrangement Is Practical," May 27. Accessed December 4, 2019 at <https://www.newspapers.com>.

1913 "To Develop Tract near Site of State Normal," June 14. Accessed December 4, 2019 at <https://www.newspapers.com>.

Los Angeles Express (LAE)

1910 "Building Homes in Westmoreland Park Tract," January 1. Accessed December 18, 2019 at <https://www.newspapers.com>.

Los Angeles Herald (LAH)

1891 "News Notes," November 25. Accessed December 4, 2019 at <https://www.newspapers.com>.

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<http://rescarta.lapl.org/ResCarta-Web/jsp/RcWebBrowseCollections.jsp>. Accessed December 2019.

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1906 "Building Contracts Let," April 22. Accessed December 18, 2019 at <https://www.newspapers.com>.

1907 "Building in New Tract." September 29. Accessed December 4, 2019 at <https://www.newspapers.com>.

1911 "Courthouse Notes," May 18. Accessed December 4, 2019 at <https://www.newspapers.com>.

1915 "Buys Lots for Improvements," March 28. Accessed December 4, 2019 at <https://www.newspapers.com>.

Meares, Hadley

2013 "Sign of the Times III: Henry C. Jensen, the Cunning Capitalist of L.A.," KCET [web site].

<https://www.kcet.org/history-society/sign-of-the-times-iii-henry-c-jensen-the-cunning-capitalist-of-la>, accessed January 8, 2020.

Netronline

Var. "Historic Aerials." [digital photograph database]. Images of the 4750 West Santa Monica Boulevard and vicinity viewed online. <https://www.historicaerials.com/viewer>. Accessed January 4, 2020.

ProQuest

Var. "Digital Sanborn Maps, 1867-1970." [digital map database]. Fire insurance maps of the 4750 West Santa Monica Boulevard and vicinity. Accessed December 2019 at <http://sanborn.umi.com.ezproxy.lapl.org/splash.html>.

University of California, Santa Barbara (UCSB) Map & Imagery Lab

1938 Aerial photograph, AXJ-1938, Frame 25-96. Accessed December 2019 at

http://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

Appendix C

Additional Documentation

3

CITY OF LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY BUILDING DIVISION

Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the grant of the permit.

REMOVED FROM

REMOVED TO

Lot

Tract

Present location of building 1033 - 77 New Hampshire (House Number and Street)

New location of building (House Number and Street)

Between what cross streets So of S.M. Blvd.

Approved by City Engineer

Deputy

1. Purpose of PRESENT building residence Families 1 Rooms 9 (Store, Retail, Apartment House, Hotel, or any other purpose)

2. Use of building AFTER alteration or moving residence Families 1 Rooms 9

3. Owner (Print Name) W. Murphy Phone

4. Owner's Address 1033 - 77 New Hampshire

5. Certificated Architect State License No. Phone

6. Licensed Engineer State License No. Phone

7. Contractor P. S. STEWART State License No. 3449 Phone F18733

8. Contractor's Address 2526 W. 3rd St

9. VALUATION OF PROPOSED WORK (Indicate all labor and material and all permanent building, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and of elevator equipment therein or thereon) \$8500

10. State how many buildings NOW 1 residence (Residence, Hotel, Apartment House, or any other purpose)

11. Size of existing building 36 x 42 Number of stories high 2 Height to highest point 26'

12. Class of building Material of existing walls Wood Exterior framework Wood (Wood or Steel)

Describe briefly and fully all proposed construction and work: repair fire damage as before roof & interior trim

Fill in Application on other Side and Sign Statement (OVER)

FOR DEPARTMENT USE ONLY PERMIT NO. 100 Plans and Specifications Corrections needed Plans, Specifications and Applications Application checked and approved. Kins 1-9-45 SPRINKLER Required Value Method

3

APPLICATION TO ALTER, REPAIR OR DEMOLISH AND FOR A Certificate of Occupancy

CITY OF LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY

Lot No. 29
Tract West Boulevard 1st Tract
Location of Building 1005 W. Van Ness Blvd.
Between what cross streets 10th Street and Wilshire

USE INK OR INDELIBLE PENCIL DWELLING
1. Present use of building Dwelling Families 1 Rooms 1
2. State how long building has been used for present occupancy 1 year
3. Use of building AFTER alteration or moving Dwelling Families 1 Rooms 1
4. Owner W. Paley
5. Owner's Address 103 W. Wilshire Blvd. P. O.
6. Certificated Architect A. G.
7. Licensed Engineer
8. Contractor
9. Contractor's Address

10. VALUATION OF PROPOSED WORK 200
11. State how many buildings NOW on lot and give use of each 1 DWELLING - 1 GARAGE
12. Size of existing building 32 x 40 Number of stories high 2 Height to highest point
13. Material Exterior Walls Exterior framework
14. Describe briefly all proposed construction and work

NEW CONSTRUCTION

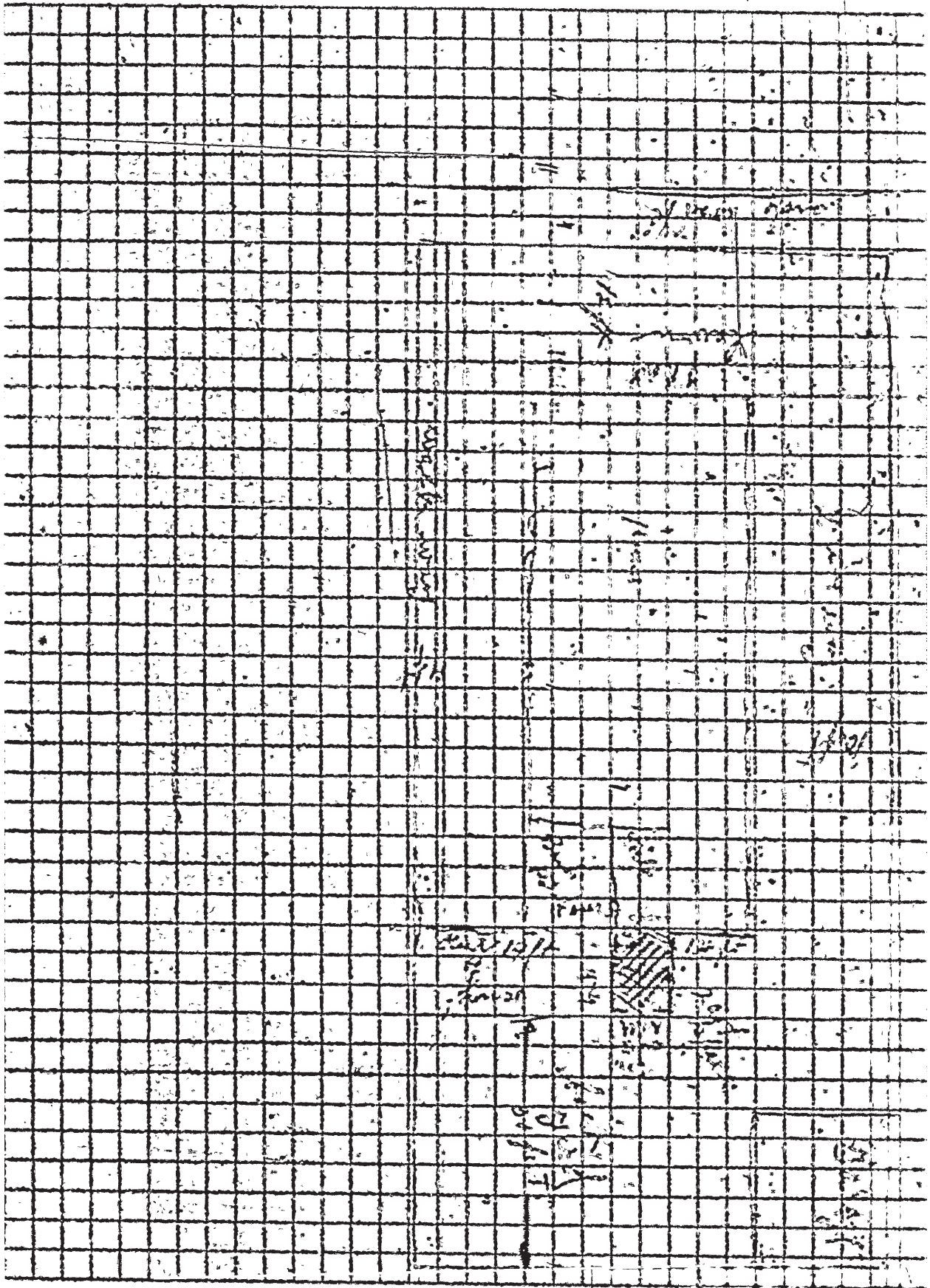
15. Size of Addition 4 x 4 Size of Lot 12 x 57 Number of Stories when complete
16. Footing: Width Depth in Ground Width of Wall Size of Floor Joists
17. Size of Studs 2 x 4 Material of Floor Size of Rafters Type of Roofing

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

DISTRICT OFFICE By [Signature] (Owner or Authorized Agent)

FOR DEPARTMENT USE ONLY
PLAN CHECKING
REINFORCED CONCRETE
FEES
PERMIT No. LA 17314
PLANS
APPROVED: Paley

ABUTS. C-2 TO SIDE



3

APPLICATION TO ALTER, REPAIR, OR DEMOLISH AND FOR A Certificate of Occupancy

PLAN 2-3-102-1-4
CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Lot No. _____

Tract _____

Location of Building 1033 North New Hampshire
(House Number and Street)

Approved by
City Engineer

Between what cross streets Santa Monica & Lexington

Deputy

USE INK OR INDELIBLE PENCIL.

1. Present use of building Residence Families _____ Rooms _____
(Store, Dwelling, Apartment House, Hotel or other purpose)

2. State how long building has been used for present occupancy _____

3. Use of building AFTER alteration or moving Residence Families _____ Rooms _____

4. Owner Mrs. W. H. Murphy Phone HO: 1-4575

5. Owner's Address 1033 N. New Hampshire P. O. _____

6. Certificated Architect _____ State License No. _____ Phone _____

7. Licensed Engineer _____ State License No. _____ Phone _____

8. Contractor Federal Permit Control Service State License No. 58297 Phone HE: 1101

9. Contractor's Address 170 North Western Ave.

10. VALUATION OF PROPOSED WORK \$ 100.00
(Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon.)

11. State how many buildings NOW on lot and give use of each. Residence
(Store, Dwelling, Apartment House, Hotel or other purpose)

12. Size of existing building x Number of stories high _____ Height to highest point _____

13. Material Exterior Walls _____ Exterior framework _____
(Wood, Steel or Masonry) (Wood or Steel)

14. Describe briefly all proposed construction and work: Permit Repairs

15. Size of Addition x Size of Lot x Number of Stories when complete _____

16. Footing: Width _____ Depth in Ground _____ Width of Wall _____ Size of Floor Joists x

17. Size of Studs x Material of Floor _____ Size of Rafters x Type of Roofing _____

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here FEDERAL PERMIT CONTROL SERVICE
(Owner or Authorized Agent)

DISTRICT OFFICE Los Angeles, Calif.

By [Signature]

FOR DEPARTMENT USE ONLY

PLAN CHECKING		CHANGE OF OCCUPANCY		FEES	Bldg. Per. <u>3.00</u>
Date _____	Receipt No. _____	Area of Bldg. _____ Sq. Ft.	Date _____		Cert. of Occupancy _____
Valuation \$ _____	Fee Paid \$ _____	Receipt No. _____	Fee Paid \$ _____		Total <u>3.00</u>
TYPE <u>Y</u>	GROUP <u>R</u>	Maximum No. Occupants _____	Inside Lot _____	Key Lot _____	Lot Size _____
REINFORCED CONCRETE		Corner Lot <u>No</u>	Corner Lot Keyed <u>Lea</u>	7 Ft. rear alley _____ Clerk _____	
Spec. Cement _____		Tests of Reinforcing Steel _____	Zone <u>R-3</u>	Fire District _____	8 Ft. side alley <u>Bran</u>
PERMIT No. <u>LA12758</u>	Plans and Specifications checked _____	Zone _____	Fire District _____	District Map No. <u>9527</u>	
	Corrections Verified _____	High. Line _____	Street Widening _____		
	Plans, Specifications and Application checked and approved _____	Application checked and approved _____	Stamp here when Permit is issued		
PLANS _____	For Plans Fee _____	Filed with _____	Stamp here when Permit is issued		
Spec. _____			Stamp here when Permit is issued		

1950 JUL 12 AM 9 03

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY

CERTIFICATE OF OCCUPANCY

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

Address of Building 1053 N. New Hampshire
Permit No. 17314 LA - 1948
and Year
Certificate Issued February 10, 1949, 19.....

This certifies that, so far as ascertained by or made known to the undersigned, the building at above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act,—for following occupancies:

EX. V

Addition 4' x 4' to dwelling

R Occupancy

Owner William Murphy
Owner's Address 1053 N. New Hampshire
Los Angeles 27, Calif.

official seal the day and year in this certificate first above written
Notarial seals J. H. Thompson, Notary Public
in and for said County, State of California.

168
Copyist 26 A full, true and correct copy of original, recorded at re-
quest of Grantee, Dec. 12, 1910, at 4/ min. past 3 P. M. # 379—
C. L. Logan, County Recorder. By W. Hewlett. Deputy

This Indenture, made this Eighth day of December, in
the year of our Lord nineteen hundred and ten, between
Henry C. Jensen and Emma M. Jensen, his wife, of the
City and County of Los Angeles, State of California, the par-
ties of the first part, and G. D. McLiard, of the same
place, the party of the second part,

Witnesseth: That the said parties of the first part for
and in consideration of the sum of Ten Dollars in gold
coin of the United States of America, to them in hand paid,
by the said party of the second part, the receipt whereof
is hereby acknowledged, do by these presents grant, bar-
gain and sell, convey and confirm, unto the said party of
the second part, and to his heirs and assigns forever, all
that certain real property situate in the City of Los Angeles,
County of Los Angeles, State of California, and particularly
described as follows:

Lot Twenty (20) of the Westmoreland Park Tract in the
City and County of Los Angeles, State of California, as per
map recorded in the office of the County Recorder of Los
Angeles County, State of California, in Book 10, Page 133 of Maps.

This deed is made subject and accepted upon each
of the following conditions which shall apply to and be
binding upon second party, namely: That no apartment
house, flat, lodging house, hotel, or any building or structure
whatsoever other than a first class private residence, of
at least two stories in height, including a private stable,
shall be erected, placed or permitted on said premises, or
any part thereof; that such residence shall cost and be
fairly worth Three Thousand (\$3000.00) Dollars, and shall
be located 30 feet from the front line of said lot, and shall
face the front line of said lot, namely on Allen Ave.; that
all verandas, porches and bay windows shall be back of
said 30 foot building line and that no part of said residence

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except possibly roof projection, eaves and front steps, shall be forward of said 30 foot building line; that no private stable shall be erected, placed or permitted on said premises until such residence shall have been erected on said premises; that said private stable shall be erected on extreme rear of the said premises and not to extend further than twenty feet from the extreme rear line of said premises, and said stable shall be of the same kind of material and style as said residence; that no fence shall be erected or permitted on said premises until after completion of said residence and that no fence higher than six feet shall be permitted on any part of said premises, and that no fence of any kind shall be permitted from the front line of said premises to the front line of said residence.

Provided also, that the cement side walk, curb and gutters in front of said premises shall be kept up, in the same shape and in as good a condition as they are now; and that the palm trees in front of the said lot, shall be kept in good condition, and in conformity with the other trees on the said street. Also that all electric light and telephone companies operating in that field shall be allowed to place their poles in the extreme rear of the said premises.

Provided also, that should said second party herein or his heirs or assigns or successors in interest, at any time hereafter leave or convey the property herein conveyed, or any portion thereof to any person of African, Chinese, Japanese or Indian descent, then the title to such portion of the said premises herein described as is leased or conveyed to such person of African, Chinese, Japanese or Indian descent, shall be at once forfeited and shall revert to the party of the first part and their successors and assigns.

Provided also, that as to the first parties herein the breach of any of the foregoing conditions shall cause said premises to revert to the parties of the first part, their heirs, successors and assigns, each of whom respectively shall have the right of immediate re-entry upon said premises in the event of any such breach.

Provided also, that the breach of either of the foregoing conditions, or any re-entry by reason of such breach, shall not defeat or render invalid the lien of any mortgage or deed thereon.

made in good faith, for value as to said land, and any such residence or private stable located as above provided, or any part thereof, provided, however, that the breach of either of said conditions or the continuance of any such breach, may be enjoined, abated or remedied by appropriate proceedings and provided also that each of the foregoing conditions shall remain at all times in full force and effect as against any owner of said premises or any part thereof by reason of any breach by any such owner whether such ownership is acquired by purchase, devise, inheritance or in any other manner.

Provided that all and each of the restrictions, conditions and covenants herein contained shall in all respects terminate and end and be of no further effect, either legal or equitable on the above described premises, or on the parties hereto, their heirs, successors, devisees, executors, administrators or assigns on and after January 1 A. D., 1920.

And it is Further Understood, that the stipulations aforesaid are to apply to and bind the heirs, executors, administrators and assigns of the respective parties.

Together with all and singular the tenements, hereditaments and appurtenances, thereto belonging or in anywise appertaining, and the reversion and reversions, remainders and remainders, rents, issues and profits thereof.

To Have and to Hold, all and singular the said premises together with the appurtenances, unto the said party of the second part, and to his heirs and assigns forever.

In Witness Whereof, the said parties of the first part have hereunto set their hands and seals the day and year in this indenture first above written.

Signed, Sealed and Delivered } Henry C. Jensen (Seal)
in the presence of - } Emma M. Jensen (Seal)

State of California,

County of Los Angeles^{ss} On this 12th day of December in the year one thousand nine hundred and ten, before me, Charles H. Bridges, a Notary Public in and for said County of Los Angeles, State of California, residing therein, duly commissioned and sworn, personally appeared Henry C. Jensen and Emma M. Jensen known to me to be the persons described in and whose names are subscribed to the

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going instruments, and they acknowledged to me that they executed the same.

In Witness Whereof I have hereunto set my hand and affixed my official seal the day and year in this Certificate first above written.
Notarial Seal Charles H. Bridges, Notary Public in and for the County of Los Angeles, State of California.

169
Copyist 26

A full, true and correct copy of original, recorded at request of Grantee, Dec. 12, 1910, at 49 min. past 3 P.M. #380—
C. H. Logan, County Recorder. By A. Howlett. Deputy.

Grant Deed.

Sigmund Fleck, of Los Angeles County, California, in consideration of Ten (10) Dollars, to him in hand paid, the receipt of which is hereby acknowledged, does hereby Grant to Agnes C. Fleck, of Los Angeles County, California, all that real property situate in the City of Los Angeles, County of Los Angeles, State of California, described as follows:

Lot Two Hundred Eighty-three (283), St. Vincent College Tract, as per map recorded in Book 12, Pages 118 and 119 of Maps, Records of Los Angeles County.

Witness my hand this 8th day of February, 1910.
Sigmund Fleck.

State of California, County of Los Angeles, ss.

On this 8th day of February, 1910, before me, D. A. Schweitzer, a Notary Public in and for said County, personally appeared Sigmund Fleck, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same.

Witness my hand and Official Seal.
(Notarial Seal) D. A. Schweitzer, Notary Public in and for the County of Los Angeles, State of California.

170
Copyist 26

A full, true and correct copy of original, recorded at request of Grantee, Dec. 12, 1910, at 52 min. past 3 P.M. #383—
C. H. Logan, County Recorder. By A. Howlett. Deputy.

This Indenture, made the 24th day of April in the year of our Lord one thousand, nine hundred and eight, between Esther E. Richmond, a widow, party of the first part, and Frank G. Richmond, party of the second part,

All Applications must be filled out by Applicant

Std. Form #

PLANS AND SPECIFICATIONS and other data must also be filed

BOARD OF PUBLIC WORKS

2

DEPARTMENT OF BUILDINGS

Application for the Erection of Frame Buildings CLASS "D"

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entailing into the exercise of the permit:
 First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.
 Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.
 Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

TAKE TO ROOM NO. 6 FIRST FLOOR CITY CLERK PLEASE VERIFY

TAKE TO ROOM No. 405 SOUTH ANNEX ENGINEER PLEASE VERIFY

Lot..... Block.....
 (Description of Property)

Dist. No. M. B. Page. F. B. Page.

No. 1037 No New Hampshire
 (Location of Job)

Street

(USE INK OR INDELIBLE PENCIL)

O. K. City Clerk
 O. K. City Engineer
 By Deputy

1. Purpose of Building Private Garage No. of Roms 11 No. of Families

2. Owner's name J. O. Coolidge Phone

3. Owner's address 1037 New Hampshire

4. Architect's name Phone

5. Contractor's name C. J. Rolley Phone 39596

6. Contractor's address 241 Eagle Rock Ave

7. VALUATION OF PROPOSED WORK (including Plumbing, Gas Fitting, Sewers, Ceilings, Elevators, Painting, Finishing, all Labor, etc.) \$ 150.00

8. Any other building now on the lot? Yes How used? As a Dwelling House

9. Size of proposed building 18' x 20' Height to highest point 10' feet

10. Number of stories in height 1 Character of ground same

11. Material of foundation Concrete Size of footings 1' Size wall 6" Depth below ground 1'

12. Material of chimneys..... Number of inlets to flue..... Interior size of flues..... x.....

13. Give sizes of following materials: REDWOOD MUDSILLS 2" x 6" Girders..... x.....
 EXTERIOR studs 2" x 4" INTERIOR BEARING studs..... x..... Interior Non-Bearing studs.....
 Ceiling joist..... x..... Roof rafters 2" x 4" FIRST FLOOR JOISTS Cement
 Second floor joists..... x..... Specify material of roof Paper of Shingles Floor

14. Will all provisions of State Dwelling House Act be complied with? Yes

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

OVER (Sign here) C. J. Rolley
 (Owner or Authorized Agent)

FOR DEPARTMENT USE ONLY

PERMIT NO. <u>25007</u>	Plans and specifications checked and found to conform to Ordinances, State Laws etc.	Application checked and found O. K.	
	Plan Examiner.	DEC 20 1920	

A. [Signature] 150

3

APPLICATION TO ALTER - REPAIR - DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES

DEPT. OF BUILDING AND SAFETY

457702

1. LEGAL LOT 19	TRACT Westmoreland Park	DIST. MAP 144-197
2. BUILDING ADDRESS 1037 N. New Hampshire	APPROVED SB	ZONE C-2-2
3. BETWEEN CROSS STREETS Santa Monica Blvd AND Willowbrook Ave		FIRE DIST. II-80
4. PRESENT USE OF BUILDING Dwelling	NEW USE OF BUILDING Same & Store	INSIDE KEY
5. OWNER J. R. Larson	PHONE	COR. LOT
6. OWNER'S ADDRESS 5530 Hollywood Blvd.	P. O. Hollywood	REV. COR. LOT SIZE
7. CERT. ARCH. Victor Meyer	STATE LICENSE C-2404 PHONE PO 16613	50 X 125
8. LIC. ENGR. Frederick J. Alexander	STATE LICENSE SE 138 PHONE PO 16613	REAR ALLEY
9. CONTRACTOR Owner	STATE LICENSE PHONE	SIDE ALLEY
10. CONTRACTOR'S ADDRESS	P. O. ZONE	BLDG. LINE
11. SIZE OF EXISTING BLDG. 28' x 33'	STORIES 2 HEIGHT 25'	NO. OF EXISTING BUILDINGS ON LOT AND USE 2 dwell & storage
12. MATERIAL EXT. WALLS: <input type="checkbox"/> WOOD <input type="checkbox"/> METAL <input type="checkbox"/> CONC. BLOCK <input type="checkbox"/> STUCCO <input type="checkbox"/> BRICK <input type="checkbox"/> CONCRETE	ROOF CONST. <input type="checkbox"/> WOOD <input type="checkbox"/> STEEL <input type="checkbox"/> CONC. <input type="checkbox"/> OTHER	ROOFING

3

1037 N. New Hampshire

DISTRICT OFFICE

13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. \$ 20,000.00	DWELL. UNITS 1
14. SIZE OF ADDITION 33'6" x 36'	STORIES 1-2 HEIGHT 20
15. NEW WORK: EXT. WALLS wood stucco ROOFING compo	VALUATION APPROVED <i>Heverka</i>
C. OF O. ISSUED	APPLICATION CHECKED <i>Valencia</i>
	PLANS CHECKED <i>Heverka</i>
	CORRECTIONS VERIFIED
	PLANS APPROVED
	APPLICATION APPROVED <i>Heverka</i>
	GUEST ROOMS X
	FILE WITH
	CONT. INSP.
	INSPECTOR

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

SIGNED: *J. R. Larson*
This Form When Properly Validated is a Permit to Do the Work Described.

TYPE II	GROUP G-1/R	MAX. OCC. 37	P.F. \$30.00	S.P.C.	B.P. 63.00	I.F.	O.S.	C/O
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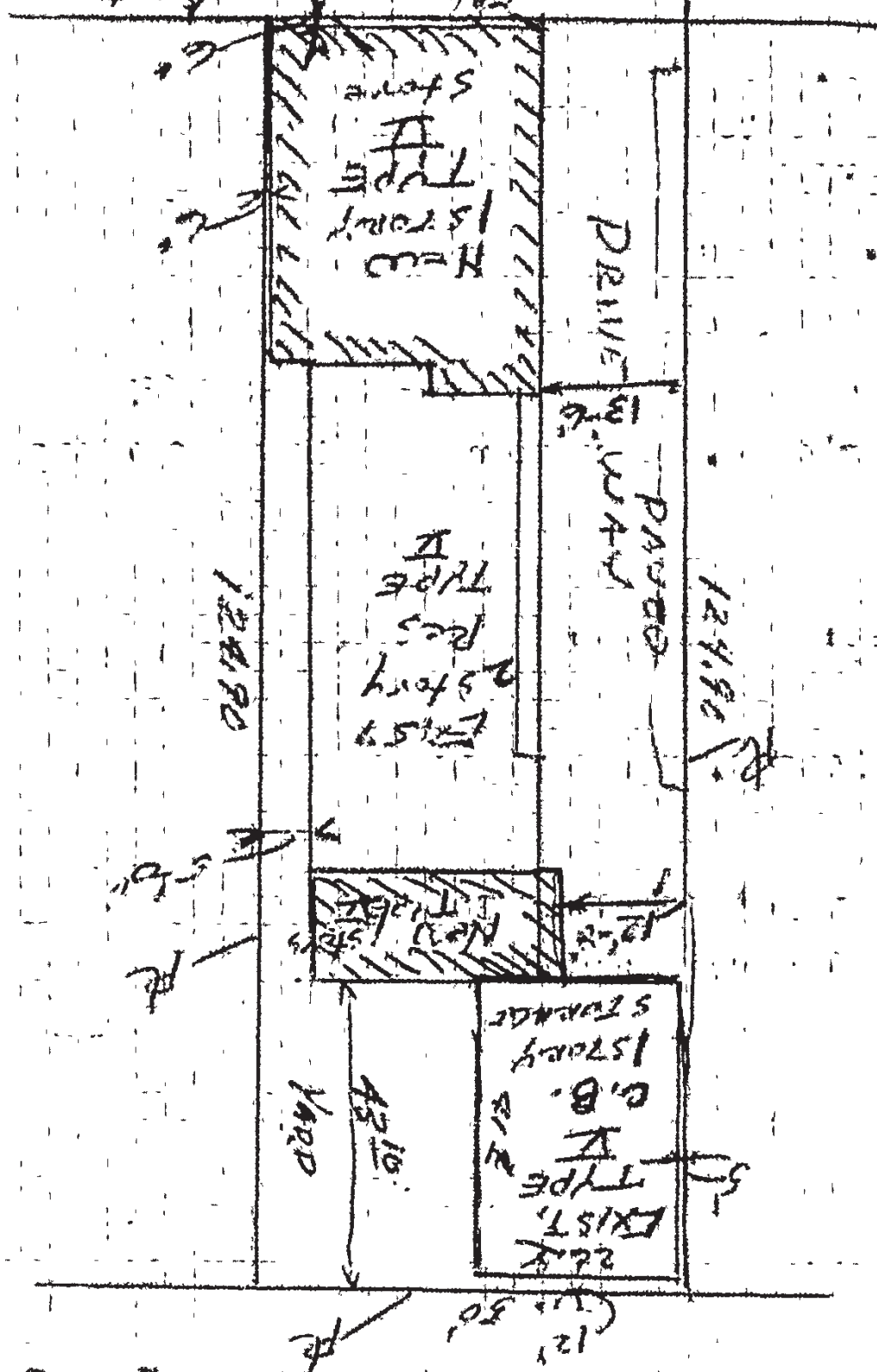
VALIDATION	CASHIER'S USE ONLY		
LA13501	SEP-23-58	65250	E - 2 CK 30.00
	OCT--8-58	61555	B - 1 CK 63.00

Form B-3a N-4761

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

Am 5055 (per Hollywood) & P. Severo Available

No. 1005 5th Hampshire Ave N



ON FOOT PRINTS & FOR THE PURPOSES OF LOT AREA OR PERMITS
 1005 5th Hampshire Ave N

3

2081
CITY OF LOS ANGELES

APPLICATION TO ALTER, REPAIR - DEMOLISH
AND FOR CERTIFICATE OF OCCUPANCY

Form B-3

DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only.
2. Plot Plan Required on Back of Original.

1. LEGAL LOT 19	BLK.	TRACT Westmoreland Park	DIST MAP 144-197
2. BUILDING ADDRESS 1037 N. New Hampshire Avenue		APPROVED <i>[Signature]</i>	ZONE C-2-2
3. BETWEEN CROSS STREETS S nta Monica Blvd		Willowbrook Avenue	FIRE DIST II -80
4. PRESENT USE OF BUILDING Dwelling		NEW USE OF BUILDING demolished	INSIDE KEY
5. OWNER Mr & Mrs J.R. Larson		PHONE	COR. LOT REV. COR.
6. OWNER'S ADDRESS 5530 Hollywood Blvd.		P. O. Hollywood	LOT SIZE 50x125
7. CERT ARCH		STATE LICENSE	PHONE
8. LIC. ENGR F.L. Burke		STATE LICENSE 9214 NO 54441	PHONE 54441
9. CONTRACTOR Teal House wrecking Co.		STATE LICENSE 168305 RE 13158	PHONE 13158
10. CONTRACTOR'S ADDRESS 3272 W. Olympic Blvd.		P. O. L.A.	ZONE 6
11. SIZE OF EXISTING BLDG. 30x32		STORIES 2	HEIGHT 23
		NO. OF EXISTING BUILDINGS ON LOT AND USE 2 cem. bk storage dwell	

3

1037 N. New Hampshire Avenue

12. MATERIAL EXT. WALLS:		<input checked="" type="checkbox"/> WOOD	<input type="checkbox"/> METAL	<input type="checkbox"/> CONC. BLOCK.	ROOF CONST.	<input checked="" type="checkbox"/> WOOD	<input type="checkbox"/> STEEL	ROOFING WOOD	SPRINKLERS REQ'D. SPECIFIED
		<input type="checkbox"/> STUCCO	<input type="checkbox"/> BRICK	<input type="checkbox"/> CONCRETE		<input type="checkbox"/> CONC.	<input type="checkbox"/> OTHER		
13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING.		\$ 350.						BLDG. AREA 960	
14. SIZE OF ADDITION		STORIES	HEIGHT	VALUATION APPROVED <i>Kennedy</i>		APPLICATION CHECKED <i>Kennedy</i>		DWELL UNITS 1	PARKING SPACES
15. NEW WORK: (DESCRIBE)		EXT. WALLS	ROOFING	PLANS CHECKED <i>plans</i>		CORRECTIONS VERIFIED		GUEST ROOMS	FILE WITH
		DEMOLISH		APPROVED <i>[Signature]</i>		CONT. INSP			
SIGNED <i>[Signature]</i>				APPLICATION APPROVED <i>Kennedy</i>		INSPECTOR			

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

TYPE V	GROUP R-1	MAX. OCC.	P.G. None	S.P.C.	B.P. 300	I.F.	P.O.S.	C/O
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VALIDATION CASHIER'S USE ONLY

LA31027

MAY--4-59 28831 B - 1 CK 3.00

This Form When Properly Validated is a Permit to Do the Work Described.

5-1-59
Lower available per Holly [unclear]

**APPLICATION TO CONSTRUCT NEW BUILDING
AND FOR CERTIFICATE OF OCCUPANCY**

Form B-1

CITY OF LOS ANGELES

DEPT. OF BUILDING AND SAFETY

**INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only.
2. Plot Plan Required on Back of Original.**

1. LEGAL LOT 19	BLK.	TRACT Westmoreland Park	DIST. MAP 144-1929-5
JOB ADDRESS 1037 N. New Hampshire Ave		APPROVED <i>[Signature]</i>	ZONE C-2-2
2. BETWEEN CROSS STREETS Santa Monica AND Wilcox Brook Ave			FIRE DIST. 11-80
3. PURPOSE OF BUILDING Book Store w/ dwelling above (16)			INSIDE KEY
4. OWNER Mr. & Mrs. J.R. Larson		PHONE	COR. LOT
5. OWNER'S ADDRESS 5530 Hollywood Blvd. Hollywood		P.O.	ZONE
6. CERT. ARCH.		STATE LICENSE	PHONE
7. LIC. ENGR. Frank L. Burke		STATE LICENSE	PHONE
8. CONTRACTOR Frank J. Erdlik		STATE LICENSE	PHONE
9. CONTRACTOR'S ADDRESS 1568 Ensley avenue W. L.A.		P.O.	ZONE
10. SIZE OF NEW BLDG. STORIES HEIGHT 34x72 2 21		NO. OF EXISTING BUILDINGS ON LOT AND USE 1 cem. bk bk storage	

11. MATERIAL EXT. WALLS: <input type="checkbox"/> WOOD <input type="checkbox"/> METAL <input checked="" type="checkbox"/> CONC. BLOCK <input type="checkbox"/> STUCCO <input type="checkbox"/> BRICK <input type="checkbox"/> CONCRETE		ROOF CONST. <input checked="" type="checkbox"/> WOOD <input type="checkbox"/> STEEL <input type="checkbox"/> CONC. <input type="checkbox"/> OTHER	ROOFING built-up compo	SPRINKLERS REQ'D. SPECIFIED
12. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. \$ 28,800.		BLDG. AREA 2413		

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

Frank J. Erdlik
SIGNED

This Form When Properly Validated is a Permit to Do the Work Described.

VALUATION APPROVED <i>Kennedy</i>	DWELL. UNITS 1
APPLICATION CHECKED <i>Kennedy</i>	PARKING SPACES 1
PLANS CHECKED <i>Kennedy</i>	GUEST ROOMS 0
CORRECTIONS VERIFIED <i>Kennedy</i>	FILE WITH X
PLANS APPROVED <i>Kennedy</i>	CONT. INSP.
APPLICATION APPROVED <i>Kennedy</i>	INSPECTOR

TYPE V	GROUP G-1/R-1	MAX. OCC. 80	P.C. 40.	S.P.C.	B.P. 79	O.S.	C/O
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VALIDATION **LA31028** CASHIER'S USE ONLY

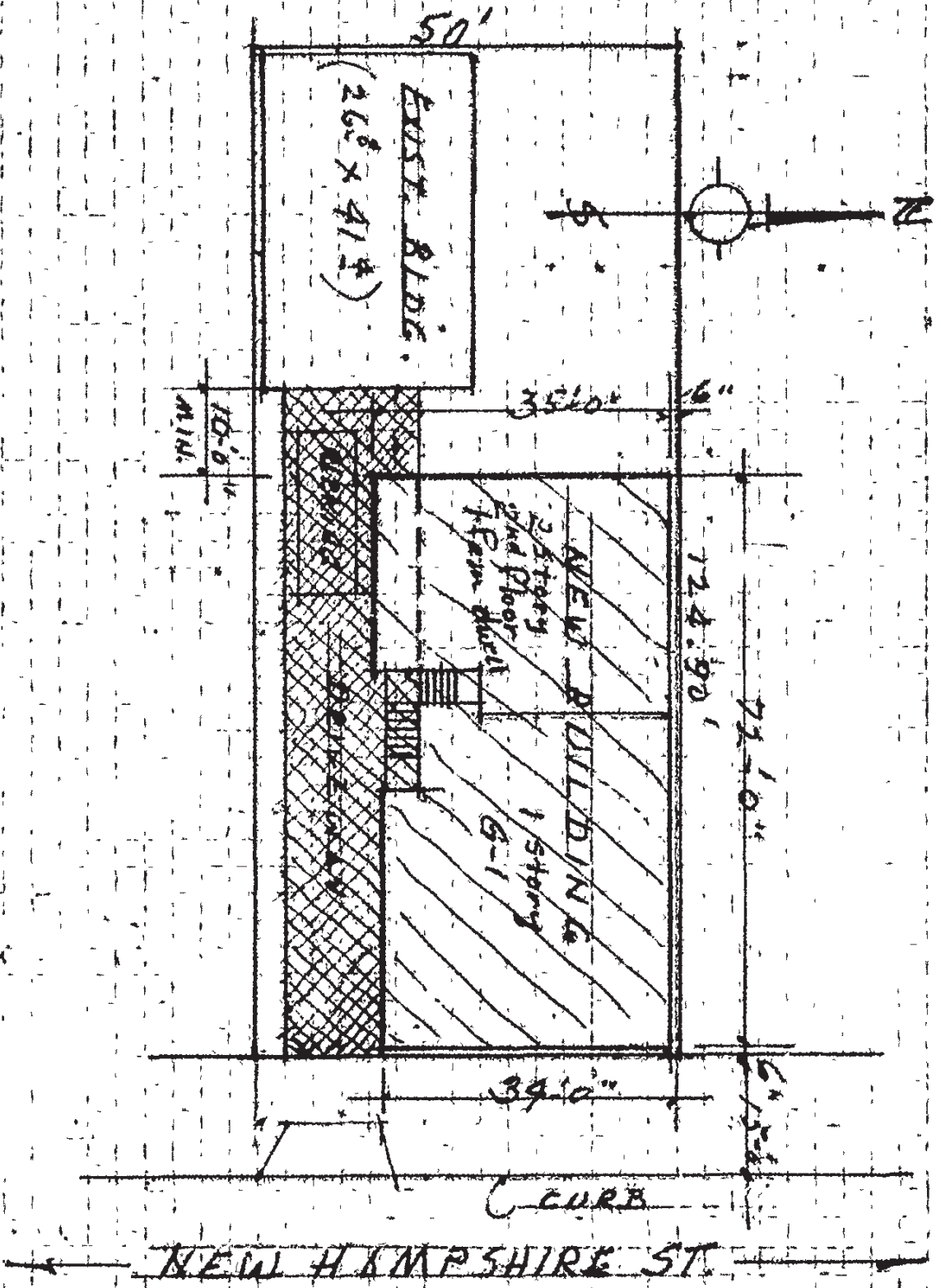
APR-859	22769	C - 2 CK	40.00
MAY-459	28832	B - 1 CK	79.00

N-7230

PUBLIC SEWER AVAILABLE

LOT #19 - WESTMORELAND PARK TRACT
M.B. 10 PAGE 133 MIN. 634 55194 C - S - W - 1877

ON THE LATTER, NOW ALL BUILDINGS ON LOT 19 TO BE REMOVED



BOARD OF
BUILDING AND SAFETY
COMMISSIONERS

JOYCE L. FOSTER
PRESIDENT

LEE KANON ALPERT
VICE-PRESIDENT

JEANETTE APPEGATE
MABEL CHANG
ALEJANDRO PADILLA

CITY OF LOS ANGELES
CALIFORNIA



RICHARD J. RIORDAN
MAYOR

DEPARTMENT OF
BUILDING AND SAFETY
201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

ANDREW A. ADELMAN
GENERAL MANAGER

RICHARD E. HOLGUIN
EXECUTIVE OFFICER

NOTICE REGARDING ERASURE(S), HANDWRITING(S)
AND OTHER CORRECTION(S) ON ORIGINAL BUILDING PERMIT

Building permit with reference number 99LA85040 issued on 03-24-99 for the job address
1037 NEW HAMPSHIRE AV N contained the following information
that was ~~were erased~~/handwritten/corrected before the permit was received from the issuing office:

INFORMATION ON PAGE ONE/~~TWO~~, AREA NO. 3 WAS/~~WERE~~:

covered with correction fluid crossed out cut out covered with paper not preprinted

and rewritten and retyped and pasted upon handwritten written in pencil/red ink

INFORMATION ON PAGE ONE/TWO, AREA NO. _____ WAS/WERE:

covered with correction fluid crossed out cut out covered with paper not preprinted

and rewritten and retyped and pasted upon handwritten written in pencil/red ink

INFORMATION ON _____ ATTACHMENT WAS/WERE:

covered with correction fluid crossed out cut out covered with paper not preprinted

and rewritten and retyped and pasted upon handwritten written in pencil/red ink

ENGINEER'S NAME/APPROVAL SIGNATURE ON PAGE ONE OF THE PERMIT WAS:

covered with correction fluid crossed out cut out covered with paper

and rewritten and retyped and resigned upon and pasted upon signed in pencil/red ink

_____ STAMP ON PAGE ____ / _____ ATTACHMENT WAS:

covered with correction fluid crossed out cut out covered with paper illegible not preprinted

and rewritten and retyped and pasted upon handwritten

NOTE: The building permit follows this notice.

[Signature]
Microfilm Supervisor

6/26/99
Date Signed

0 5 3 2 0 9 0 0 1 2 9



Permit #:
Plan Check #:
Event Code:

99019 - 10000 - 00072

Reference #:

Bldg---Demolition
1 or 2 Family Dwelling
Over the Counter Permit

City of Los Angeles - Department of Building and Safety
**APPLICATION FOR INSPECTION TO
DEMOLISH BUILDING OR STRUCTURE**

Status: Ready to Issue
Status Date: 03/24/99
Printed on: 03/24/99 15:51:14

1. TRACT	BLOCK	LOT(s)	ARB	MAP REF #	PARCEL ID # (PIN)	2. BOOK/PAGE/PARCEL
WESTMORELAND PARK		19		M B 10-133	144B197 787	5538 - 021 - 002

3. PARCEL INFORMATION
BAS Branch Office - LA
Council District - 13
Census Tract - 1915.000
District Map - 144B197

Energy Zone - 9
Thomas Brothers Map Grid - 594

ZONE(S): C 2-1D

4. DOCUMENTS

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION
Owner(s): Davilla, Pedro 4716 Santa Monica Bl LOS ANGELES CA 90029
Tenant:
Applicant: (Relationship Agent for Owner)

7. EXISTING USE
2 Duplex

PROPOSED USE
23 Demolition

8. DESCRIPTION OF WORK
DEMO DUPLEX. CAP SEWER - COMBINED PERMIT

9. # Bldgs on Site & Use:

10. APPLICATION PROCESSING INFORMATION
BLDG. PC By: Delilah Reyes
OK for Cashier: Kiran Patel
Signature: *[Signature]*

DAS PC By:
Coord. OK: *[Signature]* 10/24/99
Date: 10/24/99

For information and/or inspection requests originating within LA County, call toll-free (888)-LA4BUILD; outside LA County, call (213)-977-6941.

For Cashier's Use Only W/O #: 91900072

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: \$6,000	PC Valuation:
FINAL TOTAL Bldg---Demolition	316.32
Permit Fee Subtotal Bldg---Demoliti	130.00
Plumbing	33.80
Plan Check Subtotal Bldg---Demoliti	117.00
Fire Hydrant Refuse-To-Pay	
E.Q. Instrumentation	0.60
O.S. Surcharge	5.63
Sys. Surcharge	16.88
Planning Surcharge	7.41
Planning Surcharge Misc Fee	5.00
Permit Issuing Fee	0.00

Sewer Cap ID: Total Bond(s) Due:

03/24/99 01:58:33PM LAD6 T-1337 C 34
BLDG PLAN CHEC 117.00
INVOICE # 000000 PP
BLDG PERMITS R 130.00
FLBG PERMIT RE 33.80
EI RESIDENTIAL 0.60
ONE STOP 5.63
SYS DEV 16.88
MISCELLANEOUS 5.00
CITY PLAN SURC 7.41
TOTAL 316.32
CHECK 316.32

99LA 85040

12. ATTACHMENTS
Demo Pre-Inspection
Plot Plan *[Signature]*

0 3 3 2 0 9 0 0 1 3 0

13. STRUCTURE INVENTORY

(E) Length 46.5 Feet
(E) Width 30 Feet
(E) Stories 2 Levels
(E) Floor Area (ZC) -1,300 Sqft
(P) Dwelling Unit -2 # Changed Unit Total

14. APPLICATION COMMENTS

NOT TO BUILD CONDO AFF# 99-0212003

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information that has been captured electronically is not printed. Nevertheless, the information printed herein exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME ADDRESS

(O) Owner-Builder

CLASS LICENSE# PHONE#

0 323-665-8720

Unless a shorter period of time has been established by an official action, plan check approval expires one and a half years after the plan check fee has been paid. This permit expires two years after the building permit fee has been paid or 180 days after the fee has been paid and construction has not commenced or if work is suspended, discontinued or abandoned for a continuous period of 180 days (Sec. 98 0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by the Dept. of Building & Safety (Sec. 22.12 & 22.13 LAMC).

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. The following applies to B contractors only: I understand the limitations of Section 7057 related to my ability to take prime contracts or subcontracts involving specialty trades. (For 1 or 2 family dwellings, use the declaration attachment if separate general, electrical, plumbing, and/or HVAC contractor's & workers' comp. declarations are desired.)

License Class: _____ Lic. No. _____ Print: _____ Sign: _____

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

- I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.
- I have and will maintain workers's compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are: Carrier: _____ Policy Number: _____

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Sign: _____ Date: 3/14/99 Contractor Authorized Agent Owner

WARNING FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES

19. CONSTRUCTION LENDING AGENCY

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's name: _____ Lender's address: _____

20. ASBESTOS REMOVAL

Notification of asbestos removal: Not applicable Letter was sent to the AQMD or EPA Sign: _____ Date: 3/14/99

21. OWNER-BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors License Law for the following reason (Section 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors License Law (Chapter 9 commencing with Sec. 7000 of Division 3 of the Business and Professions Code) or that he or she is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).)

- I, as the owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year from completion, the owner-builder will have the burden of proving that he or she did not build or improve for the purpose of sale)
- I, as the owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law.)
- I am exempt under Sec. _____, Bus. & Prof. Code for the following reason _____

Print: _____ Sign: _____ Date: 3/14/99 Owner Authorized Agent

22. FINAL DECLARATION

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein. Also that it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, that neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

Print: _____ Sign: _____ Date: 3/14/99 Owner Contractor Author. Agent

030820313

JOYCE L. FOSTER
PRESIDENT

LEE KANON ALPERT
VICE PRESIDENT

JEANETTE APPELATE
MABEL CHANG
ALEJANDRO PADILLA



RICHARD J. RIORDAN
MAYOR

ANDREW A. ABELMAN
GENERAL MANAGER

RICHARD E. HOLGUIN
EXECUTIVE OFFICER

**NOTICE OF PHOTOCOPIED OR FAXED
ATTACHMENT(S) TO A BUILDING PERMIT**

The following 1 page(s) of attachment(s) for building permit with
reference number 994A 85040 issued on 3/24/99 for the job
address 1037 W New Hampshire Ave is/are
photocopies and/or facsimiles of the original document(s). The original document(s)
was/were never received by the Data and Records Management Unit.

0 3 2 0 9 0 0 1 3 2

[Signature]

Microfilm Supervisor

6/26/99

Date Signed

DEPARTMENT OF BUILDING AND SAFETY

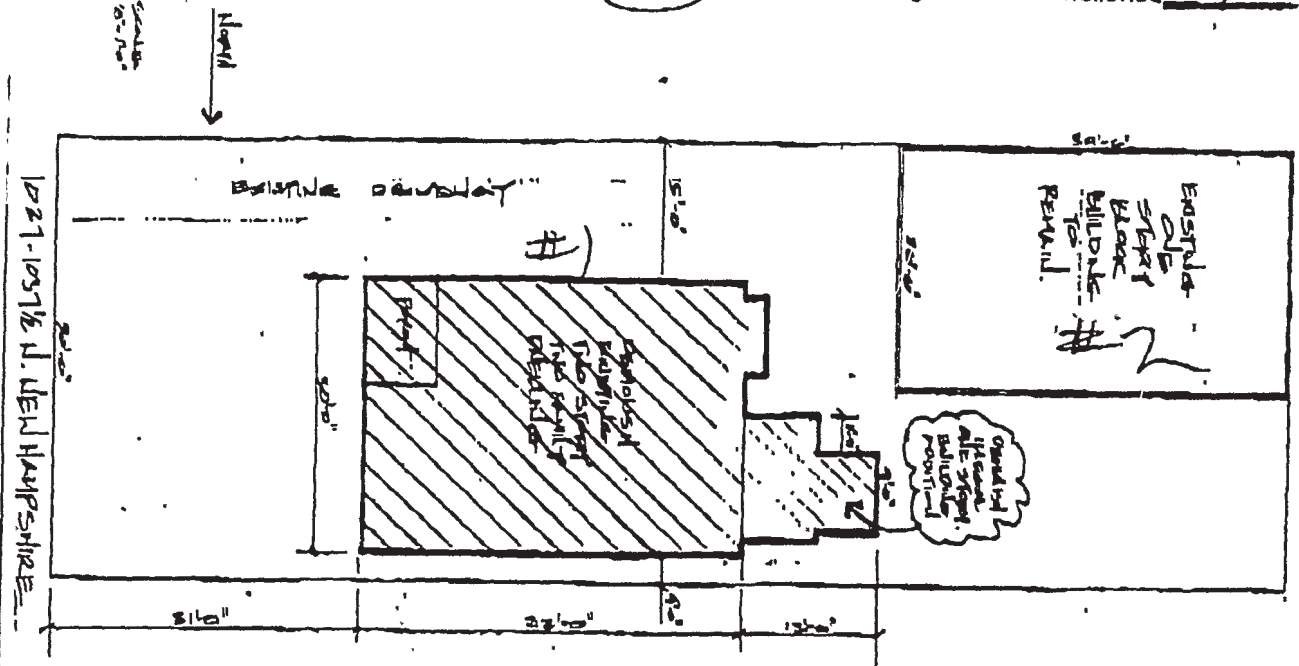
FAX 368-7530	# of pages 2
To A.S	From Ellen

DEMOLITION PRE-INSPECTION REQUEST:

Address: 1037-1037 1/2 N. NEW HAMPSHIRE Council Dist: 13

Plan Check Log Number(s): 67137 PC Office: _____ PC FAX # _____

Description of Work: Clear lot? (yes) (no) # of Bldgs. to be demolished 1



OWNER: PEOPLE DAVIDA
 ADDRESS: 1037-1037 1/2 N. NEW HAMPSHIRE
 PROPOSED PROJECT: DEMOLISH (S) TWO STORY APART.

INSPECTION CHECKLIST #2

Plot Plan	Accurately drawn <u>YES</u>	Inaccurately drawn		
Sewer information	Public <u>YES</u>	Private <u>NONE</u>	Unknown	None
Sewer Cap	Required <u>YES</u>	Not required <u>NO REQ'D.</u>		
Pedestrian Protection	Canopy <u>NO</u>	Fence <u>NO</u>		
Building Information	Building #1	Building #2	Building #3	Building #4
Is there a basement?	Yes <u>(No)</u> No	Yes <u>(No)</u> No	Yes No	Yes No
Exterior wall const.	<u>WOOD</u>	<u>BLOCK</u>		
Number of stories	<u>2</u>	<u>1</u>		
Height (ft)	<u>25'</u>	<u>10'</u>		
Apparent type of construction	I II III IV <u>V</u>	I II <u>III</u> IV V	I II III IV V	I II III IV V

comments: INFO ACCURATE, OK TO DEMO DWELLING, BUT THEN ACCY BLDG WOULD BE LEFT ON LOT AS MAIN USE -

Preinspection Completed by S. BAXTER Date 1-15-99 Extension 368-7518
 When completed, Fax to Name ELLEN RODRIGUEZ Fax # 603.777.6260

11 5 3 2 0 9 1 0 5 1 0 3 3

0582U900134

original
copy
for
me

Bldg---Demolition
1 or 2 Family Dwelling
Over the Counter Permit

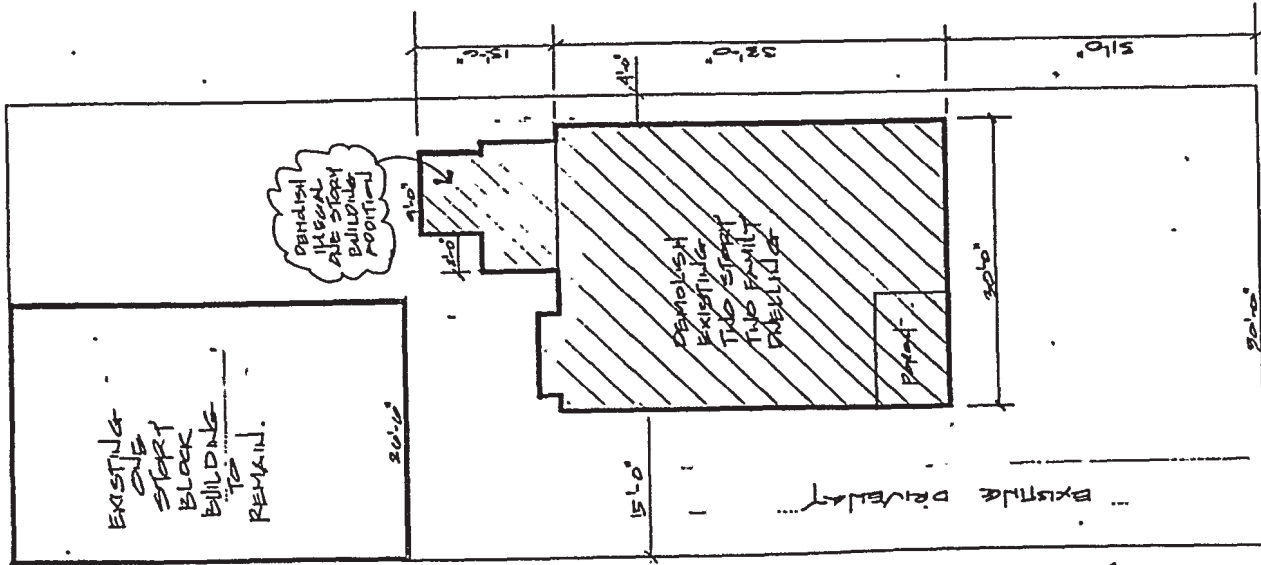
City of Los Angeles - Department of Building and Safety

Plan Check #:
Initiating Office: METRO
Printed on: 03/24/99 15:46:58

PLOT PLAN ATTACHMENT

320900135

(DO NOT DRAW, WRITE, OR PASTE ATTACHMENTS OUTSIDE BORDER)



OWNER: PEDRO DAVILA
ADDRESS: 1037-1037 1/2 N. NEW HAMPSHIRE
PROPOSED PROJECT: DEMOLITION (1) TO START DUPLEX.

DEMOLITION BY OWNER

I, PEDRO DAVILA

[Name - Print]

am the owner of the building and lot located at

1037-1037 1/2 N. NEW HAMPSHIRE AVENUE

[Address - Print]

All demolition work will be performed by me or by day labor in my employ. I will not employ any person in violation of the Calif. State Contractor's license law or the Labor Code of the State of California relating to workmen's compensation insurance.

[Signature]
Signature

1037 N New Hampshire Ave



Permit #: 99014 - 20000 - 06731
Plan Check #: Z1097FO Ref. #:
Event Code:

Bldg---Addition City of Los Angeles - Department of Building and Safety Status: Ready to Issue
Commercial APPLICATION FOR BUILDING PERMIT Status Date: 11/30/00
Back Room Plan Check AND CERTIFICATE OF OCCUPANCY Printed on: 12/04/00 12:52:30

1. TRACT	BLOCK	LOT(s)	ARE	MAP REF #	PARCEL ID # (PIN)	2. BOOK/PAGE/PARCEL
WESTMORELAND PARK		19		MB 10-133	144B197 787	5538 - 021 - 002

3. PARCEL INFORMATION
 BAS Branch Office - LA District Map - 144B197 Thomas Brothers Map Grid - 594
 Council District - 13 Energy Zone - 9
 Community Plan Area - Hollywood Lot Size - 50X125
 Census Tract - 1915.000 Lot Type - Interior
 ZONE(S): C2-1, D/

4. DOCUMENTS:
 ORD - 161,116
 ORD - 164,686

5. CHECKLIST ITEMS
 Fabricator Req'd - Shop Welds Special Inspect - Concrete > 2.5ksi Special Inspect - Masonry
 Fabricator Req'd - Structural Steel Special Inspect - Field Welding Special Inspect - Structural Observation
 Special Inspect - Anchor Bolts Special Inspect - Grade Beam/Caisson Storm Water - Local SWPPP

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION
 Owner(s): Davila, Pedro 4716 Santa Monica Blvd LOS ANGELES CA 90029
 Tenant: Pedro Davila -
 Applicant: (Relationship: Agent for Owner) - Alpine Design 4301 Avocado St. #D L.A., CA 90027 (323) 660-4088

7. EXISTING USE	PROPOSED USE	8. DESCRIPTION OF WORK
23 Storage Building	17 Restaurant - Take Out	PROJECT: CHANGE OF USE & ADDITION-CONVERT STORAGE (26'9"X42') TO RESTAURANT (TAKE-OUT-NO SEATING) & ADDITIONS (13'X20' & 8'X26'9") & COVERED PATIO (20'X25').

9. # Bldgs on Site & Use: 1-STORAGE

10. APPLICATION PROCESSING INFORMATION
 BLDG. PC By: Hurde Coleman DAS PC By: Octavio Lozano
 OK for Cashier: Hurde Coleman Coord. OK:
 Signature: *Barry Pest* Date: *12/04/2000*

For information and/or inspection requests originating within LA County,
Call toll-free (888) LA4BUILD
 Outside LA County, call (213)-977-6941. (LA4BUILD = 524-2845)

For Cashier's Use Only W/O #: 91406731
 LA Department of Buildings and Safety
 VN 09 17 020700 12/04/00 01:02PM

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: \$45,000		PC Valuation:	
FINAL TOTAL Bldg---Addition	877.50	Supp. Planning Surcharge	16.17
Permit Fee Subtotal Bldg---Addition	539.00	School District Commercial Area	264.00
Energy Surcharge		Permit Issuing Fee	0.00
Handicapped Access			
Off-hour Plan Check	0.00		
Supp. Plan Check	0.00		
Plan Maintenance			
Fire Hydrant Refuse-To-Pay			
E.Q. Instrumentation	9.45		
Supp. O.S. Surcharge	10.97		
Supp. Sys. Surcharge	32.91		
Planning Surcharge Misc Fee	5.00		
Sewer Cap ID:		Total Bond(s) Due:	

BUILDING PERMIT COMM	\$539.00
EI COMMERCIAL	\$9.45
ONE STOP SURCH	\$10.97
SYSTEMS DEVT FEE	\$32.91
CITY PLANNING SURCH	\$16.17
MISCELLANEOUS	\$5.00
SCHOOL D-COMM	\$264.00
Total Due:	\$877.50
Check:	\$877.50

DDVN 83076

12. ATTACHMENTS
 Plot Plan *BY M*

0 2 3 0 0 5 0 9 1 3 7

13. STRUCTURE INVENTORY

(C) Floor Area (ZC) 2,098 Sqft
(P) Height (BC) 20 Feet
(P) Length 48 Feet
(P) Stories 1 Levels
(P) Width 46.75 Feet
(P) URM Shearwall
(P) Masonry Shearwall
(P) Inverted Moment Frame

(C) M Occupancy 2,098 Sqft Max Occ.
(C) Parking Req'd. 2# Changed 6 Total
(P) Provided Standard Parking 5 Stalls
(P) Total Parking for Site. 6 Site Total
(P) Provided Disabled Parking 1 Stalls
(P) Type V-N Construction
(P) Floor Construction - Concrete Slab on Grade
(P) Foundation - Concrete Grade Beam

(P) Foundation - Continuous Footing
(P) Roof Construction - Wood Frame/Sheathing
(P) Wall Construction - Masonry
(E) Stories 1 Levels
(P) Height (ZC) 20 Feet
(E) Floor Area (ZC) 1,124 Sqft
(P) Floor Area (ZC) 974 Sqft
(E) S2 Occupancy 1,124 Sqft/Max Occ.

14. APPLICATION COMMENTS

HANDICAP NOTES: TAKE-OUT ONLY, NO SEATING PROVIDED. 3'-0" MIN. SERVING COUNTER WIDTH AT 34" HEIGHT MAX.

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information that has been captured electronically is not printed. Nevertheless, the information printed herein exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME ADDRESS

(O) Owner-Builder
(E) Pascual

Silvestre 4201 Clayton Ave,

Los Angeles, CA 90027

CLASS LICENSE# PHONE#

0

C30750

213-662 6595

Unless a shorter period of time has been established by an official action, plan check approval expires one and a half years after the plan check fee has been paid. This permit expires two years after the building permit fee has been paid or 180 days after the fee has been paid and construction has not commenced or if work is suspended, discontinued or abandoned for a continuous period of 180 days (Sec. 98.0602 LAMC).

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. If doing work on a residential property, I certify that I hold a valid certification as a Home Improvement contractor per B&P Code, Section 7150.2c. The following applies to B contractors only: I understand the limitations of Section 7057 related to my ability to take prime contracts or subcontracts involving specialty trades.

License Class: Lic. No.: Print: Sign:

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: Policy Number:

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Sign: Date: 12/4/00 Contractor Authorized Agent Owner

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES

19. CONSTRUCTION LENDING AGENCY

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's name: Lender's address:

20. ASBESTOS REMOVAL

Notification of asbestos removal: Is not applicable Letter was sent to the AQMD or EPA Sign: Date: 12/4/00

21. OWNER-BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors License Law for the following reason (Section 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors License Law (Chapter 9 commencing with Sec. 7000 of Division 3 of the Business and Professions Code) or that he or she is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).)

I, as the owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year from completion, the owner-builder will have the burden of proving that he or she did not build or improve for the purpose of sale)

I, as the owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law.)

I am exempt under Sec. Bus. & Prof. Code for the following reason:

Print: ALAN E. PINEL Sign: Date: 12/4/00 Owner Authorized Agent

22. FINAL DECLARATION

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein. Also that it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, that neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

Print: ALAN E. PINEL Sign: Date: 12/4/00 Owner Contractor Author. Agent



Bldg--Alter/Repair
Commercial
Counter Plan Check

City of Los Angeles - Department of Building and Safety
APPLICATION FOR BUILDING PERMIT
AND CERTIFICATE OF OCCUPANCY

Last Status: Ready to Issue
Status Date: 10/04/2001

Table with 5 columns: I. TRACT, BLOCK, LOT(s), ARB MAP REF#, PARCEL ID # (PIN), 2. BOOK/PAGE/PARCEL. Row 1: WESTMORELAND PARK, 19, MB 10-133, 144B197 787, 5538 - 021 - 002

3. PARCEL INFORMATION
BAS Branch Office - LA
Council District - 13
Community Plan Area - Hollywood
Census Tract - 1915.000
District Map - 144B197
Energy Zone - 9
Fire District - 2
Near Source Zone Distance - 2.5
Thomas Brothers Map Grid - 594
ZONE(S): C2-1D/

4. DOCUMENTS
ZI - ZI 2286
SPA - Vermont / Western Station Neighb
ORD - ORD-161116
ORD - ORD-164686

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION
Owner(s): Davila, Pedro P
Tenant:
Applicant: (Relationship: Owner) Pedro Davila -

7. EXISTING USE: (23) Storage Building
PROPOSED USE: (23) Storage Building
8. DESCRIPTION OF WORK: CONVERT PORTION OF STORAGE ROOM TO PRODUCE/VEGETABLE STORAGE. ADD AN INTERIOR WALL AND DOOR.

9. # Bldgs on Site & Use: STORAGE

10. APPLICATION PROCESSING INFORMATION
BLDG. PC By: Kenneth Huang
OK for Cashier: Julio Zafra
Signature:
DAS PC By:
Coord. OK:
Date: 10-4-01

For information and/or inspection requests originating within LA County,
Call toll-free (888) LA4BUILD
Outside LA County, call (213)-977-6941. (LA4BUILD = 524-2845)
For Cashier's Use Only W/O #: 11619037

11. PROJECT VALUATION & FEE INFORMATION
Permit Valuation: \$1,000
PC Valuation:
FINAL TOTAL Bldg--Alter/Repair 149.84
Permit Fee Subtotal Bldg--Alter/Rep 130.00
Handicapped Access
Supp. Plan Check
Plan Maintenance
Fire Hydrant Refuse-To-Pay
E.Q. Instrumentation 0.50
Supp. O.S. Surcharge 2.61
Supp. Sys. Surcharge 7.83
Planning Surcharge Misc Fee 5.00
Supp. Planning Surcharge 3.90
Permit Issuing Fee 0.00
Sewer Cap ID:
Total Bond(s) Due:

LA Department of Building and Safety
LA 01 17 040321 10/04/01 12:01PM
BUILDING PERMIT COMM \$130.00
EI COMMERCIAL \$0.50
ONE STOP SURCH \$2.61
SYSTEMS DEVT FEE \$7.83
CITY PLANNING SURCH \$3.90
MISCELLANEOUS \$5.00
Total Due: \$149.84
Cash: \$160.00
Change: \$10.16
01LA 13962

12. ATTACHMENTS
Plot Plan

1010505201134777
1010505201134775

13. STRUCTURE INVENTORY

14. APPLICATION COMMENTS

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information that has been captured electronically is not printed. Nevertheless, the information printed herein exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME ADDRESS

CLASS LICENSE# PHONE #

(O) Owner-Builder

0

323-463-1503

Unless a shorter period of time has been established by an official action, plan check approval expires one and a half years after the plan check fee has been paid. This permit expires two years after the building permit fee has been paid or 180 days after the fee has been paid and construction has not commenced or if work is suspended, discontinued or abandoned for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by the Dept. of Building & Safety (Sec. 22.12 & 22.13 LAMC).

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. If doing work on a residential property, I certify that I hold a valid certification as a Home Improvement contractor per B&P Code, Section 7150.2c. The following applies to B contractors only: I understand the limitations of Section 7057 related to my ability to take prime contracts or subcontracts involving specialty trades.

License Class: _____ Lic. No.: _____ Print: _____ Sign: _____

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

- I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.
I have and will maintain workers's compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:
Carrier: _____ Policy Number: _____
I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Sign: _____ Date: ____/____/____ Contractor Authorized Agent Owner

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

19. CONSTRUCTION LENDING AGENCY

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's name: _____ Lender's address: _____

20. ASBESTOS REMOVAL

Notification of asbestos removal: [] Is not applicable [] Letter was sent to the AQMD or EPA Sign: _____ Date: 10/4/01

21. OWNER-BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors License Law for the following reason (Section 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors License Law (Chapter 9 commencing with Sec. 7000 of Division 3 of the Business and Professions Code) or that he or she is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).):

- I, as the owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year from completion, the owner-builder will have the burden of proving that he or she did not build or improve for the purpose of sale)
I, as the owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law.)
I am exempt under Sec. _____, Bus. & Prof. Code for the following reason: _____

Print: PEDRO DAVILA Sign: _____ Date: 10/4/01 Owner Authorized Agent

22. FINAL DECLARATION

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein. Also that it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, that neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

Print: PEDRO DAVILA Sign: _____ Date: 10/4/01 Owner Contractor Author. Agent

Bldg--Alter/Repair

City of Los Angeles - Department of Building and Safety

Plan Check #:

Commercial

Initiating Office: METRO

Counter Plan Check

Printed on: 10/03/01 15:16:53

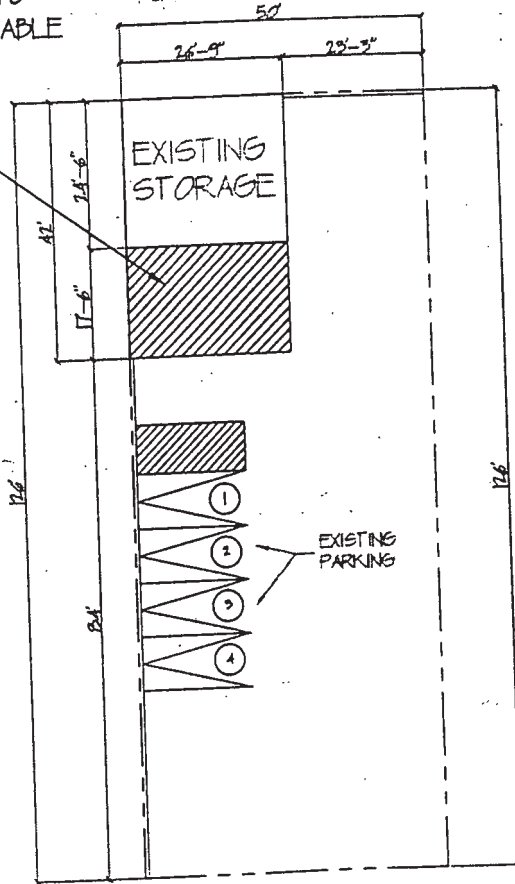
PLOT PLAN ATTACHMENT

1010505201134777

~~1010505201134775~~

(DO NOT DRAW, WRITE, OR PASTE ATTACHMENTS OUTSIDE BORDER)

CONVERT PORTION OF STORAGE ROOM TO PRODUCE/VEGETABLE STORAGE.



1037 N. NEW HAMPSHIRE AVENUE

PLOT PLAN

1037 N New Hampshire Ave



Permit #:
Plan Check #:
Event Code:

01016 - 10000 - 19037
Printed: 10/04/01 11:50 AM

Bldg--Alter/Repair
Commercial
Counter Plan Check
City of Los Angeles - Department of Building and Safety
APPLICATION FOR BUILDING PERMIT
AND CERTIFICATE OF OCCUPANCY
Last Status: Ready to Issue
Status Date: 10/04/2001

Table with 7 columns: I. TRACT, BLOCK, LOT(s), ARE, MAP REF #, PARCEL ID # (PIN), II. BOOK/PAGE/PARCEL. Row 1: WESTMORELAND PARK, 19, M B 10-133, 144B197 787, 5538 - 021 - 002

3. PARCEL INFORMATION
BAS Branch Office - LA
Council District - 13
Community Plan Area - Hollywood
Census Tract - 1915.000
District Map - 144B197
Energy Zone - 9
Fire District - 2
Near Source Zone Distance - 2.5
Thomas Brothers Map Grid - 594
ZONE(S): C2-1D /

4. DOCUMENTS
ZI - ZI 2286
SPA - Vermont / Western Station Neighb
ORD - ORD-161116
ORD - ORD-164686

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION
Owner(s): Davila, Pedro P
Tenant:
Applicant: (Relationship: Owner) Pedro Davila -
4716 Santa Monica Blvd
1037 N. New Hampshire Ave.
LOS ANGELES CA 90029
LOS ANGELES, CA 90029
(323) 463-1503

7. EXISTING USE: (23) Storage Building
PROPOSED USE: (23) Storage Building
8. DESCRIPTION OF WORK: CONVERT PORTION OF STORAGE ROOM TO PRODUCE/VEGETABLE STORAGE. ADD AN INTERIOR WALL AND DOOR.

9. # Bldgs on Site & Use: STORAGE

10. APPLICATION PROCESSING INFORMATION
BLDG. PC By: Kenneth Huang
OK for Cashier: Julio Zafra
Signature:
DAS PC By:
Coord. OK:
Date: 10-4-01

For information and/or inspection requests originating within LA County,
Call toll-free (888) LA4BUILD
Outside LA County, call (213)-977-6941. (LA4BUILD = 524-2845)

For Cashier's Use Only W/O #: 11619037

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period
Permit Valuation: \$1,000 PC Valuation:
FINAL TOTAL Bldg--Alter/Repair 149.84
Permit Fee Subtotal Bldg--Alter/Rep 130.00
Handicapped Access
Supp. Plan Check
Plan Maintenance
Fire Hydrant Refuse-To-Pay
E.Q. Instrumentation 0.50
Supp. O.S. Surcharge 2.61
Supp. Sys. Surcharge 7.83
Planning Surcharge Misc Fee 5.00
Supp. Planning Surcharge 3.90
Permit Issuing Fee 0.00
Sewer Cap ID: Total Bond(s) Due:

LA Department of Building and Safety
LA 01 17 040321 10/04/01 12:01PM
BUILDING PERMIT COMM \$130.00
EI COMMERCIAL \$0.50
ONE STOP SURCH \$2.61
SYSTEMS DEVT FEE \$7.83
CITY PLANNING SURCH \$3.90
MISCELLANEOUS \$5.00
Total Due: \$149.84
Cash: \$160.00
Change: \$10.16
O1LA 18962

12. ATTACHMENTS
Plot Plan

U 7 5 1 0 3 7 0 2 8 U

13. STRUCTURE INVENTORY

14. APPLICATION COMMENTS

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information that has been captured electronically is not printed. Nevertheless, the information printed herein exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME ADDRESS

CLASS LICENSE# PHONE#

(O) Owner-Builder

0

323-463-1503

Unless a shorter period of time has been established by an official action, plan check approval expires one and a half years after the plan check fee has been paid. This permit expires two years after the building permit fee has been paid or 180 days after the fee has been paid and construction has not commenced or if work is suspended, discontinued or abandoned for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by the Dept. of Building & Safety (Sec. 22.12 & 22.13 LAMC).

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. If doing work on a residential property, I certify that I hold a valid certification as a Home Improvement contractor per B&P Code, Section 7150.2c. The following applies to B contractors only: I understand the limitations of Section 7057 related to my ability to take prime contracts or subcontracts involving specialty trades.

License Class: _____ Lic. No.: _____ Print: _____ Sign: _____

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

- I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.
- I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are: Carrier: _____ Policy Number: _____
- I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Sign: _____ Date: 1/1/01 Contractor Authorized Agent Owner

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

19. CONSTRUCTION LENDING AGENCY

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's name: John Paul Lender's address: _____

20. ASBESTOS REMOVAL

Notification of asbestos removal: IS not applicable Letter was sent to the AQMD or EPA Sign: [Signature] Date: 10/4/01

21. OWNER-BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors License Law for the following reason (Section 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors License Law (Chapter 9 commencing with Sec. 7000 of Division 3 of the Business and Professions Code) or that he or she is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).):

- I, as the owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year from completion, the owner-builder will have the burden of proving that he or she did not build or improve for the purpose of sale)
- I, as the owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law.)
- I am exempt under Sec. _____ Bus. & Prof. Code for the following reason: _____

Print: PEDRO DAVILA Sign: [Signature] Date: 10/4/01 Owner Authorized Agent

22. FINAL DECLARATION

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein. Also that it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, that neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holders of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

Print: PEDRO DAVILA Sign: [Signature] Date: 10/4/01 Owner Contractor Author. Agent

Bldg--Alter/Repair

City of Los Angeles - Department of Building and Safety

Plan Check #:

Commercial

Initiating Office: METRO

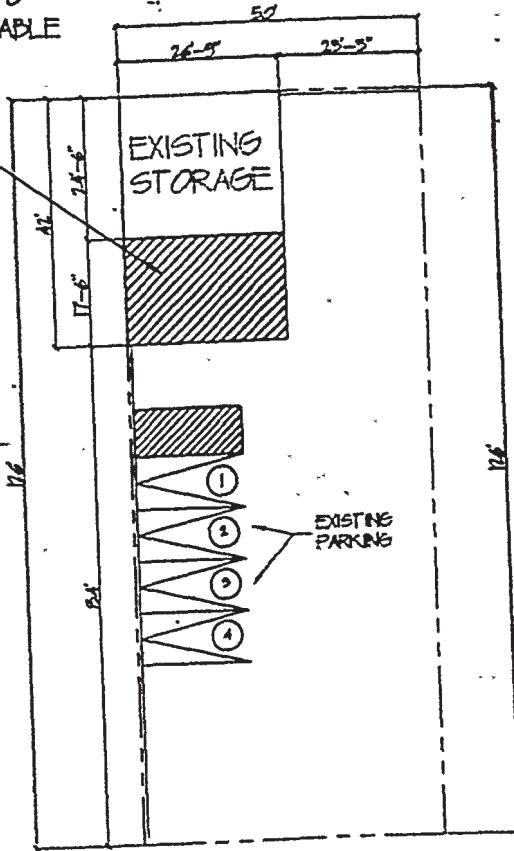
Counter Plan Check

PLOT PLAN ATTACHMENT

Printed on: 10/03/01 15:16:53

CONVERT PORTION OF STORAGE ROOM TO PRODUCE/VEGETABLE STORAGE

07310570270
(DO NOT DRAW, WRITE, OR PASTE ATTACHMENTS OUTSIDE BORDER)



1037 N. NEW HAMPSHIRE AVENUE

PLOT PLAN

3

CITY OF LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY BUILDING DIVISION

Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles: Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth.

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM

REMOVED TO

Lot..... Lot.....

Tract..... Tract.....

Present location of building

4750 Santa Monica Blvd (House Number and Street)

Approved by City Engineer.

New location of building

(House Number and Street)

Deputy.

Between what cross streets

8th cor New Hampshire

1. Purpose of PRESENT building Residences Families 1 Rooms

2. Use of building AFTER alteration or moving Same Families Rooms

3. Owner (Print Name) THARA C OSTRANDER Phone

4. Owner's address 5681 Holly Wood Blvd

5. Certificated Architect mo State License No. Phone

6. Licensed Engineer 4 State License No. Phone

7. Contractor Same State License No. Phone

8. Contractor's address Same

9. VALUATION OF PROPOSED WORK \$ 200.00

10. State how many buildings NOW on lot and give use of each. Residences, Hotel, Apartment House, or any other purpose.

11. Size of existing building x Number of stories high Height to highest point

12. Class of building Material of existing walls Exterior framework Wood or Steel

Describe briefly and fully all proposed construction and work: Cover building with composition shingles Repair cabinet & wood work (Fire job)

Fill in Application on other Side and Sign Statement (OVER)

FOR DEPARTMENT USE ONLY PERMIT NO. 14920 PLANS No. 3 Zone 05 Fire District No. 3 OCT 16 1933

PLANS, SPECIFICATIONS, and other data must be filed if required.

NEW CONSTRUCTION

Size of Addition.....x.....Size of Lot.....x.....Number of Stories when complete.....
 Material of Foundation.....Width of Footing.....Depth of footing below ground.....
 Width Foundation Wall.....Size of Redwood Sill.....Material Exterior Walls.....
 Size of Exterior Studs.....Size of Interior Bearing Studs.....x.....
 Joists: First Floor.....x.....Second Floor.....x.....Roofing Material.....
 I have carefully examined and read both sides of this completed Application and know the same is true and correct and hereby certify and agree, if a Permit is issued, that all the provisions of the Building Ordinances and State Laws will be complied with whether herein specified or not; also certify that plans and specifications, if required to be filed, will conform to all of the provisions of the Building Ordinances and State Laws.

Sign Here.....
 (Owner or Authorized Agent)
 By.....

FOR DEPARTMENT USE ONLY			
Application..... <i>[Signature]</i>	Fire District..... <i>[Signature]</i>	Set back.....	Permits Inspection.....
Construction.....	Zoning.....	Street Widening.....	Forced Draft Ventil.....

(1) REINFORCED CONCRETE
 Barrels of Cement.....
 Tons of Reinforcing Steel.....
 (2) The building (and, or, addition) referred to in this Application is, or will be when moved, more than 100 feet from Street.....
 Sign Here.....
 (Owner or Authorized Agent)

(3) No required windows will be obstructed.
 Sign Here.....
 (Owner or Authorized Agent)

(4) There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.
 Sign Here.....
 (Owner or Authorized Agent)

REMARKS:

3

APPLICATION TO ALTER, REPAIR, OR DEMOLISH AND FOR A Certificate of Occupancy

Form D-3-62M-1-48 CITY OF LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY BUILDING DIVISION

Lot No. 18 Tract Westmoreland Park Tract Map 10-8133 Location of Building 4750 Santa Monica Blvd. Approved by City Engineer Deputy. Between what cross streets Santa Monica Blvd at New Hampshire

USE INK OR INDELIBLE PENCIL

- 1. Present use of building Dwelling Families 2 Rooms 9
2. State how long building has been used for present occupancy 40 yrs approx
3. Use of building AFTER alteration or moving Dwelling Families 2 Rooms 11
4. Owner Irene J + Frank L Payne (IT 25A-49) Phone No 20310
5. Owner's Address 4750 Santa Monica Blvd.
6. Certificated Architect none
7. Licensed Engineer none
8. Contractor owner
9. Contractor's Address same address

10. VALUATION OF PROPOSED WORK including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon. 700.00

- 11. State how many buildings NOW on lot and give use of each 3 - Dwelling, Garage Real Estate Office
12. Size of existing building 60x30 Number of stories high 2 Height to highest point 26 ft.
13. Material Exterior Walls Wood Exterior framework Wood
14. Describe briefly all proposed construction and work: Close in existing roofed over porch; porch is 9' wide + has 60' perimeter. Remove windows for arch into living room.

NEW CONSTRUCTION

- 15. Size of Addition x Size of Lot Number of Stories when complete
16. Footing: Width Depth in Ground Width of Wall Size of Floor Joists x
17. Size of Studs Material of Floor Size of Rafters x Type of Roofing

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here Irene J. Payne (Owner or Authorized Agent)

DISTRICT OFFICE

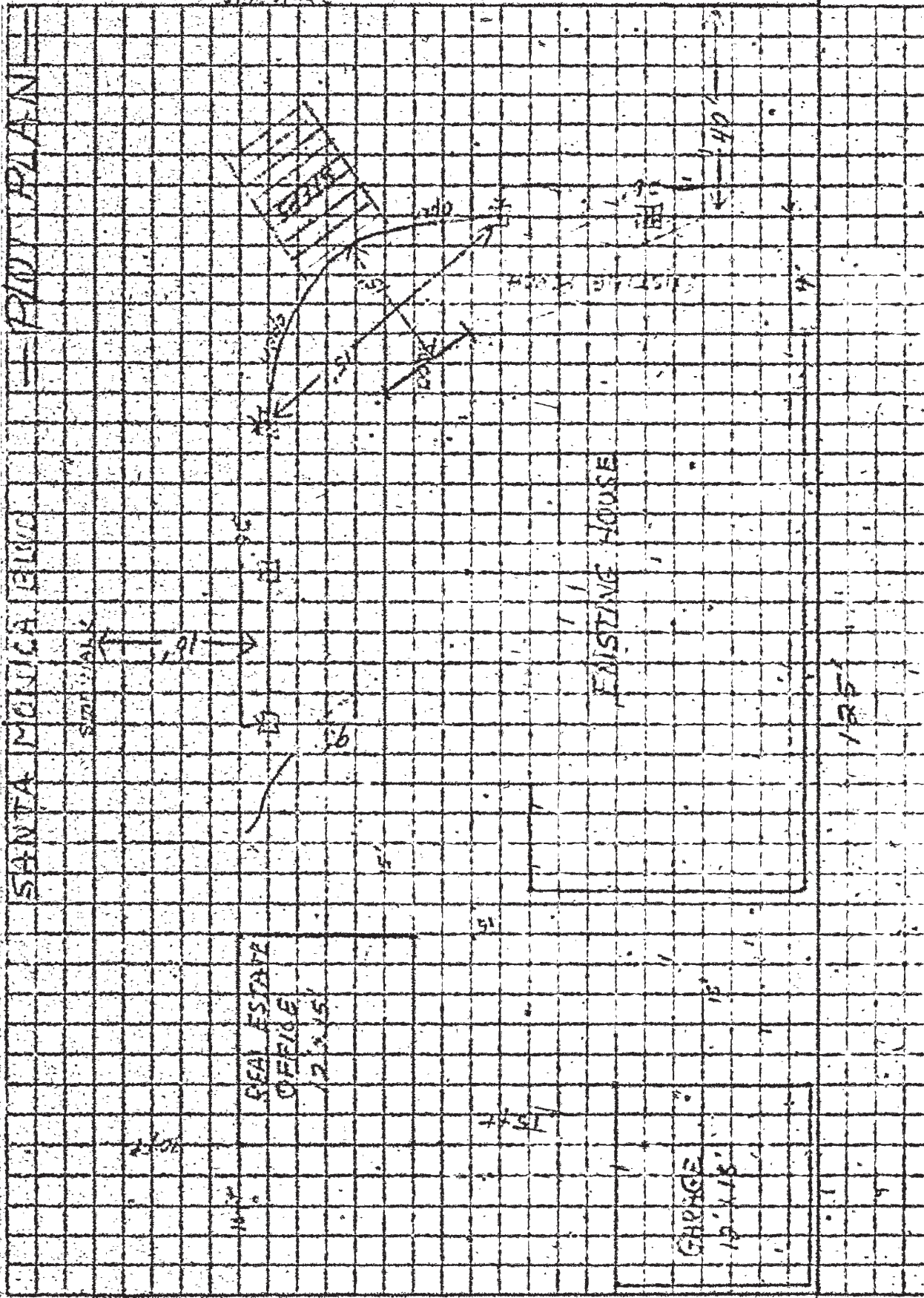
FOR DEPARTMENT USE ONLY

Form with sections: PLAN CHECKING (Date 4/29/48, Receipt No 2682, Valuation 700, Fee Paid 2.00), REINFORCED CONCRETE (Bbls, Cement, Tons of Reinforcing Steel), FEES (Bldg. Per 4.50, Total 4.50), TYPE GROUP (I, R), PERMIT No. (A, 12010), PLANS (Specs checked, Corrections, Approved), and SIGNATURE (Irene J. Payne, 4/29/48).

NEW HAMPSHIRE AVE

105

STRENGTH



3

APPLICATION TO ALTER - REPAIR - DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

Form B-3

CITY OF LOS ANGELES

DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

SEWER (Available) (Not Available)

X2919

1. LEGAL DESCR.	LOT 18	BLK.	TRACT WESTMORELAND PARK	ADDRESS APPROVED					
2. BUILDING ADDRESS	4750 SANTA MONICA BLVD.			DIST. MAP 144-197					
3. BETWEEN CROSS STREETS	NORTH NEW HAMPSHIRE AND NORTH BERENDO STREET			ZONE C-2-2					
4. PRESENT USE OF BUILDING	DWELLING		NEW USE OF BUILDING STORE & DWELLING	FIRE DIST. II 80/80					
5. OWNER'S NAME	EDNA E. CRAWFORD	PHONE RE 2-4775 (business)	663-4333 (home)	INSIDE KEY					
6. OWNER'S ADDRESS	1724 SOUTH HARVARD	LOS ANGELES 6		COR. LOT					
7. CERT. ARCH.		STATE LICENSE	PHONE	REV. COR. LOT SIZE					
8. LIC. ENGR.		STATE LICENSE	PHONE	50 X 125					
9. CONTRACTOR	WILLIAM R. ETHER	STATE LICENSE	PHONE 194 179	REAR ALLEY X					
10. CONTRACTOR'S ADDRESS	807 SO. BONNIE BRAE			SIDE ALLEY X					
11. SIZE OF EXISTING BLDG.	STORIES 2	HEIGHT 24'	NO. OF EXISTING BUILDINGS ON LOT AND USE 1 one-family dwelling	BLDG. AREA					
38' X 65' irreg.				DISTRICT OFFICE L.A.					
12. MATERIAL	<input checked="" type="checkbox"/> WOOD	<input type="checkbox"/> METAL	<input type="checkbox"/> CONC. BLOCK	ROOF <input checked="" type="checkbox"/> WOOD					
EXT. WALLS:	<input checked="" type="checkbox"/> STUCCO	<input type="checkbox"/> BRICK	<input type="checkbox"/> CONCRETE	CONST. <input type="checkbox"/> CONC. <input type="checkbox"/> OTHER					
13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING.	\$ 5000.00		VALUATION APPROVED	SPRINKLERS REQ'D. SPECIFIED					
14. SIZE OF ADDITION	STORIES	HEIGHT	APPLICATION CHECKED	AFFIDAVITS					
TO COMPLY WITH LETTER OF 9/19/62									
15. NEW WORK: (Describe)	EXT. WALLS EXCEPT ITEMS 4 & 19	ROOFING	PLANS CHECKED	DWELL. UNITS					
CHANGE OF OCCUPANCY SURVEY			CORRECTIONS VERIFIED	SPACES PARKING					
4340 SQ. FT. FILE XXXXX X2919			PLANS APPROVED	GUEST ROOMS					
I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.			APPLICATION APPROVED	FILE WITH					
Signed <i>Edna E. Crawford</i>			INSPECTOR	CONS. BUREAU					
This Form When Properly Validated is a Permit to Do the Work Described.			MACHEK	CONT. INSP. COM					
TYPE V	GROUP G&R-1	MAX. OCC.	P.C.	S.P.C.	G.P.I.	B.P. 2200	I.F.	O.S. 100	C/O

CRITICAL SOIL

CASHIER'S USE ONLY

LA28133

JAN-9-63 01490 NL - 1 CK 22.00

SEP-24-62 613563 NL 18 - CS 100.00

P.C. No. GRADING CRIT. SOIL CONS.

2EP-SH-05

01400

MI 18 - 02

10000

7AN-4-02

01400

MI - 18

55.00

ON FLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH

This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof makes any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed.

(See Sec. 91.0202 L.A.M.C.)

3

APPLICATION TO ALTER - REPAIR - DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

Form B-3

CITY OF LOS ANGELES

DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

Form with 15 numbered sections: 1. LEGAL DESCR., LOT, BLK., TRACT, ADDRESS APPROVED; 2. BUILDING ADDRESS; 3. BETWEEN CROSS STREETS; 4. PRESENT USE OF BUILDING, NEW USE OF BUILDING, FIRE DIST.; 5. OWNER'S NAME, PHONE, INSIDE; 6. OWNER'S ADDRESS, P.O., ZONE, COR. LOT; 7. CERT. ARCH., STATE LICENSE, PHONE, LOT SIZE; 8. LIC. ENGR., STATE LICENSE, PHONE; 9. CONTRACTOR, STATE LICENSE, PHONE, REAR ALLEY; 10. CONTRACTOR'S ADDRESS, P.O., ZONE, BLDG. LINE; 11. SIZE OF EXISTING BLDG., STORIES, HEIGHT, NO. OF EXISTING BUILDINGS ON LOT AND USE, BLDG. AREA; 12. MATERIAL, ROOF, SPRINKLERS; 13. VALUATION; 14. SIZE OF ADDITION, APPLICATION CHECKED; 15. NEW WORK, PLANS CHECKED, CORRECTIONS VERIFIED, PLANS APPROVED, APPLICATION APPROVED, INSPECTOR.

SEWER (Available) (Not Available)

CRITICAL SOIL

CASHIER'S USE ONLY LA29934

JAN-24-63

04287

B - 2 CS

3.00

P.C. No.

JAN-24-63

04288

CRIT. SOIL

1 CS

CONS. 42.00

BB BP paid with original 4 \$101 Used for this permit

Address of
Building

4750 Santa Monica Boulevard



CITY OF LOS ANGELES

Certificate of Occupancy

File No. X2919

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety. This certifies that, so far as ascertained by or made known to the undersigned, the building at above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act,—for following occupancies:

Issued **3-21-63**

Permit No. and Year

LA 28133-63, LA 29334-63

Used furniture retail sales, converted from first floor portion of a two-story, Type V, 38' x 65', one-family dwelling.

G-1 and R-1 Occupancies

Owner
Owner's
Address
**Edna E. Crawford
1724 S. Harvard Boulevard
Los Angeles 6, California**

Form B-955b—2M Sets—8-61 (C-10)

J. C. MONNING, Superintendent of Building—By

E. E. SPITZER: ke

1

No 505-

APPLICATION FOR INSPECTION OF NEW BUILDING AND FOR CERTIFICATE OF OCCUPANCY

B&S B-1-Rev. 3-64

CITY OF LOS ANGELES

DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR.	LOT 18	BLK.	TRACT Westmoreland Park Tr.	CENSUS TRACT
2. PUR. USE OF BUILDING	Garage			DIST. MAP 144-197
3. JOB ADDRESS	4750 Santa Monica Blvd.			ZONE C-2-2
4. BETWEEN CROSS STREETS	New Hampshire		AND Berendo	FIRE DIST. II/80/80
5. OWNER'S NAME	Mrs. Crawford			INSIDE COR. LOT XX
6. OWNER'S ADDRESS	Above			KEY REV. COR.
7. ARCHITECT OR DESIGNER				LOT SIZE 50x125
8. ENGINEER				REAR ALLEY
9. CONTRACTOR	Naly Const. Company			SIDE ALLEY /
10. SIZE OF NEW BLDG.	STORIES 1	HEIGHT 12'	NO. OF EXISTING BUILDINGS ON LOT AND USE 1 - FAMILY DWELL.	BLDG. LINE
11. MATERIAL OF CONSTRUCTION	EXT. WALLS stucco	ROOF wood	FLOOR conc.	AFFIDAVITS /
12. JOB ADDRESS	4750 Santa Monica Blvd.			DISTRICT OFFICE L.A.
13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING.	\$ 1400			GRADING /
1	PURPOSE OF BUILDING 2 Car Garage			CRIT. SOIL /
TYPE II	GROUP R-1	STORIES 1	VALUATION APPROVED C. J. [Signature]	HIGHWAY DED. yes
BLDG. AREA 1550'	MAX. OCC.	TOTAL	PLANS CHECKED [Signature]	FLOOD /
DWELL. UNITS NK	GUEST ROOMS /	SPACES PARKING	REQ'D PROVIDED 2	PLANS APPROVED [Signature]
SPRINKLERS REQ'D SPECIFIED /	CONT. INSP. /		APPLICATION APPROVED [Signature]	CONS. /
P.C. No.				ZONED BY Vellins
				FILE WITH
				INSPECTOR

P.C. 4 21	S.P.C.	G.P.I.	B.P. 7 60	I.F. /	O.S.	C/O	TYPIST jk
OCT-22-64		52533 E	•79207	Z - 2	68	4.94	
OCT-22-64		52534 E	•79207	Z - 1	08	7.60	

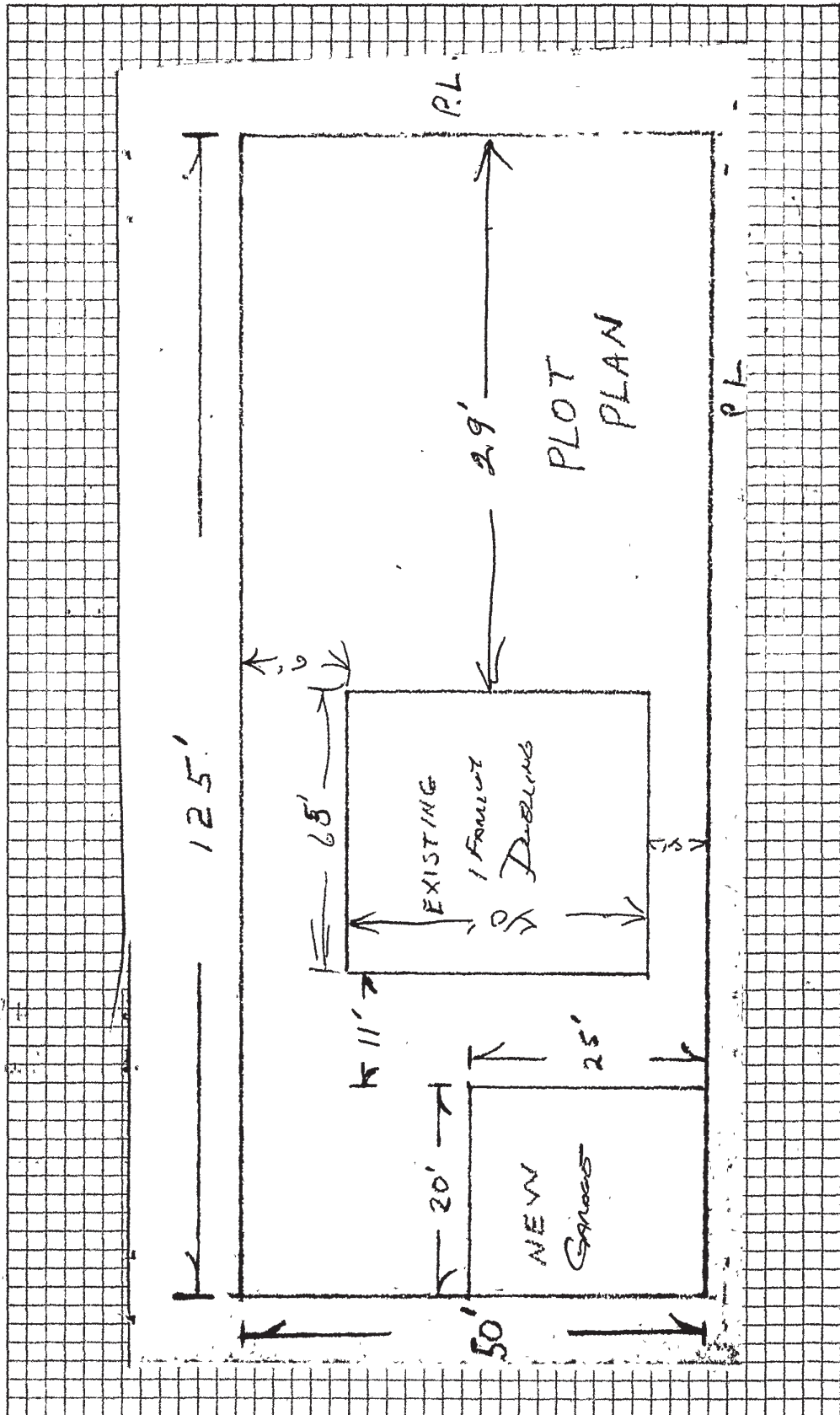
STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing, or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed [Signature] (Owner or Agent)

	Name	Date
Bureau of Engineering	ADDRESS APPROVED	
	SEWERS AVAILABLE	
	NOT AVAILABLE	
	DRIVEWAY APPROVED	
	HIGHWAY DEDICATION REQUIRED COMPLETED	
	FLOOD CLEARANCE APPROVED	
Conservation	APPROVED FOR ISSUE FILE #	
Plumbing	PRIVATE SEWAGE DISPOSAL SYSTEM APPROVED	
Planning	APPROVED UNDER CASE #	
Fire	APPROVED (TITLE 19) (L.A.M.C.-S700)	
Traffic	APPROVED FOR	



ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH

Address of
Building

4750 Santa Monica Blvd.

CITY OF LOS ANGELES

Certificate of Occupancy



NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety. This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 12-7-64

Permit No. and Year

LA - 79207 - 64

1 story, type V, 20' x 25' garage.
R-1 occupancy.

Owner

Mrs. Crawford

Owner's
Address:

4750 Santa Monica Blvd.
Los Angeles, California

3

CITY OF LOS ANGELES

APPLICATION FOR INSPECTION — TO ADD-ALTER-REPAIR-DEMOLISH

AND FOR CERTIFICATE OF OCCUPANCY

B&S B-3 — R. 2-77 DEPT. OF BUILDING AND SAFETY

CERTIFICATE EXEMPT ON FILE

INSTRUCTIONS: Applicant to Complete Numbered Items Only.

1. LEGAL DESCR.	LOT 18	BLK	TRACT Westmoreland Park	DIST. MAP 144 197
2. PRESENT USE OF BUILDING (16) Retail Sales & Res.	NEW USE OF BUILDING () same		CENSUS TRACT 1915.00	
3. JOB ADDRESS	4750 Santa Monica Blvd.			ZONE 02-2
4. BETWEEN CROSS STREETS	AND		FIRE DIST. II	
5. OWNER'S NAME	John Terceman		PHONE 661 0127	LOT (TYPE) cor
6. OWNER'S ADDRESS	same		CITY	ZIP
7. ENGINEER	BUS. LIC. NO. CE14815	ACTIVE STATE LIC. NO. 346 7110	PHONE	LOT SIZE 50x125
8. ARCHITECT OR DESIGNER	BUS. LIC. NO. BD442	ACTIVE STATE LIC. NO. 363 9735	PHONE	ALLEY
9. CONTRACTOR	owner builder			BLDG. LINE
10. BRANCH LENDER	ADDRESS		CITY	
11. SIZE OF EXISTING BLDG.	STORIES	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE	
WIDTH 40 LENGTH 65	2	32	sales, res. & gar	
12. CONST. MATERIAL OF EXISTING BLDG.	EXT. WALLS wd/plas	ROOF comp	FLOOR wd	AFFIDAVITS
13. JOB ADDRESS	4750 Santa Monica Blvd.			SEISMIC STUDY ZONE
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING	\$ 5,000 7000			DIST. OFFICE I.A.
15. NEW WORK: (Describe)	Structural alterations, add. interior stairway			CRIT. SOIL
NEW USE OF BUILDING	SIZE OF ADDITION		STORIES	HEIGHT
Retail Sales & Dwlg				
TYPE	GROUP OCC.	BLDG. AREA	PLANS CHECKED	CONS.
DWELL. UNITS	MAX OCC.	TOTAL	PLANS APPROVED	ZONED BY
GUEST ROOMS	PARKING REQ'D	PARKING PROVIDED	APPLICATION APPROVED	FILE WITH
SPRINKLERS REQ'D SPECIFIED	CONT. INSP.	STD.	INSPECTION ACTIVITY	INSPECTOR
P.C.	S.P.C.	B.P.	T.I.	P.M.
31.45				
P.C. No. XX9160	PLAN CHECK EXPIRES ONE YEAR AFTER FEE IS PAID. PERMIT EXPIRES TWO YEARS AFTER FEE IS PAID OR 180 DAYS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.			TYPIST mj

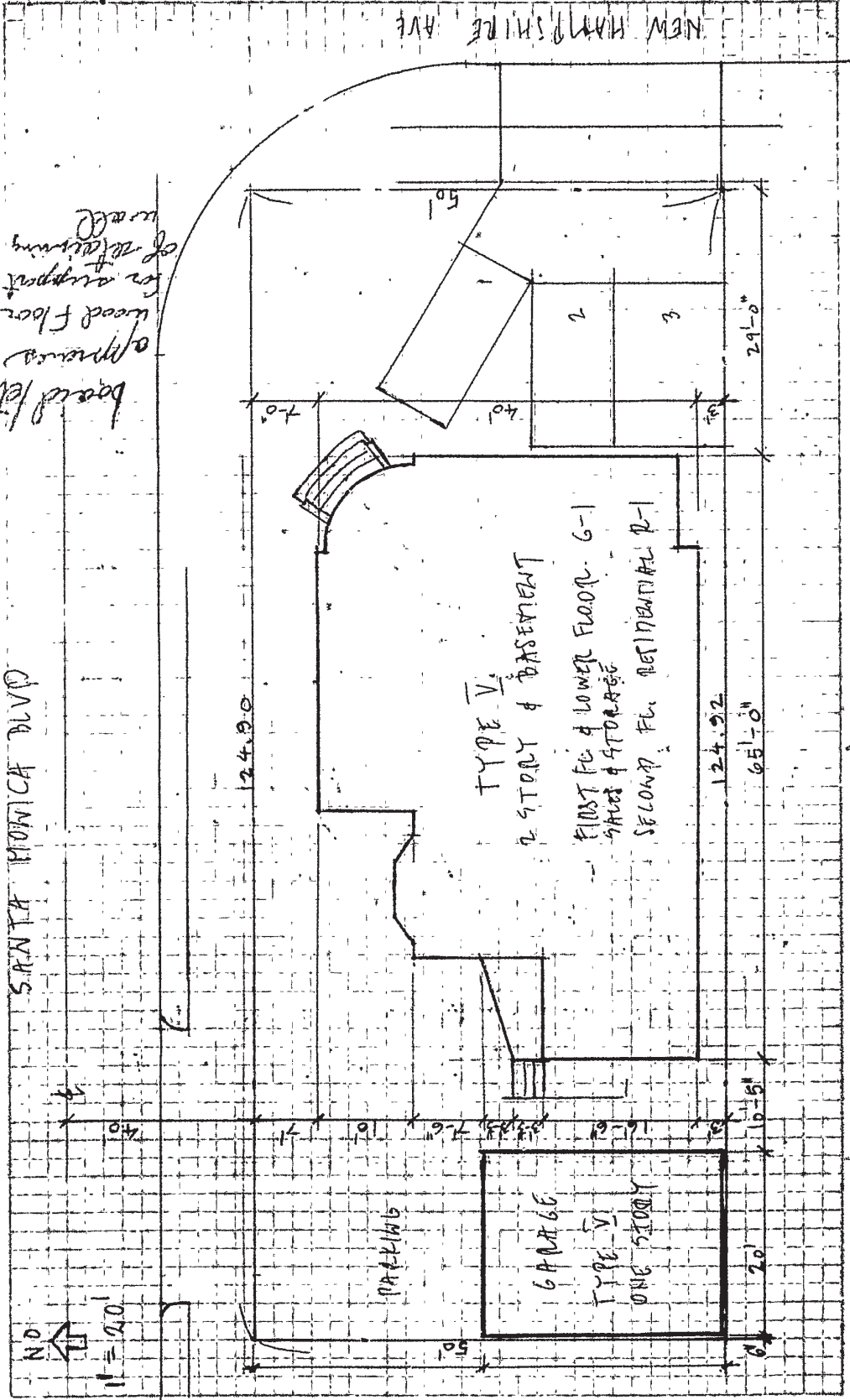
CASHIER'S USE ONLY	JUL-22-77	059345	• •	S-6CK	31.45
	SEP--2-77	185885	•51051	V=6CK	10.20
	SEP--2-77	185895	•51051	V=1CK	49.00

STATEMENT OF RESPONSIBILITY

I certify that in doing the work specified herein I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed	(Owner or Agent having Property Owner's Consent)	Signature/Date
Bureau of Engineering	ADDRESS APPROVED	Dalton 7-22-77
	DRIVEWAY	
	HIGHWAY DEDICATION	REQUIRED
		COMPLETED
	FLOOD CLEARANCE	
	SEWERS	XX SEWERS AVAILABLE chin 7-22-77
		NOT AVAILABLE
		SFC PAID
	XX SFC NOT APPLICABLE	SFC DUE chin 7-22-77
Conservation	APPROVED FOR ISSUE <input type="checkbox"/> NO FILE <input type="checkbox"/> FILE CLOSED <input type="checkbox"/>	
Fire	APPROVED (TITLE 19) (L.A.M.C.-5700)	
Housing	HOUSING AUTHORITY APPROVAL	
Planning	APPROVED UNDER CASE #	
Traffic	APPROVED FOR	
Construction Tax	RECEIPT NO	DWELLING UNITS



base of floor
appliance
wood floor
for support
of retaining
wall

SANTA MONICA BLVD

NEW HAMPSHIRE AVE

LOT 18
WESTMORELAND PARCEL TRACT
CITY OF L.A.

WORKMEN'S COMPENSATION CERTIFICATION

I certify that in the performance of the work for which this permit is issued I shall not employ anyone in any manner so as to deprive him or her of the workman's compensation laws of California.

Signature: *[Handwritten Signature]*
Date: *Aug 14 1977*

If, after signing this certification, the applicant desires to employ any person for work covered by this permit, the applicant shall first comply with the provisions of Section 3700 of the State Labor Code or this permit shall be deemed revoked.

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH

N = 20'



4750 W Santa Monica Blvd



Permit #:
Plan Check #:
Event Code:

00016 - 10000 - 03803

Reference #:

Bldg--Alter/Repair
1 or 2 Family Dwelling
Over the Counter Permit
City of Los Angeles - Department of Building and Safety
APPLICATION FOR BUILDING PERMIT
AND CERTIFICATE OF OCCUPANCY
Status: Ready to Issue
Status Date: 03/06/00
Printed on: 03/06/00 14:20:42

Table with 4 columns: L TRACT, BLOCK, LOT(s), ARB, MAP REF #, PARCEL ID # (PIN), 2. BOOK/PAGE/PARCEL. Row 1: WESTMORELAND PARK, 18, , MB 10-133, 144B197 755, 5538 - 021 - 001

3. PARCEL INFORMATION
BAS Branch Office - LA
Council District - 13
Community Plan Area - Hollywood
Census Tract - 1915.000
District Map - 144B197
Energy Zone - 9
Thomas Brothers Map Grid - 594
ZONE(S):

4. DOCUMENTS

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION
Owner(s): Davila, Pedro 4716 Santa Monica Blvd LOS ANGELES CA 90029
Tenant:
Applicant: (Relationship: Contractor) Mrcarito Casilla - M.C. Contruction & Pl6315 S. Broadway Ave GARDENA 90248 (323) 665-8720

Table with 2 columns: 7. EXISTING USE, 8. DESCRIPTION OF WORK. Row 1: 5 Apartment, REMOVE EXISTING ROOF MATERIAL, - INSTALL NEW 1/2" C.D.X PLYWOOD AND COMPOSITION SHINGLES 30' SQ. 3000 SQ. FT.

9. # Bldgs on Site & Use:
For information and/or inspection requests originating within LA County, call toll-free (888)-LA4BUILD; outside LA County, call (213)-977-6941.

10. APPLICATION PROCESSING INFORMATION
BLDG. PC By:
OK for Cashier: Debbie Reffig
Signature:
DAS PC By:
Coord. OK:
Date: 3/6/00
For Cashier's Use Only W/O #: 01603803

11. PROJECT VALUATION & FEE INFORMATION
Permit Valuation: \$6,000 PC Valuation:
FINAL TOTAL Bldg--Alter/Repair 155.50
Permit Fee Subtotal Bldg--Alter/Rep 115.00
Plan Check Subtotal Bldg--Alter/Rep
Fire Hydrant Refuse-To-Pay
E.Q. Instrumentation 0.60
O.S. Surcharge 2.71
Sys. Surcharge 8.14
Planning Surcharge 4.05
Planning Surcharge Misc Fee 5.00
Permit Issuing Fee 20.00
Permit Fee-Single Inspection Flag
Sewer Cap ID: Total Bond(s) Due:

LA Department of Buildings and Safety
LA 01 12 003904 03/06/00 02:34PM
BLDG PLAN CHECK \$20.00
BLDG PERMIT RES \$115.00
EI RESIDENTIAL \$0.60
ONE STOP SURCH \$2.71
SYS DEV FEE \$8.14
MISCELLANEOUS \$5.00
CITY PLAN SURCH \$4.05
Total Due: \$155.50
Check: \$155.50
ODLA 96473

12. ATTACHMENTS

4
3
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13. STRUCTURE INVENTORY

14. APPLICATION COMMENTS

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information that has been captured electronically is not printed. Nevertheless, the information printed herein exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME	ADDRESS	CLASS	LICENSE#	PHONE #
(C) M C Construction & Plumbing	16315 South Broadway Avenue, Gardena, CA 90248	B	414250	3236658720

Unless a shorter period of time has been established by an official action, plan check approval expires one and a half years after the plan check fee has been paid. This permit expires two years after the building permit fee has been paid or 180 days after the fee has been paid and construction has not commenced or if work is suspended, discontinued or abandoned for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by the Dept. of Building & Safety (Sec. 22.12 & 22.13 LAMC).

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. The following applies to B contractors only: I understand the limitations of Section 7057 related to my ability to take prime contracts or subcontracts involving specialty trades. (For 1 or 2 family dwellings, use the declaration attachment if separate general, electrical, plumbing, and/or HVAC contractor's & workers' comp. declarations are desired.)

License Class: B-1 Lic. No.: 414250 Firm: M.C. CONSTRUCTION Sign: M. Casillas

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

- I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.
- I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are: Carrier: State Fund Policy Number: 1571144-99
- I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Sign: M. Casillas Date: 3/16/2000 Contractor Authorized Agent Owner

WARNING FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES

19. CONSTRUCTION LENDING AGENCY

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's name: _____ Lender's address: _____

20. ASBESTOS REMOVAL

Notification of asbestos removal: Is not applicable Letter was sent to the AQMD or EPA Sign: _____ Date: 1/1

21. OWNER-BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors License Law for the following reason (Section 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors License Law (Chapter 9 commencing with Sec. 7000 of Division 3 of the Business and Professions Code) or that he or she is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).):

- I, as the owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year from completion, the owner-builder will have the burden of proving that he or she did not build or improve for the purpose of sale)
- I, as the owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law.)
- I am exempt under Sec. _____, Bus. & Prof. Code for the following reason: _____

Print: _____ Sign: _____ Date: 1/1 Owner Authorized Agent

22. FINAL DECLARATION

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein. Also that it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, that neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

Print: MARGARITA CASILLAS Sign: M. Casillas Date: 3/16/2000 Owner Contractor Author. Agent

U 7 0 9 U 4 0 3 3 5

13. STRUCTURE INVENTORY (Note: Numeric measurement data in the format "number / number" implies "change in numeric value / total resulting numeric value")

12026 - 20000 - 00005

- (P) Floor Area (ZC): 0 Sqft / Sqft
- (P) Height (ZC): 0 Feet / Feet
- (P) Length: 0 Feet / Feet
- (P) Stories: 0 Stories / Stories
- (P) Width: 0 Feet / Feet
- (P) M Occ. Group: 0 Sqft / Sqft
- (P) Parking Req'd for Bldg (Auto+Bicycle): 0 Stalls / 2 St
- (P) Provided Disabled for Bldg: +1 Stalls / 1 Stalls
- (P) Provided Standard for Bldg: 0 Stalls / 2 Stalls

14. APPLICATION COMMENTS:

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information has been captured electronically and could not be printed due to space restrictions. Nevertheless the information printed exceeds that required by section 19825 of the Health and Safety Code of the State of California.

15. BUILDING RELOCATED FROM:

16. CONTRACTOR, ARCHITECT & ENGINEER NAME	ADDRESS	CLASS	LICENSE #	PHONE #
(O) Owner-Builder			0	(323) 791-3084

PERMIT EXPIRATION/REFUNDS: This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by LADBS (Sec. 22.12 & 22.13 LAMC). The permittee may be entitled to reimbursement of permit fees if the Department fails to conduct an inspection within 60 days of receiving a request for final inspection (HS 17951).

17. OWNER-BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors' State License Law for the following reason (Section 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors License Law (Chapter 2 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he or she is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).):

I, as the owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year from completion, the owner-builder will have the burden of proving that he or she did not build or improve for the purpose of sale).

OR

I, as the owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law.)

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: _____ Policy Number: _____

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

19. ASBESTOS REMOVAL DECLARATION / LEAD HAZARD WARNING

I certify that notification of asbestos removal is either not applicable or has been submitted to the AQMD or EPA as per section 19827.5 of the Health and Safety Code. Information is available at (909) 396-2336 and the notification form at www.aqmd.gov. Lead safe construction practices are required when doing repairs that disturb paint in pre-1978 buildings due to the presence of lead per section 6716 and 6717 of the Labor Code. Information is available at Health Services for LA County at (800) 524-5323 or the State of California at (800) 597-5323 or www.dhs.ca.gov/childlead.

20. FINAL DECLARATION

I certify that I have read this application INCLUDING THE ABOVE DECLARATIONS and state that the above information INCLUDING THE ABOVE DECLARATIONS is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

By signing below, I certify that:

(1) I accept all the declarations above namely the Owner-Builder Declaration, Workers' Compensation Declaration, Asbestos Removal Declaration / Lead Hazard Warning, and Final Declaration; and

(2) This permit is being obtained with the consent of the legal owner of the property.

Print Name: ALAN F. WELCH Sign: [Signature] Date: 2/16/17 Owner Authorized Agent

Nonbldg-Alter/Repair
Commercial
Plan Check

City of Los Angeles - Department of Building and Safety

Plan Check #: B12VN00295
Initiating Office: VAN NUYS
Printed on: 01/11/12 16:20:31

PLOT PLAN ATTACHMENT

SCOPE OF WORK

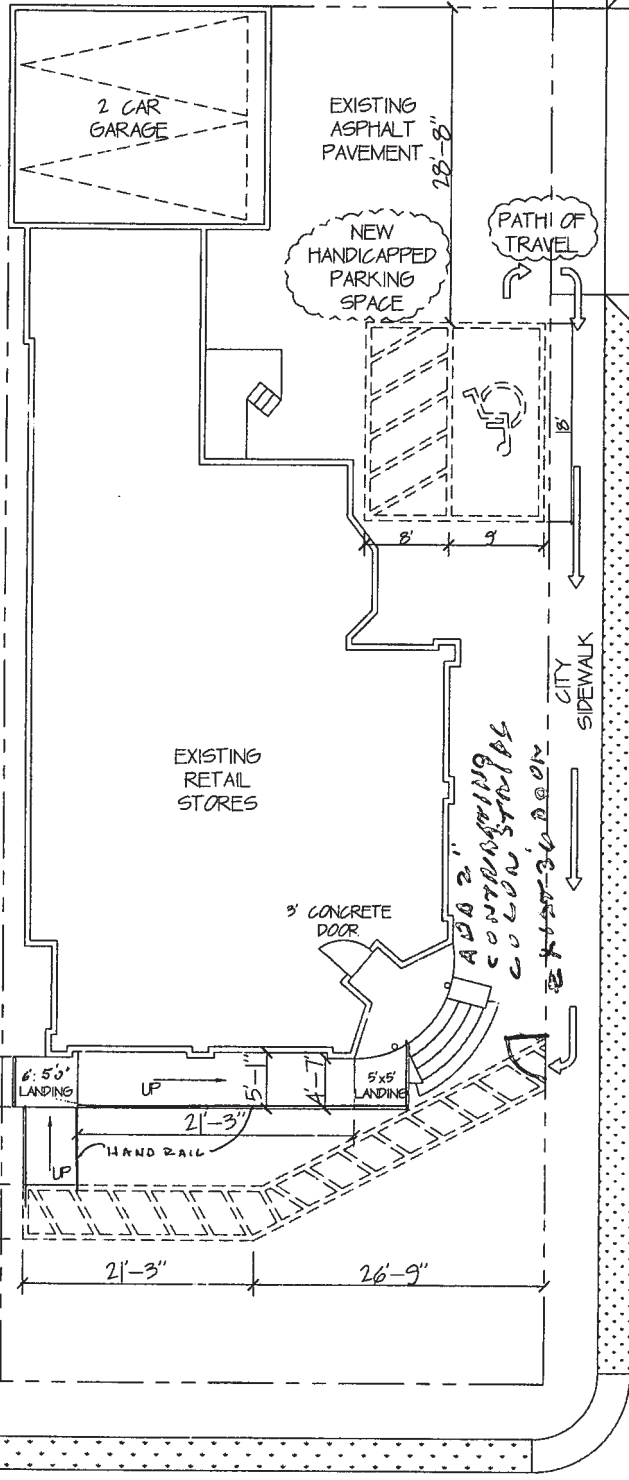
- ADD NEW HANDICAPPED RAMP TO EXISTING RETAIL STORE AT MAIN ENTRANCE
- PROVIDE DISABLED ACCESS PARKING SPOT

HANDICAPPED RAMP AND DISABLED ACCESS ARE VOLUNTARILY BEING PROVIDED BY OWNER

NO WORK IS BEING DONE TO RETAIL STORE

REQUIRED PARKING FOR EXISTING BUILDING IS TWO PARKING SPACES IN A TWO CAR GARAGE

NEW HANDICAPPED PARKING SPACE IS NON-REQUIRED PARKING



PATH OF TRAVEL FROM PARKING SPACE TO BUILDING ENTRANCE IS THROUGH EXISTING SIDEWALK

4750 W. SANTA MONICA BLVD.

RTI FEB 13 2012

2/13/12
[Signature]

NEW HAMPSHIRE
PLOT PLAN

SCALE 1/8" = 1'-0"





NOTICE TO PROPERTY OWNER FOR OWNER-BUILDER PERMITS

CHANGES IN STATE LAW (Assembly Bill No. 2335) REGARDING "OWNER-BUILDER" PERMITS

Due to a change by the Contractors State Licensing Board (CSLB) regarding Owner-Builder permits, the City of Los Angeles Department of Building and Safety (LADBS) will modify the permit issuing process to comply with State Assembly Bill (AB) No. 2335. Beginning January 2, 2009, a "Notification to Property Owner" with an "Owner's Acknowledgment Verification of Information" form will have to be provided by LADBS to the building owner for all Owner-Builder permits. The building owner will have to read and initial each statement to signify that he/she understands and verifies the information noted and sign at the end of the form. The form must be collected by the permit issuing staff for microfilming, after executing (initialed and signed) by the owner prior to issuing the permit.



NOTICE TO PROPERTY OWNER

Dear Property Owner:

An application for a building permit has been submitted in your name listing yourself as the builder of the property improvements specified at: 4750 W SANTA MONICA BLVD.

We are providing you with an Owner-Builder Acknowledgment and Information Verification Form to make you aware of your responsibilities and possible risk you may incur by having this permit issued in your name as the Owner-Builder. We will not issue a building permit until you have read, initialed your understanding of each provision, signed, and returned this form to us at our official address indicated. An agent of the owner cannot execute this notice unless you, the property owner, obtain the prior approval of the permitting authority.



OWNER'S ACKNOWLEDGMENT AND VERIFICATION OF
INFORMATION

(OWNER-BUILDER DECLARATION)

Application Number: 12026-20000-0005

Project Address: 4750 W SANTA MONICA

DIRECTIONS: Read and initial each statement below to signify you understand or verify this information.

P.D. 1. I understand a frequent practice of unlicensed persons is to have the property owner obtain an "Owner-Builder" building permit that erroneously implies that the property owner is providing his or her own labor and material personally. I, as an Owner-Builder, may be held liable and subject to serious financial risk for any injuries sustained by an unlicensed person and his or her employees while working on my property. My homeowner's insurance may not provide coverage for those injuries. I am willfully acting as an Owner-Builder and am aware of the limits of my insurance coverage for injuries to workers on my property.

P.D. 2. I understand building permits are not required to be signed by property owners unless they are responsible for the construction and are not hiring a licensed Contractor to assume this responsibility.

P.D. 3. I understand as an "Owner-Builder" I am the responsible party of record on the permit. I understand that I may protect myself from potential financial risk by hiring a licensed Contractor and having the permit filed in his or her name instead of my own.

P.D. 4. I understand Contractors are required by law to be licensed and bonded in California and to list their license numbers on permits and contracts.

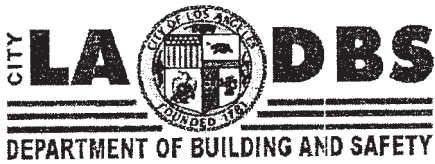
P.D. 5. I understand if I employ or otherwise engage any persons, other than California licensed Contractors, and the total value of my construction is at least five hundred dollars (\$500), including labor and materials, I may be considered an "employer" under state and federal law.

P.D. 6. I understand if I am considered an "employer" under state and federal law, I must register with the state and federal government, withhold payroll taxes, provide workers' compensation disability insurance, and contribute to unemployment compensation for each "employee." I also understand my failure to abide by these laws may subject me to serious financial risk.

P.D. 7. I understand under California Contractors' State License Law, an Owner-Builder who builds single-family residential structures cannot legally build them with the intent to offer them for sale, unless all work is performed by licensed subcontractors and the number of structures does not exceed four within any calendar year, or all of the work is performed under contract with a licensed general building Contractor.

P.D. 8. I understand as an Owner-Builder if I sell the property for which this permit is issued, I may be held liable for any financial or personal injuries sustained by any subsequent owner(s) that result from any latent construction defects in the workmanship or materials.

P.D. 9. I understand I may obtain more information regarding my obligations as an "employer" from the Internal Revenue Service, the United States Small Business Administration, the California Department of Benefit Payments, and the California Division of Industrial Accidents. I also understand I may contact the California Contractors' State License Board (CSLB) at 1-800-321-CSLB (2752) or www.cslb.ca.gov for more information about licensed contractors.



OWNER'S ACKNOWLEDGMENT AND VERIFICATION OF INFORMATION

(OWNER-BUILDER DECLARATION, cont.)

Application Number: 12026-20000-0005

Project Address: 4750 W SANTA MONICA

PD 10. I am aware of and consent to an Owner-Builder building permit applied for in my name, and understand that I am the party legally and financially responsible for proposed construction activity at the following address: 4750 W SANTA MONICA

PD 11. I agree that, as the party legally and financially responsible for this proposed construction activity, I will abide by all applicable laws and requirements that govern Owner-Builders as well as employers.

PD 12. I agree to notify the issuer of this form immediately of any additions, deletions, or changes to any of the information I have provided on this form. Licensed contractors are regulated by laws designed to protect the public. If you contract with someone who does not have a license, the Contractors' State License Board may be unable to assist you with any financial loss you may sustain as a result of a complaint. Your only remedy against unlicensed Contractors may be in civil court. It is also important for you to understand that if an unlicensed Contractor or employee of that individual or firm is injured while working on your property, you may be held liable for damages. If you obtain a permit as Owner-Builder and wish to hire Contractors, you will be responsible for verifying whether or not those Contractors are properly licensed and the status of their workers' compensation insurance coverage. Before a building permit can be issued, this form must be completed and signed by the property owner and returned to the agency responsible for issuing the permit.

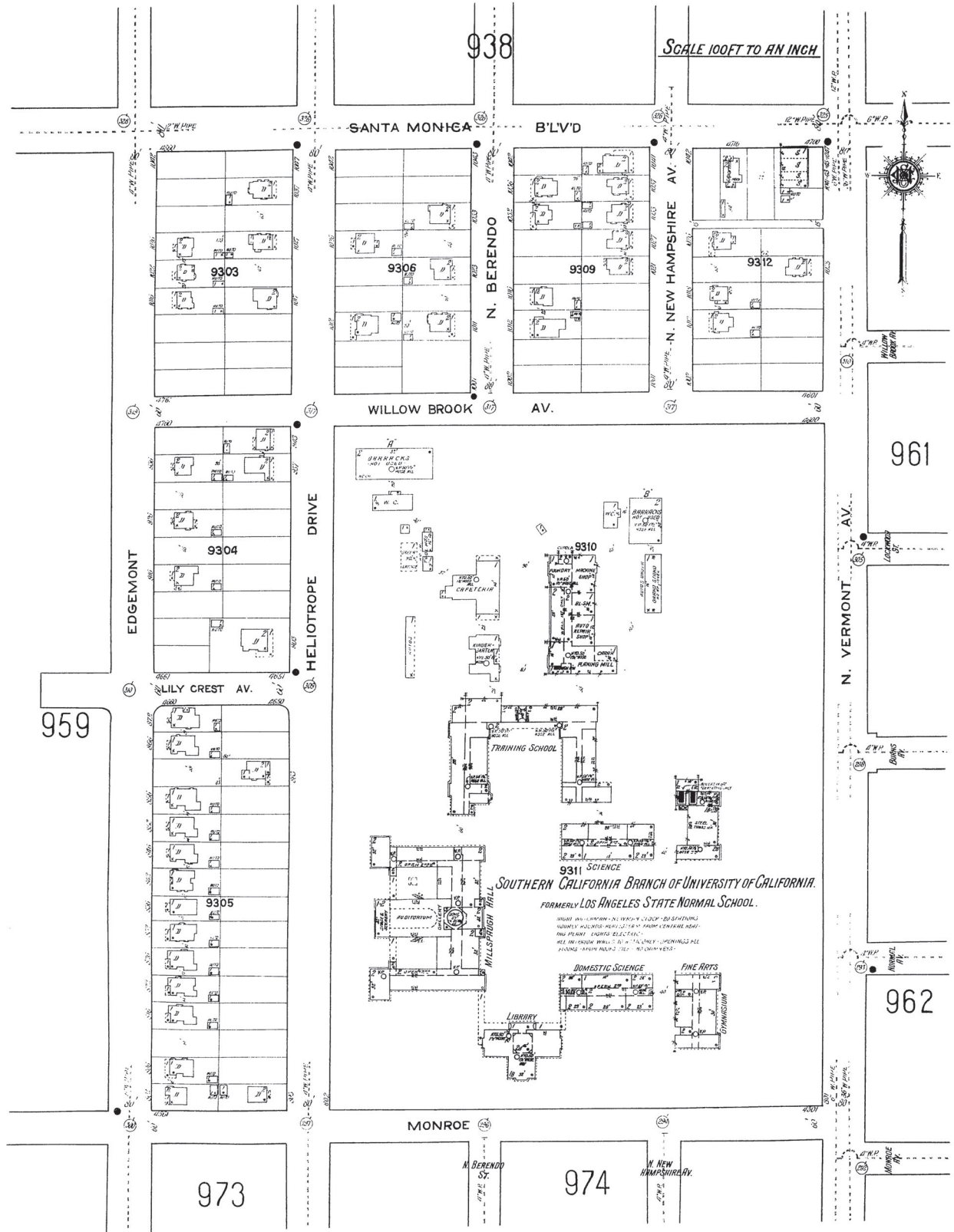
Note: A copy of the property owner's driver's license, form notarization, or other verification acceptable to the agency is required to be presented when the permit is issued to verify the property owner's signature.

Owner's Name: [Signature]

Signature of property owner [Signature] Date: 2/15/12

- SEC. 3. Section 19830 of the Health and Safety Code is repealed.
- SEC. 4. Section 19831 of the Health and Safety Code is repealed.
- SEC. 5. Section 19832 of the Health and Safety Code is repealed.

SCALE 100 FT TO AN INCH

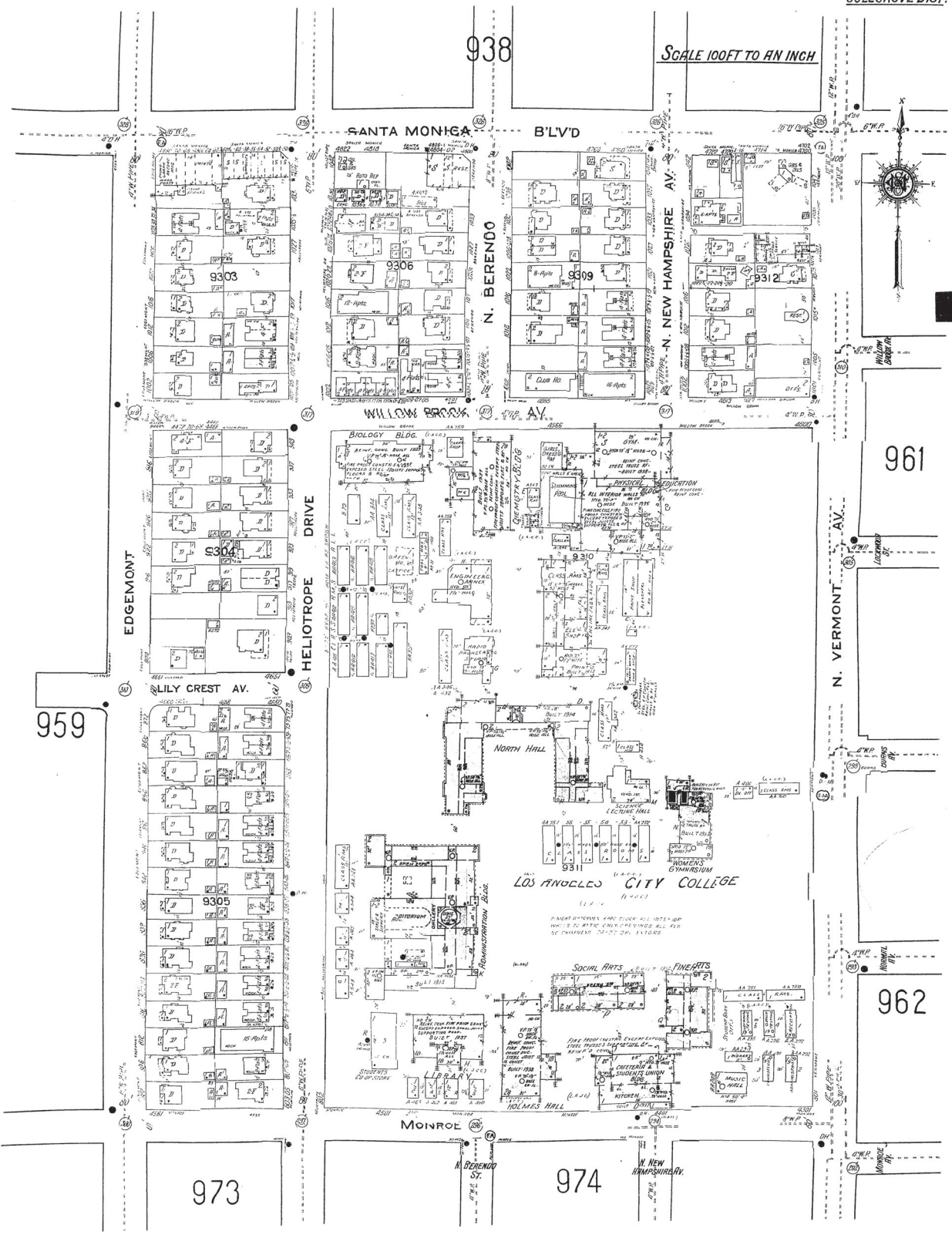


Scale of Feet
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COLEGROVE DIST.

SCALE 100 FT TO AN INCH



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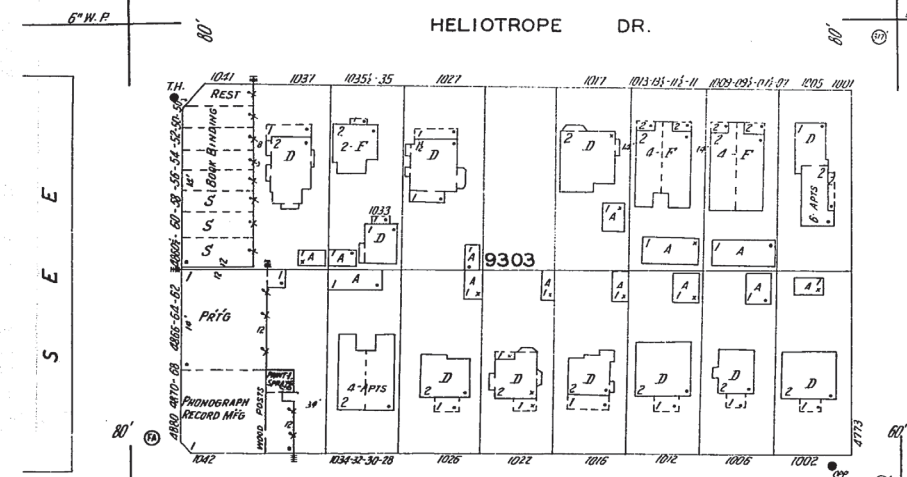
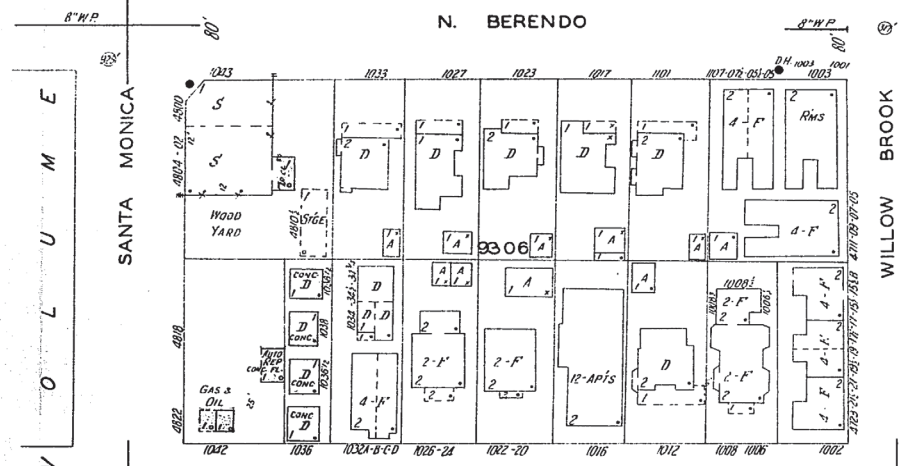
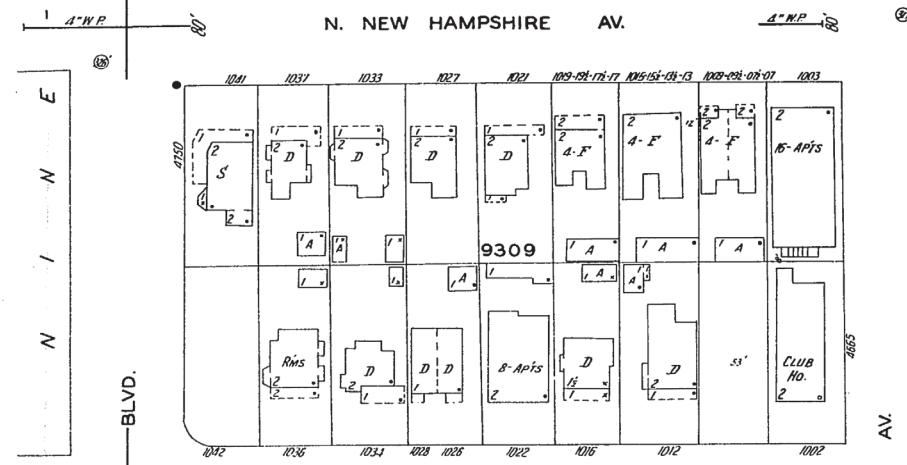
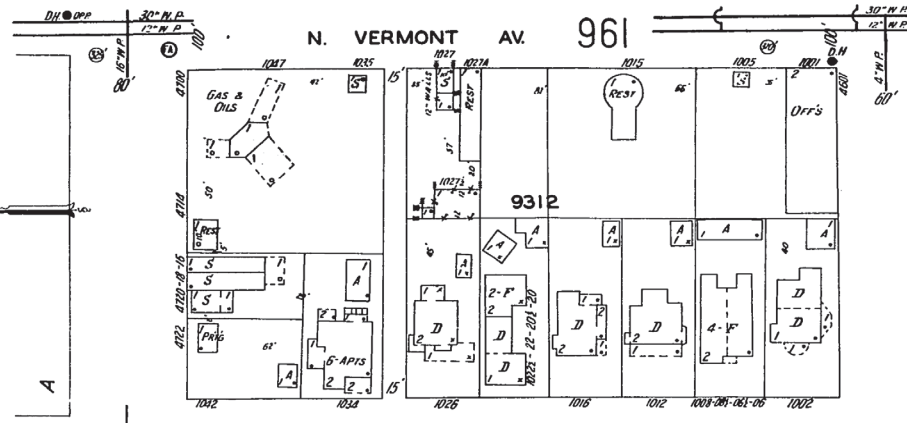
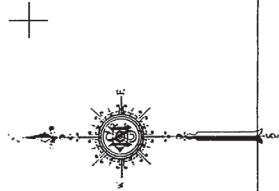
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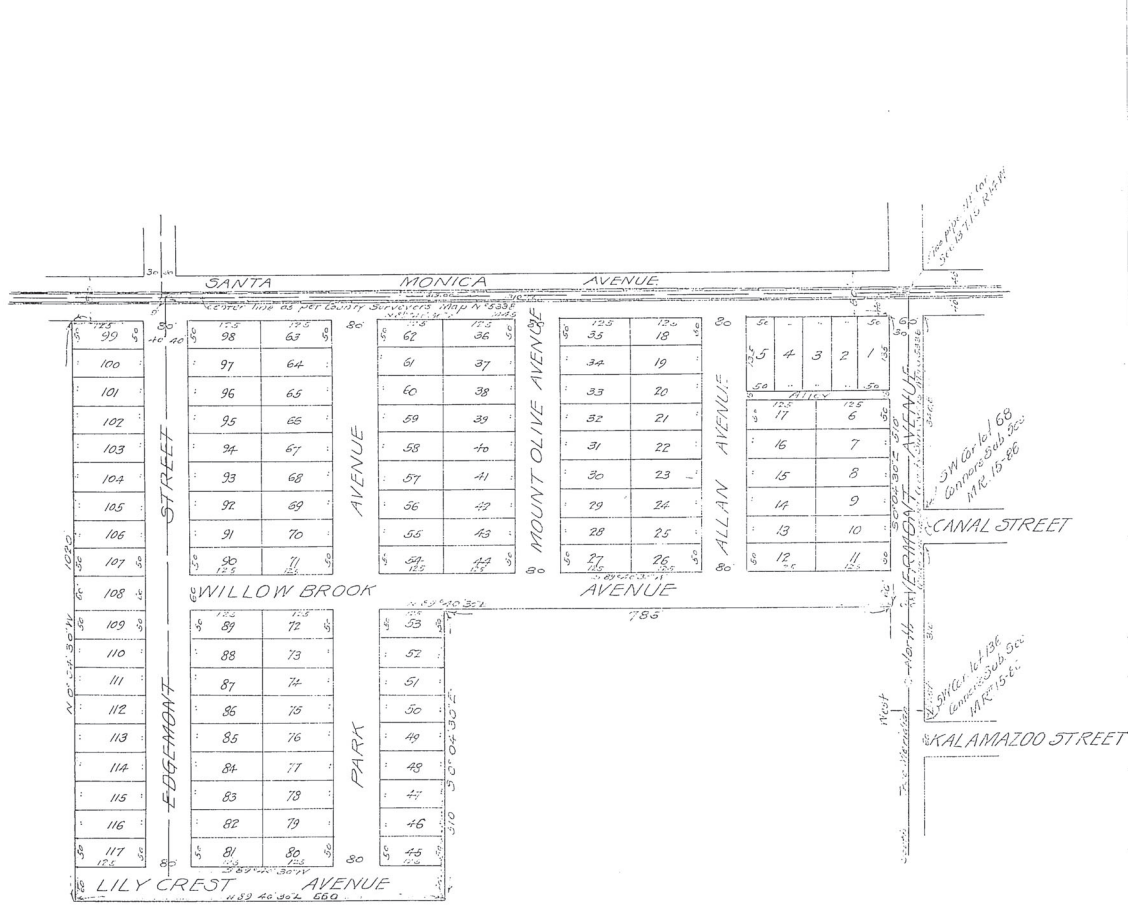


EDGEMONT 941

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WESTMORELAND PARK TRACT
 Los Angeles County Cal.
 Situated in Sec 13 T-1-S R.14-W S.B.M.
 Scale 100-ft to inch True Courses



Proprietors: Dennis Sullivan
 Mary C. Jensen

Recorded July 15 1906
 (Semi-Recorded 1906)

Mount Olive Ave. changed to Berando St. Edge
 Park Avenue " " Catalina St
 Allan " " New Hampshire
 CATALINA ST. CHANGED TO HELMSTROP DRIVE, LOTS 26025.
 Vermont Ave. retained D. 25-650. R. 1600-225

7-31-05

copy

G – APPLICANT’S APPEAL RESPONSE



Rincon Consultants, Inc.

250 East 1st Street, Suite 1400
Los Angeles, California 90012

213 788 4842 OFFICE AND FAX

info@rinconconsultants.com
www.rinconconsultants.com

May 7, 2021
Project No. 20-09645

Jared Brenner-Goldstein
Canfield Development, Inc.
10474 Santa Monica Boulevard, Suite 402
Los Angeles, California 90025
Via email: jared@canfield-development.com

Subject: Responses to the Appeal Regarding the Categorical Exemption for the 4760 Santa Monica Boulevard Project

Dear Mr. Brenner-Goldstein:

This letter responds to public comments concerning the 4760 Santa Monica Boulevard Project (hereafter referred to as “project”), which were submitted in an appeal letter to the City of Los Angeles on March 25, 2021 by Mr. Eric Moore (hereafter referred to as “commenter”), a resident of the same Hollywood Community Plan Area in which the project site is located. The project would involve demolition of the on-site commercial (retail) building, industrial warehouse, and single-family residence located at 4760 Santa Monica Boulevard and construction of an eight-story, 76,719-square-foot mixed-use apartment building on the same site. The mixed-use building would consist of 85 residential units, 1,137 square-feet of commercial (retail) space, 6,961 square feet of open space, and 72 parking spaces. The commenter has outlined concerns related to construction noise and cumulative construction noise, as well as cumulative construction dust impacts, on pages 12 through 14 of the appeal letter, which is included as an attachment to this letter for reference.

Rincon prepared both an Air Quality Study and a Noise Study for the project in June 2020 in support of the Class 32 Categorical Exemption (CE) that has been prepared for the project pursuant to the California Environmental Quality Act (CEQA). The Air Quality Study includes an analysis of the project’s temporary construction air quality impacts relative to the regional and localized significance thresholds developed by the South Coast Air Quality Management District (SCAQMD). The Noise Study includes an analysis of the project’s temporary construction noise impacts relative to the City of Los Angeles construction noise thresholds (i.e., Los Angeles Municipal Code [LAMC] Section 112.05). This letter includes a summary of the CE findings for each criterion under CEQA Guidelines Section 15332 and Section 15300.2, a summary of the construction air quality impact analysis included in the Air Quality Study and the CE, a summary of the construction noise impact analysis included in the Noise Study and the CE, and supplemental analysis of potential cumulative construction noise impacts in response to the commenter’s concerns.

Categorical Exemption Findings

CEQA Guidelines Section 15332 states that a CE is allowed when a project meets the following criteria *a.* through *e.*:

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



The project site is designated for Highway-Oriented Commercial land uses and zoned Commercial (C2-1D) and Multiple Dwelling (R4-1D). In addition, the project site is in a Transit Priority Area (ZI-2452) and a Tier 4 Transit Oriented Community (TOC) affordable housing incentive area. The project's proposed residential and commercial uses are permitted by the site's zoning, and as set forth in the City's March 12, 2021 approval letter, the project's residential density, floor area, parking, building height, and open space are all consistent with the LAMC, the City's TOC Guidelines, and the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan. Therefore, the project meets this criterion.

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

The project would occur within the City limits on a 0.43-acre project site surrounded by commercial and residential urban uses. Specifically, properties to the north, west and east of the site are zoned C2-1D and R4-1D, developed with commercial and residential uses, and located within Subarea C (Community Center) of the SNAP. The property to the south is zoned RD1.5-1XL and is developed with residential uses and located within Subarea C (Community Center) of the SNAP. Therefore, the project meets this criterion.

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

The project site is in an urban area, which lacks suitable habitat for sensitive species, and is currently occupied by a commercial (retail) building, industrial warehouse, and a single-family residence. Based on the Protected Tree Report prepared for the City by a certified arborist (Leonard Markowitz, Certified Arborist #WE0342) in January 2020, the project site does not contain any protected trees. Nine non-protected trees (*Ficus nitida*) and two stumps were recorded along the frontage of the site; however, these trees were determined to not provide habitat for sensitive species due to its highly urban context. Therefore, the project meets this criterion.

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

The following bullets provide a summary of the project's potential impacts with respect to traffic, noise, air quality, and water quality. Based on the following discussion, the project meets this criterion.

- Traffic – Based on a Trip Generation Assessment Report prepared by Crain & Associates in May 2020, and approved by the Los Angeles Department of Transportation (LADOT) on July 17, 2020, the proposed project would not result in significant impacts related to traffic and/or the surrounding transportation system and would not require a further transportation or vehicle miles traveled (VMT) analysis.
- Noise – Based on the Noise Study prepared by Rincon in June 2020, the project would not result in significant noise impacts with implementation of regulatory compliance measures (RCMs) listed in the report. A more detailed summary of the project's construction noise impacts, including supplemental assessment of the project's potential cumulative construction noise impacts, is provided below.
- Air Quality – Based on the Air Quality Study prepared by Rincon in June 2020, the proposed project would not result in significant air quality impacts with implementation of RCMs listed in the report. A more detailed summary of the project's construction air quality impacts, including supplemental assessment of the project's potential cumulative construction air quality impacts, is provided below



- Water Quality – Demolition and construction activities associated with the project would be required to comply with LAMC Section 91.106.4.1.14, which requires grading or building permit applicants to incorporate Best Management Practices (BMPs) necessary to control stormwater pollution from sediments, erosion, and construction materials leaving the construction site into the plan documents. These BMPs must be in accordance with provisions in the *Development Best Management Practices Handbook - Part A Construction Activities* issued by the Department of Public Works. Compliance with these requirements would reduce potential impacts to local storm water drainage facilities to a less than significant level.

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

The project would be located in an existing urban area served by existing public utilities and services. The City provides water, sewer, and solid waste collection services to development in the City and would provide these services to the proposed project. Other services, including gas and electricity, would also be provided to the project by existing service providers. Implementation of the project would not result in a substantial increase in demand for services or utilities that would necessitate the construction of new or expanded utility or public service infrastructure. Therefore, the project meets this criterion.

CEQA Guidelines Section 15300.2 states that a CE “*shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*”

A Phase 1 Historical Resource Assessment (HRA) Report was prepared by Rincon in January 2020. This report includes archival research and an intensive-level pedestrian survey. According to the HRA, background research indicated that on-site properties were not previously listed in SurveyLA, HistoricPlacesLA, or any other historic resource survey program that identifies significant historic resources in the City. In addition, the site is not located in a Historic Preservation Overlay Zone (HPOZ). Based on these findings, on-site properties were deemed ineligible for listing in the National Register of Historic Places (NRHP) and the California Register of Historic Resources (CRHR) or for local designation individually or as a contributor to a historic district, due to lack of historic and architectural significance. Therefore, the properties on the project site are not considered historical resources for the purposes of CEQA and impacts to historic resources would be less than significant. In correspondence dated January 17, 2020, staff from the City’s Office of Historic Resources (OHR) confirmed that they had reviewed the HRA and agreed with its findings.

Air Quality Analysis

As noted above, Rincon prepared an Air Quality Study for the project in June 2020 that analyzed the project’s potential construction and operational air quality impacts. Specifically, the Air Quality Study identified the project’s construction and operational characteristics, applicable regulatory requirements pertaining to air quality that would pertain to the project, relevant thresholds of significance identified by the SCAQMD, and nearby sensitive receptors. Consistent with the methodology recommended by the SCAQMD, Rincon then quantified the project’s construction and operational emissions using the California Emissions Estimator Model (CalEEMod) software. This analysis shows that neither the construction nor operation of the project would result in any emissions exceeding SCAQMD’s regional thresholds or localized significance thresholds.

With respect to determining the significance of a project’s potential contribution to a cumulative air quality impact, 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, 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, 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.

As discussed in the Air Quality Study, and summarized above, the construction and operational emissions generated by the project would not exceed any of the regional or local thresholds of significance recommended by SCAQMD. Therefore, the project would not contribute a cumulatively considerable increase in emissions and cumulative air quality impacts associated with the project would be less than significant.

Construction Noise Analysis

As noted above, Rincon prepared a Noise Study for the project in June 2020. As part of the study, Rincon modeled construction noise levels for comparison to the City's Municipal Code standards for construction noise. Construction noise in the City of Los Angeles is governed by the LAMC Section 41.40 "Noise Due to Construction, Excavation Work – When Prohibited," and LAMC Section 112.05 "Maximum Noise Level of Powered Equipment or Powered Hand Tools." These regulations limit the allowable times during the day that construction equipment may operate and sets allowable maximum noise levels for construction activities. Specifically, LAMC Section 112.05 limits noise from construction equipment located within 500 feet of a residential zone to 75 dBA between 7:00 a.m. and 10:00 p.m., as measured at a distance of 50 feet from the source, unless compliance is technically infeasible. Technical infeasibility means that noise limitations cannot be met despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques during the operation of construction equipment.

Construction noise was estimated using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) using the assumption that multiple pieces of equipment would be operating simultaneously (e.g., dozer, excavator, and a jackhammer) at an average distance of 50 feet to sensitive receivers (multi-family residences) to the south and west. Due to the nature of construction equipment operation, construction equipment typically moves throughout the site at varying distances from sensitive receivers, which would result in varying noise levels at sensitive receivers. Therefore, construction noise levels were calculated from the average center of on-site construction activity to the property line of adjacent multi-family residences. Based on modeled construction noise levels, the Noise and Vibration Study concluded that on-site construction could generate noise levels up to 84 dBA L_{eq} at 50 feet, which would exceed 75 dBA at the nearest sensitive receivers without specific noise-reducing practices.

As described in the Noise Study, regulatory compliance measures (RCMs) are existing requirements applicable to a project pursuant to local, state, or federal regulations and laws. In conformance with the requirements of LAMC Sections 41.40 and 112.05, the project applicant would implement RCM-1 (Adherence to Existing Noise Standards), RCM-2 (Construction Hours), and RCM-3 (Construction Site Noticing). Collectively, these RCMs include compliance with the City's permissible construction hours, posting construction site notices with project information and contacts for reporting noise violations, utilizing industrial-grade silencers capable of reducing engine noise from mobile equipment by at least 15 dBA, enclosing air compressors and other stationary equipment with materials capable of reducing



noise levels by at least 10 dBA, and providing temporary noise barriers with a minimum height of 10 feet along property lines that are adjacent to noise-sensitive uses. Per specifications in Appendix D of the Noise Study, temporary sound barriers/blankets would be able to reduce construction noise by 10 to 20 dBA. Therefore, implementation of temporary noise barriers adjacent to noise-sensitive uses (i.e. multi-family residences on the southern and western boundaries of the site) would alone reduce on-site construction noise levels to at least 74 dBA L_{eq} at 50 feet. Use of industrial-grade silencers for mobile equipment and enclosures for stationary equipment would further reduce on-site construction noise levels. Therefore, based on the provisions of LAMC 112.05, implementation of the RCMs described in the Noise Study and summarized above would ensure the project would be consistent with the LAMC’s standards, and construction noise impacts would be less than significant.

Cumulative Construction Noise Analysis

The potential for cumulative construction noise impacts is a function of several factors, including the proximity of other proposed development projects surrounding the project site, which could potentially generate construction noise at the same time as the project’s construction. According to the “Justification for Categorical Exemption Case No. ENV-2020-4250-CE” prepared by the City, there are currently 17 projects that are either currently filed with the Department of City Planning or have received a Letter of Determination from the Department of City Planning, but have yet to receive a Certificate of Occupancy from the Department of Building and Safety within a quarter-mile (approximately 1,320 feet) of the project site.

Noise from construction of development projects is localized and typically only has the potential to affect noise-sensitive uses within 500 feet from the construction site. As such, noise from construction activities for two projects within 1,000 feet of each other could potentially contribute to a cumulative noise impact for receptors located equidistant between the two construction sites. Of the 17 projects identified by the City, only seven projects are located within 1,000 feet of the site, which are listed in Table 1.

Table 1 Related Projects

Address	Project Scope	Approximate Distance from Project Site
1015 North Vermont Avenue	187-unit mixed-use building	60 feet east
1119 North Berendo Street	4-unit residential project	275 feet northwest
1148 North Berendo Street	8-unit residential project	560 feet north
1114 North Vermont Avenue	9,321-square-foot commercial building	575 feet northeast
4632 West Santa Monica Boulevard	177-unit mixed-use building	600 feet east
1179 North Heliotrope Drive	2-unit residential project	925 feet northwest
1040 North Kenmore Avenue	62-unit residential project	975 feet west

Notwithstanding being listed by the City as a pending project, the 1119 North Berendo Street project was in fact completed in January 2021 and Certificates of Occupancy have been issued.¹ Furthermore, of the seven projects within 1,000 feet of the proposed project site listed in Table 1, only the 1015 North Vermont Avenue project located 60 feet east of the site across North New Hampshire Avenue has direct

¹ See permit numbers 17010-20000-04539 and 17010-20000-04540.



line-of-sight to the project site. Therefore, although there are other planned, approved, and active projects in the neighborhood, construction noise is typically localized and, due to the distance of these other projects, attenuation of construction noise, and intervening buildings and/or structures, the attenuated construction noise levels of these more distant projects would not contribute to a significant cumulative construction noise impact.

As with the proposed project, the 1015 North Vermont Avenue project would similarly be required to comply with LAMC Section 41.40 "Noise Due to Construction, Excavation Work – When Prohibited," and LAMC Section 112.05 "Maximum Noise Level of Powered Equipment or Powered Hand Tools." Therefore, on-site construction noise associated with this project would be required to be reduced to the degree technically feasible through implementation of similar noise reduction measures as the project (e.g., enclosures, mufflers, noise barriers). Therefore, if concurrent construction of the proposed project and the 1015 North Vermont project were to occur, through compliance with the City's regulatory requirements, cumulative on-site construction noise would not conflict with the LAMC's noise standards or constitute an unusual circumstance that would create an exception to the Class 32 CE.

Haul trucks would have a potential to result in cumulative impacts to off-site noise levels if the trucks for the proposed project and other development projects in the surrounding area were to utilize the same haul route. There are several arterial roadways surrounding the project site that could conceivably be used by other related projects during concurrent excavation and hauling activities, such as Santa Monica Boulevard, North Vermont Avenue, Normandie Avenue, and West Sunset Boulevard, all of which provide access to US-101 (Hollywood Freeway) which in turn provides access to the region's landfills. However, to create a perceptible increase in traffic noise (equivalent to a 3 dBA L_{eq} increase from existing noise levels) along these local roadways, cumulative development would have to result in a doubling of existing traffic volumes. According to traffic counts available from the City of Los Angeles NavigateLA database, the segments of Santa Monica Boulevard and North Vermont Avenue nearest to the site carry approximately 15,000 daily vehicles and 22,000 daily vehicles, respectively.^{2,3} Furthermore, the segments of Normandie Avenue and West Sunset Boulevard nearest to the site and most likely to accommodate haul truck traffic from the related projects carry approximately 7,000 daily vehicles and 30,000 daily vehicles, respectively.^{4,5} Given the high existing volumes of traffic on these arterials, even if the excavation and hauling phases of all of the related projects were to coincide (which is highly unlikely) the maximum potential number of daily haul trucks added to these roadways would only incrementally increase traffic levels and would not result in a perceptible (i.e., 3 dBA or more) noise increase, which would occur only if traffic volumes are doubled. As such, cumulative noise impacts from off-site construction would be less than significant.

² Los Angeles Department of Transportation. 2019. 24 Hours Traffic Volume. Santa Monica Boulevard at Vermont Avenue. https://navigatela.lacity.org/dot/traffic_data/automatic_counts/SANTAMONICA.VERMONT.191022-AUTO.pdf.

³ Wiltec. 2016. 24-Hour ADT Count Summary. Vermont Avenue North of Lockwood Avenue. https://navigatela.lacity.org/dot/traffic_data/automatic_counts/Vermont%20Av.%20@%20Lockwood%20Av.%202.pdf.

⁴ Los Angeles Department of Transportation. 2014. 24 Hours Traffic Volume. Normandie Avenue at Santa Monica Boulevard. https://navigatela.lacity.org/dot/traffic_data/automatic_counts/NORMANDIE.SANTAMONICA.140915-AUTO.pdf.

⁵ National Data & Surveying Services. 2020. Sunset Boulevard west of Winona Boulevard. https://navigatela.lacity.org/dot/traffic_data/automatic_counts/SUNSET.WINONA.200116-AUTO.pdf.



In conclusion, and as set forth in the Noise Study, Air Quality Study, and other technical reports prepared in support of the CE, the proposed project would not result in any project-level or cumulative impacts regarding traffic, noise, air quality, or water quality, and no exceptions to a CE exist.

Sincerely,
Rincon Consultants, Inc.

A handwritten signature in black ink that reads "Vanessa Villanueva".

Vanessa Villanueva
Environmental Planner
Email: vvillanueva@rinconconsultants.com

A handwritten signature in black ink that reads "Deanna Hansen".

Deanna Hansen
Principal
Email: dhansen@rinconconsultants.com

Attachment
Appeal Letter

March 25, 2021

Eric Moore, Citizens for Reasonable Development
853 N. Edgemont St.
Los Angeles, CA 90029

City of Los Angeles, Department of City Planning
200 N. Spring St.
Los Angeles, CA 90012

**Appeal of: Case Nos.: DIR-2020-4249-TOC-SPP-VHCA/ENV-2020-4250-CE,
Project Permit Compliance Review
Project Addresses: 4750 Santa Monica Blvd., 1033-1039 N. New Hampshire Ave.**

This is a partial appeal filed under protest of Case No. DIR-2020-4249-TOC-SPP-VHCA, a proposed 85-unit, 97-foot-tall Transit Oriented Communities (TOC) project located at 4750-4760 Santa Monica Blvd. and 1033-1039 N. New Hampshire Ave. in East Hollywood.

Per the clear language of Section 7 of Measure JJJ, any aggrieved party has the right to appeal a Transit Oriented Communities project. Yet the city arbitrarily limits such appeals to those residing or owning property within immediate proximity of the project site. Without waiving our rights, we are filing a partial appeal of the city's approval of the project's entitlements, specifically the Project Permit Compliance Review approvals granted to this project and with it the city's determination of a CEQA exemption -- which were based on the illegal grant of a TOC approval.

I. THE CITY'S RESTRICTION OF THE RIGHT TO FILE TOC APPEALS TO ONLY ADJACENT AND ABUTTING PROPERTY OWNERS AND TENANTS IS ILLEGAL

The City's arbitrary restriction on the right to appeal Transit Oriented Communities (TOC) projects is a denial of substantive and procedural due process, and is illegal under the voter initiative Measure JJJ. The City improperly limits appellant rights of TOC project approvals to only adjacent and abutting property owners and tenants.

Such restrictions are in clear conflict with the text of Section 7 of Measure JJJ, which states: *"Any aggrieved person or resident of the City of Los Angeles shall have the right to maintain an action for equitable relief to restrain any violation of this Ordinance...The provisions of this Act shall be construed liberally to effectuate its intent and purposes."*

Sec. 7. Enforcement.

Any aggrieved person or resident of the City of Los Angeles shall have the right to maintain an action for equitable relief to restrain any violation of this Ordinance, or City failure to enforce the duties imposed on it by this Ordinance. The provisions of this Act shall be construed liberally to effectuate its intent and purposes. A joint labor-management committee established pursuant to the federal Labor Management Cooperation Act of 1978 (29 U.S.C. Section 175a) may bring an action in any court of competent jurisdiction against an employer that fails to pay the prevailing wage to its employees as required by this Ordinance.

The artificial distinction set out by the City that limits those who can appeal density bonus entitlement determinations (a distinction which appears nowhere else in the City Municipal Code) constitutes a denial of procedural and substantive due process and a violation of the clear language and intent of Measure JJJ.

The bifurcation of those determinations from other entitlements which any aggrieved party can appeal constitutes an unreasonable distinction without justification in law or fact, and is in conflict with Measure JJJ. The adoption of such an artificially and factually and legally unsupportable distinction is arbitrary and capricious, and burdens speech disparately dependent on the proximity to the land use approval.

Such arbitrary distinctions are meant to stifle community participation. “[Common] sense and wise public policy...require an opportunity for property owners to be heard before ordinances which substantially affect their property rights are adopted...” Kissinger v. City of Los Angeles (1958) 161 Cal. App. 2d 454, 464.

Local procedural rules and statutory provisions limiting the right to appeal to adjacent owners and applicants are illegal. Under Horn v. County of Ventura (1979) 24 Cal. 3d 605, 156, if an applicant has a right to appeal, any interested person adversely affected has a similar right inasmuch as constitutional due process requires that notice and opportunity for hearing be given to such interested persons.

As noted, when the voters adopted Measure JJJ, they specifically concluded that any aggrieved person or resident should have the right to file appeals – including the right to seek an action for equitable relief to restrain violation of the ordinance. The courts have liberally construed the definition of “aggrieved” in cases giving the right to appeal to any person aggrieved by a determination by a public agency. Marina Plaza v. California Coastal Zone Conservation Commission (1977) 73 Cal. App. 3d 311, 321.

The City’s attempt to preclude an appeal to an aggrieved person who was not an adjacent property owner but to nonetheless allow any aggrieved person to bring an action for equitable relief in the Los Angeles County Superior Court effectively precludes that aggrieved person from exhausting his or her administrative remedies.

II. PROJECT BACKGROUND

The proposed “4750 Santa Monica” project involves the demolition of two, 2-story Craftsman homes and a commercial office structure located on three contiguous parcels totaling approximately 18,742 sq. ft. The existing homes, which were constructed in 1906 and 1910, pre-date the establishment of the Los Angeles State Normal School’s Vermont Ave. campus (later the site of the University of California, Los Angeles). The applicant, Jared Brenner-Goldstein of Canfield Development, Inc. proposes to construct an 8-story, 97-foot-tall mixed-use complex totaling approximately 76,719 sq. ft. The site’s underlying zoning is C2-1D for the two northernmost parcels and R4-1D for the third, and is in Subarea C of the Vermont/Western Transit Oriented District Specific Plan (also known as the Station Neighborhood Area Plan, or SNAP). The existing SNAP subarea permits 46 residential units with a 75-foot height limitation.

The applicant proposes to set aside ten units for low income housing, in exchange for receiving the following generous incentives:

- A) An 80% increase in the allowed density (from 46 units to 85 units);
- B) A decrease in required parking from a maximum of 169 required stalls to no stalls;
- C) A 22-foot increase in the maximum permitted building height, from 75 feet to 97 feet;
- D) A 25% reduction in the required open space, from 9,225 sq. ft. to 6,919 sq. ft.
- E) A 45% increase in the permitted Floor Area Ratio from 3.0:1 to 4.35:1 (NOTE: The underlying zoning has a 0.5 FAR limitation per Ordinance 164686).

Note the below chart outlining the permitted zoning and the requested entitlements:

Project	Permitted	Approved
Density	46 dwelling units	85 dwelling units, an 80% increase (the city has rounded-up the percentages).
FAR	3:1 per SNAP Subarea C	4.35:1 over the entire site
Open Space	9,225 sq. ft. required	6,919 sq. ft. approved
Height	75 feet	97 feet plus roof attachments
Stepback	30' in height max 1 st floor	41 feet in height for first floor
Stepback	2 nd Floor 10 feet back	2 nd Floor zero feet back from first floor
Parking,	141 (minimum required) 169 (maximum allowed)	Zero parking stalls. (The application states that 70 parking stalls may be provided)

The Project as approved by the Director has no relationship to either the intent or purpose of the Specific Plan, the Hollywood Community Plan, or good planning practice. Put simply, the proposed Project – with a smidgeon of affordable housing units, no required parking, and a height that would exceed anything in the surrounding area – isn’t designed for the benefit of our community, but is being utilized to mine the city for profitable land-use entitlements.

The Project is regulated by the zoning restrictions of the Vermont/Western Transit Orientated District Specific Plan. Created in 2001 “to guide all development, including use, location, height and density, to assure compatibility of uses,” the Specific Plan is not just a document of egalitarian goals, but is instead a roadmap for the future. Yet the city is using an illegal TOC process to discard this plan.

II. OBJECTIONS

- A. *The Project DOES NOT comply with the applicable regulations, findings, standards and provisions of the Specific Plan, and the Project is NOT in substantial conformance with the purposes, intent and provisions of the community plan***

The applicant seeks to construct 85 dwelling units, an 80% increase over the allowed base density, and a density of one unit per approximately 220 sq. ft. of lot area, which is a density equivalent to the R5 Zone. A density of R5 is permitted only in the Regional Center Commercial area of the Hollywood Community Plan, which is the area on Hollywood Blvd. and Sunset Blvd. between La Brea Ave. to the west and Gower St. to the east. The proposed project’s density is incompatible with the regulations governing the SNAP.

The proposed Project is not consistent with SNAP’s goals, objectives and policies as it proposes a Regional Center density project in a location where it is not allowed.

Land Use Designation	Corresponding Zones	Density Per Net Acre
Low Medium I RD	RD3, RD4, RZ2.5, RZ3, RZ4, RU	10-17
Low Medium II	RW1, RD1.5, RD2	18-29
Medium	R3	30-55
High Medium	R4, [Q]R4	56-109
High	R5, [Q]R5	110-218

The Project as proposed is not in conformance with the above table, which provides guidance for appropriate densities in different zoning classifications. The Project is located within the C2 and R4 Zones, which permit a maximum density of one unit per 400 sq. ft. of lot area. The proposed density of 85 dwelling units calculates to 197 dwelling units per acre, or more than the density permitted under R5 zoning. The site is therefore not suitable for the proposed density.

In order to achieve the Regional Center density and receive other entitlements inconsistent with the SNAP and the city’s General Plan, the city approved the project as a Transit Oriented Communities (TOC) development. As noted below, however, TOC projects are illegal and therefore cannot be used as the basis for such significant changes to the underlying zoning restrictions.

B. *The Transit Oriented Communities Guidelines are illegal.*

On November 8, 2016, voters in the City of Los Angeles approved a ballot measure known as Measure JJJ. The title of this measure was "*Affordable Housing and Labor Standards Related to City Planning.*" The measure was further titled "The Build Better LA Initiative." As the ballot titles reveal, Measure JJJ was drafted to promote two purposes: 1) an increase in the amount of affordable housing constructed in the City, and 2) the creation of local jobs paying adequate wages.

The ballot question for Measure JJJ read: "Shall an ordinance: 1) requiring that certain residential development projects provide for affordable housing and comply with prevailing wage, local hiring and other labor standards; 2) requiring the City to assess the impacts of community plan changes on affordable housing and local jobs; 3) creating an affordable housing incentive program for developments near major transit stops; and 4) making other changes; be adopted?"

The City's Chief Legislative Analysis prepared an Impartial Analysis of Measure JJJ, which provided that Measure JJJ "*will amend City law to add affordable housing standards and training, local hiring, and specific wage requirements for certain residential projects or more units seeking General Plan amendments or zoning changes.*" The Impartial Analysis explained "*This measure also creates an affordable housing incentive program with increased density and reduced parking in areas within a one-half mile radius around a major transit stop.*"

On September 27, 2017 the City Planning Commission released the draft TOC Guidelines "*developed pursuant to Measure JJJ.*" These TOC Guidelines were clarified and updated on February 25, 2018. The TOC Guidelines contend that they "*provide the eligibility standards, incentives, and other necessary components of the TOC Program consistent with LAMC §12.22 A.31 [enacted by Measure JJJ].*"

Yet the Commission and City far exceeded the authority granted it by the voters as well as its own laws and state laws. TOC "incentives" far exceed those authorized by the voters enacting Measure JJJ, while failing to provide for well-paid jobs adhering to the prevailing wage in Los Angeles. These incentives constitute vast departures from numerous existing codified ordinances yet were never approved legislatively: not by the voters, nor by the City Council.

The reliance upon these improper guidelines by the City and the City Planning Commission constitutes an improper policy and practice of ignoring the voters' mandate in Measure JJJ and disregarding the proper legislative procedures for amending the General Plan and zoning ordinances. They therefore have no force of law.

In fact, the TOC Guidelines depart significantly from the parameters and requirements of Measure JJJ in numerous respects. While Measure JJJ provides that the TOC Guidelines may allow a different level of density increase based upon a property's base zone and density, the TOC Guidelines utilize a system of Tiers based upon distance from a Major Transit Stop to award differing levels of density increase, regardless of a property's base zone or density.

Measure JJJ merely provides that the TOC Guidelines contain incentives "*consistent with the following*": a residential density increase, adjustments to minimum square feet per dwelling unit, floor area ratio, or both, as well as parking reductions.

C. Nowhere does Measure JJJ authorize incentives for increased height or reduced open space. Nor were voters informed of such incentives by Measure JJJ, or that an unelected commission could upend the city's General Plan.

The TOC Guidelines also include additional, non-voter approved incentives for reductions in required yards and setback, open space, lot width, increases in maximum lot coverage, height, transitional height requirements, and FAR starting levels irrespective of the underlying zoning. Each of these "additional" incentives alters otherwise applicable limitations in the municipal code without complying with the procedural requirements for zone changes, height district amendments and general plan amendments or variances, all of which provide due process and full transparency.

Section 5 of Measure JJJ provides that in the case of projects with 10 or more residential dwelling units, in order to be eligible for "*a discretionary General Plan amendment... or any zone change or height-district change that results in increased allowable residential floor area, density or height, or allows a residential use where previously not allowed,*" the project must comply with various affordable housing requirements (including on- or off-site), and shall comply with the job standards in subdivision (i). '

The job standards require that all work be performed by licensed contractors, that at least 30 percent of the workforce are residents of the City, that 10 percent of the workforce consists of "transitional" workers living within a 5-mile radius of the project, and that the workers are paid the standard prevailing wages in the project area. Yet despite TOC projects now comprising the overwhelming majority of discretionary building applications, there have been almost no labor standard projects approved under Measure JJJ.

Voters adopted Measure JJJ being told that the measure would require projects seeking zone changes or height district changes to abide by labor standards and affordable housing requirements. What voters got instead are guidelines that provide wholesale elimination of established zoning laws for a pittance of affordable housing -- while destroying whole swaths of Rent Stabilized housing.

The TOC Guidelines were never adopted in a legislative process or presented to the voters, and do not require the "good jobs" that Measure JJJ promised. Projects that would have been required to meet labor standards under Section 5 avoid those standards because the TOC Guidelines claim to obviate the need for zone changes and height district changes in the many areas of the city that are within a half mile from a bus line or transit stop.

The TOC Guidelines are quite simply a scam. They overturn a significant number of municipal code provisions regarding height and other planning standards, yet the Guidelines were never adopted by the legislative body legally authorized to make those changes, the City Council. Nor were the TOC Guidelines adopted by the voters. Instead, the TOC Guidelines are nothing more than a rouge entitlement giveaway that significantly departs from the land use and planning framework approved by the voters, and they overturn the duly-adopted ordinances passed by the Los Angeles City Council.

Neither were the TOC "Tiers" allowing increased density within proximity to transit authorized by Measure JJJ. The Tiers function as newly created zones, which were not adopted by ordinance nor approved by voters. Only the voters can amend Measure JJJ; the Council may only make non-substantive amendments to the measure's provisions.

The TOC Guidelines are so sweeping they effectively constitute a general plan amendment, vastly increasing permissible density and height for certain residential projects. Yet the TOC Guidelines were not adopted consistent with the process for a general plan amendment.

Further, by impermissibly including height and other incentives not provided for in Measure JJJ, the city has effectively rendered moot the general plan amendment process, thereby creating inconsistencies within the general plan in violation of state law.

The TOC Guidelines undermine one of the two fundamental premises of Measure JJJ: the requirement of projects to meet labor standard requirements to receive incentives under the TOC Guidelines. Absent this requirement, the fundamental promise of Measure JJJ to provide "good jobs" is undermined.

While Measure JJJ Section 5 sets forth an elaborate set of requirements for projects seeking general plan amendments, zone changes, or height district changes, and requires adherence to labor standards in order to receive these entitlements, projects receiving incentives under the improperly approved TOC Guidelines no longer need zone changes or height district changes, and so do not comply with the labor standards or provide the public with notice and public hearings to make these massive changes. The TOC Guidelines, as written and illegally "approved," is nothing short of an attempt to end-run the City Charter and the will of the voters.

In adopting the TOC Guidelines in conflict with JJJ, the Planning Department and City Planning Commission abused their discretion, and promulgated TOC Guidelines in an arbitrary and capricious manner that is not consistent with the requirements of Measure JJJ nor consistent with the requirements of state and local law for the adoption of zoning ordinances and maintaining general plan consistency. As such, any approval by the city is illegal and has no relevance in law, and cannot be employed as a conceit to approve this or any other project.

D. *The city has failed to determine whether or not the incentives are required in order to provide for the affordable housing.*

The determination letter states at page 15: "*The list of incentives in the Transit Oriented Communities Guidelines were pre-evaluated at the time the Transit Oriented Communities Affordable Housing Incentive Program Ordinance was adopted to include various types of relief that minimize restrictions on the size of the project.*" This is simply not true.

As previously noted, the text of Measure JJJ in no manner "pre-evaluated" the incentives ultimately adopted by the City Planning Commission for the TOC Guidelines. Ordinance 184,745 simply states: "*The City Planning Commission shall review the TOC Guidelines and shall by vote make a recommendation to adopt or reject the TOC Guidelines.*"

The TOC Guidelines are not an ordinance. They are not present in the Municipal Code. They are merely a set of impromptu policy requirements that can be altered at any time. The text of Measure JJJ specifies that the Commission was required to "*make a recommendation*" regarding the proposed guidelines. Recommendations by the Commission on zoning changes are prescribed by the City Charter to be forwarded to the City Council for approval and codification as an ordinance. None of this occurred. Instead, a developer's wish list of relaxed zoning standards was approved by the Commission and has been illegally enforced as if it were somehow the law.

In fact, the record contains no evidence whatsoever regarding whether or not the TOC incentives are necessary to provide for the minimal amount of affordable housing required by the TOC Guidelines because the city has never requested such evidence.

Furthermore, if the list of TOC incentives had been pre-evaluated for all factors, then approvals would be ministerial, not discretionary. The Director retains the authority to reject incentives if it can be determined that the incentive is not required to provide for the housing. The fact that the City refuses to determine whether or not the incentive is necessary does not somehow make the approvals mandatory.

The project's determination letter states: "*The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law.*"

The record does not contain such evidence because the Director has never required such evidence.

The City fails to assess the economic matrix of the Project to determine whether or not the incentives are necessary in order to provide the affordable housing. TOC incentives are required by Measure JJJ to follow the procedures outlined by LAMC Section 12.22.A.25(g)(2)(i)(c) and (i), which state:

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

(i) The Incentive is not required in order to provide for affordable housing costs as defined in California Health and Safety Code Sections 50052.5, or Section 50053 for rents for the affordable units...

The Director must make this financial feasibility assessment as a pre-condition to a decision. The feasibility analysis is not discretionary, yet the Director of Planning has failed to make the assessment at all. Rather, it is a mandatory duty that cannot be waived without showing that the incentives are required to make the housing affordable. Per Measure JJJ, the Director of Planning is required per LAMC §12.22.A.25g(2)(c)(i) to review and justify the economic necessity of the Applicant's affordable housing menu incentives and document this analysis in the findings.

The Planning Department claims that AB 2501 precludes the local agency from requiring the applicant to submit a pro forma to assess the financial need for the incentives, but this conclusion is incorrect. AB 2501 merely prevents an agency from requiring a "special study." A pro forma is not a special study. Instead, a pro forma is a requirement imposed upon all projects by financial institutions and government agencies in order to receive financial assistance.

E. *The Project Does Not Qualify for its Entitlements because the Zoning Regulations, Procedures, and Protocols Attendant Discretionary Approvals Were Not Followed.*

1). *The Lack of Site Plan Review.*

Because the 4750 Santa Monica Project involves more than 50 units/guestrooms, and because the entitlement bonuses granted under the city's TOC incentive program are illegal, **a Site Plan Review is required** under LAMC §16.05(C)(1)(b). The relevant portion of LAMC §16.05 reads:

C. Requirements.

1. **Site Plan Review.** (Amended by Ord. No. 184,827, Eff. 3/24/17.) **No grading permit, foundation permit, building permit, or use of land permit shall be issued for any of the following development projects unless a site plan approval has first been obtained pursuant to this section.** This provision shall apply to individual projects for which permits are sought and also to the cumulative sum of related or successive permits which are part of a larger project, such as piecemeal additions to a building, or multiple buildings on a lot, as determined by the Director.

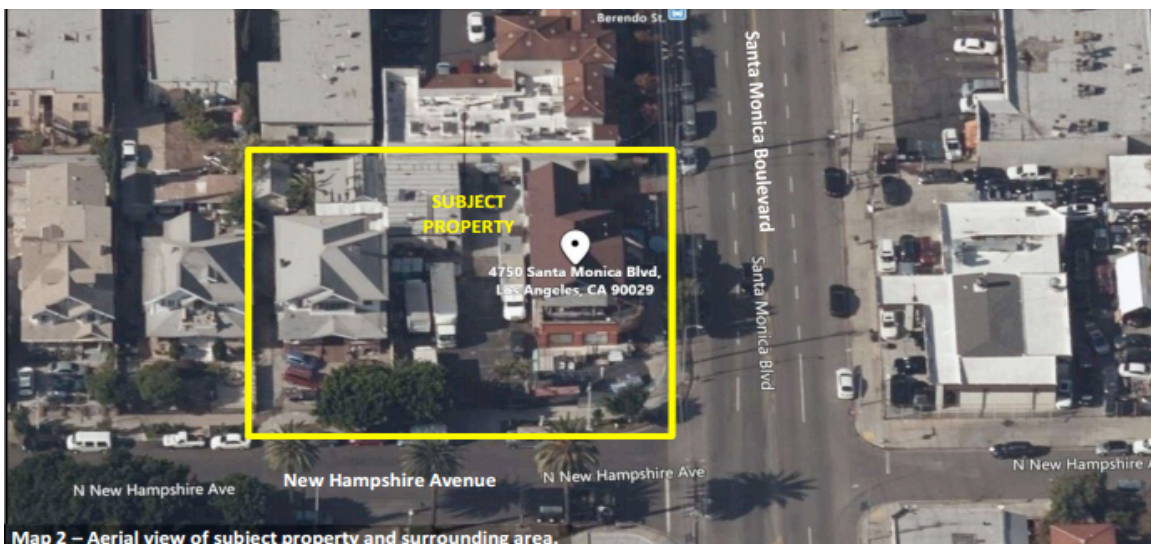
(a) Any development project which creates, or results in an increase of, 50,000 gross square feet or more of nonresidential floor area.

(b) **Any development project which creates,** or results in an increase of, **50 or more** dwelling units **or guest rooms,** or combination thereof.

Under LAMC Section 16.05, the purposes of a Site Plan Review are: “to promote orderly development, evaluate and mitigate significant environmental impacts, and promote public safety and the general welfare by ensuring that development projects are properly related to their sites, surrounding properties, traffic circulation, sewers, other infrastructure and environmental setting, and to control and mitigate the development of projects which are likely to have a significant adverse effect on the environment.” None of these goals are accomplished here.

Site Plan Review requires a finding under LAMC §16.05 F.2 “that the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities... and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.”

Yet the project’s height and massing are incompatible with the surrounding built environment and greatly out of character with the immediate neighborhood. At eight stories and covering 3 parcels, the proposed building would dwarf the existing neighborhood, as shown in the below photos.



Map 2 – Aerial view of subject property and surrounding area.



Photo above: Santa Monica Blvd. looking west from project location.

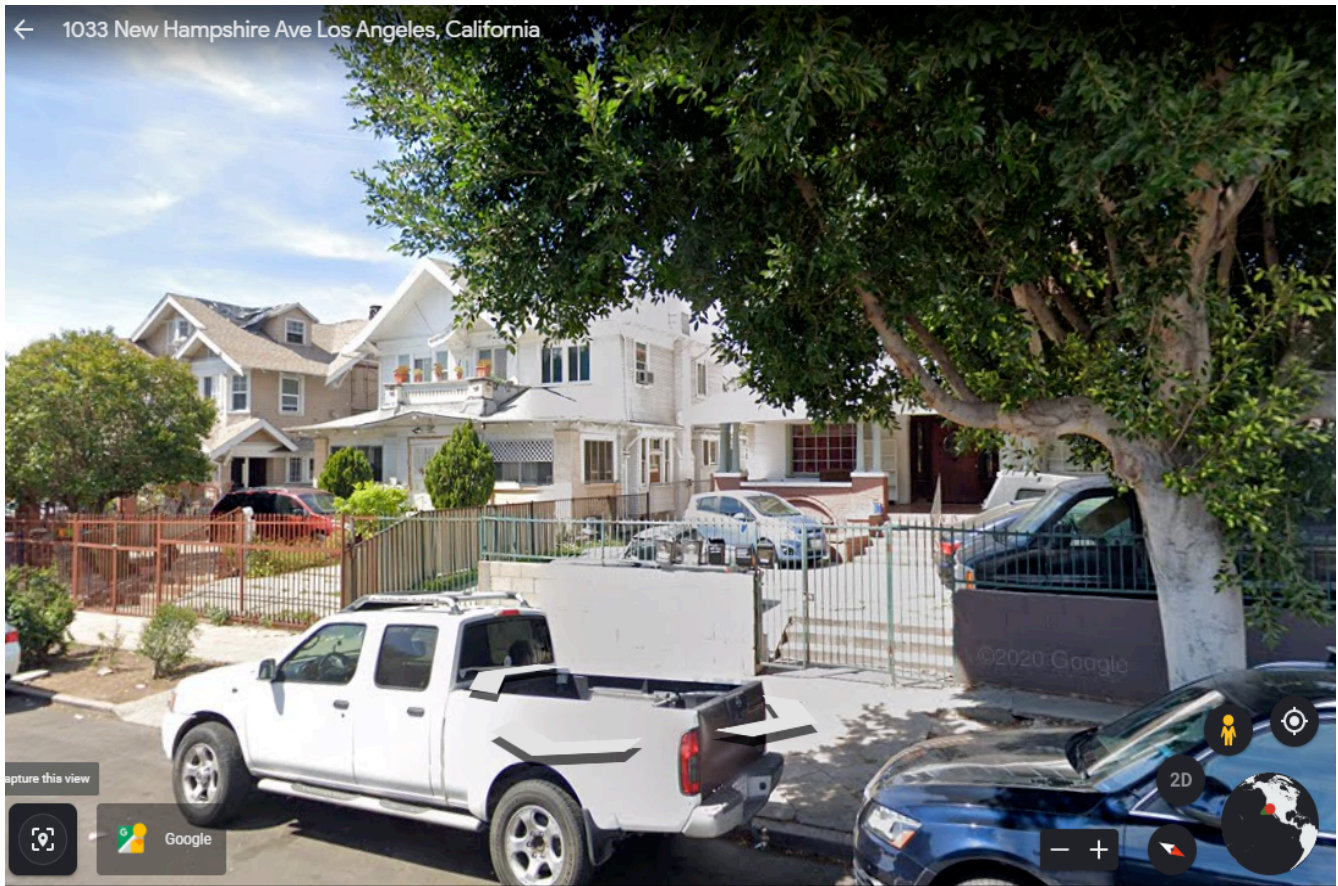


Photo above: 1000 block of New Hampshire Ave.



Above: Applicant’s rendering of proposed 97-foot-tall “4750 Santa Monica” project.

- F. *The Project DOES NOT consist 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 adjacent properties and neighboring properties***

Because projects such as the 4750 Santa Monica development have obtained their entitlements under an illegal process, they must adhere to the Site Plan Review Ordinance codified under LAMC Section 16.05, the purpose of which is to “*promote orderly development and promote public safety and the general welfare.*” The meaning of those words are often lost on members of the City Planning Department, even though they are important because they relate to the City’s state-delegated police power, under which the City has the authority to shape new development projects.

In fact, under the ordinance the City is required to “control or mitigate” the development of projects which are likely to have a significant adverse effect on surrounding properties by reason of inadequate site planning.

When mitigating a development’s effects, the City has broad authority to condition and/or modify a project. Under the Site Plan Review Ordinance, the City can change projects so long as those changes do not inhibit State density development rights. Therefore, with the Project, as long as the unit count meets the 35% density bonus, or in this case a maximum of 63 units, the City is both authorized and required to ensure that the development fits within our community.

This requirement extends to managing the overall height of the proposed building. In order to approve the Project, the Site Plan Review Ordinance requires the City to find under LAMC Section 16.05.F(2) “*that the project consists of an arrangement of buildings and structures (including height, bulk and setbacks)... that is or will be compatible with existing and future development on adjacent properties and neighboring properties.*” A 97-foot-tall, eight-story building is not compatible with adjacent and neighboring properties near the Project site.

On this issue, the City Council has the authority to utilize the City’s police powers under the Site Plan Review Ordinance to modify the Project so that the height is compatible with the existing and future development of neighboring properties.

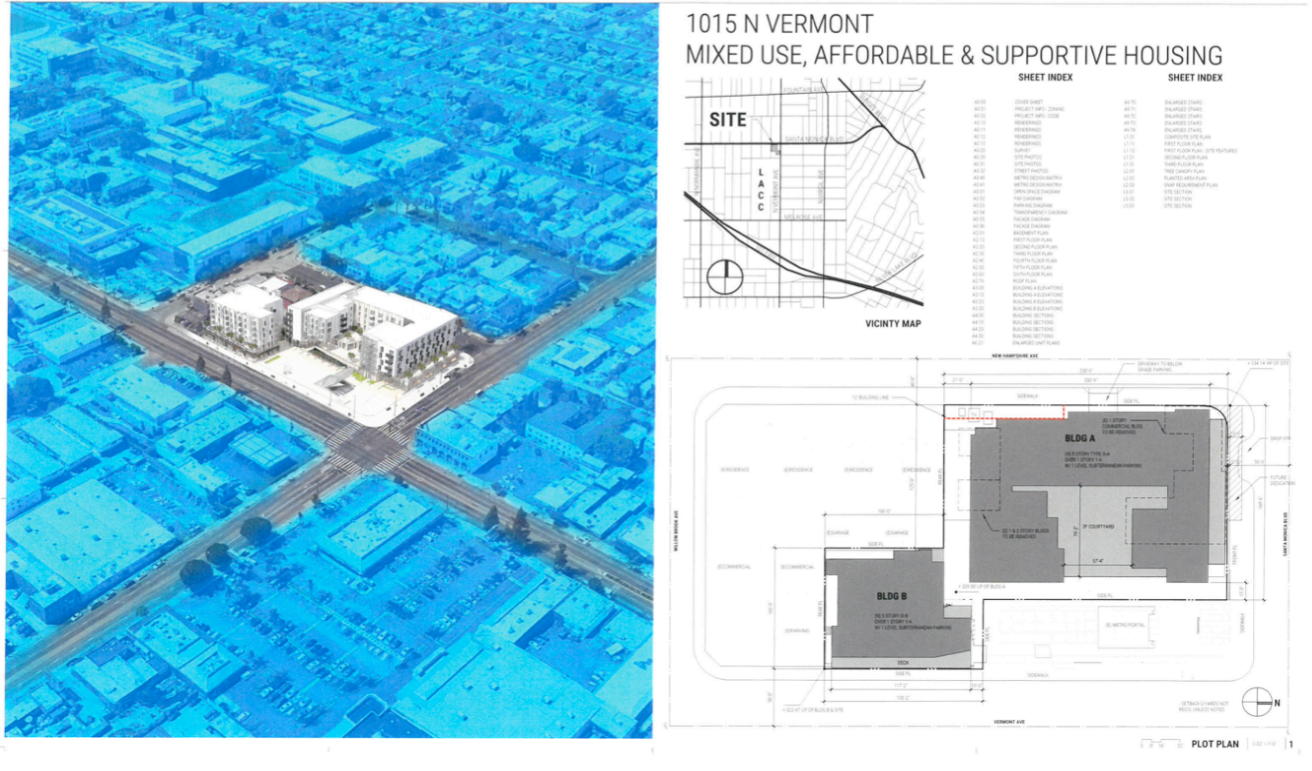
G. *The Project will have a Specific Adverse Impact upon public health and safety, as the Project DOES NOT incorporate mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review that would mitigate the negative environmental effects of the project.*

i). The Project’s cumulative construction and operational noise, vibration, dust and grading will have a significant, adverse impact upon public health and safety.

The project site is immediately adjacent to residential housing located within the Restricted Density RD1.5 Zone. Construction and operational noise and vibration impacts, as well as construction dust impacts in conjunction with other proposed development immediately across from the project site, will likely significantly effect the health of children and others adjacent to the project site. The applicant has offered no plausible mitigation to negate these specific adverse impacts. No conditions of approval have been imposed to address this issue.

The city’s standard deference to its Best Practices Policy are not a mitigation measure and are therefore meaningless.

In the determination letter’s list of “*Projects Within a Quarter-Mile from the Subject Site,*” the city references the 1015 Vermont Ave. project, a 187-unit mixed-use project spanning the Metro subway station at the southwest corner of Santa Monica Blvd. and Vermont Ave. (DIR-2019-5645-TOC-SPR-SPP). The bulk of this approved development would in fact not be sited on Vermont Ave., but on New Hampshire Ave., directly across from the 4750 Santa Monica project, as noted in the plans illustrated below:



Rendering above of an approved 187-unit mixed-use development sited primarily on New Hampshire Ave, directly across from the 4750 Santa Monica Project.

Page 31 of the determination letter references a noise study prepared in June of 2020 for the 4750 Santa Monica project by Rincon Consultants, Inc. The city states that this study concluded that cumulative noise impacts would be less than significant. Yet the city 1) has not provided this study for public review; 2) based upon other studies of cumulative noise impacts approved by the city, undoubtedly relies upon the false concept of Best Practices and unavoidable noise levels; and 3) Rincon Consultants is a Riverside based firm that has in the past been discredited for a lack of experience with examining potential historical resources and for its cursory review of Los Angeles projects.

A significant construction noise impact occurs if construction activities that last more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. Alternatively, construction activities lasting more than 10 days in a three-month period that increase the ambient noise levels by 5 dBA or more at any off-site noise-sensitive location are also considered a significant impact. The proposed Project has an approximately 2-year construction schedule. The construction site lines a quiet, restricted density residential street, and is directly across from another major development. Under such circumstances, it is infeasible that there will not be noise and vibration impacts related to two major projects being constructed across from one another simultaneously.

H. *The City has failed to assess the project's cumulative impacts under CEQA.*

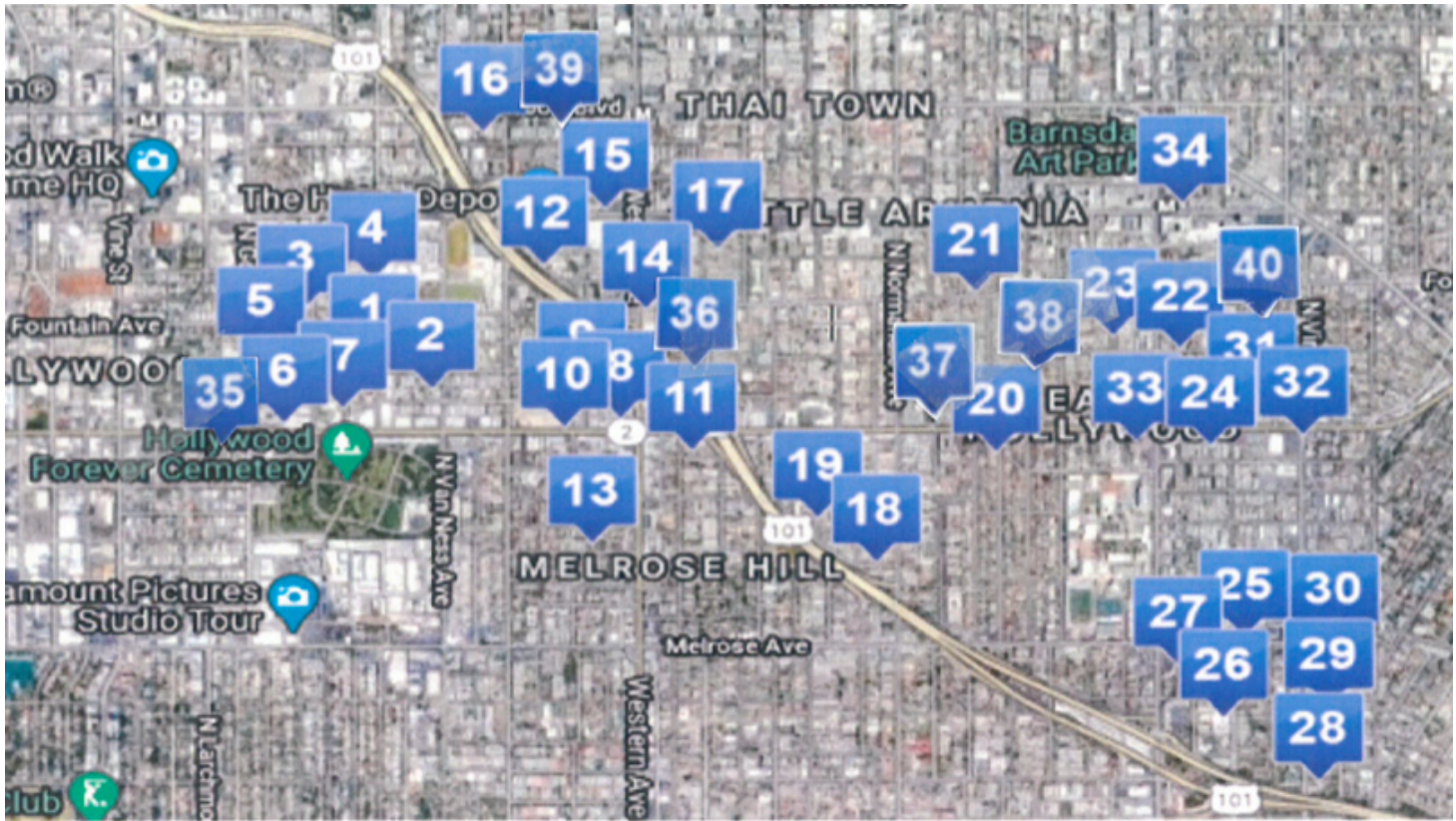
The Project's Categorical Exemption fails to acknowledge the impacts resulting from the proposed development. Per the California Environmental Quality Act (CEQA) Guidelines Section 15300.2, a Class 32 exemption must be consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulation. Yet the project is at odds with the General Plan, the Hollywood Community Plan, the Specific Plan, and AB 283.

Furthermore, CEQA Guidelines Section 15300.2 requires environmental review if cumulative impacts are significant. Under CEQA, when an agency is making an exemption determination it may not ignore evidence of an unusual circumstance creating a reasonable possibility of a significant environmental impact. Likewise, an agency may not avoid assessing environmental impacts by failing to gather relevant data. The city argues that environmental review is unnecessary because there were no findings of environmental impacts.

Yet the courts have warned against such a "mechanical application" in situations where agencies have failed to gather the data necessary for an informed decision. Because CEQA places the burden of environmental investigation on government rather than the public, an agency should not be allowed to hide behind its own failure to gather relevant data.

A CEQA categorical exemption is inapplicable when the cumulative impact of successive projects of the same type over time is significant. The cumulative impact of the proposed project in conjunction with other developments in Hollywood has not been analyzed. The city cites only 17 other proposed or approved developments within the vicinity of the Project site, using an arbitrary radius of 1,500 feet for analysis. There is no legal basis for the limited scope of this review. Note below a list of 42 TOC/density bonus projects that have been proposed or approved in just the last two years in the East Hollywood area:

	Address of proposed TOC/DB projects	Existing	Proposed	Increase	Case No.
1	5817-5823 Lexington Ave.	4 units	21 units	17 units	DIR-2019-5388-DB
2	5806-5812 Lexington Ave.	2 units	17 units	15 units	DIR-2019-7067-TOC
3	1310-1316 N. Gordon St.	None	60 units	60 units	DIR-2019-7670-DB
4	1333-1343 N. Tamarind Ave.	3 units	45 units	45 units	DIR-2019-3141-DB
5	1222 N. Beachwood Dr.	3 units	11 units	8 units	DIR-2019-4192-DB
6	1130-1132 N. Beachwood Dr.	2 units	15 units	13 units	DIR 2018-723-TOC
7	1151-1153 N. Gordon St.	2 units	14 units	12 units	PAR-2018-5490-TOC
8	5530 Virginia Ave.	None	64 units	64 units	PAR-2018-4912-TOC
9	5533 Virginia Ave.	2 units	23 units	21 units	DIR 2017-4807-TOC
10	5537-5547 Santa Monica Blvd.	None	60 units	60 units	PAR-2018-4907-TOC
11	5412 Santa Monica Blvd.	None	60 units	60 units	DIR-2018-5887-TOC
12	5627 Fernwood Ave.	None	60 units	60 units	DIR 2017-4872-TOC
13	5456 Barton Ave.	1 unit	7 units	6 units	PAR-2018-4295-TOC
14	5460 Fountain Ave.	None	49 units	49 units	ADM-2018-3871-TOC
15	5509-5529 Sunset Blvd.	None	412 units	412 units	CPC-2019-4639-CU-DB-SPE
16	5717 Carlton Way	4 units	39 units	35 units	DIR-2017-2680-TOC-SPP
17	1341 - 1349 N. Hobart Blvd.	9 units	29 units	20 units	DIR-2019-790-TOC
18	908 N. Ardmore Ave.	6 units	33 units	27 units	DIR 2018-3931-TOC
19	926-932 N. Kingsley Dr.	5 units	37 units	32 units	DIR-2019-2038-TOC
20	4904-4920 Santa Monica Blvd.	None	62 units	62 units	DIR-2020-667-TOC
21	1301 N. Alexandria Ave.	3 units	16 units	13 units	DIR-2019-5422-TOC
22	1220 N. Vermont Ave.	None	29 units	29 units	DIR-2019-1254-TOC
23	1225 N. Vermont Ave.	None	58 units	58 units	DIR-2019-909-TOC-SPP
24	4626-4644 Santa Monica Blvd.	None	177 units	177 units	DIR-2019-337-SPP-SPPA-TOC-SPR
25	4100 Melrose Ave.	None	33 units	33 units	DIR 2018-7575-TOC
26	627 N. Juanita Ave.	1 unit	17 units	16 units	DIR 2018-1421-TOC-SPP
27	636-642 N. Juanita Ave.	2 units	33 units	31 units	DIR-2019-970-SPP-TOC
28	516 N. Virgil Ave.	1 unit	16 units	15 units	DIR-2019-4185-SPP-TOC
29	611-615 N. Virgil Ave.	None	30 units	30 units	DIR-2019-7613-TOC
30	700-710 N. Virgil Ave.	None	37 units	37 units	DIR-2020-783-TOC
31	4575 Santa Monica Blvd.	None	14 units	14 units	DIR-2018-347-TOC-SPP-SPPA
32	4537-4545 Santa Monica Blvd.	None	23 units	23 units	DIR-2019-2431-TOC
33	4704-4722 Santa Monica Blvd.	4 units	197 units	194 units	DIR-2019-5645-TOC
34	4629-4651 Maubert Ave.	14 units	153 units	139 units	DIR-2019-3760-SPP-TOC
35	1121 N. Gower St.	None	169 units	169 units	CPC-2020-3253-DB-SPR-HCA
36	5430 Virginia Ave.	5 units	65 units	60 units	DIR-2020-4087-RDP-HCA
37	4750 Santa Monica Blvd.	1 unit	85 units	84 units	DIR-2020-4249-TOC-SPP-VHCA
38	1227 N. Berendo St.	1 unit	17 units	16 units	DIR-2020-2780-TOC-SPR-HCA
39	5600 Hollywood Blvd.	14 units	200 units	186 units	CPC-2020-4296-CU-DB-SPP-RDP-SPR-VHCA-PHP
40	1111 N. Madison Ave.	None	41 units	41 units	APCC-2020-3957-SPE-SPP-TOC
41	1114 N. Heliotrope Dr.	1 unit	26 units	25 units	DIR-2021-1238-TOC-SPP-HCA
42	1115 N. Berendo St.	2 units	26 units	24 units	DIR-2021-1538-TOC-SPP-HCA
	Totals	Existing 92 units	Proposed 2,528 units	Increase 2,488 units	41 of the 42 projects claim to be categorically exempt



Above: Map of proposed TOC/density bonus projects within vicinity of the 4750 Santa Monica project.

As applied to a categorical exemption, CEQA Guidelines Section 15300.2(b) provides an exemption cannot be utilized “when the cumulative impact of successive projects of the same type in the same place over time is significant.”

Under CEQA, when an agency is making an exemption determination it may not ignore evidence of an unusual circumstance creating a reasonable possibility of a significant environmental impact. Committee to Save the Hollywoodland Specific Plan v City of Los Angeles (2008) 161 Cal.App.4th 1168, 1187 (city approval set aside because city failed to consider proffered evidence regarding historic wall).

Likewise, an agency may not avoid assessing environmental impacts by failing to gather relevant data. The city’s determination letter contains no findings to justify the categorical exemption. Instead, the city relies on reports from the applicant’s land use consultant, Rincon Consultants, Inc. of Riverside to make its determination of no significance. These reports have not been made readily available to the public within the timeframe of filing this appeal, nor has the city posted an email cited in the determination letter at page 31, which states that the Office of historic Resources “*confirmed*” that the existing structures on the site “are not considered historic.”

As noted in this appeal, the project is NOT consistent with the applicable general plan designation and all applicable general plan policies, as well as with the applicable zoning designation and regulations. The project essentially amends the city’s general plan to create a Regional Center development. Approval of the project WOULD result in significant effects relating to noise and vibrations, and air quality.

“The ‘foremost principle’ in interpreting CEQA is that the Legislature intended the act to be read so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language.” Communities for a Better Env’t v. Cal. Res. Agency (2002) 103 Cal.App.4th 98, 109 (CBE v. CRA).

III. CONCLUSION

For the above reasons, we request that the Commission overturn the Director of Planning’s unwarranted approval of Case No. DIR-2020-4249-TOC-SPP-VHCA