DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: May 11, 2023
Time: After 8:30 A.M.*
Place: Los Angeles City Hall
Council Chamber, Room 340
200 North Spring Street
Los Angeles, CA 90012

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

Public Hearing: Initial public hearing completed March 14, 2023.
Appeal Status: Density Bonus Off-menu incentives and waivers are not further appealable. Density Bonus On-Menu Incentive and Site Plan Review is appealable to City Council.
Expiration Date: May 15, 2023
Multiple Approval: Yes

Case No.: CPC-2022-8155-CU-DB-SPR-PHP-VHCA
CEQA No.: ENV-2022-8156-CE
Incidental Cases: N/A
Related Cases: N/A
Council No.: 13
Plan Area: Wilshire
Specific Plan: N/A
Certified NC: Wilshire Center-Koreatown
Existing GPLU: Medium Residential; General Commercial
Existing Zone: R3-1; C2-1

Applicant: 308 N. Oxford LLC
Representative: Jonathan Yang, Irvine & Associates, Inc.

PROJECT LOCATION: 308 – 320 North Oxford Avenue; 311 – 321 North Serrano Avenue

PROPOSED PROJECT: The proposed project involves the demolition of existing structures and associated surface parking lot and the construction, use, and maintenance of a new seven-story, 134,788-square-foot residential building with 101 dwelling units, including 15 units (25 percent of the base density) set aside for Very Low-Income households with a maximum building height of 89 feet over one subterranean level of parking. The project includes 159 vehicular parking spaces and a total of 88 bicycle parking spaces (80 long-term spaces and 8 short-term spaces). The project provides 18,006 square feet of open space, including a podium deck area, roof deck area, and private balconies.

REQUESTED ACTION:

1) Pursuant to CEQA Guidelines, Section 15332 (Class 32), an Exemption from CEQA, and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies; and

2) Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24-U,26, a Conditional Use Permit to allow a Density Bonus for a housing development project in which the density increase is 35% greater than the 35% otherwise permitted by LAMC Section 12.22-A,25 for a total 70% Density Bonus;

3) Pursuant to LAMC Section 12.22-A,25, a Density Bonus for a Housing Development with a total of 101 units [with 15 units - 25% of the base density set aside for Very Low Income

Households] in lieu of the base density of 59 units; and pursuant to LAMC Sections 12.22-A,25(f)(8) and 12.22-A,25(g)(3), one (1) On-Menu Incentive, two (2) Off-Menu Incentives and four (4) Waivers or modifications of development standards:

A. An On-Menu Incentive to permit averaging of floor area ratio, density, parking, open space, and permitting vehicular Access throughout the project site, pursuant to LAMC Section 12.22.A,25(f)(8);

B. An Off-Menu Incentive to permit a 4.25:1 FAR in lieu of the otherwise permitted FAR in the C2-1 and R3-1 zones;

C. An Off-Menu Incentive to permit an increase in height to allow 89 feet in lieu of the otherwise permitted 45 feet height;

D. A Waiver or modification of a development standard to permit a reduction in the northerly side yard to allow a 5-foot side yard in lieu of the otherwise required 10 feet;

E. A Waiver or modification of a development standard to permit a reduction in the southerly side yard to allow a 5-foot side yard in lieu of the otherwise required 10 feet;

F. A Waiver or modification of a development standard to permit a reduction in the front yard to allow 0 feet in lieu of the required 10 feet per the Building Line along the Oxford Avenue;

G. A Waiver or modification of a development standard to permit a reduction in the front yard to allow 0 feet in lieu of the required 20 feet per the Building Line along the Serrano Avenue.

4) Pursuant to LAMC Section 16.05, Site Plan Review for a development project that creates or results in an increase of 50 or more dwelling units or guest rooms.

RECOMMENDED ACTIONS:

1) **Determine** based on the whole of the administrative record, the project is exempt from CEQA pursuant to CEQA Guidelines Section 15332, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines Section 15300.2 applies;

2) **Approve,** a Conditional Use Permit to allow a Density Bonus for a housing development project in which the density increase is greater than otherwise permitted by LAMC Section 12.22-A,25;

3) **Approve** a Density Bonus for a Housing Development with a total of 101 units [with 15 units - 25% of the base density set aside for Very Low Income Households] in lieu of the base density of 59 units; and pursuant to LAMC Sections 12.22-A,25(f)(8) and 12.22-A,25(g)(3), one (1) On-Menu Incentive, two (2) Off-Menu Incentives and four (4) Waivers or modifications of development standards:

a. An On-Menu Incentive to permit averaging of floor area ratio, density, parking, open space, and permitting vehicular Access throughout the project site, pursuant to LAMC Section 12.22.A,25(f)(8);
b. An Off-Menu Incentive to permit a 4.25:1 FAR in lieu of the otherwise permitted FAR in the C2-1 and R3-1 zones;
c. An Off-Menu Incentive to permit an increase in height to allow 89 feet in lieu of the otherwise permitted 45 feet height in the R3-1 Zone;
d. A Waiver or modification of a development standard to permit a reduction in the northerly side yard to allow a 5-foot side yard in lieu of the otherwise required 10 feet;

e. A Waiver or modification of a development standard to permit a reduction in the southerly side yard to allow a 5-foot side yard in lieu of the otherwise required 10 feet;
f. A Waiver or modification of a development standard to permit a reduction in the front yard to allow 0 feet in lieu of the required 10 feet per the Building Line along the Oxford Avenue;
g. A Waiver or modification of a development standard to permit a reduction in the front yard to allow 0 feet in lieu of the required 20 feet per the Building Line along the Serrano Avenue.

4) **Approve** Site Plan Review for a development project that creates or results in an increase of 50 or more dwelling units or guest rooms.

5) **Adopt** the attached Conditions of Approval; and

6) **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Heather Bleemers
Senior City Planner

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

TABLE OF CONTENTS

Project Analysis **A-1**

Project Summary
Background
Public Hearing
Issues
Conclusion

Conditions of Approval **C-1**

Findings **F-1**

Maps:

Map 1 – Vicinity Map

Map 2 – Radius Map

Map 3 – Zoning Map

Exhibits:

Exhibit A – Site Plan, Floor Plans, Elevations and Landscape Plan

Exhibit B – Environmental: Categorical Exemption No. ENV-2022-8156-CE and Appendices

Exhibit C – LAHD Determination

Exhibit D – Public Communication

PROJECT ANALYSIS

Project Summary

The proposed project involves the construction, use and maintenance of a new seven-story, 134,788 square-foot residential building with 101 dwelling units with a proposed building height of 89 feet. The project would provide a total of 159 automobile parking spaces within one (1) subterranean and two (2) above ground levels of parking and a total of 88 bicycle parking spaces.

The proposed development as depicted in the rendering shown below has been configured with a total of 101 dwelling units consisting of 10 studio units, 71 one-bedroom units, and 20 two-bedroom units. The residential units will be located within the third through seventh floors of the proposed building. The parking will be provided within one (1) subterranean and two (2) above ground levels of parking. The ground floor level will consist of the residential lobby along with tenant amenity spaces, offices, and ground floor parking spaces.



Pursuant to LAMC Section 12.21-G, the project, as proposed, is required to provide 10,600 square feet of open space. The project provides approximately 18,006 square feet total of open space, which includes a 7,446 square-foot roof top deck, and a 6,010 square-foot podium deck area on the third floor. Residential common amenity spaces/rec rooms are located throughout the project on the third through seventh floors. The project also includes 4,550 square feet of private balconies.

Vehicular access to the project site will be provided via two (2) driveways off Oxford Avenue and Serrano Avenue. A total of 159 off-street automobile parking spaces will be provided within the parking garage. Pedestrian access will be via Oxford Avenue, and Serrano Avenue. In addition,

80 long-term bicycle parking spaces will be provided in a bicycle storage room at the ground floor level. Short-term bicycle racks will be provided along Oxford Avenue and Serrano Avenue.

The project consists of the following:

Project Summary	Total
Residential Units	
Base Density	*59 units*
35% Density Bonus	*21 units*
35% per Conditional Use	*21 units*
25% Very Low Income Household	*15 units (rounded up from 14.75)*
Proposed Units	
Studio	*10*
One bedroom	*71*
Two bedrooms	*20*
Total Units	**101**
Open Space	
3rd Floor – Podium Deck	*6,010 sq. ft.*
7th Floor – Outdoor Roof Deck	*7,446 sq. ft.*
Private Open Space (balconies)	*4,550 sq. ft.*
Required Open Space	**10,600 sq. ft.**
Total Open Space Provided	**18,006 sq. ft.**
Required Parking	
Automobile Parking Required	
Studio	*10 spaces*
One bedroom	*107 spaces*
Two bedrooms	*40 spaces*
Total Automobile Parking Required per AB 2345	**51 spaces**
Total Automobile Parking Provided	**159 spaces**
Bicycle Parking Required	
Long Term	*76 spaces*
Short Term	*8 spaces*
Bicycle Parking Provided	
Long Term	*80 spaces*
Short Term	*8 spaces*
Total Parking Bicycle Provided	**88 spaces**

The applicant proposes to set aside 25% of the base density (59 units) for Very Low Income Households (15 units); as such, the project is entitled to a 35% density bonus and the requested Conditional Use to increase density resulting in a total of 101 units. The project proposes to utilize a 35% density bonus and a conditional use to increase density resulting in 101 new dwelling units. In addition, the applicant has requested the following one (1) On-Menu Incentive, two (2) Off-Menu Incentives and four (4) Waivers or modifications of development standards:

a. An On-Menu Incentive to permit averaging of floor area ratio, density, parking, open space, and permitting vehicular Access throughout the project site, pursuant to LAMC Section 12.22.A,25(f)(8);
b. An Off-Menu Incentive to permit a 4.25:1 FAR in lieu of the otherwise permitted FAR in the C2-1 and R3-1 zones;
c. An Off-Menu Incentive to permit an increase in height to allow 89 feet in lieu of the otherwise permitted 45 feet height in the R3-1 Zone;

d. A Waiver or modification of a development standard to permit a reduction in the northerly side yard to allow a 5-foot side yard in lieu of the otherwise required 10 feet;
e. A Waiver or modification of a development standard to permit a reduction in the southerly side yard to allow a 5-foot side yard in lieu of the otherwise required 10 feet;
f. A Waiver or modification of a development standard to permit a reduction in the front yard to allow 0 feet in lieu of the required 10 feet per the Building Line along the Oxford Avenue;
g. A Waiver or modification of a development standard to permit a reduction in the front yard to allow 0 feet in lieu of the required 20 feet per the Building Line along the Serrano Avenue.

Pursuant to LAMC Section 16.05, Site Plan Review for a development project that creates or results in an increase of 50 or more dwelling units or guest rooms.

Background

The subject property is comprised of six (6) lots resulting in approximately 35,771 square feet of lot area with a 150-foot frontage along Oxford Avenue and a 123-foot frontage along Serrano Avenue. The property is currently improved with a commercial building, a triplex and associated surface parking lot.

The subject property is zoned C2-1 and R3-1 within the Wilshire Community Plan Area. The subject site is located within a Transit Priority Area in the City of Los Angeles (ZI-2452), and a State Enterprise Zone: Los Angeles (ZI-2374). The site is located 2.037 kilometers from the Puente Hills Blind Thrust Fault. The project is located within an Urban Agriculture Incentive Zone.

General Land Use Designation



The Wilshire Community Plan designates the subject property for General Commercial and Medium Residential land uses with corresponding zones of C1.5, C2, C4, P, RAS3, and RAS4 and corresponding zone of R3 respectively. The subject property is zoned C2-1 and R3-1.

Zone	Lot Area Square Footage	Buildable Area	FAR	By-Right Floor Area
C2-1	*10,589 sq. ft.*	*10,589 sq. ft.*	*1.5:1*	*15,884 sq. ft.*
R3-1	*25,182 sq. ft.*	*21,126 sq. ft.*	*3:1*	*63,378 sq. ft.*
Total	**35,771 sq. ft.**	**37,009 sq. ft.**	**N/A**	**79,262 sq. ft.**

Surrounding Properties:

Surrounding properties are developed with a mix of residential, commercial retail/restaurant, commercial office, and religious uses. The properties to the west of the project site across Oxford Avenue are zoned R3-1 and C2-1 and are developed with multi-family residential uses, commercial uses, and a church. The abutting property to the north is zoned R3-1 and is improved with multi-family housing residential uses. The properties to the east of the project site, across Serrano Avenue, are zoned R3-1 and are improved with residential uses. To the south abutting the project site, is zoned C2-1 and is improved with commercial office, retail, and restaurant uses.

Streets and Circulation:

Oxford Avenue, adjoining the property to the west, is a designated Collector dedicated to a right-of-way width of 66 feet and is improved with asphalt roadway, curb, gutter, concrete sidewalks, and street trees.

Serrano Avenue, adjoining the property to east, is a Local Street dedicated to a right-of-way width of 60 feet and is improved with asphalt roadway, curb, gutter, concrete sidewalks, and street trees.

Relevant Cases:

Subject Property:

There were no relevant cases found on the subject property.

Surrounding Properties:

The following relevant cases were identified to be within a 1,000-foot radius of the project site:

Case No. DIR-2022-6097-TOC-HCA – On January 11, 2023, the Director of Planning approved a 70 percent increase in density, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program along with the following three (3) incentives for a qualifying Tier 3 project totaling 33 dwelling units, including 4 units reserved for Extremely Low Income (ELI) Household occupancy, for a period of 55 years, with the following requested incentives: a. Yard/Setbacks. A maximum reduction of 30 percent in two (2) side yard setbacks, in lieu of the 9 feet otherwise required; b. Height. A maximum increase of 22 feet in building height to permit a maximum building height of 67 feet, in lieu of the maximum 45 feet otherwise permitted; and c. Open Space. A maximum reduction of 25 percent in open space, in lieu of 5,000 square feet otherwise required, located at 4722 West Elmwood Avenue.

Case No. DIR-2019-6597-TOC – On November 24, 2020, the Director of Planning approved with Conditions a Transit Oriented Communities (TOC) Affordable Housing Incentive Program Compliance Review for a qualifying Tier 3 project, totaling 30 dwelling units, reserving three (3) units for Extremely Low Income Household occupancy for a period of 55 years, with the following Additional Incentives, a. Side and Rear Yard Setbacks. Utilize the RAS3 yard setbacks for the side and rear yard setbacks in lieu of the otherwise required seven-foot side yard setback and 19-foot rear yard setback for a seven-story residential development in the C2 Zone pursuant to LAMC Sections 12.14 C.2; and b. Open Space. A 658 square foot reduction in the usable open space to require a minimum of 2,442 square feet in lieu of the minimum 3,100 square feet as otherwise required by LAMC Section 12.21 G.2, located at 4670 West Beverly Boulevard.

Case No. DIR-2017-657-DB – On July 7, 2017, the Director of Planning approved the following incentive requested by the Applicant for a Project totaling 24 dwelling units, reserving three (3) units for Very Low Income Household occupancy for a period of 55 years, with the following requested incentives: 1. Floor Area Ratio. A 35 percent increase in the allowable Floor Area Ratio (FAR) allowing a total FAR of 4.05:1 in lieu of the permitted 3:1 FAR. 2. Yard/Setback. A 20 percent decrease in the required width of the side yard on the northerly property line to 6.4 feet in lieu of the required 8 feet per LAMC 12.11.C.2. 3. Yard/Setback. A 20 percent decrease in the required width of the side yard on the southerly property line to 6.4 feet in lieu of the required 8 feet per LAMC 12.11.C.2, located at 203 North Oxford Avenue.

Density Bonus/Affordable Housing Incentive Program

In accordance with California Government Code Section 65915 and LAMC Section 12.22-A,25, in exchange for setting aside a minimum percentage of the project's units for affordable housing, the project is eligible for a density bonus, reduction in parking, and incentives allowing for relief from development standards. The applicant has requested to utilize the provisions of City and State Density Bonus laws as follows:

Density

By setting aside 11% of its base density units for Very Low Income Households, LAMC Section 12.22-A,25 allows a maximum 35% increase in the number of permitted residential units. The C2-1 zone establishes a density ratio of one (1) dwelling unit per 400 square feet of lot area. At 10,588.52 square feet in size of the C2 portion of the property, the portion has a base density of 27 units (10,588.52 square feet of lot area divided by 400 square feet and rounded up). The R3-1 zone establishes a density ratio of one (1) dwelling unit per 800 square feet of lot area. At 25,182.03 square feet in size of the R3 portion of the property, the portion has a base density of 32 units (25,182.03 square feet of lot area divided by 800 square feet and rounded up). A total of 59 base density units. The 35% density bonus and the additional 35% increase per the requested Conditional Use entitles the project to an increase of 42 units for a total of 101 residential units. As such, the applicant is utilizing the Density Bonus Affordable Housing Incentives Program for increased density to allow the proposed 101 units.

Table 1: Density Bonus Percentages

Very Low Income Units (Percentage of Base Density)	Maximum Density Bonus Permitted (Based on Base Density)
*5 %**	*20 %**
*6 %**	*22.5 %**
*7 %**	*25 %**
*8 %**	*27.5 %**
*9 %**	*30 %**
*10 %**	*32.5 %**
*11 %**	*35 %**
12 %	37.5 %
13 %	40 %
14 %	42.5 %
15 %	45 %
16 %	47.5 %
17 %	50 %
18 %	52.5 %
19 %	55 %
20 %	57.5 %
21%	60%
22%	62.5%
23%	65%
24%	67.5%
25%	70%
**Existing set-aside chart as listed in Section 12.22-A,25 of the LAMC*	

Automobile Parking

Automobile Parking will be provided in compliance with California Government Code Section 65915, the project would be required to provide 0.5 automobile parking spaces per dwelling unit in exchange for setting aside 11% of the base density for Very Low Income Households, which results in a requirement of 51 parking spaces for the residential units. As proposed, the project will provide a total of 159 automobile parking spaces.

Incentives

Pursuant to the LAMC Section 12.22-A,25 and California Government Code Section 65915, a project which reserves a minimum of 15 percent of the base density for Very Low Income Households is entitled to three (3) Incentives. The proposed project will set aside 25 percent of the base number of units (59 units) for Very Low Income Households which results in 15 units to be restricted affordable units. Accordingly, the project has requested the following three (3) Incentives:

Averaging of Floor Area Ratio, Density, Parking or Open Space, and permitting Vehicular Access (On-Menu Incentive) – The subject property is zoned R3-1 and C2-1 and is comprised of six (6) contiguous parcels. Pursuant to LAMC Section 12.22.A,25(f)(8) the project request includes an On-Menu incentive to permit averaging of floor area ratio, density, parking, open space, and permitting vehicular access. In this case, the project has requested an On-Menu Incentive to allow increasing the floor area which allow for a larger construction envelope, the to accommodate the affordable units onsite.

Floor Area Ratio (Off-Menu Incentive) – The subject property is zoned R3-1 and C2-1. Pursuant to LAMC Section 12.22-A.25(g)(3), the project is requesting an Off-Menu Incentive for an increase in the FAR of the project site. The C2 zone permits a 1.5 to 1 FAR and the R3 zone permits a 3 to 1 FAR. In this case, the project has requested an Off-Menu Incentive to allow an increase in the FAR for the entire project site for an FAR of 4.25 to 1 which would allow for a larger construction envelope to provide the affordable units.

Height (Off-Menu Incentive) – The subject property is zoned R3-1 and C2-1. Pursuant to LAMC Section 12.22-A.25(g)(3), the project is requesting an Off-Menu Incentive for an increase in the height of the proposed project. Height District 1 for the C2-1 portion of the site does not restrict the height and number of stories. However, for the R3-1 portion of the project site, the height district does not limit the number of stories but limits the height to 45 feet. In this case, the project has requested an Off-Menu Incentive to allow an increase in the height for the project to allow for a height of 89 feet which would allow for a larger construction envelope to provide the affordable units.

Waiver of Development Standards

Government Code Section 65915(e)(1) provides that "[i]n no case may a city, county, or city and county apply any development standard that will have the effect of physically precluding the construction of a development meeting the criteria of subdivision (b) at the densities or with the concessions or incentives permitted by this section. Subject to paragraph (3), an applicant may submit to a city, county, or city and county a proposal for the waiver or reduction of development standards that will have the effect of physically precluding the construction of a development meeting the criteria of subdivision (b) at the densities or with the concessions or incentives permitted under this section, and may request a meeting with the city, county, or city and county." Section 12.25-A,25(g) of the LAMC, states that a Housing Development Project may also request other "waiver(s) or reduction(s) of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria…at the densities or with the concessions or incentives permitted under [State Density Bonus Law]". As a result, in addition to the requested Incentives, the project has requested four (4) Waiver of Development Standards, as follows:

Side Yard (Northerly) – The subject property is zoned R3-1 and C2-1. Pursuant to LAMC Sections 12.14.C.2 and 12.10.C.2, the underlying zones requires the project to provide a 10-foot northerly side yard. The project request includes a waiver of development standard to allow for a reduction of the required side yard along the property's northerly interior lot line in lieu of the otherwise required 10-foot side yard. In this case, the project has requested a waiver of the required yards to provide a five-foot northerly side yard, which allows for a larger construction envelope, to accommodate the affordable units. Such a requirement for the required yards would physically preclude the construction of the development at the approved density or with the concessions or incentives granted as part of the project.

Side Yards (Southerly) – The subject property is zoned R3-1 and C2-1. Pursuant to LAMC Sections 12.14.C.2 and 12.10.C.2, the underlying zones requires the project to provide a 10-foot

southerly side yard. The project request includes a waiver of development standard to allow for a reduction in the required side yard along the property's southerly interior lot line in lieu of the otherwise required 10-foot side yard. In this case, the project has requested a waiver of the required yards to provide a five-foot southerly side yard, which allows for a larger construction envelope, to accommodate the affordable units. Such a requirement for the required yards would physically preclude the construction of the development at the approved density or with the concessions or incentives granted as part of the project.

Front Yard (Oxford) – The subject property is zoned R3-1 and C2-1. Pursuant to Ordinance No. ORD-60770, the project is required to provide 10 feet per the Building Line along the Oxford Avenue. The project request includes a waiver of development standard to allow for the elimination of the required front yard setbacks in lieu of the otherwise required 10 feet as required by the building line. In this case, the project has requested a waiver of the required setbacks per the building line, which allows for a larger construction envelope, to accommodate the affordable units. Such a requirement for the required building line setback would physically preclude the construction of the development at the approved density or with the concessions or incentives granted as part of the project.

Front Yard (Serrano) – The subject property is zoned R3-1 and C2-1. Pursuant to Ordinance No. ORD-44572, the project is required to provide 20 feet per the Building Line along the Serrano Avenue. The project request includes a waiver of development standard to allow for the elimination of the required front yard setbacks in lieu of the otherwise required 20 feet as required by the building line. In this case, the project has requested a waiver of the required setbacks per the building line, which allows for a larger construction envelope, to accommodate the affordable units. Such a requirement for the required building line setback would physically preclude the construction of the development at the approved density or with the concessions or incentives granted as part of the project.

Density Bonus Housing Replacement Requirement

The Housing Crisis Act of 2019 prohibits 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 project replaces those units. The replacement requirements are applicable to those proposed housing development projects that submit a complete application pursuant to California Government Code Section 65943 to the Department of City Planning on or after January 1, 2020.

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

The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 8) Replacement Unit Determination, dated September 1, 2022, that two (2) units are subject to replacement pursuant to the requirements of SB 8. The Determination made by LAHD requires two (2) units be replaced with equivalent type; one (1) unit restricted to Low Income Households, and one (1) unit restricted to Very Low Income Households. The proposed project will set aside 15 units for Very Low Income Households.

Public Hearing

A Public Hearing was held with the Hearing Officer for Case No. CPC-2022-8155-CU-DB-SPR-PHP-VHCA on March 14, 2023, at 11:30 a.m., via Teleconference.

The hearing was attended by approximately 12 people, including the applicant, the applicant's representative, and members of the public.

The applicant's representative presented the project.

Comments were made by Sheila, resident, in opposition, stated concerns as to why the spring was not connected to the design and also concerns about the number of affordable units provided onsite.

Comments were made by Rosalie, speaking on behalf of the owners on Serrano Avenue, stated same concerns as to why the spring was not connected to the design, concerns about the number of affordable units provided, the height increase of over 45 feet, the building will block sun and the views and place a strain on utilities in the area.

Comments were made by Maggie H, resident living in the area since 1945 on Hobart who stated that Hobart is already overparked and concerns about the height of the building blocking winds from the west and would like to see the hot spring utilized.

Comments were made by Krystal Van Siegfried, reiterating what was already said and stated that it is unfair that the developer is putting the building over the spring and does not believe that the building is a multifamily development because there are a lot of studios and one-bedroom units. The area is overcrowded, and people are pushed out by projects like this one.

Comments were made by Emma Howard, Planning Director for CD13, stated the council office had general concerns but is not in opposition of the project. The office would like the applicant to get input from CALGEM on the discontinuance use of the spa.

At the close of the public hearing, the Hearing Officer announced the May 11, 2023, tentative date for the City Planning Commission meeting, and encouraged all interested parties to send an email to the assigned Planner in order to receive future notification and determinations on the proposed project.

Public Correspondence

Correspondence was received from Alex Day, in support of the proposed project.

Correspondence was received from Ali Leventhal, in support of the proposed project.

Correspondence was received from Andy Chen, in support of the proposed project.

Correspondence was received from Aria Chomut, in support of the proposed project.

Correspondence was received from Ariel Henderson, in support of the proposed project.

Correspondence was received from Breaunna Henderson, in support of the proposed project.

Correspondence was received from Charles DeSantis, in support of the proposed project.

Correspondence was received from Daniel Neman, in support of the proposed project.

Correspondence was received from David Nichols, in support of the proposed project.

Correspondence was received from Emil Gurfinkel, in support of the proposed project.

Correspondence was received from Gabriel Shalom, in support of the proposed project.

Correspondence was received from Horacio Martinez, in support of the proposed project.

Correspondence was received from Joe Kramer, in support of the proposed project.

Correspondence was received from Jung Whan Lee, in support of the proposed project.

Correspondence was received from Kim Pickett, in support of the proposed project.

Correspondence was received from Latisha Hodges, in support of the proposed project.

Correspondence was received from Marc Henderson, in support of the proposed project.

Correspondence was received from Martin Mendoza, in support of the proposed project.

Correspondence was received from Michael Schwartz, in support of the proposed project.

Correspondence was received from Michael Davidov, in support of the proposed project.

Correspondence was received from Ryan Duitch, in support of the proposed project.

Correspondence was received from Shaun Alperin, in support of the proposed project.

Correspondence was received from Steve Yoon, in support of the proposed project.

Correspondence was received from Steven Bimmerman, in support of the proposed project.

Correspondence was received from Jordan Rubinstejn, in support of the proposed project.

Correspondence was received from Nancii Synn, in support of the proposed project.

Correspondence was received from Julian Kim, in support of the proposed project.

Correspondence was received from Julie Mersola, in support of the proposed project.

Correspondence was received from Melissa Kim, in support of the proposed project.

Correspondence was received from Yana Kendrick, in support of the proposed project.

Correspondence was received from Janet Yoon, in support of the proposed project.

Correspondence was received from Christina Tayman, in support of the proposed project.

Correspondence was received from JaNae Clausell, in support of the proposed project.

Correspondence was received from Kalina Gebeyehou, in support of the proposed project.

Correspondence was received from Mallory Weiler, in support of the proposed project.

Issues

The following includes a discussion of issues and considerations related to the project. These discussion points were either identified during the design review process with the Urban Design Studio's Professional Volunteer's Program (PVP), at the public hearing held on March 14, 2023, or in discussions with the applicant.

Professional Volunteer's Program (PVP)

The proposed project was reviewed by PVP on April 4, 2023. The following includes comments provided by PVP;

- Pedestrian First Design.

  The applicant should consider removing some of the parking to avoid the parking podium.

  Applicant's Response - Comment has been considered by the Applicant however the existing design is the most feasible.

  If the project retains the above grade parking, please, consult the above-grade parking podium advisory regarding screening where parking is not wrapped. Additional information is needed regarding the screening treatment and materials to ensure that car headlights and parking structure lights are not visible or intrusive to nearby properties and public realm.

  Applicant's Response - Above grade parking has incorporated guidelines from the above-grade parking podium advisory.

- 360 Degree Design

  Rethink and indicate how the structure relates to the neighborhood. Provide renderings from both street sides that include the adjacent properties.

  Applicant's Response - Provided renderings.

  Add the mechanical unit areas on the roof.

  Applicant's Response - These will be added once the project moves into the permitting phase as required by code.

- Climate Adapted Design

  Indicate the solar area on the roof.

  Applicant's Response - These will be added once the project moves into the permitting phase as required by code.

  Preserve existing street trees and make sure to have a root zone protection plan in place during construction.

Applicant's Response – Noted.

Conclusion

Staff recommends that the City Planning Commission find, based on its independent judgment, after consideration of the entire administrative record, that the project is categorically exempt from CEQA, and approve the requested Density Bonus with On-Menu and Off-menu Incentives, the requested Waivers of development standards, the requested Site Plan Review and the requested Conditional Use Permit.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22-A.25, 12.24-U,26, and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

Development Conditions:

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the architectural plans, renderings, and materials submitted by the Applicant, dated November 18, 2022, stamped "Exhibit A," and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project conditions. Changes beyond minor deviations required by other City Departments or the LAMC may not be made without prior review by the Department of City Planning, Expedited Processing Section, and written approval by the Director of City Planning. Each change shall be identified and justified in writing.

2. **Residential Density**. The project shall be limited to a maximum density of 101 dwelling units.

3. **Affordable Units.**

   a. A minimum of 15 dwelling units, or 25% of the base dwelling units, shall be reserved for Very Low Income Households, as defined by Government Code Section 65915(C)(2).

   b. **Changes in 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,25.

4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make 25% of the site's base density units available to Very Low Income Households. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD. Refer to the Density Bonus Legislation Background section of this determination.

5. **Incentives.**

   a. **Floor Area Ratio, and Density Averaging and Vehicular Access**. The project shall be permitted the averaging of FAR, density, open space, and permit vehicular access across the entirety of the site. The total floor area shall not exceed 134,788 square feet.

   b. **FAR.** The project shall be permitted a maximum FAR of 4.25:1.

   c. **Height**. The project shall be permitted a maximum height of 89 feet.

6. **Waivers.**

   a. **Side Yard**. The project shall be permitted a 5-foot northerly side yard.

b. **Side Yard**. The project shall be permitted a 5-foot southerly side yard.

c. **Front Yard Building Line**. The project shall be permitted a 0-foot setback in lieu of the required 10 feet per the Building Line along the Oxford Avenue.

d. Front Yard Building Line. The project shall be permitted a 0-foot setback in lieu of the required 20 feet per the Building Line along the Serrano Avenue.

7. **Open Space.**

a. The project shall be required to provide open space pursuant to LAMC section 12.21-G.

8. **Parking**.

a. Residential parking shall be provided in compliance with California Government Code Section 65915, the project would be required to provide 0.5 automobile parking spaces per dwelling unit. Commercial parking shall be in conformance with the Municipal Code and to the satisfaction of the Department of Building and Safety. No variance from the parking requirements has been requested or granted herein.

b. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by LAHD.

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

d. **Bicycle Parking**. Bicycle parking shall be provided in compliance with the Los Angeles Municipal Code, Section 12.21-A,16 and to the satisfaction of the Department of Building and Safety.

9. **Parking Structure Design.**

a. Facades of parking structures shall be screened to minimize their visual impact on the public realm, consistent with the Commission's Above Grade Parking Advisory.

b. Any above ground parking structure shall be designed to be utilized and easily repurposed to other uses. The conversion of floor area from parking into new uses may be subject to additional discretionary actions.

c. Above ground parking structures shall have flat parking levels, not including the driveway ramps.

d. The height of the above ground parking levels shall have sufficient clearance to be adaptable to non-parking uses.

Site Plan Review

10. **Landscaping.**

    a. All open areas not used for buildings, driveways, parking areas, or recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape development plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.

    b. All planters containing trees shall have a minimum depth of 48 inches (48")

11. **Solar Panels.** The project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

12. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

13. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

14. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

15. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer, if located in the front yard, shall be screened with landscaping and/or materials consistent with the building façade on all exposed sides to the satisfaction of LADWP.

16. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, sidewalks, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.

17. **Street Trees**. Street trees shall be provided to the satisfaction of the Urban Forestry Division. Street trees may be used to satisfy on-site tree requirements pursuant to LAMC Article Section 12.21.G.3 (Chapter 1, Open Space Requirement for Six or More Residential Units).

Administrative Conditions

18. **Approvals, Verification and Submittals**. Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc, as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

19. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.

20. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy

bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

21. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.

22. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

23. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

24. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

25. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

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

    Applicant shall do all of the following:

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

    b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

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

    d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City

to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

Conditional Use Findings

1. **That the project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region.**

   The subject property is comprised of six (6) lots resulting in approximately 35,771 square feet of lot area with a 150-foot frontage along Oxford Avenue and a 123-foot frontage along Serrano Avenue. The subject property is zoned C2-1 and R3-1 within the Wilshire Community Plan Area. The subject site is located within a Transit Priority Area in the City of Los Angeles (ZI-2452), and a State Enterprise Zone: Los Angeles (ZI-2374). The site is located 2.037 kilometers from the Puente Hills Blind Thrust Fault. The project is located within an Urban Agriculture Incentive Zone. The property is currently improved with a commercial building, a triplex and associated surface parking lot.

   The proposed project involves the demolition of existing structures and the construction, use and maintenance of a new seven-story, 134,788 square-foot residential building with 101 dwelling units including 15 units set aside for Very Low Income Households with a proposed building height of 89 feet. The dwelling units consists of 10 studio units, 71 one-bedroom units, and 20 two-bedroom units. The residential units will be located within the third through seventh floors of the proposed building. The project would provide a total of 159 automobile parking spaces within one (1) subterranean and two (2) above ground levels of parking and a total of 88 bicycle parking spaces.

   The project will perform a function by replacing the existing uses with a new 101-unit residential development thereby adding to the city's housing stock. The additional 35 percent density bonus (beyond the 35 percent permitted through a by-right density bonus) approved herein results in an additional 42 units, for a total of 101 units. In exchange, the project will set aside at least 25 percent (15 units) of the base density for Very Low Income Households for a minimum of 55 years.

   Therefore, the proposed 101-unit residential development, including the 15 units set aside for Very Low Income Households, the project will provide new market rate and affordable housing, thus performing a function that is essential and beneficial to the city and the region.

2. **That the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood or the public health, welfare, and safety.**

   The subject property is comprised of six (6) lots measuring 35,771 square feet of lot area located along Oxford Avenue and Serrano Avenue in the Wilshire Center-Koreatown neighborhood. The subject property is zoned C2-1 and R3-1 located within the Wilshire Community Plan area, a densely populated portion of the City of Los Angeles. The project site is located in an urbanized area surrounded by a mix of residential, commercial retail/restaurant, commercial office, and religious uses. The properties to the west of the project site across Oxford Avenue are zoned R3-1 and C2-1 and are developed with multi-family residential uses, commercial uses, and a church. The abutting property to the north is zoned R3-1 and is improved with multi-family housing residential uses. The properties to the east of the project site, across Serrano Avenue, are zoned R3-1 and are improved with residential uses. To the south abutting the project site, is zoned C2-1 and is improved with commercial office, retail, and restaurant uses. Construction of the housing development will

serve to benefit the neighborhood rather than degrade it. The façades are well-articulated and feature a prominent ground design that distinguishes it from the upper levels. The residential lobby and offices at the ground level engage pedestrians along Serrano Avenue and Oxford Avenue. Well-designed landscaping will create a pleasing transition from the pedestrian realm of the sidewalk to the façade of the building. Therefore, the project is compatible with the surrounding neighborhood and will not adversely affect nor degrade adjacent properties, surrounding neighborhood, or the public health, safety, or welfare.

The proposed project consists of the construction of a new seven-story 101 dwelling unit residential development with a total of 159 vehicular parking spaces, open space, and common amenities for the residents. The property is currently improved with a commercial building, a triplex and associated surface parking lot. Except for the requests herein, the proposed project is otherwise entirely consistent with the requirements of the underlying zone. The project's significant features, including the proposed building's use, density, height, and FAR, are permitted by the underlying zone and the provisions of Density Bonus law.

Given the proposed project's location within the Wilshire Community Plan area, along with the existing development in the immediate vicinity of the subject property and its proximity to commercial thoroughfares, the project's location, size, height, operations, and other significant features will be compatible with and will not adversely affect adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

3. That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

The Los Angeles General Plan sets forth goals, objectives, and policies that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to, Land Use, Housing, Transportation/Mobility, Noise, and Safety. Each of these Elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code Requirements of the Los Angeles Municipal Code. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. While the General Plan sets out a long-range vision and guide to future development, the 35 Community Plans provide the specific, neighborhood-level detail, relevant policies, and implementation strategies necessary to achieve the General Plan objectives. The project site is located in the Wilshire Community Plan area and is not subjected to any applicable specific plans.

The proposed project conforms to the following goals, objectives and policies of the Wilshire Community Plan:

Goal 1 Provide a safe, secure, and high-quality residential environment for all economic, age, and ethnic segments of the Wilshire community.

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

Policy 1-1.1: Protect existing stable single family and low-density residential neighborhoods from encroachment by higher density residential uses and other uses that are incompatible as to scale and character or would otherwise diminish quality of life.

Policy 1-1.2: Promote neighborhood preservation in all stable residential neighborhoods.

Policy 1-1.3: Provide for adequate Multiple Family residential development.

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

Policy 1-2.1: Encourage higher density residential uses near major public transportation centers.

Objective 1-3: Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.

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

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

Policy 1-4.3: Encourage multiple family residential and mixed use development in commercial zones.

The project is a residential development with 15 units restricted for families or persons of Very Low Income and maximizes the property's development potential. The project's Very Low Income and market rate units satisfy both the needs of affordable housing as well as the City's need for more housing overall. The project will result in the net addition of 15 covenanted affordable dwelling units in a community in-need of more affordable housing.

The **Framework Element** for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following goals, objectives and policies relevant to the instant request:

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram.

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.

Policy 3.2.2: Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

The proposed project will result in the development of a residential building that will provide 101 new dwelling units, including 15 units reserved for Very Low Income Households, thereby contributing toward and facilitating the City's long-term economic viability and vision for a more liveable city.

The property is currently developed with a commercial building, a triplex and associated surface parking lot. The development of the site will enable the City to conserve nearby existing stable residential neighborhoods and lower-intensity commercial districts by allowing controlled growth away from such neighborhoods and districts. Therefore, the proposed 101-unit residential building is consistent with the Distribution of Land Use goals, objectives and policies of the General Plan Framework Element.

The **Housing Element** is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, establishes goals, objectives, and policies to guide future housing decisions, and provides an array of programs to meet Citywide Housing Priorities, including addressing the housing shortage, advancing racial equity and access to opportunity, preventing displacement and promoting sustainability and resilience. The Housing Element includes the following objectives and policies relevant to the instant request:

Goal 1*:* A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

Objective 1.1*:* Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.

Policy 1.1.2: Plan for appropriate land use designations and density to accommodate an ample supply of housing units by type, cost, and size within the City to meet housing needs, according to Citywide Housing Priorities and the City's General Plan.

Objective 1.2*:* Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

Policy 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.

Policy 1.2.2: Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households.

Objective 1.3*:* Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.

Policy 1.3.1: Prioritize housing capacity, resources, policies, and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

Policy 1.3.2: Prioritize the development of new Affordable Housing in all communities, particularly those that currently have fewer Affordable units.

Goal 3*:* A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.

Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.

Objective 3.2: Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.

Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

The proposed project implements the Housing Element by increasing the housing supply consistent with the General Commercial and Medium Residential land use designations. The property is currently improved with a commercial building, a triplex and associated surface parking lot.

The approval of the request would permit 101 new dwelling units with 15 units set aside for Very Low Income Households. The project would achieve the production of new housing opportunities, meeting the needs of the city, while facilitating the construction of a range of different housing types (studios, one- and two-bedroom units) that address the needs of the city's diverse households. Therefore, the project is consistent with the Housing Element goals, objectives and policies of the General Plan.

The **Mobility Element** of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein. Oxford Avenue, adjoining the property to the west, is a designated Collector dedicated to a right-of-way width of 66 feet and is improved with asphalt roadway, curb, gutter, concrete sidewalks, and street trees. Serrano Avenue, adjoining the property to east, is a Local Street dedicated to a right-of-way width of 60 feet and is improved with asphalt roadway, curb, gutter, concrete sidewalks, and street trees. The project as designed will support the development of these Networks and meets the following goals and objectives of Mobility Plan 2035:

Policy 2.3: Recognize walking as a component of every trip and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Vehicular access to the project site will be provided via two (2) driveways off Oxford Avenue and Serrano Avenue. A total of 159 off-street automobile parking spaces will be provided within the parking garage. Pedestrian access will be via Oxford Avenue and Serrano Avenue.

Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.

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

Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.

Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The project will provide a total of 80 long-term bicycle parking spaces which will be provided in a bicycle storage room at the ground floor level in storage rooms located within the parking garages to provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities. Short-term bicycle racks will be provided along Oxford Avenue and Serrano Avenue.

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

As conditioned, all electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

Therefore, the project is consistent with Mobility Plan 2035 goals, objectives, and policies of the General Plan.

The **Air Quality Element** of the General Plan will be implemented by the recommended action herein. The Air Quality Element sets forth the goals, objectives and policies which will guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element recognizes that air quality strategies must be integrated into land use decisions and represent the City's effort to achieve consistency with regional Air Quality, Growth Management, Mobility and Congestion Management Plans. The Air Quality Element includes the following Goal and Objective relevant to the instant request:

Goal 5 Energy efficiency through land use and transportation planning, the use of renewable resources and less polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.

Objective 5.1 It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.

As conditioned, the project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211. Therefore, the project is in conformance with the goals and policies of the Air Quality Element.

In addition, the project has also been conditioned to provide solar infrastructure. Together, these conditions further support applicable policies in the Health and Wellness Element, Air Quality Element, and Mobility Element of the General Plan by reducing the level of pollution/greenhouse gas emissions, ensuring new development is compatible with alternative fuel vehicles, and encouraging the adoption of low emission fuel sources and supporting infrastructure. These conditions also support good planning practice by promoting overall sustainability and providing additional benefits and conveniences for residents, workers, and visitors.

The project contributes to and furthers several applicable goals, objectives, and policies of the plans that govern land use and development in the City. Therefore, the project substantially conforms with the purpose, intent, and provisions of the General Plan and the Wilshire Community Plan.

In addition to the above findings set forth in Section 12.24-E of the LAMC, the City Planning Commission shall find that:

4. The project is consistent with and implements the affordable housing provisions of the Housing Element of the General Plan.

In November 2021, the Los Angeles City Council adopted the 2021-2029 Housing Element. City Planning subsequently released proposed targeted amendments to the Housing Element for public comment. In June 2022, the full City Council adopted the targeted amendments. The Housing Element will guide the creation and implementation of the City's housing policy from 2021 to 2029. Further, the California Department of Housing and Community Development (HCD) informed the City of Los Angeles that its 2021-2029 Housing Element was in full compliance with State law. The Housing Element identifies the City's housing conditions and needs, evaluates the City's ability to meet its Regional Housing Needs Assessment (RHNA), establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides an array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element aims to provide affordable housing and amenity-rich, sustainable

neighborhoods for its residents, answering the variety of housing needs of its growing population. Specifically, the Housing Element encourages affordable units to accommodate all income groups that need assistance.

There are no objective zoning or design review standards relevant to this finding other than those objective standards, as defined by Government Code Section 65913.4(a), that the project has already been determined to be consistent with. The project is consistent with and implements the affordable housing provisions of the Housing Element with the addition of 15 units set as side for Very Low Income Households with the approval of the proposed project. The proposed project will replace existing commercial buildings, surface parking lot and a triplex with a multi-family residential development consisting of 101 residential dwelling units, which reserves 25-percent of the 59-base density, resulting in 15 units, for Very Low Income Households. As such, the proposed project substantially conforms to the purpose of the Housing Element of the General Plan.

5. **The project contains the requisite number of Restricted Affordable Units, based on the number of units permitted by the maximum allowable density on the date of application, as follows:**

    a. **11% Very-Low Income Units for a 35% density increase; or**

    b. **20% Low Income Units for a 35% density increase; or**

    c. **40% Moderate Income Units for a 35% density increase in for-sale projects.**

    The project may then be granted additional density increases beyond 35% by providing additional affordable housing units in the following manner:

    a. **For every additional 1% set aside of Very-Low Income Units, the project is granted an additional 2.5% density increase; or**

    b. **For every additional 1% set aside of Low Income Units, the project is granted an additional 1.5% density increase; or**

    c. **For every additional 1% set aside of Moderate Income Units in for-sale projects, the project is granted an additional 1% density increase; or**

    d. **In calculating the density increase and Restricted Affordable Units, each component of any density calculation, including base density and bonus density, resulting in fractional units shall be separately rounded up to the next whole number.**

    The subject property is zoned C2-1 and R3-1. The C2-1 zone establishes a density ratio of one (1) dwelling unit per 400 square feet of lot area. The R3-1 zone establishes a density ratio of one (1) dwelling unit per 800 square feet of lot area. At 10,588.52 square feet in size of the C2 portion of the property, the portion has a base density of 27. Additionally, with 25,182.03 square feet in size of the R3 portion of the property, the portion has a base density of 32 units. The subject property has a total permitted base density of 59 units.[1] In exchange for reserving a portion of the units for affordable housing, the applicant is entitled to a maximum 35 percent density bonus by-right. The applicant is seeking an additional 35 percent density bonus (or a total of a 70 percent density bonus) through a Conditional Use to allow for the proposed 101 dwelling units to be built on the site.

[1] Assembly Bill 2501 clarifies that density calculations that result in a fractional number are to be rounded up to the next whole number. This applies to base density, number of bonus units, and number of affordable units required to be eligible for the density bonus.

Pursuant to the LAMC and California Government Code Section 65915, a Housing Development Project that sets aside a certain percentage of units as affordable, either in rental or for-sale units, shall be granted a corresponding density bonus, up to a maximum of 35 percent. While these provisions are limited to 35 percent, Government Code Section 65915(f) states that "the amount of density bonus to which an applicant is entitled shall vary according to the amount by which the percentage of affordable housing units exceeds percentage established." As such, in instances where a project is seeking a density bonus increase that is more than 35 percent, the number of required units that are set aside as affordable shall vary depending on the requested amount of density bonus. Therefore, it is appropriate that any project that requests a density bonus increase beyond 35 percent would extend the existing set-aside charts located in Section 12.22-A,25 of the LAMC. LAMC Section 12.24-U,26, which implements this provision of State law, states, as a Conditional Use, a project may be granted additional density increases beyond the 35 percent maximum by providing additional affordable housing units. Consistent with this Section, the table below illustrates how the maximum allowable Density Bonus increases for every unit set aside for Very Low Income Households (2.5 percent density increase for every additional one (1) percent of Very Low Income units provided), based on the base density and the chart prescribed in Section 12.22-A,25 of the LAMC.

Very Low Income Units (Percentage of Base Density)	***Maximum Density Bonus Permitted (Based on Base Density)***
*5 %**	*20 %**
*6 %**	*22.5 %**
*7 %**	*25 %**
*8 %**	*27.5 %**
*9 %**	*30 %**
*10 %**	*32.5 %**
*11 %**	*35 %**
12 %	37.5 %
13 %	40 %
14 %	42.5 %
15 %	45 %
16 %	47.5 %
17 %	50 %
18 %	52.5 %
19 %	55 %
20 %	57.5 %
21%	60%
22%	62.5%
23%	65%
24%	67.5%
25%	70%
**Existing set-aside chart as listed in Section 12.22-A,25 of the LAMC*	

For the subject property, a 35 percent by-right density bonus would allow for 80 units (equal to an increase of 21 units beyond the 59-unit base density) to be constructed on the project site. As illustrated in Table above, in order to qualify for the 35 percent by-right density bonus, the project would be required to set aside 11 percent of the base density, or seven (7) units for Very Low Income Households. The applicant is seeking an additional 35 percent density bonus (for a total of 70% density bonus from the base density) through a Conditional Use to allow for a total of 101 dwelling units, representing an increase of 21 units beyond what would otherwise be permitted through the by-right 35 percent density bonus. In order to obtain the additional requested 35 percent density bonus, as shown in the table above, the project must set aside at least 25 percent of the base density, equal to 15 units, for Very Low Income Households. The project proposes to set aside 15 units for Very Low Income Households in exchange for the requested Density Bonus.

6. **The project meets any applicable dwelling unit replacement requirements of the California Government Code Section 65915(c)(3).**

   The property is currently improved with a commercial building, a triplex and associated surface parking lot. The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 8) Replacement Unit Determination, dated September 1, 2022, that two (2) units are subject to replacement pursuant to the requirements of SB 8. The Determination made by LAHD requires two (2) units be replaced with equivalent type; one (1) unit restricted to Low Income Households, and one (1) unit restricted to Very Low Income Households. The proposed project will set aside 15 units for Very Low Income Households. For the one (1) remaining unit presumed to have been occupied by an above-lower income person or household, as permitted by California Government Code §65915(c)(3)(C)(ii), the City has opted to require that those unit(s) be replaced in compliance with the City's Rent Stabilization Ordinance (RSO). Therefore, the project will meet the applicable dwelling unit replacement requirements of the California Government Code Section 65915(c)(3).

7. **The project's Restricted Affordable Units are subject to a recorded affordability restriction of 55 years from the issuance of the Certificate of Occupancy, recorded in a covenant acceptable to the Housing Department, and subject to fees as set forth in Section 19.14 of the LAMC.**

   The proposed project has been conditioned to record a covenant for affordability restriction of a period of 55 years from the issuance of the Certificate of Occupancy to the satisfaction of the Los Angeles Housing Department, and subject to fees as set forth in Section 19.14 of the LAMC.

8. **The project addresses the policies and standards contained in the City Planning Commission's Affordable Housing Incentives Guidelines.**

   The City Planning Commission approved the Affordable Housing Incentives Guidelines (under Case No. CPC-2005-1101-CA) on June 9, 2005. The Guidelines were subsequently approved by the City Council on February 20, 2008, as a component of the City of Los Angeles Density Bonus Ordinance. The Guidelines describe the density bonus provisions and qualifying criteria, incentives available, design standards, and the procedures through which projects may apply for a density bonus and incentives. The Los Angeles Housing Department (LAHD) utilizes the Guidelines in the preparation of Housing Covenants for Affordable Housing Projects. The Guidelines prescribe that the design and location of affordable units be comparable to the market rate units, the equal distribution of amenities, LAHD monitoring requirements, affordability levels, and procedures for obtaining LAHD signoffs for building permits.

The project will result in a total of 101 new dwelling units, of which 15 units will be reserved for Very Low Income Household occupancy and the remainder will be offered as market rate units. In order to ensure that there is equal distribution of amenities, the project has been conditioned to provide the private balconies in accordance with the requirements of the LAMC. All residents of the proposed project will have access to all common open space amenities within the building and each unit will have adequate private open space. The restricted units will comply with affordability requirements in the Guidelines set forth by LAHD in conformance with US Department of Housing and Urban Development (HUD). Additionally, as part of the building permit process, the applicant will execute a covenant to the satisfaction of LAHD who will ensure compliance with the Guidelines. Therefore, the project will address the policies and standards contained in the Guidelines.

Density Bonus/Affordable Housing Incentives / Waivers Compliance Findings

9. Pursuant to Section 12.22-A,25 of the LAMC and Government Code 65915, the Director shall approve a density bonus and requested incentive(s) /waiver(s) unless the director finds that:

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

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested incentives do not result in identifiable and actual cost reductions 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.

Averaging of Floor Area Ratio, Density, Parking or Open Space, and permitting Vehicular Access (On-Menu Incentive) – The subject property is zoned R3-1 and C2-1 and is comprised of six (6) contiguous parcels. Pursuant to LAMC Section 12.22.A,25(f)(8) the project request includes an On-Menu incentive to permit averaging of floor area ratio, density, parking, open space, and permitting vehicular access. In this case, the project has requested an On-Menu Incentive to allow averaging of floor area ratio, density, parking, or open space, and permitting vehicular access which allows for design efficiencies that translate into cost savings per unit, thereby reducing the cost of building the affordable units.

Floor Area Ratio (Off-Menu Incentive) – The subject property is zoned R3-1 and C2-1. Pursuant to LAMC Section 12.22-A.25(g)(3), the project is requesting an Off-Menu Incentive for an increase in the FAR of the project site. The C2 zone permits a 1.5 to 1 FAR and the R3 zone permits a 3 to 1 FAR. In this case, the project has requested an Off-Menu Incentive to allow an increase in the FAR for the entire project site for an FAR of 4.25 to 1 which would allow for a larger construction envelope to provide the affordable units. The ability to develop larger building or more units will increase the revenues from the market-rate floor area, which will lower the marginal cost of developing and operating the affordable units. The additional floor area will allow certain fixed costs involved in the construction to be spread over more floor area thereby reducing the per square foot build cost of the development.

Height (Off-Menu Incentive) – The subject property is zoned R3-1 and C2-1. Pursuant to LAMC Section 12.22-A.25(g)(3), the project is requesting an Off-Menu Incentive for an increase in the height of the proposed project. Height District 1 for the C2-1 portion of the site does not restrict the height and number of stories. However, for the R3-1 portion of the project site, the height district does not limit the number of stories but limits the height to 45 feet. In this case, the project has requested an Off-Menu Incentive to allow an increase in the height for the project to allow for a height of 89 feet which would allow for a larger construction envelope to provide the affordable units.

The project provides 25% of the base units for Very Low Income Households to qualify for the 35% Density Bonus and the requested Incentives. The requests will allow the developer to expand the building envelope so the additional and affordable units can be constructed, and the overall space dedicated to residential uses is increased. The increase in FAR, increase in height, and the averaging of FAR, density, open space, and permitting vehicular access across the entirety of the site will allow for the construction of additional and will allow the construction of additional market rate floor area whose rents will subsidize the construction and operational costs of the affordable units. These Incentives support the applicant's decision to set aside 15 dwelling units for Very Low Income Households for 55 years.

b. The incentives or waivers <u>will have</u> a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households.

There is no substantial evidence in the record that the proposed incentives or waivers 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 record does not identify a public health and safety standard in relation to this finding. The project also does not involve the alteration of 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 or waivers will have a specific adverse impact on public health and safety.

c. The waiver[s] or reduction[s] of development standards will not have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)

A Density Bonus project may request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)).

Pursuant to LAMC Sections 12.14.C.2 and 12.10.C.2, the underlying zones requires the project to provide a 10-foot northerly and southerly side yards. The project request

includes a waivers of development standard to allow for a reduction of the required side yards along the property's northerly and southerly interior lot line in lieu of the otherwise required 10-foot side yard.

Pursuant to Ordinance No. ORD-60770, the project is required to provide 10 feet per the Building Line along the Oxford Avenue. The project request includes a waiver of development standard to allow for the elimination of the required front yard setbacks in lieu of the otherwise required 10 feet as required by the building line. Additionally, pursuant to Ordinance No. ORD-44572, the project is required to provide 20 feet per the Building Line along the Serrano Avenue. The project request includes a waiver of development standard to allow for the elimination of the required front yard setbacks in lieu of the otherwise required 20 feet as required by the building line.

As proposed, the granting of these waivers will allow for the development of the proposed residential building with the inclusion of the affordable residential units given the quantity of units allowed under the density bonus and within the 4.25 to 1 floor area ratio and height increase granted under the Incentives. As presented by the applicant, without the requested yard waivers, floor area located within those yards would be physically precluded from the Project preventing the construction of the proposed floor area and units described in the plans.

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

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

Site Plan Review Findings

10. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

The Los Angeles General Plan sets forth goals, objectives, and policies that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to, Land Use, Housing, Transportation/Mobility, Noise, and Safety. Each of these Elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code Requirements of the Los Angeles Municipal Code. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. While the General Plan sets out a long-range vision and guide to future development, the 35 Community Plans provide the specific, neighborhood-level detail, relevant policies, and implementation strategies necessary to achieve the General Plan objectives. The project site is located in the Wilshire Community Plan area and is not subjected to any applicable specific plans.

Wilshire Community Plan

The subject property is located within the Wilshire Community Plan which was updated by the City Council on September 19, 2001.The Wilshire Community Plan designates the subject property for General Commercial and Medium Residential land uses with corresponding zones of C1.5, C2, C4, P, RAS3, and RAS4 and corresponding zone of R3 respectively. The subject property is zoned R3-1 and C2-1. The proposed project advances the following objectives of the Community Plan:

Goal 1 Provide a safe, secure, and high-quality residential environment for all economic, age, and ethnic segments of the Wilshire community.

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

Policy 1-1.1: Protect existing stable single family and low-density residential neighborhoods from encroachment by higher density residential uses and other uses that are incompatible as to scale and character or would otherwise diminish quality of life.

Policy 1-1.2: Promote neighborhood preservation in all stable residential neighborhoods.

Policy 1-1.3: Provide for adequate Multiple Family residential development.

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

Policy 1-2.1: Encourage higher density residential uses near major public transportation centers.

Objective 1-3: Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.

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

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

Policy 1-4.3: Encourage multiple family residential and mixed-use development in commercial zones.

The proposed project furthers the development of the Wilshire community by providing a safe, secure, and high-quality residential environment for all economic, age, and ethnic segments of the Wilshire community and providing affordable housing by allowing for the development of a residential building with 101 dwelling units, including 15 units reserved for Very Low Income Households on lots zoned for commercial and residential uses. The project increases the housing stock and satisfies the needs and desires of all economic segments of the community by maximizing the opportunity for individual housing choice. Therefore, the project is consistent with the Wilshire Community Plan.

The **Framework Element** for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following goals, objectives, and policies relevant to the instant request:

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram.

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.

Policy 3.2.2: Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

The proposed project will result in the development of a residential building that will provide 101 new dwelling units, including 15 units reserved for Very Low Income Households, thereby contributing toward and facilitating the City’s long-term economic viability and vision for a more liveable city.

The property is currently improved with a commercial building, a triplex and associated surface parking lot. The development of the site will enable the City to conserve nearby existing stable residential neighborhoods and lower-intensity commercial districts by allowing controlled growth away from such neighborhoods and districts. Therefore, the proposed 101-unit residential building is consistent with the Distribution of Land Use goals, objectives, and policies of the General Plan Framework Element.

The **Housing Element** is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, establishes goals, objectives, and policies to guide future housing decisions, and provides an array of programs to meet Citywide Housing Priorities, including addressing the housing shortage, advancing racial equity and access to opportunity, preventing displacement, and promoting sustainability and resilience. The Housing Element includes the following objectives and policies relevant to the instant request:

Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

Objective 1.1: Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.

Policy 1.1.2: Plan for appropriate land use designations and density to accommodate an ample supply of housing units by type, cost, and size within the City to meet housing needs, according to Citywide Housing Priorities and the City's General Plan.

Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

Policy 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.

Policy 1.2.2: Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households.

Objective 1.3: Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.

Policy 1.3.1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

Policy 1.3.2: Prioritize the development of new Affordable Housing in all communities, particularly those that currently have fewer Affordable units.

Goal 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.

Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.

Objective 3.2: Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.

Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

The proposed project implements the Housing Element by increasing the housing supply consistent with the General Commercial and Medium Residential land use designations. The property is currently improved with a commercial building, a triplex and associated surface parking lot.

The approval of the request would permit 101 new dwelling units with 15 units set aside for Very Low Income Households. The project would achieve the production of new housing opportunities, meeting the needs of the city, while facilitating the construction of a range of different housing types (studios, one- and two-bedroom units) that address the needs of the city's diverse households. Therefore, the project is consistent with the Housing Element goals, objectives and policies of the General Plan.

The **Mobility Element** of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein. Oxford Avenue, adjoining the property to the west, is a designated Collector dedicated to a right-of-way width of 66 feet and is improved with asphalt roadway, curb, gutter, concrete sidewalks, and street trees. Serrano Avenue, adjoining the property to east, is a Local Street dedicated to a right-of-way width of 60 feet and is improved with asphalt roadway, curb, gutter, concrete sidewalks, and street trees.

The project as designed will support the development of these Networks and meets the following goals and objectives of Mobility Plan 2035:

Policy 2.3: Recognize walking as a component of every trip and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Vehicular access to the project site will be provided via two (2) driveways off Oxford Avenue and Serrano Avenue. A total of 159 off-street automobile parking spaces will be provided within the parking garage. Pedestrian access will be via Oxford Avenue and Serrano Avenue.

Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.

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

Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.

Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The project will provide a total of 80 long-term bicycle parking spaces which will be provided in a bicycle storage room at the ground floor level in storage rooms located within the parking garages to provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities. Short-term bicycle racks will be provided along Oxford Avenue and Serrano Avenue.

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

As conditioned, all electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

Therefore, the project is consistent with Mobility Plan 2035 goals, objectives, and policies of the General Plan.

The **Air Quality Element** of the General Plan will be implemented by the recommended action herein. The Air Quality Element sets forth the goals, objectives and policies which will guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element recognizes that air quality strategies must be integrated into land use decisions and represent the City's effort to achieve consistency with regional Air Quality, Growth Management, Mobility and Congestion Management Plans. The Air Quality Element includes the following Goal and Objective relevant to the instant request:

Goal 5 Energy efficiency through land use and transportation planning, the use of renewable resources and less polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.

Objective 5.1 It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.

As conditioned, the project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211. Therefore, the project is in conformance with the goals and policies of the Air Quality Element.

Therefore, the project is in substantial conformance with the purposes, intent and provisions of the General Plan and does not conflict with any applicable regulations or standards.

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

The subject property is comprised of six (6) lots resulting in approximately 35,771 square feet of lot area with a 150-foot frontage along Oxford Avenue and a 123-foot frontage along Serrano Avenue. The property is currently improved with a commercial building, a triplex and associated surface parking lot. The subject property is zoned C2-1 and R3-1 within the Wilshire Community Plan Area.

Surrounding properties are developed with a mix of residential, commercial retail/restaurant, commercial office, and religious uses. The properties to the west of the project site across Oxford Avenue are zoned R3-1 and C2-1 and are developed with multi-family residential uses, commercial uses, and a church. The abutting property to the north is zoned R3-1 and is improved with multi-family housing residential uses. The properties to the east of the project site, across Serrano Avenue, are zoned R3-1 and are improved with residential uses. To the south abutting the project site, is zoned C2-1 and is improved with commercial office, retail, and restaurant uses.

The proposed 134,788 square foot, seven-story residential building located on a 35,771 square foot property is compatible with the existing and future surrounding developments. The table below includes a list of existing or approved developments within close proximity to the subject site.

Address	***Floor Area***	***FAR***	***Height***
Proposed Project	*134,788 sq. ft.*	*4.25:1*	*7 stories*
4722 West Elmwood Avenue	39,330 sq. ft.	4.5:1	6 stories
4670 West Beverly Boulevard	20,674 sq. ft.	2.78:1	7 stories
203 North Oxford Avenue.	18,351.36 sq. ft.	4.05:1	5 stories

The proposed project involves the construction, use and maintenance of a new seven-story, 134,788 square-foot residential building with 101 dwelling units with a proposed building height of 89 feet. The project would provide a total of 159 automobile parking spaces within one (1) subterranean and two (2) above ground levels of parking and a total of 88 bicycle parking spaces.

The project includes 10 studio units, 71 one-bedroom units, 20 two-bedroom units and a total of 18,006 square feet of open space for residents. Therefore, pursuant to LAMC Section 12.21-G, the project, as proposed, is required to provide 10,600 square feet of open space. The project provides approximately 18,006 square feet total of open space, which includes a 7,446 square-foot roof top deck, and a 6,010 square-foot podium deck area on the third floor. Residential common amenity spaces/rec rooms are located throughout the project on the third through seventh floors. The project also includes 4,550 square feet of private balconies. As conditioned, the project will provide open space as required by LAMC Section 12.21-G.

The project would provide a total of 159 automobile parking spaces within one (1) subterranean and two (2) above ground level of parking and a total of 88 bicycle spaces.

Vehicular access to the project site will be provided via two (2) driveways off Oxford Avenue and Serrano Avenue. A total of 159 off-street automobile parking spaces will be provided within the parking garage. Pedestrian access will be via Oxford Avenue, and Serrano Avenue. In addition, 80 long-term bicycle parking spaces will be provided in a bicycle storage room at the ground floor level. Short-term bicycle racks will be provided along Oxford Avenue and Serrano Avenue.

Height, Bulk, and Setbacks

The project is zoned C2-1 and R3-1 and proposes a maximum height of 89 feet. Height District 1 for the C2-1 portion of the site does not restrict the height and number of stories. However, for the R3-1 portion of the project site, the height district does not limit the number of stories but limits the height to 45 feet. The project has requested an Off-Menu Incentive to allow an increase in the height for the project to allow for a height of 89 feet with a total of seven stories.

The project has a maximum FAR of 4.25:1. The subject property is zoned C2-1 and R3-1. The C2 zone permits a 1.5 to 1 FAR and the R3 zone permits a 3 to 1 FAR. In this case, the project has requested an Off-Menu Incentive to allow an increase in the FAR for the entire project site for an FAR of 4.25 to 1.

Pursuant to LAMC Sections 12.14.C.2 and 12.10.C.2, the project is required to provide 10-foot side yards. The project request includes waivers of development standard to allow five-foot northerly and southerly side yards along property's interior lot line in lieu of the otherwise required 10-foot side yards at both locations. Pursuant to Ordinance No. ORD-60770, the project is required to provide 10 feet per the Building Line along the Oxford Avenue. The project request includes a waiver of development standard to allow for the elimination of the required front yard setbacks in lieu of the otherwise required 10 feet as required by the building line. Additionally, pursuant to Ordinance No. ORD-44572, the project is required to provide 20 feet per the Building Line along the Serrano Avenue. The project request includes a waiver of development standard to allow for the elimination of the required front yard setbacks in lieu of the otherwise required 20 feet as required by the building line. In this case, the project would provide zero-foot front yard setbacks along Oxford Avenue and Serrano Avenue. As such, with the approval of the requested waiver, the project complies with the required setbacks.

The height, bulk, and setbacks of the subject project are consistent with the existing development in the immediate surrounding area and with the underlying C2-1 and R3-1 Zones. The surrounding properties are developed with a mix of residential, commercial retail/restaurant, commercial office, and religious uses. The properties to the west of the project site across Oxford Avenue are zoned R3-1 and C2-1 and are developed with multi-family residential uses, commercial uses, and a church. The abutting property to the north is zoned R3-1 and is improved with multi-family housing residential uses. The properties to the east of the project site, across Serrano Avenue, are zoned R3-1 and are improved with residential uses. To the south abutting the project site, is zoned C2-1 and is improved with commercial office, retail, and restaurant uses.

Therefore, in consideration of other development in the area, the project is consistent with the surrounding.

Parking

The project will provide a total of 159 parking spaces and 80 long-term bicycle parking spaces. Short-term bicycle racks will be provided along Oxford Avenue and Serrano Avenue.

The proposed parking is located within the building and therefore will not be visible from the public right-of-way. Pedestrian access will be located on Oxford Avenue, a Collector Street, and Serrano Avenue is a Local Street - Standard. All ingress and egress for the parking will be located on Oxford Avenue and Serrano Avenue.

Therefore, the parking facilities will be compatible with the existing and future developments in the neighborhoods.

Lighting

Lighting is required to be provided per LAMC requirements. The project proposes security lighting will be provided to illuminate building, entrances, walkways and parking areas. The project is required to provide outdoor lighting with shielding, so that the light source

cannot be seen from adjacent residential properties. Therefore, the lighting will be compatible with the existing and future developments in the neighborhood.

On-Site Landscaping

The project proposes approximately 18,006 square feet total of open space, which includes a 7,446 square-foot roof top deck, and a 6,010 square-foot podium deck area on the third floor. Residential common amenity spaces/rec rooms are located throughout the project on the third through seventh floors. The project also includes 4,550 square feet of private balconies. Additionally, the project includes landscaped area distributed throughout the project. The project has been conditioned to provide open space as required by LAMC section 12.21-G. Additionally, the project is conditioned so that all open areas not used for buildings, driveways, parking areas, recreational facilities or walks will be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect. The planting of any required trees and street trees will be selected and installed per the Bureau of Street Services, Urban Forestry Divisions' requirements. Therefore, the on-site landscaping will be compatible with the existing and future developments in the neighborhood.

Loading/Trash Area

The development is not required to provide a loading area pursuant to LAMC Section 12.21-C.6. Waiting areas and drop areas will be on the ground level. Tenants moving in or out of the building will be able to park moving trucks on the street level adjacent to the parking entrance and the lobby.

The project will include on-site trash collection for both refuse and recyclable materials, in conformance with the LAMC. Compliance with these regulations will allow the project to be compatible with existing and future development. The service area for trash and recycling collection will be conditioned to be located at grade level and accessible from the parking area. Additionally, service area for trash collection is to be located on all upper floors. Therefore, as proposed, and conditioned, the project is compatible with existing and future development on neighboring properties.

As described above and as depicted within the plans and elevations submitted with the instant application, the project consists of a seven-story, residential building, with parking on-site for residents, lighting, landscaping, trash collection, and other pertinent improvements, that is compatible with existing and future development in the surrounding area.

12. Any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The project proposes provide a variety of unit types which includes 10 studio units, 71 one-bedroom units, and 20 two-bedroom units. Pursuant to LAMC Section 12.21-G, the project, as proposed, is required to provide 10,600 square feet of open space. The project provides approximately 18,006 square feet total of open space, which includes a 7,446 square-foot roof top deck, and a 6,010 square-foot podium deck area on the third floor. Residential common amenity spaces/rec rooms are located throughout the project on the third through seventh floors. The project also includes 4,550 square feet of private balconies.

Additional Findings

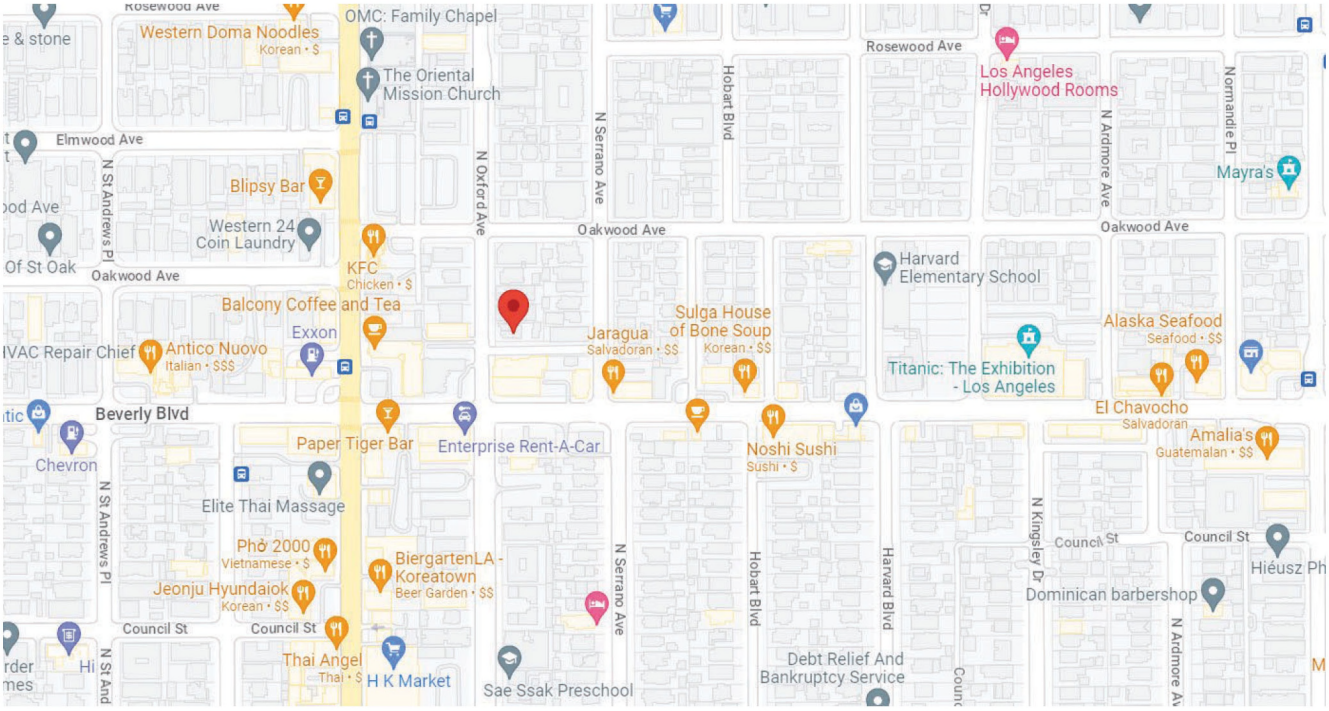
13. The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "In-fill Projects". The project can be characterized as in-fill development within

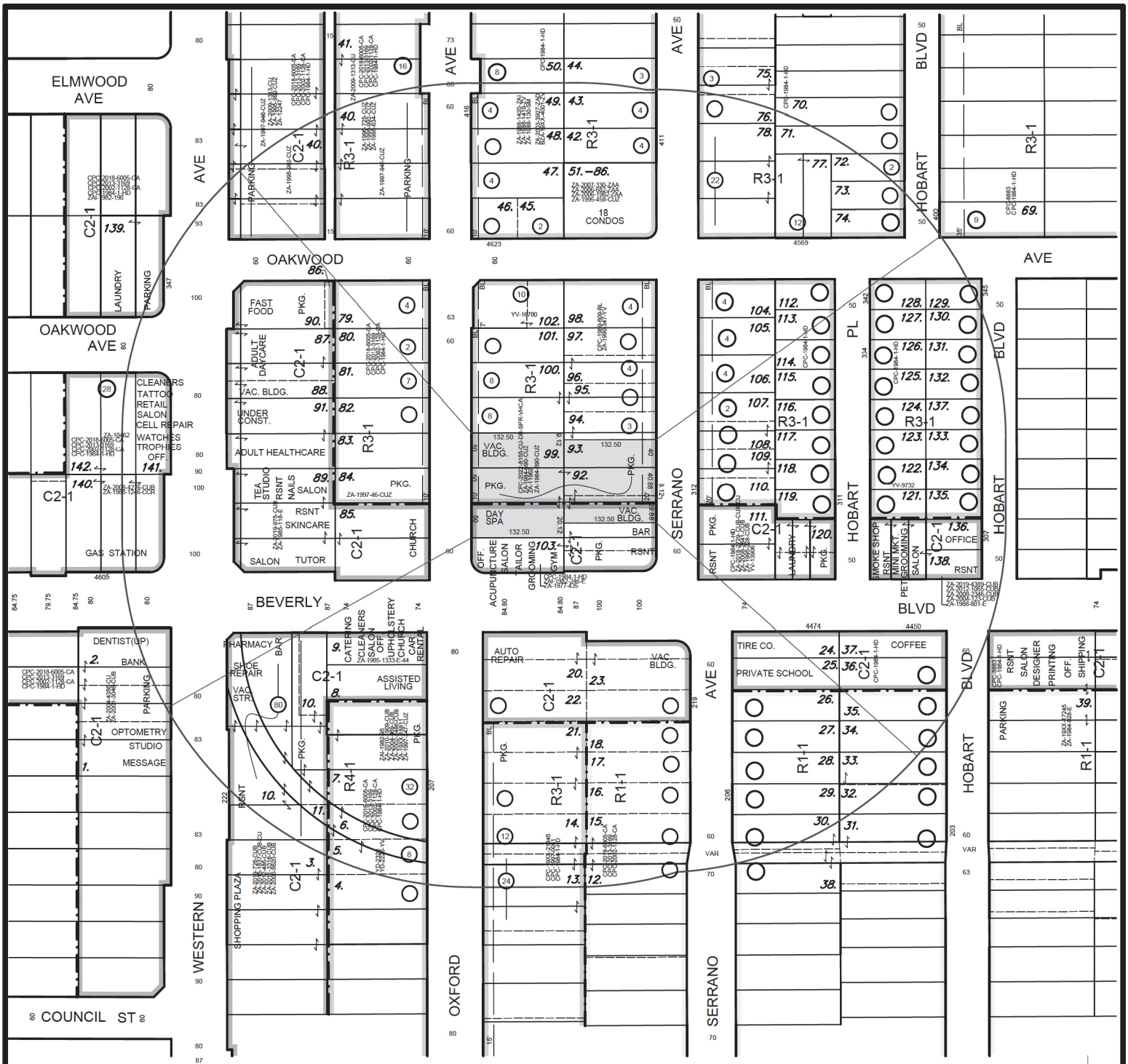
urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting five established conditions and if it is not subject to an Exception that would disqualify it. The Categorical Exception document attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.

MAPS

Vicinity Map

308 – 320 North Oxford Avenue





LEGAL: LOTS 25 TO 27 AND 29, AND PORTIONS OF LOTS 24 AND 28, ALLAN-DALE TRACT, M.B. 9-177(SEE APPLICATION).

SITE PLAN REVIEW
DENSITY BONUS-OFF MENU
CONDITIONAL USE PERMIT

C.D. 13
C.T. 1925.10
P.A. WILSHIRE

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

SITE ADDRESS:
308-320 N. OXFORD AVE.
311-321 N. SERRANO AVE.

0.82 NET AC.

CASE NO.
DATE: 11-11-2022
SCALE: 1" = 100'
USES FIELD
D.M. 138 B 193
T.B. PAGE: 593 GRID: H-7

ZIMAS PUBLIC

Generalized Zoning

11/02/2022

City of Los Angeles
Department of City Planning



Address: 320 N OXFORD AVE
APN: 5521028014
PIN #: 138B193 362

Tract: ALLAN-DALE
Block: None
Lot: 29
Arb: None

Zoning: R3-1
General Plan: Medium Residential

N
W
E
S

Exhibit A

Site Plan, Floor Plan, Elevations and Landscape Plan



Oxford Apartments

308-320 N. Oxford Ave. and
311-321 N. Serrano Ave.
Los Angeles, CA 90004

PROJECT INFO.

ADDRESS:	308-320 N. Oxford Avenue and 311-321 N. Serrano Avenue Los Angeles, CA 90004
APN:	5521-028-021; -003; -014; -005
LEGAL DESCRIPTION:	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: Lots 24-29. Block: None. Tract: Allen-Dale Tract. Arb: 1 and 2.
ZONE(S):	R3-1 AND C2-1
EXISTING USE:	Existing onsite are a triplex, retail spa and surface parking lot.
PROPOSED USE:	The proposed development will be a 101 unit multi-family apartment infill project. The building will be 5-stories of Type IIIA construction (R-2, A-3) over 2 levels of Type IA construction (R-2, B, S-2) above grade and one half level Type IA construction (S-2) for subterranean garage. All amenity spaces will be tenant use only.
CONSTRUCTION TYPE:	Type IA, Type IIIA
OCCUPANCY TYPE:	R-2, B, A-3, S-2
ZONING USE DESIGNATION:	Medium Residential and Community Commercial within the Wilshire Community Plan Area. Also within City Council District 13 and Willshire-Center Koreatown Neighborhood Council.
COMUNITY PLAN AREA:	Wilshire
COUNCIL DISTRICT:	City Council District 13
NEIGHBORHOOD COUNCIL:	Wilshire-Center Koreatown Neighborhood Council
GOVERNING CODES:	Los Angeles Municipal Code 2020 City of Los Angeles Building Code based on 2019 California Building Code California Code of Regulations Title 24, Part 2 Volume 142 2020 Los Angeles Plumbing Code 2020 Los Angeles Mechanical Code 2020 Los Angeles Electrical Code 2020 Los Angeles Green Building Standards Code 2020 Los Angeles Green Building Code 2020 Los Angeles Fire Code Plan Area

PROJECT INFO.

ALLOWABLE DENSITY:

BASE:
- C2-1 = 27 units (10,588 SF/ 400)
- R3-1 = 32 units (25,182 SF/ 800)
- Total = 59 units

PROPOSED (70% DENSITY BONUS):
- 59 x 1.7 = 101 units (LAMC 12.24.U.26)

AFFORDABLE HOUSING SET ASIDE:
- 59 x .25 = 15 units (VLI)
- (restricted for Very Low Income)

SETBACKS:

BASE REQUIRED:
- R3-1 = 10 Feet (Front on Oxford - Building Line)
- R3-1 = 20 Feet (Front on Serrano - Building Line)
- R3-1 = 10 Feet (Side)

- C2-1 = NA (Front on Oxford)
- C2-1 = NA (Front on Serrano)
- C2-1 = 10 (Side)

PROPOSED:
- R3-1/ C2-1 = 0 Feet (Front)
- R3-1/ C2-1 = 5 Feet (Side)

F.A.R.:

BASE BUILDABLE AREA ALLOWED:
- C2-1 (1.5:1) = 15,883 SF (10,589 x 1.5)
- R3-1 (3:1) = 63,378 SF (21,126 x 3)
- Total = 79,261 SF

PROPOSED:
- C2-1 + R3-1 = 134,788 SF (31,715 x 4.25)

FLOOR AREA: = ±134,788 SF

BUILDING HEIGHT:

BASE ALLOWED:
- C2-1 = 1 - Height District; NA - Floors; Height = NA
- R3-1 = 1 - Height District; NA - Floors; Height = 45 ft.

PROPOSED HEIGHT:
- C2-1 = 89 ft. 0 in.
- R3-1 = 89 ft. 0 in (45 ft. + 44 ft. 0 in.)

BUILDING HEIGHT:
89 ft. 0 in.

OPEN SPACE:

BASE REQUIRED:
- 100 SF x 81 units (0.1 BR) = 8,100 SF
- 125 SF x 20 units (2 BR) = 2,500 SF
- Total Required = 10,600 SF

PRIVATE OPEN SPACE PROVIDED:
91 Units x 50 SF (at balconies) = 4,550

COMMON OPEN SPACE PROVIDED:
- Podium deck area = 6,010 SF
- Roof deck area (except within 10 ft.) = 7,446 SF

TOTAL OPEN SPACE PROVIDED: = 18,006 SF

PROJECT INFO.

PARKING:

PARKING REQUIRED (LAMC 12.21.A.4(a)):

Studio	(10)	x1.0	= 10 stalls
1BR	(71)	x1.5	= 107 stalls
2BR	(20)	x2.0	= 40 stalls
Total			= 157 stalls

PARKING REQUESTED (DENSITY BONUS per AB2345):
(projects located within one half mile of high quality transit)
- 101 Units x 0.5 spaces/Unit = 51 Spaces Required

PARKING PROVIDED:

Basement Level	= 55 stalls
Ground Level	= 49 stalls
Above Ground Level	= 55 stalls
Total	= 159 stalls Provided

The above includes:
- = 3 HC and 1 HC Van
- = 44 Tandem
- = 9 Compacts
- = 40 EV

BICYCLE PARKING:

SHORT TERM PARKING REQUIRED:
- 25 Units x 0.10 (1 space per 10 units) = 2.5 spaces
- 75 Units x 0.067 (1 space per 15 units) = 5.0 spaces
- 1 Unit x 0.05 (1 space per 20 units) = 0.05 spaces
- Total Required = 8 spaces

PROVIDED: = 8 spaces

LONG-TERM PARKING REQUIRED:
- 25 Units x 1.0 (1 space per 1 unit) = 25 spaces
- 75 Units x 1.5 (1 space per 1.5 units) = 50 spaces
- 1 Unit x 0.5 (1 space per 2 units) = 0.5 spaces
- Total Required = 76 spaces

PROVIDED: = 80 spaces

UNIT MIX: SEE TABLE BELOW:

UNIT MIX - 101 units

FLOOR	STUDIO S UNITS	1 BR A UNITS	2 BR B UNITS	Total
1	0	0	0	0
2	0	2	1	3
3	2	13	3	18
4	2	14	4	20
5	2	14	4	20
6	2	14	4	20
7	2	14	4	20
8	0	0	0	0
	10	71	20	101

SHEET INDEX

ARCHITECTURAL SHEETS

A0.0	COVER AND PROJECT DATA
A1.1	EXHIBIT - FLOOR AREA RATIO (FAR)
A1.2	EXHIBIT - OPEN SPACE
A1.3	EXHIBIT - BUILDING AREA CALC
A2.1	SURVEY
A2.2	PROPOSED BUILDING OVER EXISTING SITE
A2.3	ARCHITECTURAL SITE PLAN
A3.1	BASEMENT FLOOR PLAN - PARKING
A3.2	GROUND FLOOR PLAN - PARKING, LEASING
A3.3	SECOND FLOOR PLAN - PARKING, AMENITY, UNITS
A3.4	THIRD FLOOR PLAN - PODIUM, CLUB, UNITS
A3.5	FOURTH THRU SEVENTH FLOOR PLAN - UNITS
A3.6	ROOF PLAN - ROOF DECK
A4.1	EXTERIOR ELEVATIONS
A4.2	EXTERIOR ELEVATIONS
A4.3	MATERIAL PALETTE
A5.1	BUILDING SECTIONS
A6.1	UNIT PLANS

LANDSCAPE SHEETS

LP-1	PRELIMINARY LANDSCAPE PLAN - STREET LEVEL
LP-2	PRELIMINARY LANDSCAPE PLAN - PODIUM LEVEL
LP-3	PRELIMINARY LANDSCAPE PLAN - ROOF DECK

PROJECT INFO.

ON-MENU INCEINTIVE REQUEST: Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22.A.25.f.8, the applicant requests the following On-Menu Incentive:
1. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22.A.25.f.8, requests Averaging of Floor Area Ratio, Density, Parking, or Open Space and permitting Vehicular Access.

OFF-MENU DENSITY BONUS REQUEST: Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22.A.25.G.3, the applicant requests the following Off-Meru Incentives:
1. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22.A.25.G.3, an increase of Floor Area Ratio from 2.5:1 to 4.15:1.
2. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22.A.25.G.3, the applicant requests a Height Increase from 45 ft. to 89 ft. 0 in.

WAIVER REQUEST: Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22.A.25.G.3, the applicant requests the following Waivers of Development Standards:
1. Waiver of Development Standards for a reduction in Side Yard (Internal North) Setback from 10 ft. to 5 ft.
2. Waiver of Development Standards for a reduction in Side Yard (Internal South) Setback from 10 ft. to 5 ft.
3. Waiver of Development Standards for a reduction in Front Yard (Oxford Ave.) Setback from 10 ft. to 0 ft.
4. Waiver of Development Standards for a reduction in Front Yard (Serrano Ave.) Setback from 20 ft. to 0 ft.

PROJECT TEAM

OWNER/CLIENT/APPLICANT: Manhattan West Real Estate LLC
1999 Avenue of the Stars, Suite 2500
Los Angeles, CA 90067
CONTACT: Jason Grant (310) 488-4446
jason@localdevinc.com

ARCHITECT: M3 Architects
150 El Camino Real, Suite 130
Tustin, CA 92780
CONTACT: Joseph Montoya (949) 556-9200
jmontoya@m3architects.com

LANDSCAPE ARCHITECT: SQLA
2669 Saturn Street
Brea, CA 92821
CONTACT: Bob Gomon (562) 905-0800
bob@sqlainc.com

EXHIBIT "A"
Page No. 1 of 24
Case No. CPC-2022-8155-CU-DB-SPR-PHP-VHCA

project name and address:
Oxford Ave Apartments
308 - 320 N. Oxford Ave., 311 - 321 N. Serrano Ave., Los Angeles, CA 90004

client:
Manhattan West Real Estate LLC
1999 Avenue of the Stars, Suite 2500, Los Angeles, CA 90067

sheet title:
COVER AND PROJECT DATA

sheet no.: A0.0

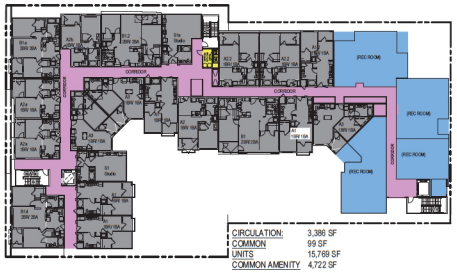
scale:

sheet issue:

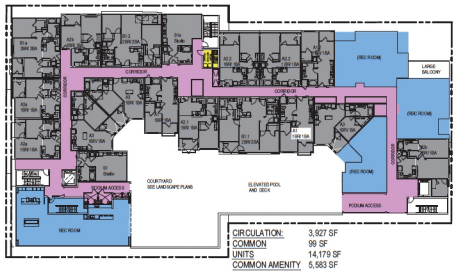
no.	date	revisions
-	08.19.22	SB330 SUBMITTAL
-	08.26.22	PZA SUBMITTAL
-	11.18.22	OWNER SET

plot date: 11/18/2022
project number: 2022-110
milestone: Owner Set

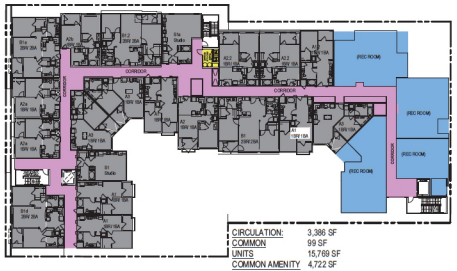
m3 architects
150 El Camino Real
Tustin, CA 92780
tel 949.556.9200
fax 949.556.9201
copyright year 2022
These plans are copyrighted protected and all rights reserved. They may not be used, reproduced or published. These plans shall not be changed without written permission by M3 Architects.



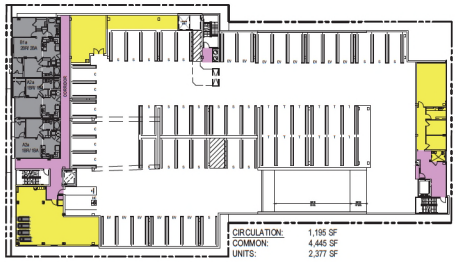
8 SEVENTH FLOOR PLAN
N.T.S.



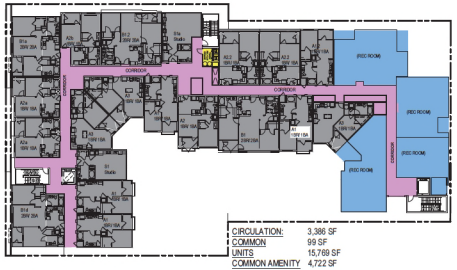
4 THIRD FLOOR PLAN
N.T.S.



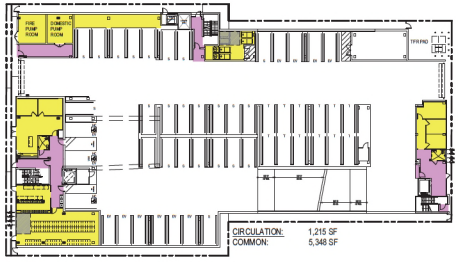
7 SIXTH FLOOR PLAN
N.T.S.



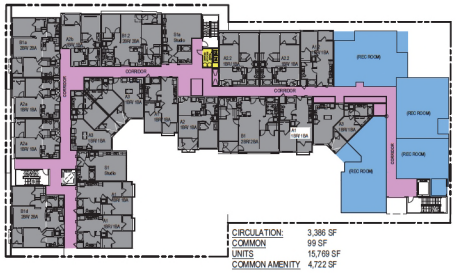
3 SECOND FLOOR PLAN
N.T.S.



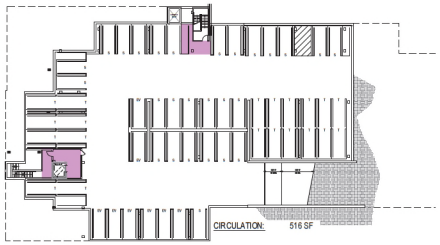
6 FIFTH FLOOR PLAN
N.T.S.



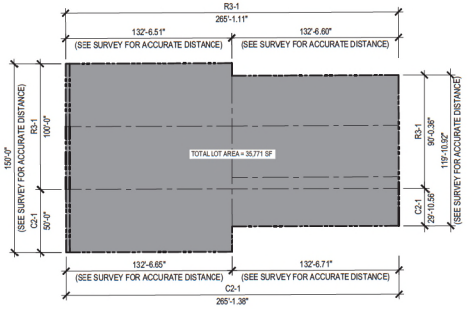
2 GROUND FLOOR PLAN
N.T.S.



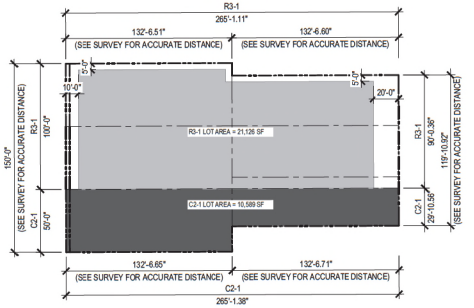
5 FOURTH FLOOR PLAN
N.T.S.



1 BASEMENT FLOOR PLAN
N.T.S.



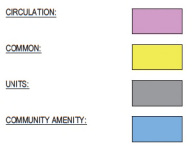
LOT AREA



BUILDABLE AREA

FLOOR	CIRCULATION	UNITS	COMMON	COMMUNITY AMENITY	Total
' - BASEMENT (PARKING)	516	0	0	0	516
2 - GROUND FLOOR	1,215	0	5,348	0	6,563
3 - SECOND FLOOR	1,195	2,377	4,445	0	8,017
4 - THIRD FLOOR	3,927	14,179	99	5,583	23,788
5 - FOURTH FLOOR	3,386	15,769	99	4,722	23,976
6 - FIFTH FLOOR	3,386	15,769	99	4,722	23,976
7 - SIXTH FLOOR	3,386	15,769	99	4,722	23,976
8 - SEVENTH FLOOR	3,386	15,769	99	4,722	23,976
	20,397	79,632	10,288	24,471	**134,788**

FAR CALCULATION



LEGEND

project name and address:
Oxford Ave Apartments
308 - 320 N. Oxford Ave., 311 - 321 N. Serrano Ave., Los Angeles, CA 90004

client:
Manhattan West Real Estate LLC
1999 Avenue of the Stars, Suite 2500, Los Angeles, CA 90067

EXHIBIT "A"
Page No. 2 of 24
Case No. CPC-2022-8155-CU-DB-SPR-PHP-VHCA

sheet title:
FAR EXHIBIT

sheet no.:
A1.1

scale:

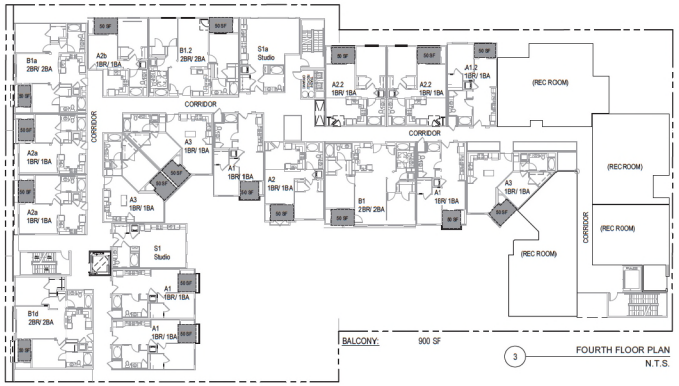
sheet issue:

no.	date	revisions
-	08.19.22	SB330 SUBMITTAL
-	08.26.22	PZA SUBMITTAL
-	11.18.22	OWNER SET

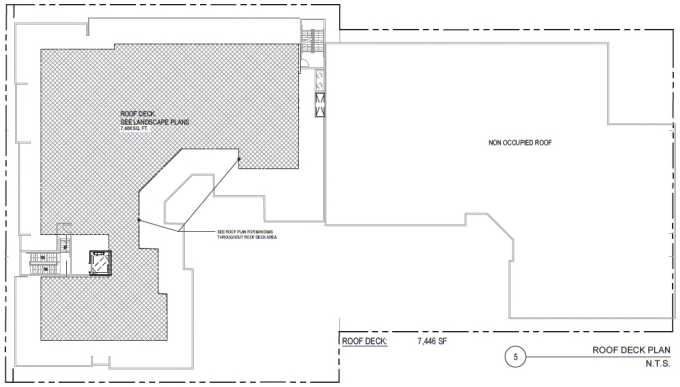
plot date:
11/18/2022
project number:
2022-110
milestone:
Owner Set

M3 architects

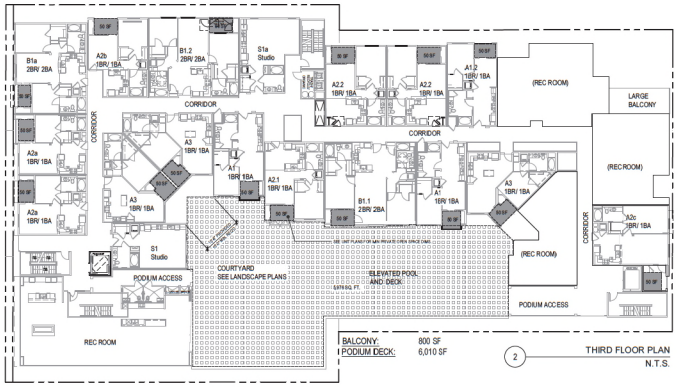
copyright year 2022
These plans are copyright protected and the property of M3 architects and are not to be used, reproduced, copied or transmitted in any form without the permission of M3 architects.



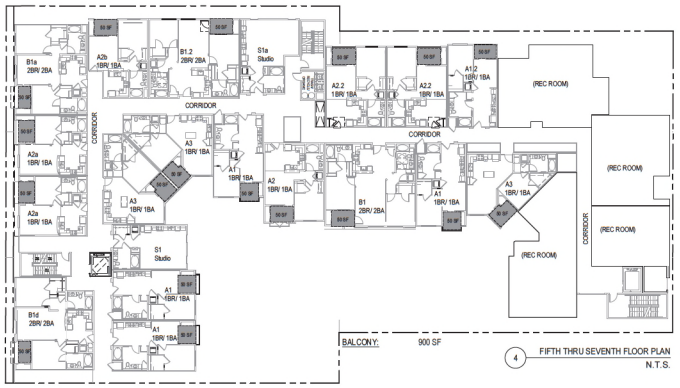
3 FOURTH FLOOR PLAN
N.T.S.



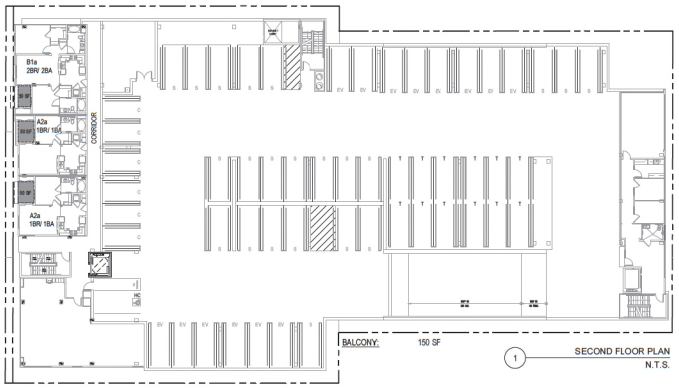
5 ROOF DECK PLAN
N.T.S.



2 THIRD FLOOR PLAN
N.T.S.



4 FIFTH THRU SEVENTH FLOOR PLAN
N.T.S.



1 SECOND FLOOR PLAN
N.T.S.

OPEN SPACE CALCS.

OPEN SPACE:

BASE REQUIRED:
100 SF x 81 units (0,1 BR) = 8,100 SF
125 SF x 20 units (2 BR) = 2,500 SF
Total Required = 10,600 SF

TOTAL OPEN SPACE PROVIDED: = 18,006 SF

PRIVATE OPEN SPACE:
SECOND FLOOR = 150 SF
THIRD FLOOR = 800 SF
FOURTH FLOOR = 900 SF
FIFTH FLOOR = 900 SF
SIXTH FLOOR = 900 SF
SEVENTH FLOOR = 900 SF

TOTAL PRIVATE OPEN SPACE PROVIDED: = 4,550 SF

COMMON OPEN SPACE:
Podium deck area = 6,010 SF
Roof deck area (except within 10 ft.) = 7,446 SF

TOTAL COMMON OPEN SPACE PROVIDED: = 13,456 SF

LEGEND

BALCONY:

PODIUM DECK:

ROOF DECK:

PROJECT/ TRUE NORTH

project name and address:
Oxford Ave Apartments
308 - 320 N. Oxford Ave., 311 - 321 N. Serrano Ave., Los Angeles, CA 90004

client:
Manhattan West Real Estate LLC
1999 Avenue of the Stars, Suite 2500, Los Angeles, CA 90067

EXHIBIT "A"
Page No. 3 of 24
Case No. CPC-2022-8155-CU-DB-SPR-PHP-VHCA

sheet title:
OPEN SPACE EXHIBIT

sheet no.:
A1.2

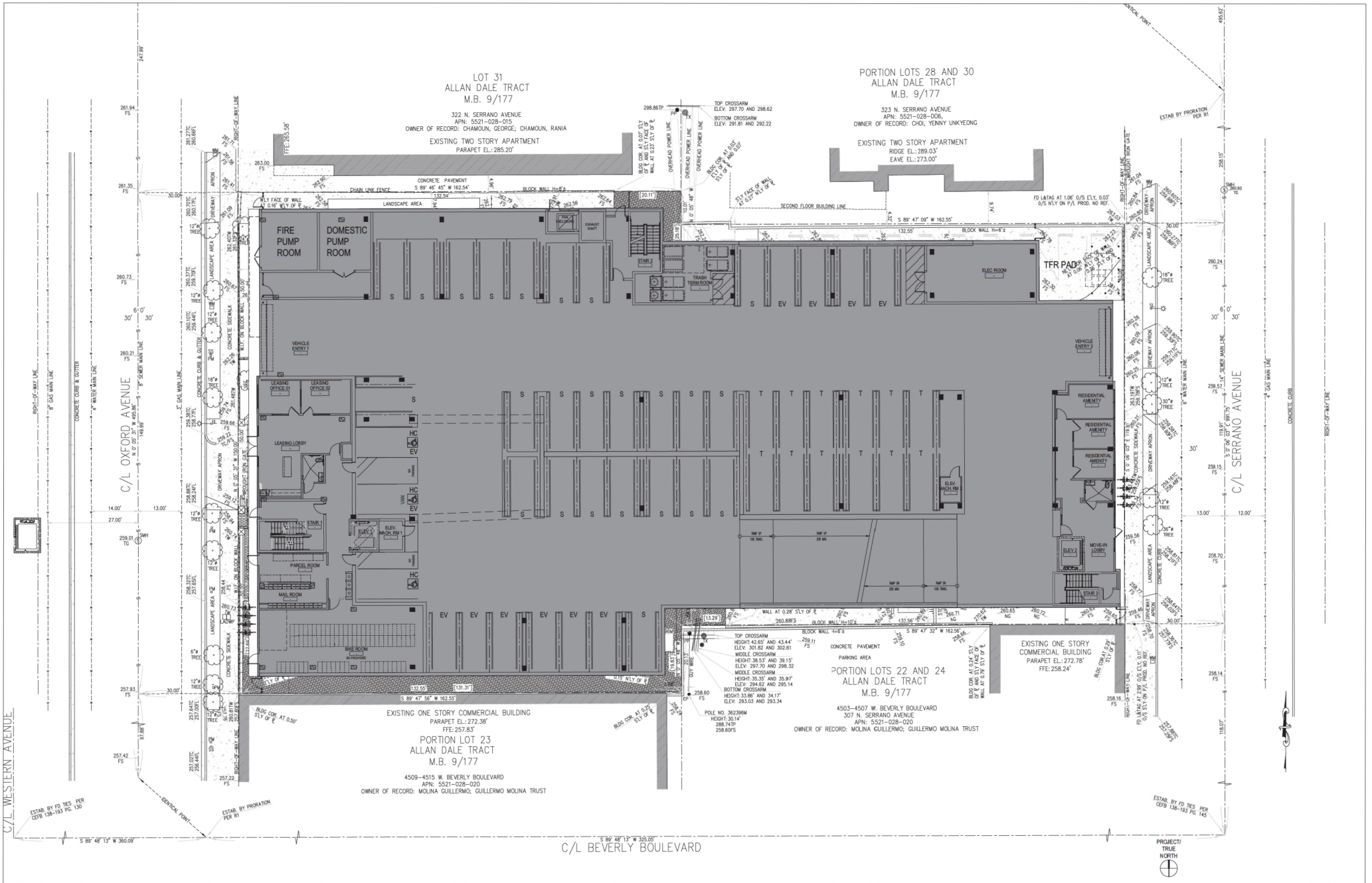
scale:

sheet issue:

no.	date	revisions
-	08.19.22	SB330 SUBMITTAL
-	08.26.22	PZA SUBMITTAL
-	11.18.22	OWNER SET

plot date: 11/18/2022
project number: 2022-110
milestone: Owner Set

M3 architects
copyright year 2022
These plans are important property and are not to be reproduced, changed or copied in any form or manner whatsoever nor are they to be assigned to any third party, without first obtaining the written permission of M3 Architects.



project name and address:
Oxford Ave Apartments
308 - 320 N. Oxford Ave., 311 - 321 N. Serrano Ave., Los Angeles, CA 90004

client:
Manhattan West Real Estate LLC
1999 Avenue of the Stars, Suite 2500, Los Angeles, CA 90067

EXHIBIT "A"
Page No. 4 of 24
Case No. CPC-2022-8155-CU-DB-SPR-PHP-VHCA

sheet title:
PROPOSED BUILDING OVER EXISTING SITE

sheet no.:
A2.2

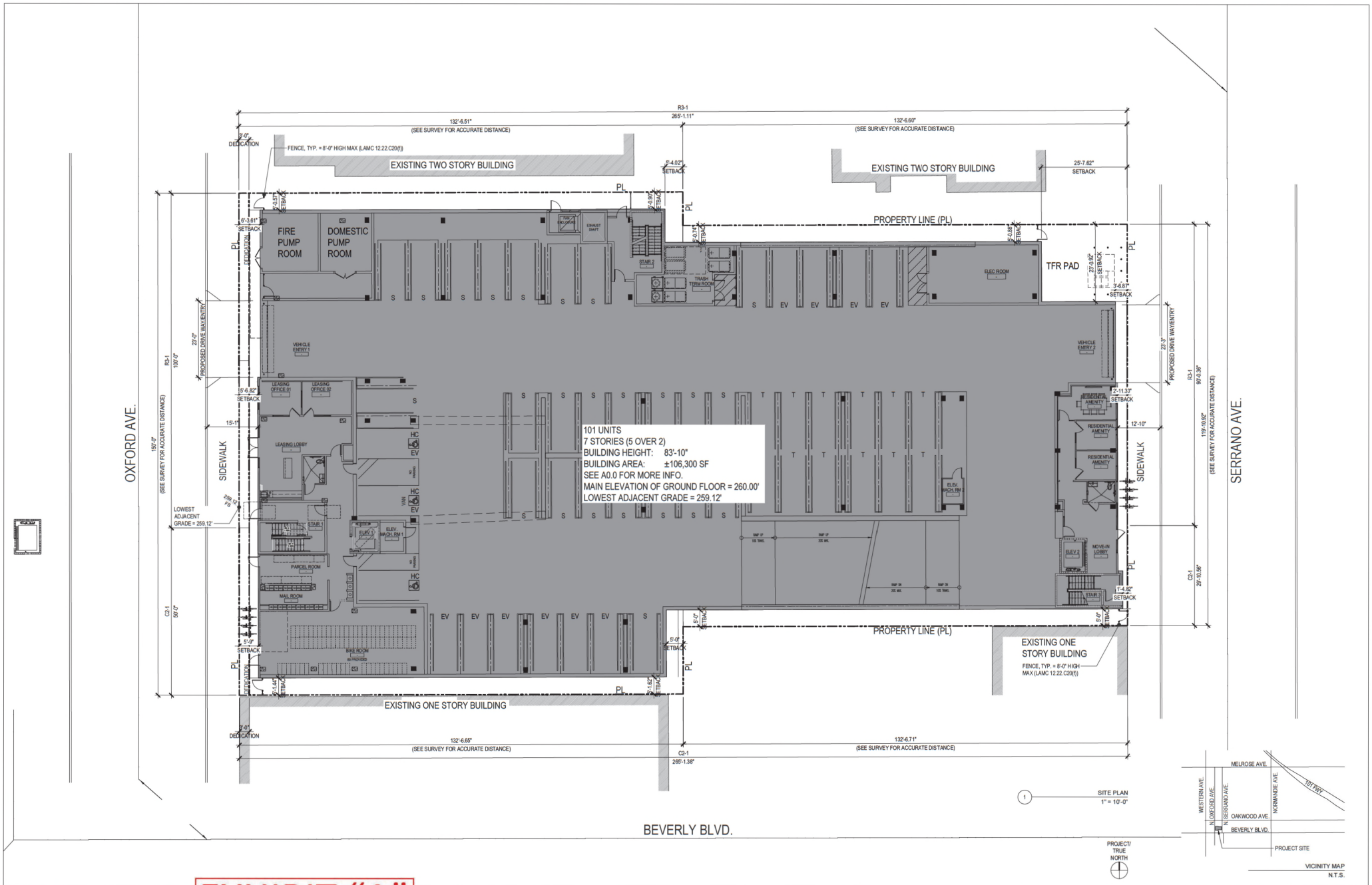
scale:

sheet issue:

no.	date	revisions
-	08.19.22	SB330 SUBMITTAL
-	08.26.22	PZA SUBMITTAL
-	11.18.22	OWNER SET

plot date: 11/18/2022
project number: 2022-110
milestone: Owner Set

M3 architects
100 El Camino Real, Suite 104, Burlingame, CA 94010
phone 650.558.9250
fax 650.558.9251
www.m3architects.com
These plans and specifications are the property of M3 architects and may not be used or reproduced in whole or part without written permission by M3 Architects.



project name and address:
Oxford Ave Apartments
308 - 320 N. Oxford Ave., 311 - 321 N. Serrano Ave., Los Angeles, CA 90004

client:
Manhattan West Real Estate LLC
1999 Avenue of the Stars, Suite 2500, Los Angeles, CA 90067

EXHIBIT "A"
Page No. 5 of 24
Case No. CPC-2022-8155-CU-DB-SPR-PHP-VHCA

sheet title:
ARCHITECTURAL SITE PLAN

sheet no.:
A2.3

scale:

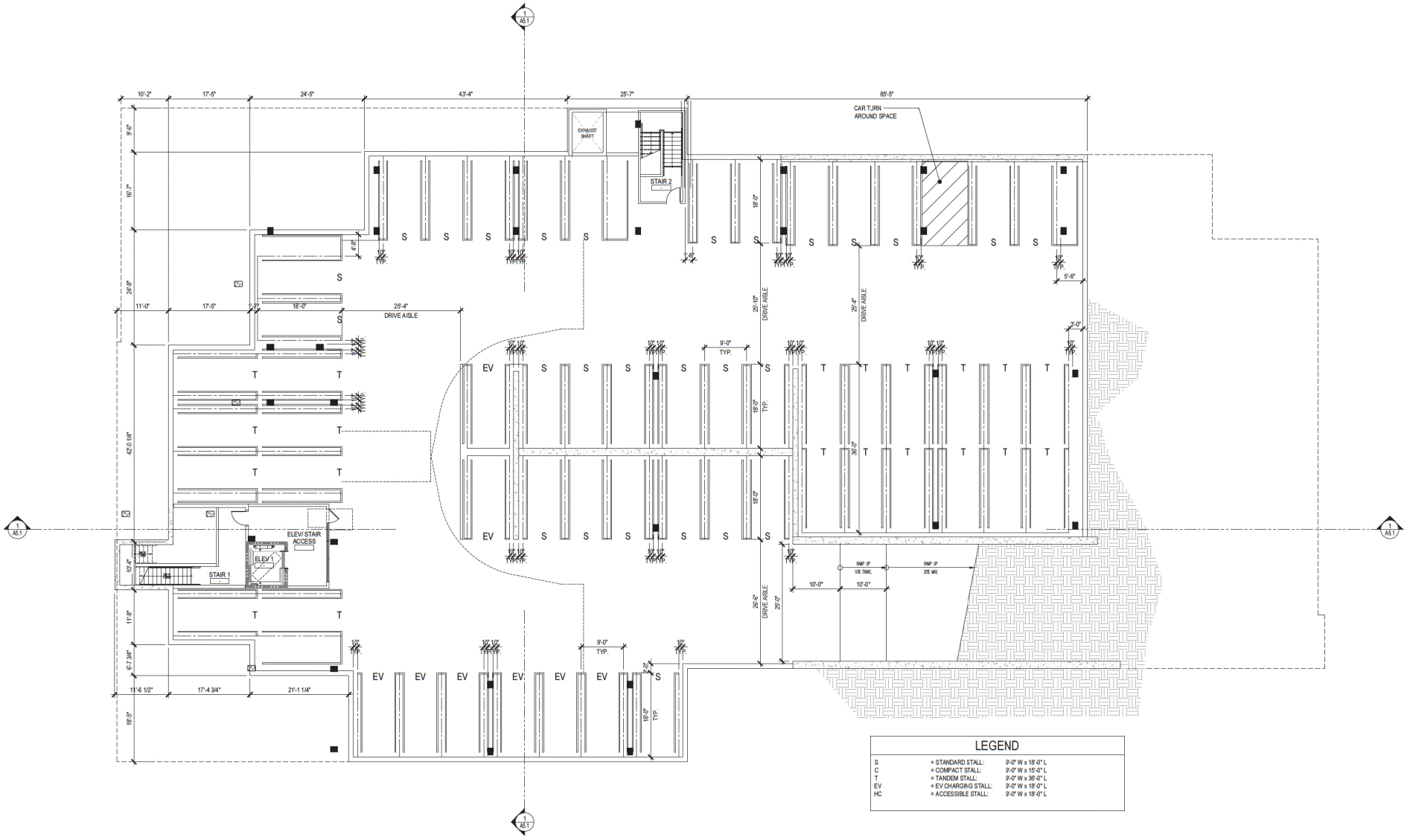
sheet issue:

no.	date	revisions
-	08.15.22	SB330 SUBMITTAL
-	08.26.22	PZA SUBMITTAL
-	11.18.22	OWNER SET

plot date: 11/18/2022
project number: 2022-110
milestone: Owner Set

architects
150 El Camino Real, Suite 150
Tustin, CA 92780
phone: 949.556.9200
fax: 949.556.9201

Copyright over 2022 Manhattan West Real Estate Inc. Any other copyright protected in any form. Unauthorized use and reproduction of this document is prohibited by law without written permission by M3 Architects.



LEGEND

S	= STANDARD STALL:	9'-0" W x 18'-0" L
C	= COMPACT STALL:	9'-0" W x 15'-0" L
T	= TANDEM STALL:	9'-0" W x 36'-0" L
EV	= EV CHARGING STALL:	9'-0" W x 18'-0" L
HC	= ACCESSIBLE STALL:	9'-0" W x 18'-0" L

1 BASEMENT PLAN
1/8" = 1'-0"

NOTE:
SEE A1.1 FOR DOOR SCHEDULE OF TYPICAL DOORS

EXHIBIT "A"
Page No. 6 of 24
Case No. CPC-2022-8155-CU-DB-SPR-PHP-VHCA

project name and address:
Oxford Ave Apartments
308 - 320 N. Oxford Ave., 311 - 321 N. Serrano Ave., Los Angeles, CA 90004

client:
Manhattan West Real Estate LLC
1999 Avenue of the Stars, Suite 2500, Los Angeles, CA 90067

sheet title:
BASEMENT
FLOOR PLAN

sheet no.:
A3.1

scale:

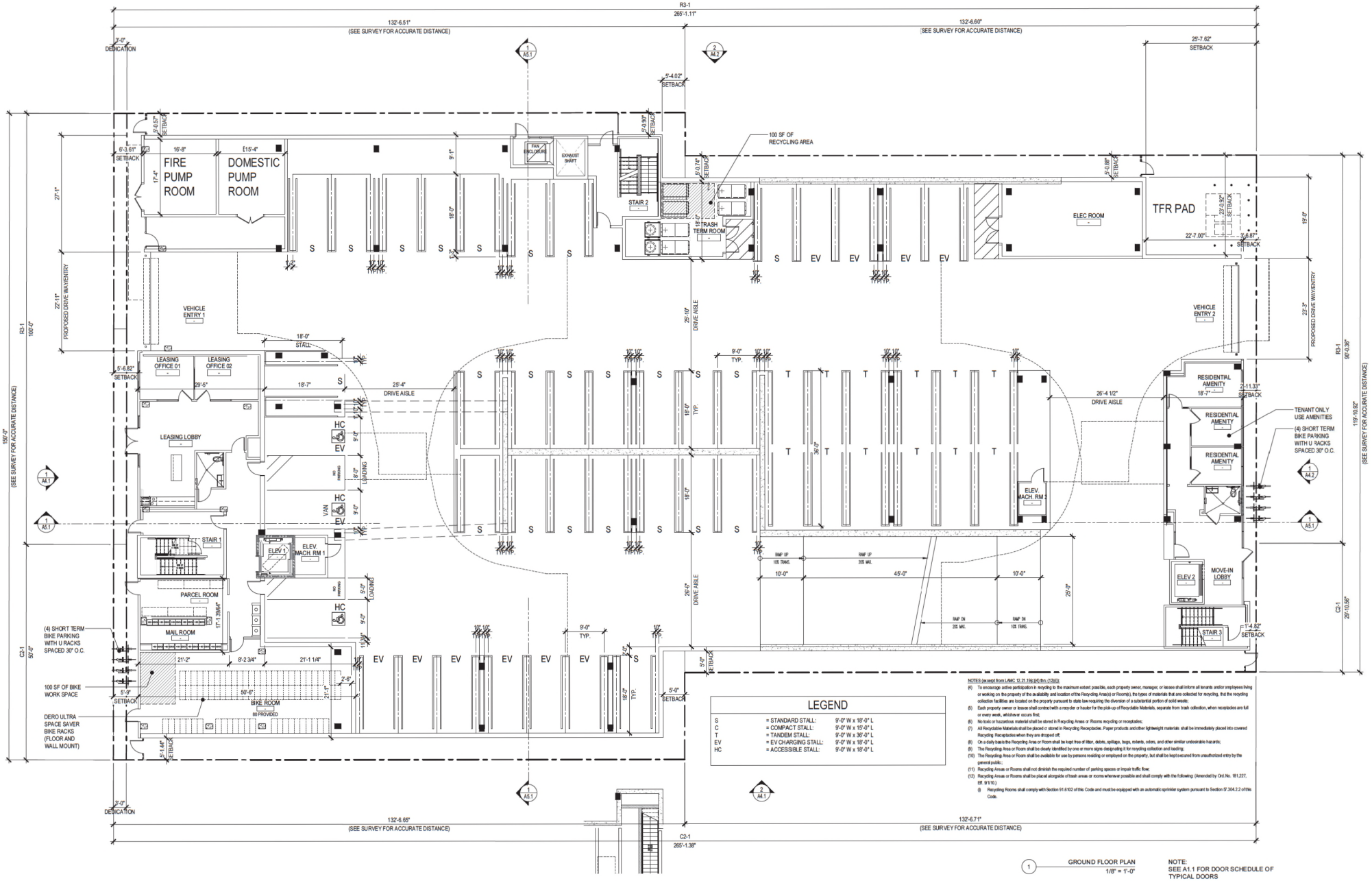
sheet issue:

no.	date	revisions
-	08.19.22	SB330 SUBMITTAL
-	08.26.22	PZA SUBMITTAL
-	11.18.22	OWNER SET

plot date:
11/18/2022
project number:
2022-110
milestone:
Owner Set

architects
155 El Camino Real
Suite 150
Tustin, CA 92780
phone 949.356.8200
fax 949.356.8201

copyright year 2022
These plans are copyright protected. Under these protection, reproduction or use of any part thereof, these plans shall not be reproduced or used without written permission by M3 Architects.



LEGEND

S	= STANDARD STALL:	9'-0" W x 18'-0" L
C	= COMPACT STALL:	9'-0" W x 15'-0" L
T	= TANDEM STALL:	9'-0" W x 36'-0" L
EV	= EV CHARGING STALL:	9'-0" W x 18'-0" L
HC	= ACCESSIBLE STALL:	9'-0" W x 18'-0" L

NOTES (excerpt from LAMC 12.21.19(E)(4) thru (12)(I)):

(4) To encourage active participation in recycling to the maximum extent possible, each property owner, manager, or lessee shall inform all tenants and/or employees living or working on the property of the availability and location of the Recycling Area(s) or Room(s), the types of materials that are collected for recycling, that the recycling collection facilities are located on the property pursuant to state law requiring the diversion of a substantial portion of solid waste;

(5) Each property owner or lessee shall contract with a recycler or hauler for the pick-up of Recyclable Materials, separate from trash collection, when receptacles are full or every week, whichever occurs first;

(6) No toxic or hazardous material shall be stored in Recycling Areas or Rooms recycling or receptacles;

(7) All Recyclable Materials shall be placed or stored in Recycling Receptacles. Paper products and other lightweight materials shall be immediately placed into covered Recycling Receptacles when they are dropped off;

(8) On a daily basis the Recycling Area or Room shall be kept free of litter, debris, spillage, bugs, rodents, odors, and other similar undesirable hazards;

(9) The Recycling Area or Room shall be clearly identified by one or more signs designating it for recycling collection and loading;

(10) The Recycling Area or Room shall be available for use by persons residing or employed on the property, but shall be kept secured from unauthorized entry by the general public;

(11) Recycling Areas or Rooms shall not diminish the required number of parking spaces or impair traffic flow;

(12) Recycling Areas or Rooms shall be placed alongside of trash areas or rooms wherever possible and shall comply with the following: (Amended by Ord.No. 181,227, Eff. 9/1/10.)

(I) Recycling Rooms shall comply with Section 91.6102 of this Code and must be equipped with an automatic sprinkler system pursuant to Section 9".304.2.2 of this Code.

1 GROUND FLOOR PLAN
1/8" = 1'-0"

NOTE:
SEE A1.1 FOR DOOR SCHEDULE OF TYPICAL DOORS

project name and address:
Oxford Ave Apartments
308 - 320 N. Oxford Ave., 311 - 321 N. Serrano Ave., Los Angeles, CA 90004

client:
Manhattan West Real Estate LLC
1999 Avenue of the Stars, Suite 2500, Los Angeles, CA 90067

EXHIBIT "A"
Page No. 7 of 24
Case No CPC-2022-8155-CU-DB-SPR-PHP-VHCA

sheet title:
GROUND FLOOR PLAN

sheet no.:
A3.2

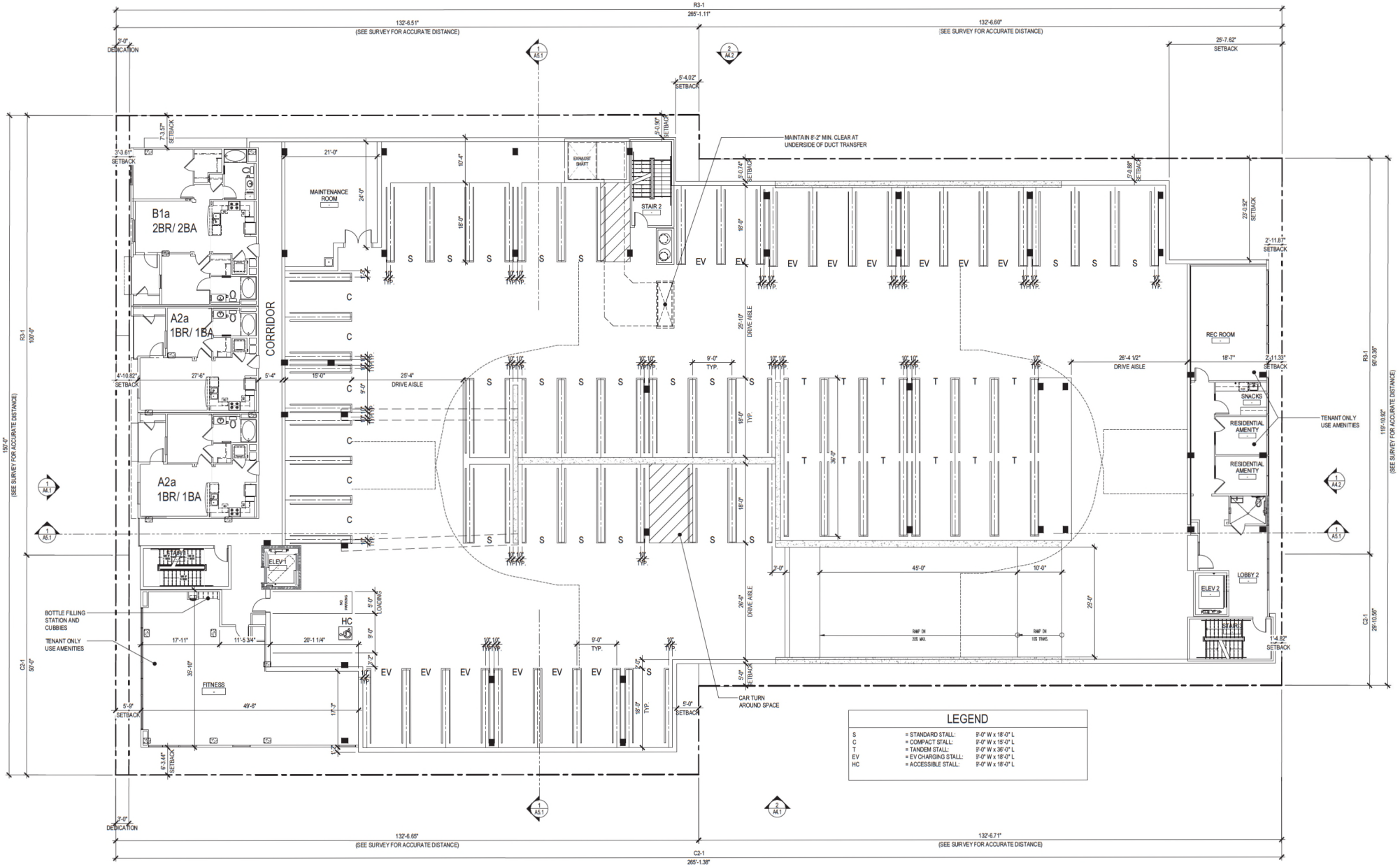
scale:

sheet issue:

no.	date	revisions
-	08.16.22	SB330 SUBMITTAL
-	08.26.22	PZA SUBMITTAL
-	11.18.22	OWNER SET

plot date:
11/18/2022
project number:
2022-110
milestone:
Owner Set

M3 architects
100 El Camino Real
Tustin, CA 92780
phone 949.553.9200
fax 949.553.9201
copyright ©M3 2022
These plans are copyright protected and their reproduction, publication or use by any person for any purpose without the express consent of M3 Architects is prohibited.



LEGEND		
S	= STANDARD STALL:	9'-0" W x 18'-0" L
C	= COMPACT STALL:	9'-0" W x 15'-0" L
T	= TANDEM STALL:	9'-0" W x 36'-0" L
EV	= EV CHARGING STALL:	9'-0" W x 18'-0" L
HC	= ACCESSIBLE STALL:	9'-0" W x 18'-0" L

1 SECOND FLOOR PLAN
1/8" = 1'-0"

NOTE:
SEE A1.1 FOR DOOR SCHEDULE OF TYPICAL DOORS

project name and address:
Oxford Ave Apartments
308 - 320 N. Oxford Ave., 311 - 321 N. Serrano Ave., Los Angeles, CA 90004

client:
Manhattan West Real Estate LLC
1999 Avenue of the Stars, Suite 2500, Los Angeles, CA 90067

EXHIBIT "A"
Page No. 8 of 24
Case No. CPC-2022-8155-CU-DB-SPR-PHP-VHCA

sheet title:
SECOND FLOOR PLAN

sheet no.:
A3.3

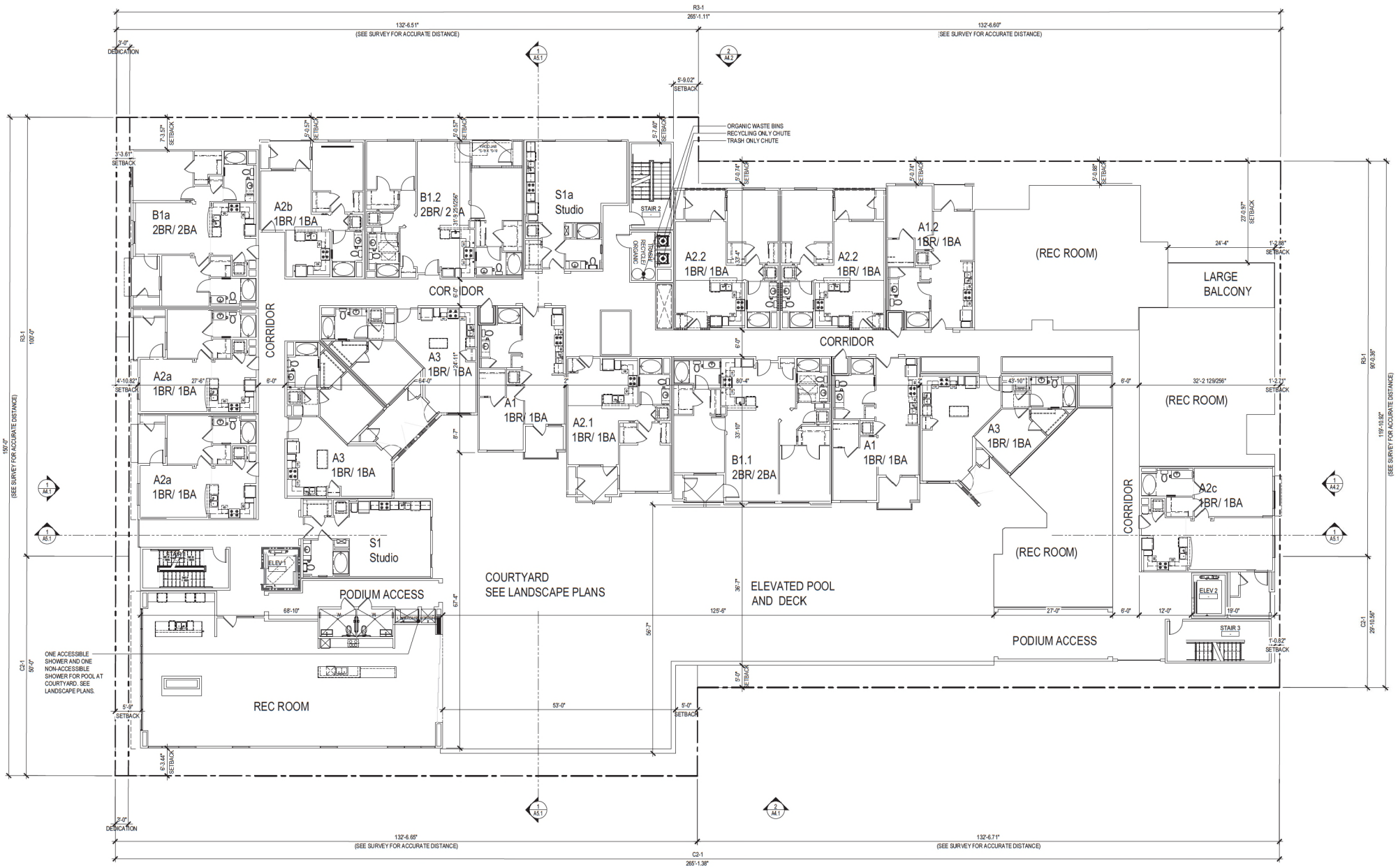
scale:

sheet issue:

no.	date	revisions
-	08.16.22	SB330 SUBMITTAL
-	08.26.22	PZA SUBMITTAL
-	11.18.22	OWNER SET

plot date:
11/18/2022
project number:
2022-110
milestone:
Owner Set

M3 architects
310 El Camino Real
Suite 200
Tustin, CA 92780
phone 949.553.9200
fax 949.553.9201
copyright 2022
These plans are copyrighted and shall not be reproduced or used for any purpose whatsoever without the written permission of M3 Architects.



1 THIRD FLOOR PLAN
1/8" = 1'-0"

NOTE:
SEE A1.1 FOR DOOR SCHEDULE OF TYPICAL DOORS

project name and address:
Oxford Ave Apartments
308 - 320 N. Oxford Ave., 311 - 321 N. Serrano Ave., Los Angeles, CA 90004

client:
Manhattan West Real Estate LLC
1999 Avenue of the Stars, Suite 2500, Los Angeles, CA 90067

EXHIBIT "A"
Page No. 9 of 24
Case No. CPC-2022-8155-CU-DB-SPR-PHP-VHCA

sheet title:
THIRD FLOOR PLAN

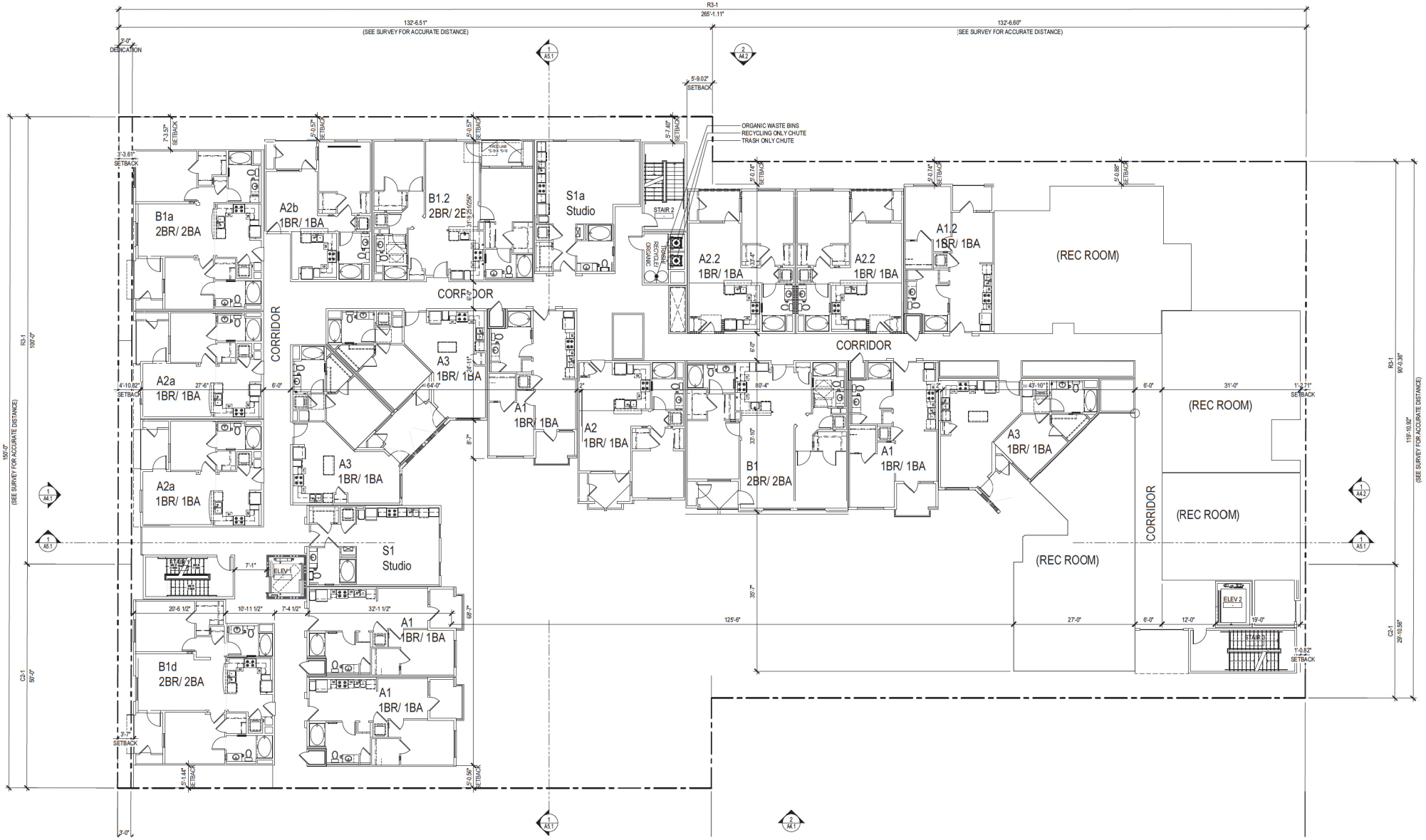
sheet no.:
A3.4

scale:

sheet issue:		
no.	date	revisions
-	08.19.22	SB330 SUBMITTAL
-	08.26.22	PZA SUBMITTAL
-	11.18.22	OWNER SET

plot date: 11/18/2022
project number: 2022-110
milestone: Owner Set

M3 architects
360 El Camino Ave.
Suite 200
Pasadena, CA 91101
626.844.8200
www.m3architects.com
copyright year 2022
These plans are copyright protected and the property of M3 architects and are not to be used, reproduced, copied or transmitted in any form or by any means, electronic or mechanical, without the permission of M3 architects.



1 FOURTH THRU SEVENTH FLOOR PLAN
1/8" = 1'-0"

NOTE:
SEE A1.1 FOR DOOR SCHEDULE OF TYPICAL DOORS

project name and address:
Oxford Ave Apartments
308 - 320 N. Oxford Ave., 311 - 321 N. Serrano Ave., Los Angeles, CA 90004

client:
Manhattan West Real Estate LLC
1999 Avenue of the Stars, Suite 2500, Los Angeles, CA 90067

EXHIBIT "A"
Page No. 10 of 24
Case No. CPC-2022-8155-CU-DB-SPR-PHP-VHCA

sheet title:
FOURTH THRU SEVENTH FLOOR PLANS

sheet no.:
A3.5

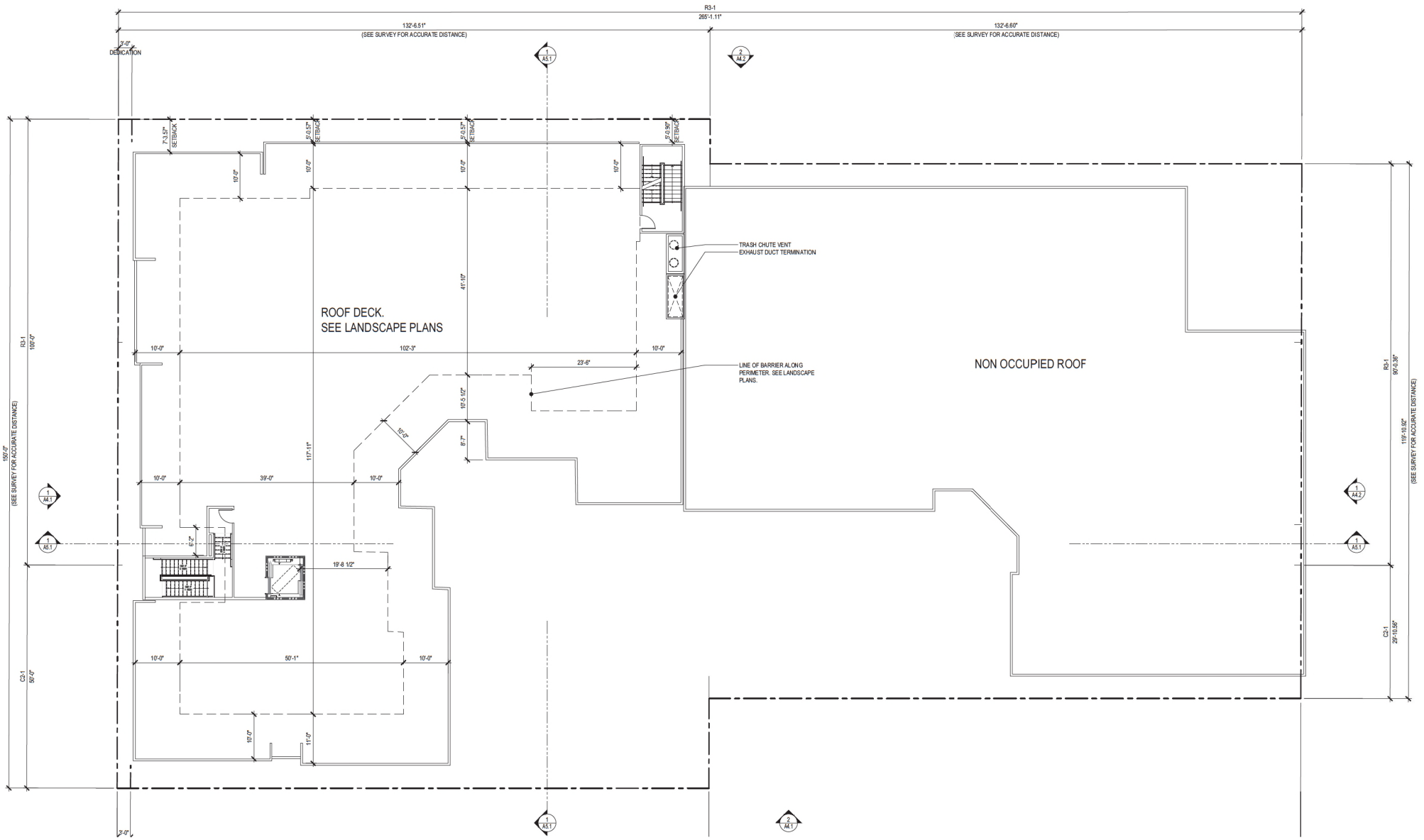
scale:

sheet issue:

no.	date	revisions
-	08.19.22	SB330 SUBMITTAL
-	08.26.22	PZA SUBMITTAL
-	11.18.22	OWNER SET

plot date:
11/18/2022
project number:
2022-110
milestone:
Owner Set

M3 architects



1 ROOF DECK/ ROOF PLAN
1/8" = 1'-0"

NOTE:
SEE A1.1 FOR DOOR SCHEDULE OF TYPICAL DOORS

EXHIBIT "A"
Page No. 11 of 24
Case No CPC-2022-8155-CU-DB-SPR-PHP-VHCA

project name and address:
Oxford Ave Apartments
308 - 320 N. Oxford Ave., 311 - 321 N. Serrano Ave., Los Angeles, CA 90004

client:
Manhattan West Real Estate LLC
1999 Avenue of the Stars, Suite 2500, Los Angeles, CA 90067

sheet title:
ROOF PLAN -
ROOF DECK

sheet no.:
A3.6

scale:

sheet issue:

no.	date	revisions
-	08.19.22	SB330 SUBMITTAL
-	08.26.22	PZA SUBMITTAL
-	11.18.22	OWNER SET

plot date:
11/18/2022
project number:
2022-110
milestone:
Owner Set

architects
copyright year 2022
These plans are copyrighted protected and all rights reserved. Reproduction is not permitted. These plans shall not be used in whole or in part without the permission of M3 Architects.



2 SOUTH ELEVATION
3/32" = 1'-0"

MATERIALS LEGEND:

1 SMOOTH PLASTER
2 HORIZONTAL SIDING
3 VERTICAL METAL SIDING
4 VINYL WINDOW
5 PAINTED METAL GUARDRAIL
6 PAINTED METAL PANEL
7 PAINTED METAL SCREEN RAILING
8 ALUMINUM STOREFRONT
9 PAINTED METAL SHADE SCREEN
10 PAINTED METAL FIN
11 LIGHTLY TEXTURED CONCRETE
12 SOLID LOW WALL GUARDRAIL
13 GLASS RAILING

WINDOW SCHEDULE:

TYPE	WIDTH	HEIGHT	OPERATION
A	2'-0"	6'-0"	FX
B	3'-0"	2'-6"	SF
C	3'-0"	3'-0"	FX
D	3'-4"	8'-8"	SF
E	4'-0"	5'-0"	SH
F	4'-0"	6'-0"	SH
G	5'-0"	5'-0"	FX/CASE
H	5'-0"	6'-0"	FX/CASE
I	6'-6"	5'-0"	FX/CASE
J	6'-6"	6'-0"	FX/CASE
K	8'-0"	3'-0"	FX
L	9'-4"	2'-6"	SF
M	5'-0"	6'-0"	SL
N	5'-0"	5'-0"	SL
O	3'-0"	6'-0"	CASE
P	4'-0"	5'-0"	FX

COLOR (DUNN EDWARDS) LEGEND:

A IGLOO
B WATERLOO
C DEEP CORAL
D GRANOLA
E ROMAN GOLD
F SILVER SPRINGS
G LUNAR ECLIPSE
H CELLAR DOOR
I CHAMPAGNE BRONZE



1 WEST ELEVATION
3/32" = 1'-0"

EXHIBIT "A"
Page No. 12 of 24
Case No. CPC-2022-8155-CU-DB-SPR-PHP-VHCA

project name and address:
Oxford Ave Apartments
308 - 320 N. Oxford Ave., 311 - 321 N. Serrano Ave., Los Angeles, CA 90004

client:
Manhattan West Real Estate LLC
1999 Avenue of the Stars, Suite 2500, Los Angeles, CA 90067

sheet title:
EXTERIOR ELEVATIONS

sheet no.:
A4.1

scale:

sheet issue:

no.	date	revisions
-	08.19.22	SB330 SUBMITTAL
-	08.26.22	PZA SUBMITTAL
-	11.18.22	OWNER SET

plot date:
11/18/2022
project number:
2022-110
milestone:
Owner Set

architects



2 NORTH ELEVATION
3/32" = 1'-0"

MATERIALS LEGEND:

1 SMOOTH PLASTER
2 HORIZONTAL SIDING
3 VERTICAL METAL SIDING
4 VINYL WINDOW
5 PAINTED METAL GUARDRAIL
6 PAINTED METAL PANEL
7 PAINTED METAL SCREEN RAILING
8 ALUMINUM STOREFRONT
9 PAINTED METAL SHADE SCREEN
10 PAINTED METAL FIN
11 LIGHTLY TEXTURED CONCRETE
12 SOLID LOW WALL GUARDRAIL
13 GLASS RAILING

WINDOW SCHEDULE:

TYPE	WIDTH	HEIGHT	OPERATION
A	2'-0"	6'-0"	FX
B	3'-0"	2'-6"	SF
C	3'-0"	3'-0"	FX
D	3'-4"	8'-8"	SF
E	4'-0"	5'-0"	SH
F	4'-0"	6'-0"	SH
G	5'-0"	5'-0"	FX/CASE
H	5'-0"	6'-0"	FX/CASE
I	6'-6"	5'-0"	FX/CASE
J	6'-6"	6'-0"	FX/CASE
K	8'-0"	3'-0"	FX
L	9'-4"	2'-6"	SF
M	5'-0"	6'-0"	SL
N	5'-0"	5'-0"	SL
O	3'-0"	6'-0"	CASE
P	4'-0"	5'-0"	FX

COLOR (DUNN EDWARDS) LEGEND:

A IGLOO
B WATERLOO
C DEEP CORAL
D GRANOLA
E ROMAN GOLD
F SILVER SPRINGS
G LUNAR ECLIPSE
H CELLAR DOOR
I CHAMPAGNE BRONZE



1 EAST ELEVATION
3/32" = 1'-0"

project name and address:
Oxford Ave Apartments
308 - 320 N. Oxford Ave., 311 - 321 N. Serrano Ave., Los Angeles, CA 90004

client:
Manhattan West Real Estate LLC
1999 Avenue of the Stars, Suite 2500, Los Angeles, CA 90067

EXHIBIT "A"
Page No. 13 of 24
Case No. CPC-2022-8155-CU-DB-SPR-PHP-VHCA

sheet title:
EXTERIOR ELEVATIONS

sheet no.:
A4.2

sheet issue:

no.	date	revisions
-	08.19.22	SB330 SUBMITTAL
-	08.26.22	PZA SUBMITTAL
-	11.18.22	OWNER SET

scale:

plot date:
11/18/2022
project number:
2022-110
milestone:
Owner Set

architects
155 El Camino Real
Suite 150
Tustin, CA 92780
phone 949.356.9200
fax 949.356.9201

copyright year 2022
These plans are copyright protected. These plans may not be reproduced, copied, or used in any manner. These plans shall not be reproduced or used without written permission by M3 Architects.

MATERIALS


1 SMOOTH PLASTER


5 PAINTED METAL GUARDRAIL


9 METAL SHADE SCREEN


13 GLASS RAILING


2 CEMENT BOARD SIDING


6 PAINTED METAL PANEL


10 PAINTED METAL FIN


3 VERTICAL METAL SIDING


7 PAINTED METAL SCREEN


11 LIGHTLY TEXTURED CONCRETE


4 VINYL WINDOW


8 ALUMINUM STOREFRONT


12 METAL CABLE RAIL

COLOR (DUNN EDWARDS)

A IGLOO


E ROMAN GOLD


I CHAMPAGNE BRONZE


B WATERLOO


F SILVER SPRINGS


C DEEP CORAL


G LUNAR ECLIPSE


D GRANOLA


H CELLAR DOOR

MATERIALS LEGEND:

1 SMOOTH PLASTER
2 HORIZONTAL SIDING
3 VERTICAL METAL SIDING
4 VINYL WINDOW
5 PAINTED METAL GUARDRAIL
6 PAINTED METAL PANEL
7 PAINTED METAL SCREEN RAILING
8 ALUMINUM STOREFRONT
9 PAINTED METAL SHADE SCREEN
10 PAINTED METAL FIN
11 LIGHTLY TEXTURED CONCRETE
12 METAL CABLE GUARDRAIL
13 GLASS RAILING

COLOR (DUNN EDWARDS) LEGEND:

A IGLOO
B WATERLOO
C DEEP CORAL
D GRANOLA
E ROMAN GOLD
F SILVER SPRINGS
G LUNAR ECLIPSE
H CELLAR DOOR
I CHAMPAGNE BRONZE

EXHIBIT "A"
Page No. 14 of 24
Case No. CPC-2022-8155-CU-DB-SPR-PHP-VHCA

project name and address:
Oxford Ave Apartments
308 - 320 N. Oxford Ave., 311 - 321 N. Serrano Ave., Los Angeles, CA 90004

client:
Manhattan West Real Estate LLC
1999 Avenue of the Stars, Suite 2500, Los Angeles, CA 90067

sheet title:
MATERIALS
PALETTE

sheet no.:
A4.3

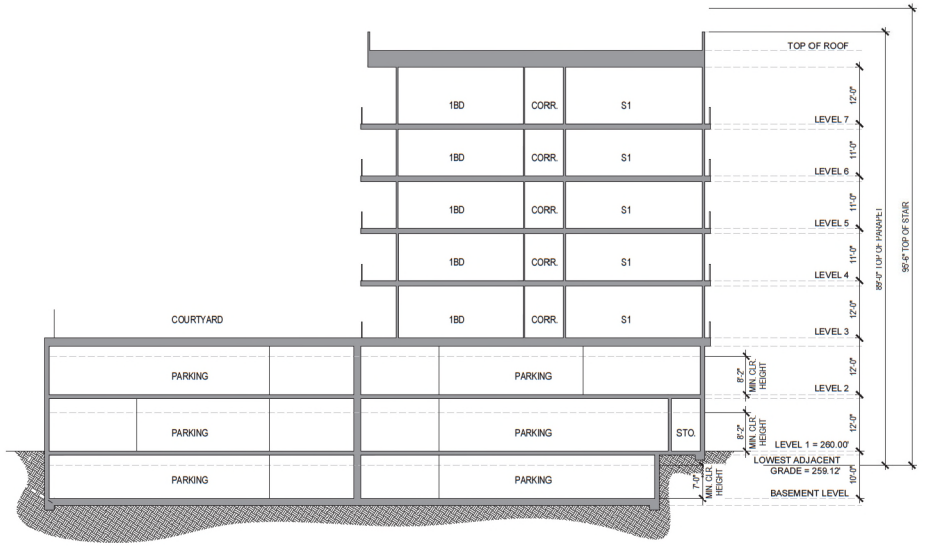
scale:

sheet issue:

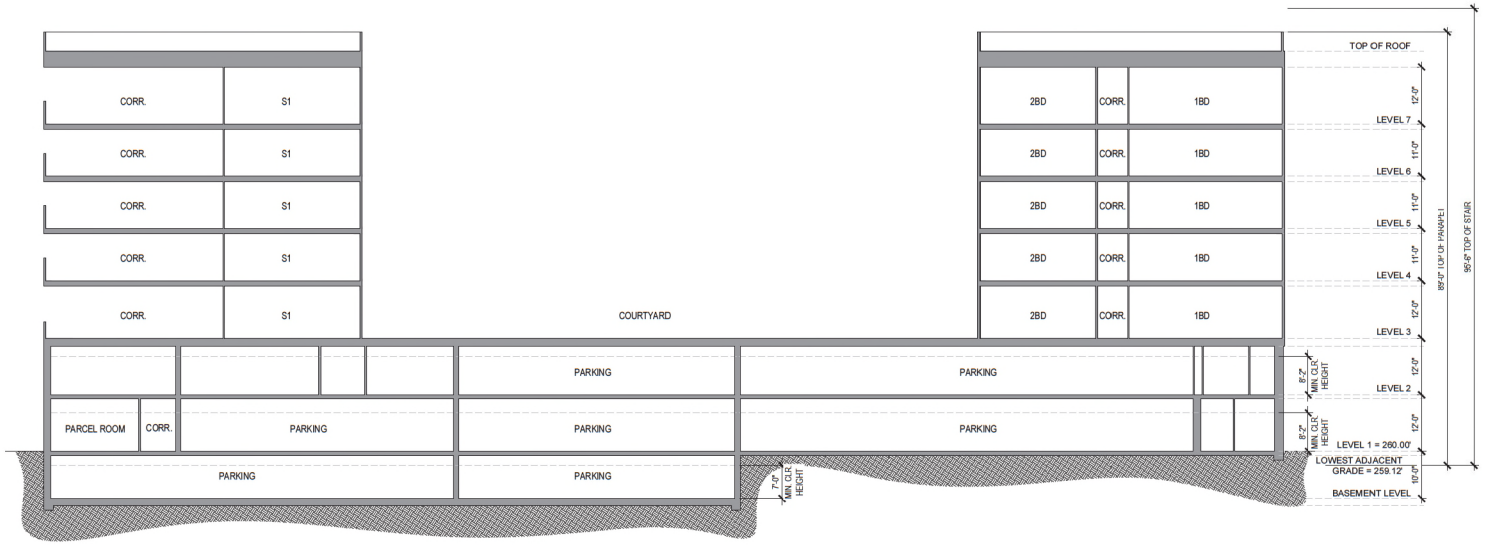
no.	date	revisions
-	08.19.22	SB330 SUBMITTAL
-	08.26.22	PZA SUBMITTAL
-	11.18.22	OWNER SET

plot date:
11/18/2022
project number:
2022-110
milestone:
Owner Set

M3 architects
360 E. Second Ave.
Suite 425
Vancouver, BC V5T 4R4
604.558.8181
copyright year 2022
These plans are copyright protected and the property of M3 architects and is not permitted. These plans shall not be reproduced, changed or copied in any form or manner whatsoever nor assigned to any third party without first obtaining the express written permission of M3 architects.



2 BUILDING SECTION
3/32" = 1'-0"



1 BUILDING SECTION
3/32" = 1'-0"

EXHIBIT "A"
Page No. 15 of 24
Case No. CPC-2022-8155-CU-DB-SPR-PHP-VHCA

project name and address:
Oxford Ave Apartments
308 - 320 N. Oxford Ave., 311 - 321 N. Serrano Ave., Los Angeles, CA 90004

client:
Manhattan West Real Estate LLC
1999 Avenue of the Stars, Suite 2500, Los Angeles, CA 90067

sheet title:
BUILDING SECTIONS

sheet no.:
A5.1

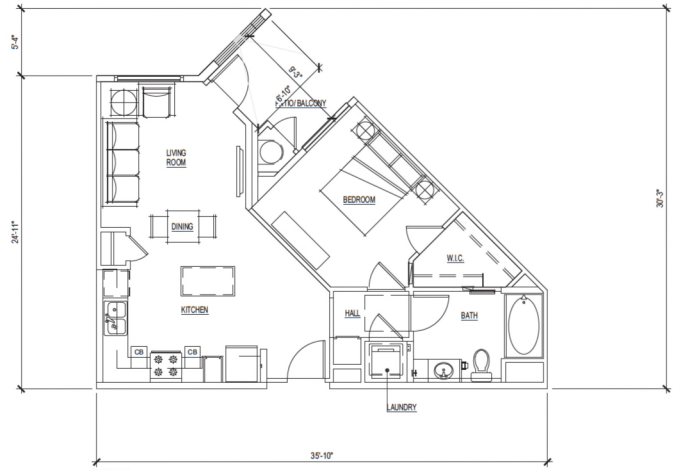
scale:

sheet issue:

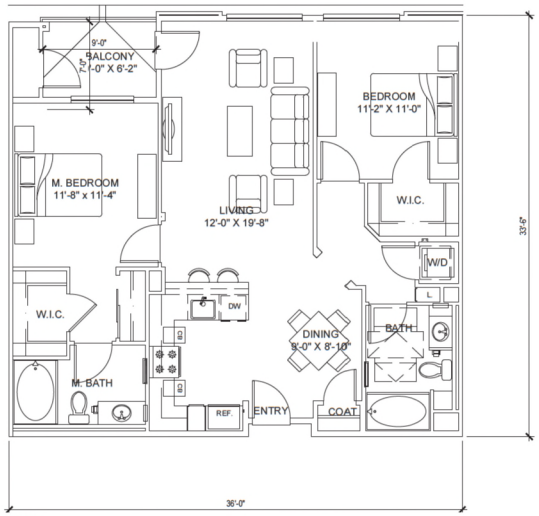
no.	date	revisions
-	08.15.22	SB330 SUBMITTAL
-	08.26.22	PZA SUBMITTAL
-	11.18.22	OWNER SET

plot date:
11/18/2022
project number:
2022-110
milestone:
Owner Set

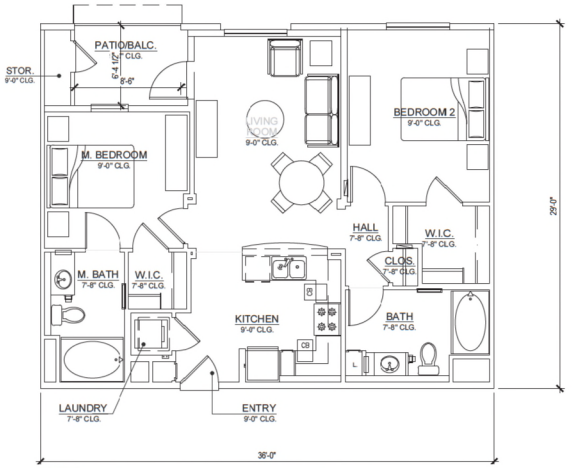
M3 architects
444 W. Ocean Blvd., Suite 1400
Long Beach, CA 90802
562.366.8500
copyright year 2022
These plans are important property and shall not be reproduced, changed or used for any purpose without the prior written permission of M3 Architects.



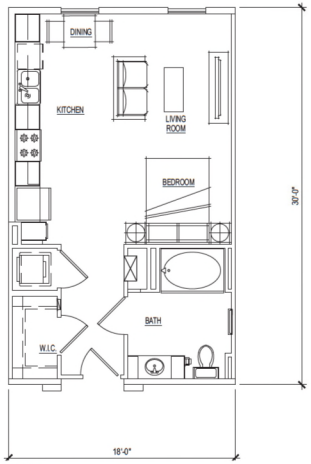
UNIT A3.1
1 BEDROOM / 1 BATH
UNIT AREA: 700 SQ. FT.



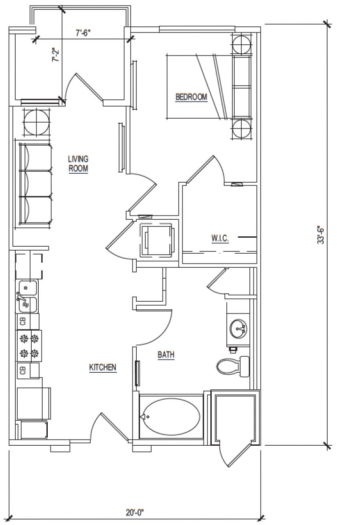
UNIT B1.1
2 BEDROOM / 2 BATH
UNIT AREA: 1,130 SQ. FT.



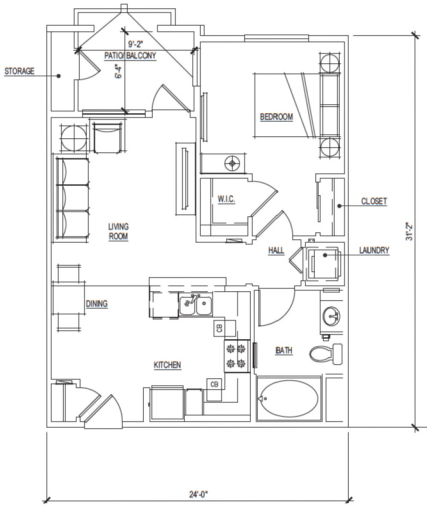
UNIT B1a.1
2 BEDROOM / 2 BATH
UNIT AREA: 971 SQ. FT.



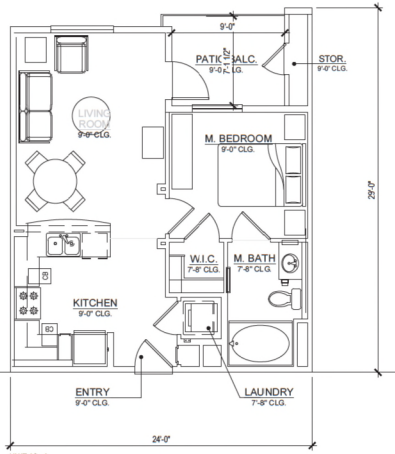
UNIT S1.1
STUDIO / 1 BATH
UNIT AREA: 540 SQ. FT.



UNIT A1.1
1 BEDROOM / 1 BATH
UNIT AREA: 618 SQ. FT.



UNIT A2.1
1 BEDROOM / 1 BATH
UNIT AREA: 693 SQ. FT.



UNIT A2a.1
1 BEDROOM / 1 BATH
UNIT AREA: 594 SQ. FT.

project name and address:
Oxford Ave Apartments
308 - 320 N. Oxford Ave., 311 - 321 N. Serrano Ave., Los Angeles, CA 90004

client:
Manhattan West Real Estate LLC
1999 Avenue of the Stars, Suite 2500, Los Angeles, CA 90067

EXHIBIT "A"
Page No. 16 of 24
Case No. CPC-2022-8155-CU-DB-SPR-PHP-VHCA

sheet title:
UNIT PLANS

sheet no.:
A6.1

scale:

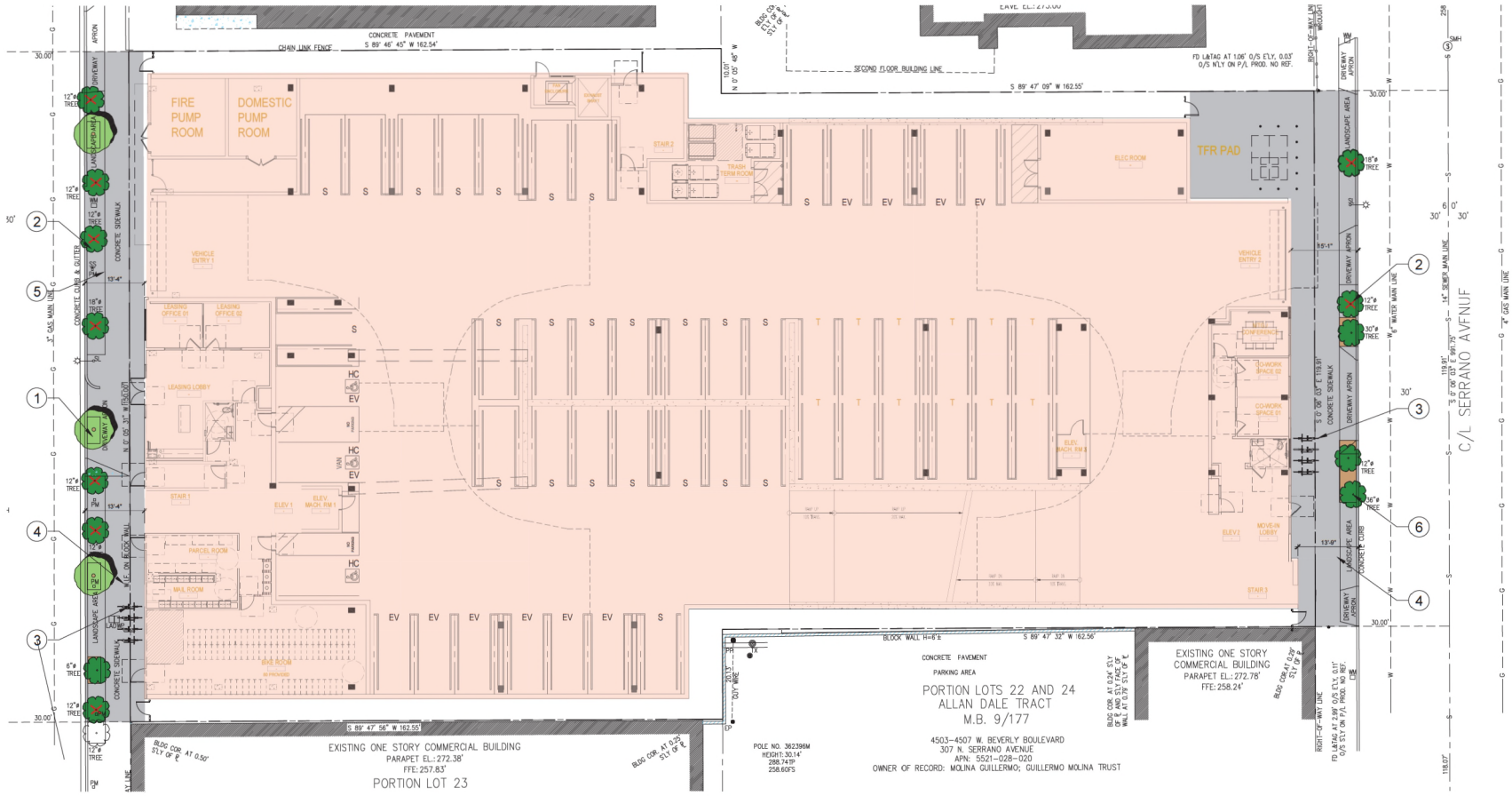
sheet issue:

no.	date	revisions
-	08.19.22	SB330 SUBMITTAL
-	08.26.22	PZA SUBMITTAL
-	11.18.22	OWNER SET

plot date:
11/18/2022
project number:
2022-110
milestone:
Owner Set

architects
150 El Camino Real
Suite 100
Tustin, CA 92780
phone 949.554.9200
fax 949.554.9201

Copyright Year 2022
These plans are copyright protected and the property of Mark Hamilton Architects. Any use or reproduction of these plans without written permission by MH Architects.



1 PRELIMINARY LANDSCAPE PLAN -GROUND LEVEL
SCALE: 1"= 10'-0"

TOTAL LANDSCAPE AREA CALCULATIONS

GROUND LEVEL :	0 SF
2ND FLOOR :	1987 SF
ROOF DECK:	1,811 SF
TOTAL:	3,798 SF

TREES REQUIRED (LAMC SECTION 12.21.G.2

24" BOX TREE REQUIRED FOR EVERY 4 DWELLING UNITS (101/4): 26 TREES

NUMBER OF TREE REQUIRED: 26 EA. (1 PER 4 UNITS)
NUMBER OF TREE PROPOSED:

- OFF SITE (STREET TREE)	8 EA.
- PODIUM	9 EA.
- ROOF DECK:	11 EA.
TOTAL:	28 EA.

COMMON OPEN SPACE CALCULATION

COMMON OPEN SPACE PROVIDED:

· PODIUM DECK:	6,010 SF
· ROOF DECK:	7,446 SF
TOTAL:	13,456 SF

LANDSCAPE REQUIRED @ COMMON OPEN SPACE: 3,364 (25%) SF

LANDSCAPE PROVIDED @ COMMON OPEN SPACE:

· PODIUM DECK:	1,660 SF
· ROOF DECK:	1,811 SF
TOTAL:	3,471 SF (26%)

PLANTING LEGENDS

TREES

NEW STREET TREE PER CITY OF LA

EXISTING STREET TREE TO REMAIN

EXISTING STREET TREE TO BE REMOVED

KEYNOTES

1. PROPOSED 3' X 6' TREE WELL PER CITY OF L.A. STANDARD PLAN W/ DECOMPOSED GRANITE AND IRRIGATION SYSTEM
2. EXISTING TREE TO BE REMOVED
3. SHORT-TERM BIKE PARKING
4. CONC. SIDEWALK BY CIVIL ENG.
5. NEW DRIVEWAY BY CIVIL ENG.
6. EXISTING STREET TREE TO REMAIN W/ NEW DECOMPOSED GRANITE AND IRRIGATION SYSTEM

EXHIBIT "A"
Page No. 17 of 24
Case No. CPC-2022-8155-CU-DB-SPR-PHP-VHCA

project name and address:
Oxford Ave Apartments
308 - 320 N. Oxford Ave., 311 - 321 N. Serrano Ave., Los Angeles, CA 90004

client:
Manhattan West Real Estate LLC
1999 Avenue of the Stars, Suite 2500, Los Angeles, CA 90067

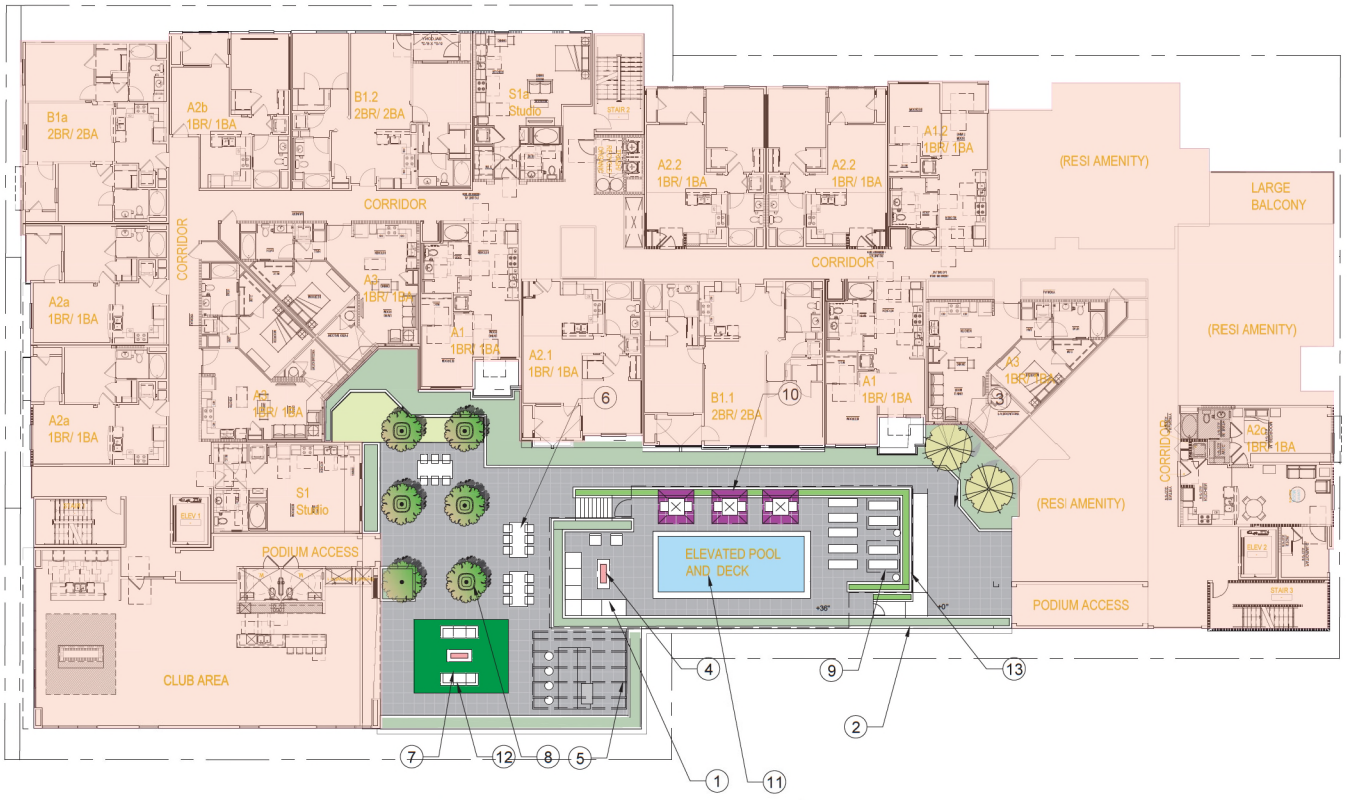
SOLA INC
Landscape Architects
2649 Saturn Street
BREA, CA, 92821
lo@solainc.com
T. 562-905-0800
F. 562-905-0880
www.solainc.com

sheet title:
PRELIMINARY LANDSCAPE PLAN
- GROUND LEVEL

sheet no.: LP-1
scale:

sheet issue:		
no.	date	revisions
-	08.16.22	SB330 SUBMITTAL
-	08.26.22	PZA SUBMITTAL

plot date: 8/29/2022
project number: 2022-110 #22257
milestone: PZA Submittal



1 PRELIMINARY LANDSCAPE PLAN - PODIUM LEVEL

SCALE: 1"= 10'-0"

Scale: 1" = 10'-0"

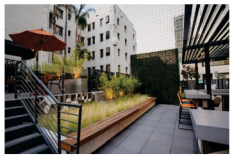
KEYNOTES



1. FIRE TABLE W/ LOUNGE SOFA



2. FIBERGLASS PLANTERS



3. BUILT-IN BENCH



4. FIRE PIT



5. BAR WITH TRELLIS & BUILT-IN BBQ

6. TABLE WITH CHAIRS, FF&E

7. OUTDOOR LOUNGE SOFA SET, FF&E



8. SQUARO TREE POT



9. DAYBED CABANA

10. DINING TABLE W/ UMBRELLA

11. 15' WIDE POOL

12. SYNTHETIC GRASS

13. POOL GLASS FENCE

PLANTING LEGENDS



OLEA EUROPAEA
'MAJESTIC BEAUTY'
FRUITLESS OLIVE TREE



TABEBUIA IPE
PINK TRUMPET TREE

TREES	SIZE & QUAN.
OLEA EUROPAEA 'MAJESTIC BEAUTY' FRUITLESS OLIVE TREE	24" BOX / 5 EA.
TABEBUIA IPE PINK TRUMPET TREE	24" BOX / 2 EA.

EXHIBIT "A"
Page No. 18 of 24
Case No. CPC-2022-8155-CU-DB-SPR-PHP-VHCA

project name and address:
Oxford Ave Apartments
308 - 320 N. Oxford Ave., 311 - 321 N. Serrano Ave., Los Angeles, CA 90004

client:
Manhattan West Real Estate LLC
1999 Avenue of the Stars, Suite 2500, Los Angeles, CA 90067

REGISTERED LANDSCAPE ARCHITECT
SAMUEL KYLIN KIM
No. 5249
Signature
2-28-2024
Renewal Date
8-15-2022
Date
STATE OF CALIFORNIA

SOLA INC
Landscape Architects
2669 Salum Street
BREA, CA. 92821
la@sqlainc.com
T. 562-905-0800
F. 562-905-0880
www.sqlainc.com

sheet title:
PRELIMINARY LANDSCAPE PLAN
- PODIUM LEVEL

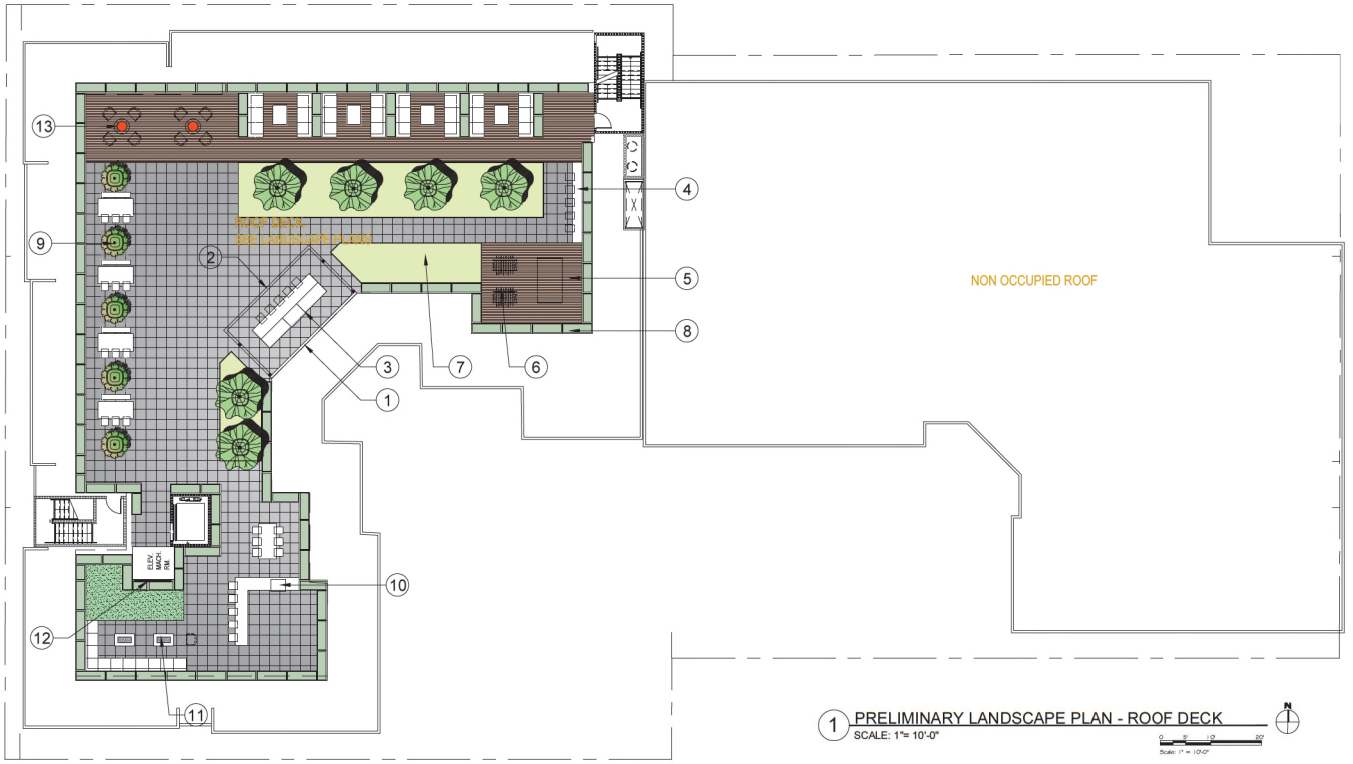
sheet no.: LP-2

scale:

sheet issue:

no.	date	revisions
-	08.19.22	SB330 SUBMITTAL
-	08.26.22	PZA SUBMITTAL

plot date: 8/26/2022
project number: 2022-110 #22257
milestone: PZA Submittal



1 PRELIMINARY LANDSCAPE PLAN - ROOF DECK
SCALE: 1"= 10'-0"

KEYNOTES


1. DECORATIVE SCREEN PANEL BY B2G


2. TRELLIS STRUCTURE W/ BAR


3. PREFAB BBQ SYSTEM


4. BALCONY BAR (FF&E)


5. WOOD TILE OVER PEDESTAL


6. FOOSBALL TABLE


7. GREENROOF SYSTEM OVER PEDESTAL PAVERS


8. FIBERGLASS PLANTERS


9. SQUARO POT


10. L-SHAPED BBQ COUNTER


11. FIRE PIT SEATING AREA
12. OUTDOOR TV
13. ROUND FIRE PITS


TIPUANA TIPU
TIPU TREE


CERCIDIUM HYBRID
'DESERT MUSEUM'
PALO VERDE

PLANTING LEGENDS

TREES	SIZE & QUAN.
CERCIDIUM HYBRID 'DESERT MUSEUM' PALO VERDE	24" BOX / 6 EA.
TIPUANA TIPU TIPU TREE	24" BOX / 5 EA.

project name and address:
Oxford Ave Apartments
308 - 320 N. Oxford Ave., 311 - 321 N. Serrano Ave., Los Angeles, CA 90004

client:
Manhattan West Real Estate LLC
1999 Avenue of the Stars, Suite 2500, Los Angeles, CA 90067

EXHIBIT "A"
Page No. 19 of 24
Case No. CPC-2022-8155-CU-DB-SPR-PHP-VHCA

REGISTERED LANDSCAPE ARCHITECT
SAMUEL KYUNG KIM
No. 5249
Signature
2-28-2024
Renewal Date
8-15-2022
Date
STATE OF CALIFORNIA

SOLA INC
Landscape Architects
2669 Salum Street
BREA, CA. 92821
la@solainc.com
T. 562-905-0800
F. 562-905-0880
www.solainc.com

sheet title:
PRELIMINARY LANDSCAPE PLAN
- ROOF DECK

sheet no.: LP-1
scale:

sheet issue:

no.	date	revisions
-	08.19.22	SB330 SUBMITTAL
-	08.26.22	PZA SUBMITTAL

plot date: 8/26/2022
project number: 2022-110 #22257
milestone: PZA Submittal



EXHIBIT "A"
Page No. 20 of 24
Case No. CPC-2022-8155-CU-DB-SPR-PHP-VHCA



EXHIBIT "A"
Page No. 21 of 24
Case No. CPC-2022-8155-CU-DB-SPR-PHP-VHCA



EXHIBIT "A"
Page No. 22 of 24
Case No. CPC-2022-8155-CU-DB-SPR-PHP-VHCA



EXHIBIT "A"

Page No. 23 of 24

Case No CPC-2022-8155-CU-DB-SPR-PHP-VHCA



EXHIBIT "A"

Page No. 24 of 24

Case No. CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Exhibit B

Categorical Exemption

No. ENV-2022-8156-CE and Appendices

Categorical Exemption

Oxford Apartments

Case Number: ENV-2022-8156-EAF
Related Case Number: CPC-2022-8155-CU-DB-SPR-VHCA

Project Location: 308-320 North Oxford Avenue and 311-321 North Serrano Avenue, Los Angeles, CA 90004

Community Plan Area: Wilshire

Council District: 13 – Hugo Soto-Martinez

Project Description: The Project includes demolition of the existing residential, commercial uses, and surface parking from the Project Site and development of a 134,788-square-foot residential building, pursuant to the City's Density Bonus program. The building would include 101 dwelling units, including 15 dwelling units (25 percent) set aside for Very Low Income households. The building would comprise seven stories, with a maximum building height of 89 feet over one subterranean level of parking. The Project would include 159 vehicle parking spaces and a total of 88 bicycle parking spaces (80 long-term spaces and 8 short-term spaces). The Project would provide 18,006 square feet of open space, including a podium deck area, roof deck area, and private balconies. The 11 trees currently located on the Project Site and 5 of the ROW trees adjacent to the site would be removed and replaced as part of the Project in accordance with the City's tree replacement requirements. The Project would include the export of approximately 12,789 cubic yards of soil (including a swell factor). To allow for implementation of the Project, the Applicant is seeking the following discretionary approvals from the City: 1) Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24.U.26, a Conditional Use Permit to allow a 70 percent increase in density, greater than the maximum permitted in Section 12.22.A.25, for a Housing Development with a total of 101 units (with 15 units – 25 percent of the base density set aside for Very Low Income Households) in lieu of the base density of 59 units; 2) Pursuant to LAMC Sections 12.22 A.25(g)(2) and 12.22 A.25(g)(3), one On-Menu Incentive, two Off-Menu Incentives, and four Waivers or modification of development standards: A) An On-Menu Incentive to permit averaging of floor area, density, open space, and parking throughout the Project Site, pursuant to LAMC Section 12.22.A,25(f)(8); B) An Off-Menu Incentive to permit a 4.25:1 floor area ratio (FAR) in lieu of the otherwise permitted FAR in the C2-1 and R3-1 zones pursuant to LAMC Section 12.22.A.25(g)(3); C) An Off-Menu Incentive to permit an increase in height to allow 89 feet in lieu of the otherwise permitted 45 feet height, pursuant to LAMC Section 12.22.A.25(g)(3); D) A Waiver or modification of a development standard to permit a reduction in the required northerly side yard to allow a 5-foot side yard in lieu of the otherwise required 9 feet; E) A Waiver or modification of a development standard to permit a reduction in the required southerly side yard to allow a 5-foot side yard in lieu of the otherwise required 9 feet; F) A Waiver or modification of a development standard to permit a reduction in the required front yard to allow 0 feet in lieu of the otherwise required 10 feet per the Building Line along the Oxford Avenue frontage; G) A Waiver or modification of a development standard to permit a reduction in the required front yard to allow 0 feet in lieu of the otherwise required 20 feet per the Building Line along the Serrano Avenue frontage; and 3) Pursuant to Section 16.05 of the LAMC, Site Plan Review for a project that creates or results in an increase of 50 or more dwelling units or guest rooms.

PREPARED FOR:	**PREPARED BY:**	**PROJECT APPLICANT**
The City of Los Angeles Los Angeles City Planning	CAJA Environmental Services 9410 Topanga Canyon Boulevard	308 N. Oxford LLC 1999 Avenue of the Stars

FEBRUARY 2023

CATEGORICAL EXEMPTION

OXFORD APARTMENTS

FEBRUARY 2023

PROJECT DESCRIPTION

Existing Conditions

The 0.82-acre (35,771-square-foot) Project Site is located at 308-320 North Oxford Avenue and 311-321 North Serrano Avenue in the Wilshire Community Plan area of the City of Los Angeles (City). The Assessor Parcel Numbers (APNs) for the Project Site are 5521-028-021, -003, -014, and -005. The Project Site is located just north of the Beverly Boulevard corridor, which is developed with a mix of commercial and residential uses that also extend to the greater Project Site area. The Project Site is bounded by multi-family residential uses on the north, commercial uses on the south, North Oxford Avenue on the west, and North Serrano Avenue on the east. Regional access to the Project Site is provided by U.S. 101 located approximately 1.1 miles to the northeast, California State Route 2 is located approximately 1 mile to the north, Interstate 10 is located approximately 2.7 miles to the south, and Interstate 405 located approximately 5.0 miles to the west. The Project Site is zoned R3-1 (Multiple Dwelling Zone) and C2-1 (Commercial Zone), with land use designations of Medium Residential and Community Commercial. Additionally, the Project Site is located within the boundaries of ZI-2374 State Enterprise Zone: Los Angeles, ZI-2452 (Transit Priority Area in the City of Los Angeles), and ZI-2498 Local Emergency, Temporary Regulations – Time Limits and Parking Relief – Los Angeles Municipal Code (LAMC) 16.02.1.

The Project Site is currently developed with a triplex, 12,180 square feet of spa use, 1,800 square feet of office use, and surface parking. As listed below, 11 trees are located on the Project Site, and 19 trees are located within the right of way (ROW) adjacent to the Project Site.[1] None of these trees is considered protected as defined by the City.[2]

<u>On-Site Trees</u>

- 2 Mediterranean fan palm (*Chamerops humilis*)
- 1 floss silk tree (*Ceibia speciosa*)
- 1 Aleppo pine (*Pinus halepensis*)
- 1 queen palm (Syagrus romanzofiana)
- 1 giant yucca (*Yucca elephantipes*)

---

1 *Tree Report, Harmony Gardens, July 29, 2022. Refer to Appendix A.*

2 *Protected trees and shrubs as defined by the City include oak trees (Quercus spp.) and Southern California black walnut trees (Juglans californica), western sycamore trees (Platanus racemosa), California bay trees (Umbellularia californica), Mexican elderberry shrubs (Sambucus Mexicana), and toyon (Heteromeles arbutifolia).*

- 1 fiddleleaf fig (*Ficus lyrata*)
- 2 desert gum (*Eucalyptus rudis*)
- 1 lemon bottlebrush (*Callistemon viminalis*)
- 2 pomegranate (*Punica granatum*)

ROW/Street Trees

- 9 naked coral tree (*Erythrina coralloides*)
- 2 crepe myrtle (*Lagerstroemia indica*)
- 5 desert gum (*Eucalyptus rudis*)
- 2 weeping fig (*Ficus benjamina*)
- 1 camphor tree (*Cinnamomum camphora*)

Project Characteristics

The Project includes demolition and removal of the existing residential, commercial uses, and surface parking from the Project Site and development of the site with a 134,788-square-foot residential building, pursuant to the City's Density Bonus program. The building would include 101 dwelling units, inclusive of 15 dwelling units (25 percent) set aside for Very Low Income households. The mix of dwelling units is shown in Table 1.

Table 1
Unit Mix

Unit Type	Amount
Studio	10 units
1-Bedroom	71 units
2-Bedroom	20 units
Total	**101 units**

Source: M3 Architects, November 04, 2022.

The building would comprise seven stories, reaching a maximum building height of 89 feet over one subterranean level of vehicle parking with 42 vehicle parking spaces. The first floor would include an additional 51 vehicle parking spaces; bicycle parking; lobby and rental office; mail room; conference room; and residential amenity spaces. The second floor would include an additional 61 vehicle parking spaces; 2 one-bedroom units and 1 two-bedroom unit; a fitness room; a movie lounge; and additional residential amenity spaces. The third floor would include 2 studio units, 13 one-bedroom units, and 3 two-bedroom units; shared resident amenity space; and a courtyard. The fourth floor would include 2 studio units, 14 one-bedroom units, 4 two-bedroom units, and shared resident amenity space. The fifth through seventh floors would each include 2 studio units, 14 one-bedroom units, 4 two-bedroom units, and shared resident amenity space. The roof would feature a landscaped deck.

Vehicle and Bicycle Parking

As a Housing Development Project under the City's Density Bonus program that is located within one-half mile of a major transit stop, the Project is allowed to provide 0.5 vehicle parking spaces per unit.[3] As such, the Project would be allowed to provide a minimum of 51 vehicle parking spaces. The Project would include 159 vehicle parking spaces, exceeding the regulatory parking requirements for the Project.

A summary of the Project's bicycle parking requirements is shown in Table 2. The Project would provide 80 long-term bicycle parking spaces and 8 short-term bicycle parking spaces, meeting the short-term LAMC bicycle parking requirement and exceeding the long-term requirement.

Table 2
Bicycle Parking Summary

Use and Size	LAMC Parking Ratio	Total Spaces
Residential		
1-25 du, (25 du)	Long-term:1.0 spaces/du Short-term: 1.0 spaces/10 du	Long-term: 25 Short-term: 2.5
26-100 du, (75 du)	Long-term: 1.0 spaces/1.5 du Short-term: 1.0 spaces/15 du	Long-term: 50 Short-term: 5
101-200 du, (1 du)	Long-term: 1.0 spaces/2 du Short-term: 1.0 spaces/20 du	Long-term: 0.5 Short-term: 0.05
	Total Bicycle Parking Required	**Long-term: 76** **Short-term: 8**
LAMC = Los Angeles Municipal Code du = dwelling unit		

Open Space

As shown in Table 3, the Project would be required to provide a minimum of 10,600 square feet of open space. As shown in Table 4, the Project would provide 18,006 square feet of open space, including a podium deck area, roof deck area, and private balconies, exceeding the minimum LAMC open space requirements.

[3] *Public Resources Code Section 21064.3 defines "major transit stop" as a site containing any of the following: a) An existing rail or bus rapid transit station; b) A ferry terminal served by either a bus or rail transit service; or c) The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The Project Site is located approximately 150 feet from the intersection of Western Avenue and Beverly Boulevard, which supports Metro transit lines 14, 207, and 210 that have peak-hour service intervals of 15 minutes or less, meeting the definition of a "major transit stop."*

Table 3
Open Space Requirements Summary

Unit Type	Number of Units	LAMC Requirement	Total
Studio, 1-Bedroom	81	100 sf/unit	8,100 sf
2-Bedroom	20	125 sf/unit	2,500 sf
		Total	**10,600 sf**

LAMC = Los Angeles Municipal Code *sf = square feet*

Source: M3 Architects, August 22, 2022.

Table 4
Project Open Space

Open Space	Size
Private Balconies	4,550 sf
Podium Deck Area	6,010 sf
Roof Deck Area	7,446 sf
Total	**18,006 sf**

sf = square feet

Source: M3 Architects, August 22, 2022.

Tree Removal/Replacement

The 11 trees currently located on the Project Site and 5 of the ROW trees adjacent to the site would be removed and replaced as part of the Project in accordance with the City's tree replacement requirements.

Construction

The Project construction is anticipated to occur over a 36-month period (refer to Table 5). The Project would require the export of approximately 12,789 cubic yards of soil to a facility within approximately 25 miles of the Project Site.[4]

[4] *Export amount assumes a swell factor.*

Table 5
Construction Schedule Assumptions

Phase	Duration	Notes
Demolition	Month 1 (two weeks)	Removal of 17,030 square feet of building floor area and 20,150 square feet of asphalt/concrete parking lot hauled 25 miles to landfill in 10-cubic-yard capacity trucks.
Site Preparation	Month 1 (one week)	Grubbing and removal of trees, plants, landscaping, weeds
Grading	Month 1 (four weeks)	Approximately cubic yards of soil (including swell factors for topsoil and dry clay) hauled 25 miles to a landfill in 10-cubic-yard capacity trucks.
Trenching	Months 2-3	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 4-33	Footings and Foundation work, framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 34-36	Application of interior and exterior coatings and sealants.

Discretionary Approvals

To allow for the development of the Project, the Applicant is seeking the following discretionary approval from the City:

1) Pursuant to LAMC Section 12.24.U.26, a Conditional Use Permit to allow a 70 percent increase in density, greater than the maximum permitted in Section 12.22.A.25, for a Housing Development with a total of 101 units (with 15 units – 25 percent of the base density set aside for Very Low Income Households) in lieu of the base density of 59 units;

2) Pursuant to LAMC Sections 12.22 A.25(g)(2) and 12.22 A.25(g)(3), one On-Menu Incentive, two Off-Menu Incentives, and four Waivers or modification of development standards:

    A) An On-Menu Incentive to permit averaging of floor area, density, open space, and parking throughout the Project Site, pursuant to LAMC Section 12.22.A,25(f)(8);

    B) B) An Off-Menu Incentive to permit a 4.25:1 floor area ratio (FAR) in lieu of the otherwise permitted FAR in the C2-1 and R3-1 zones pursuant to LAMC Section 12.22.A.25(g)(3);

    C) An Off-Menu Incentive to permit an increase in height to allow 89 feet in lieu of the otherwise permitted 45 feet height, pursuant to LAMC Section 12.22.A.25(g)(3);

    D) A Waiver or modification of a development standard to permit a reduction in the required northerly side yard to allow a 5-foot side yard in lieu of the otherwise required 9 feet;

E) A Waiver or modification of a development standard to permit a reduction in the required southerly side yard to allow a 5-foot side yard in lieu of the otherwise required 9 feet;

F) A Waiver or modification of a development standard to permit a reduction in the required front yard to allow 0 feet in lieu of the otherwise required 10 feet per the Building Line along the Oxford Avenue frontage;

G) A Waiver or modification of a development standard to permit a reduction in the required front yard to allow 0 feet in lieu of the otherwise required 20 feet per the Building Line along the Serrano Avenue frontage; and

3) Pursuant to Section 16.05 of the LAMC, Site Plan Review for a project that creates or results in an increase of 50 or more dwelling units or guest rooms.

Pursuant to various sections of the LAMC and other City requirements, the Applicant will request approvals and permits from the Building and Safety Department (and other municipal agencies) for Project construction actions including, but not limited to: demolition, excavation and export, shoring, grading, foundation, and building and tenant improvements.

CATEGORICAL EXEMPTION – CLASS 32

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

For the reasons discussed in this document, the Project is categorically exempt from the requirement for the preparation of environmental documents under Class 32 in Section 15332, Article 19, Chapter 3, Title 14 of the California Code of Regulations. Class 32 is intended to promote infill development within urbanized areas. The class consists of environmentally benign in-fill projects that are consistent with local general plan and zoning requirements. Class 32 is not intended to be applied to projects that would result in any significant traffic, noise, air quality, or water quality effects. Application of this exemption, as all categorical exemptions, is limited by certain exceptions identified in Section 15300.2 of the CEQA Guidelines.

15332. In-Fill Development Projects.

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

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

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

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

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

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

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

15300.2. Exceptions

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

impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

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

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

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

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

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

Discussion of Section 15332(a)

The Project would be consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

General Plan Consistency

Tables 6 and 7 include a discussion of the Project's consistency with the applicable objective and policies of the City's General Plan and the Wilshire Community Plan. As noted, the Project would be substantially consistent with these plans.

Table 6
Consistency with the General Plan

Objective/Policy	Project Consistency Analysis
Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.	**Consistent:** The Project includes development of the Project Site with 101 dwelling units inclusive of 15 dwelling units set aside for Very Low Income households, helping to meet the City's housing needs.
Policy 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs	**Consistent:** The Project would provide 15 affordable units to be set aside for Very Low Income households under covenant. These units would continue to be available to the surrounding community for 55 years, resulting in a net gain of affordable housing for the Wilshire Community Plan area.
Policy 1.2.4: Strengthen the capacity of housing providers to build Affordable Housing.	**Consistent:** Although this policy is directed toward the City, the Project would provide 15 affordable units to be set aside for Very Low Income households under covenant.
Policy 1.3.1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.	**Consistent:** The Project includes development of the Project Site with 101 dwelling units inclusive of 15 dwelling units set aside for Very Low Income households. The Project would provide for an increase in housing stock near eligible transit, which would incentivize the production of transit-oriented development in a high-traffic, automobile dependent corridor.
Objective 2.1: Strengthen renter protections, prevent displacement and increase the stock of affordable housing.	**Consistent:** The Project would yield a net gain of 101 residential units, with 15 units set aside for Very Low Income households, thereby increasing the housing stock of affordable units for the Wilshire Community area.
Objective 2.3: Preserve, conserve and improve the quality of housing.	**Consistent:** The Project Site would yield an addition of 101 residential dwelling units, including 15 units set aside for Very Low Income households into the Wilshire Community Plan area, thereby providing an opportunity for high-quality housing development.
Objective 3.1: Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.	**Consistent:** The Project, with the use of high-quality materials and an aesthetically integrated façade, would assimilate cohesively and optimally amongst the surrounding neighborhood. The Project features various amenity spaces for residents, including a fitness center, movie room, coworking spaces, a roof deck, etc., providing the opportunity for living space that bolsters resident well-being and quality of life, no matter race or economic status.
Policy 3.1.5: Develop and implement environmentally sustainable urban design	**Consistent:** The Project would be required by the City to comply with the City's Green

Table 6
Consistency with the General Plan

Objective/Policy	Project Consistency Analysis
standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.	Building Code, which incorporates various environmentally sustainable urban design standards, such as those related to landscaping, the solar reflectance of hardscape and roofing material, use of paints and other construction materials with low-volatile organic compounds (VOCs) content, etc. Additionally, the Project would feature a design that would activate the streetscape by bolstering visual interest and promoting the walkability of the neighborhood at large. Additionally, the presence of a transit-adjacent development promotes use of transit, while also improving the quality of the sidewalks and public right-of-ways.
Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space and other amenities.	**Consistent:** The Project proposes well designed and landscaped residential amenities. These amenities include a roof deck, a third floor courtyard, as well as, a movie room, a fitness room, and other common space amenities for all Project residents.
Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.	**Consistent:** The Project would provide 101 residential dwelling units, 15 of which would be reserved for Very Low Income households. This provision of affordable units is made possible due to the proximity of high-quality transit. Thus, the Project facilitates shorter commutes, reduced greenhouse gas emissions, and a transit friendly community.
Source: City of Los Angeles, General Plan Framework, Housing Element 2021-2029. Irvine & Associates, Inc., 2022.	

Table 7
Consistency with the Applicable Objects and Policies of the Wilshire Community Plan

Objective/Policy	Project Consistency Analysis
Objective 1-1: Achieve and maintain a housing supply sufficient to meet the diverse economic and socioeconomic needs of current and projected population.	**Consistent:** The Project would include multi-family dwelling units at both market-rate and income-restricted income levels in the Wilshire Community Plan area.
Policy 1-1.3: Provide for adequate Multiple Family residential development.	**Consistent:** The Project would provide for 101 units, with 15 units set aside for Very Low Income households, thus contributing to the overall amount of multi-family residential development within the Wilshire Community Plan area.
Objective 1-2: Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops	**Consistent:** The Project would provide new housing in proximity to transit and connectivity to Santa Monica, West Los Angeles, and Downtown Los Angeles, all major employment centers. The Project Site is located near a major thoroughfare (Beverly Boulevard) allowing the future residents convenient access to goods, services, and facilities.
Policy 1-2.1: Encourage higher density residential uses near major public transportation centers.	**Consistent:** The Project would provide 101 residential units near a major corridor – Beverly Boulevard. The Project qualifies for bonuses and incentives pursuant to State Density Bonus Law. The Project is proposed within proximity to various transit portals providing ease of access across the Los Angeles region at large.
Policy 1-4.3: Encourage multiple family residential and mixed-use development in commercial zones.	**Consistent:** A portion of the Project Site is zoned C2 (Commercial Zone). The Project includes development of the site with 101 dwelling units, including 15 units set aside for Very Low Income households.
Source: City of Los Angeles, Wilshire Community Plan, Land Use and Planning Element. Irvine & Associates, Inc., 2022.	

Zoning

As required by state law, Section 12.22 of the LAMC implements the State's density bonus provisions by setting forth the density bonus program requirements, incentives, and procedures. Pursuant to LAMC Section 12.22A.25(c)(1), the Applicant is requesting approval of the following in exchange for providing 15 Very Low Income units:

1) Pursuant to LAMC Section 12.24.U.26, a Conditional Use Permit to allow a 70 percent increase in density, greater than the maximum permitted in Section 12.22.A.25, for a Housing Development with a total of 101 units (with 15 units – 25 percent of the base density set aside for Very Low Income Households) in lieu of the base density of 59 units;

2) Pursuant to LAMC Sections 12.22 A.25(g)(2) and 12.22 A.25(g)(3), one On-Menu Incentive, two Off-Menu Incentives, and four Waivers or modification of development standards:

    A) An On-Menu Incentive to permit averaging of floor area, density, open space, and parking throughout the Project Site, pursuant to LAMC Section 12.22.A,25(f)(8);

    B) An Off-Menu Incentive to permit a 4.25:1 floor area ratio (FAR) in lieu of the otherwise permitted FAR in the C2-1 and R3-1 zones pursuant to LAMC Section 12.22.A.25(g)(3);

    C) An Off-Menu Incentive to permit an increase in height to allow 89 feet in lieu of the otherwise permitted 45 feet height, pursuant to LAMC Section 12.22.A.25(g)(3);

    D) A Waiver or modification of a development standard to permit a reduction in the required northerly side yard to allow a 5-foot side yard in lieu of the otherwise required 9 feet;

    E) A Waiver or modification of a development standard to permit a reduction in the required southerly side yard to allow a 5-foot side yard in lieu of the otherwise required 9 feet;

    F) A Waiver or modification of a development standard to permit a reduction in the required front yard to allow 0 feet in lieu of the otherwise required 10 feet per the Building Line along the Oxford Avenue frontage;

    G) A Waiver or modification of a development standard to permit a reduction in the required front yard to allow 0 feet in lieu of the otherwise required 20 feet per the Building Line along the Serrano Avenue frontage; and

3) Pursuant to Section 16.05 of the LAMC, Site Plan Review for a project that creates or results in an increase of 50 or more dwelling units or guest rooms.

The Project would be developed to meet all other applicable zoning standards and thus, would be consistent with the LAMC.

Discussion of Section 15332(b)

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

The 0.82-acre Project Site is located within City limits and is currently developed with a triplex, 12,180 square feet of spa use, 1,800 square feet of office use, and surface parking. The Project Site is located just north of the Beverly Boulevard corridor, which is developed with a mix of commercial and residential uses that also extend to the greater Project Site area. The Project Site

is bounded by multi-family residential uses on the north, commercial uses on the south, North Oxford Avenue on the west, and North Serrano Avenue on the east. Therefore, the Project is within City limits on a site of no more than five acres that is substantially surrounded by urban uses.

Discussion of Section 15332(c)

The Project Site has no value as habitat for endangered, rare, or threatened species.

The Project Site is located in an urbanized area of the City and is currently developed with a triplex, 12,180 square feet of spa use, 1,800 square feet of office use, and surface parking. The Project Site is located just north of the Beverly Boulevard corridor, which is developed with a mix of commercial and residential uses that also extend to the greater Project Site area. The Project Site is bounded by multi-family residential uses on the north, commercial uses on the south, North Oxford Avenue on the west, and North Serrano Avenue on the east.

The 11 trees currently located on the Project Site and 5 of the ROW trees adjacent to the site would be removed and replaced as part of the Project in accordance with the City's tree replacement requirements. Depending on the season in which construction activities would occur, the trees could contain nesting birds. The Project Applicant would be required to comply with the Migratory Bird Treaty Act (MBTA), as well as the regulations of the California Fish and Game Code, which prohibits take of all birds and their active nests, if present in the trees on the Project Site. Thus, the Project would not harm any species protected by the Federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10, commencing with Section 1900, of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5, commencing with Section 2050, of Division 3 of the Fish and Game Code). Thus, the Project would not affect endangered, rare, or threatened species.

Discussion of Section 15332(d)

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

TRAFFIC

A *Trip Generation & VMT Screening Analysis* was prepared for the Project by KOA Corporation., dated August 9, 2022 (refer to Appendix B). This analysis was approved by the Los Angeles Department of Transportation (LADOT) on September 8, 2022 (refer to Appendix B).

Transportation Assessment Screening Criteria

In July 2019, LADOT updated the City's *Transportation Assessment Guidelines* (TAG) to conform to the requirements of Senate Bill 743 (SB 743). The TAG replaced the *Transportation Impact Study Guidelines* and shifted the performance metric for evaluating transportation impacts under CEQA from level of service (LOS) to vehicle miles traveled (VMT) for studies completed within the City. The TAG was updated in July 2020, with further refined and clarified analysis

methodologies. Per the TAG, a Transportation Assessment (TA) is required when a development project is likely to add 250 or more net daily vehicle trips to the local street system.

A trip generation assessment was conducted for the Project to determine if the Project would generate 250 or more net daily vehicle trips, thereby requiring the preparation of a TA.

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 the requirement of further analysis of a land use project's impact based on VMT. 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 land use project would generate a net increase in daily VMT.*

Project Trip Generation Assessment

Along with the updated TAG, LADOT developed the VMT Calculator Version 1.3 v141 (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 trip generation rates and corresponding trip type data that can be chosen as best matching a land use project's characteristics. For the Project and existing site land uses, the trip generation rates and trip type percentages for the most similar land uses were applied in the VMT Calculator. The VMT Calculator results are included in Attachment A of the VMT Screening Analysis in Appendix A to this Categorical Exemption.

As shown in Attachment A, the "Housing | Multi-Family" and "Housing | Affordable Housing – Family" land use trip rates were applied to the corresponding Project uses. Because the Project Site currently contains an active retail spa, office building, and residential triplex, existing land use credits were taken as part of the screening analysis per the "Retail | Health Club," "Office | General

Office," and "Housing | Multi-Family" land use trip rates. Based on the VMT Calculator screening results, the Project would generate 80 net daily vehicle trips and 676 net daily VMT. As the Project would generate fewer than 250 net daily vehicle trips, the Project would not require the preparation of a TA or further VMT analysis based on the screening criteria in the TAG.

Project Transportation Impacts

Per the TAG, a TA is required when a development project is likely to add 250 or more net daily vehicle trips to the local street system. Given that the Project is estimated to add 80 net daily vehicle trips, the Project would not result in significant transportation impacts.

NOISE

The analysis below is based primarily on technical data prepared by DKA Planning (refer to Appendix C).

Regulatory Setting

The City's General Plan contains a Noise Element that includes objectives and policies intended to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to manage long-term noise impacts to preserve acceptable noise environments for all types of land uses. The Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise impacts. However, the Noise Element does contain a land use and noise compatibility table, which is included in Table 8. Policy P16 of the Noise Element instructs to use, "as appropriate," this table "or other measures that are acceptable to the city, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter…"[5] "Noise sensitive" uses are defined as "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."[6] The Noise Element further instructs that the table is designed "to help guide the determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels."

---

5 *Noise Element of the Los Angeles City General Plan, February 1999.*
6 *Ibid.*

Table 8
City of Los Angeles Noise Element – Guidelines for Noise Compatible Land Use

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

A = 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.
C = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.
N = 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.
U = Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: Noise Element of the Los Angeles City General Plan – Exhibit I

Los Angeles Municipal Code

The LAMC contains a number of regulations that would apply to the Project's temporary construction activities and long-term operations.

Section 41.40(a) would prohibit the Project's construction activities from occurring between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c) would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday, or on any Sunday or national holiday.

> *SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED*
>
> *(a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence.*

In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.

(c) No person, other than an individual homeowner engaged in the repair or construction of this single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific…

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

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

SEC.112.01 RADIOS, TELEVISION SETS, AND SIMILAR DEVICES

(a) It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.

(b) Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.

(c) Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium,

apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.

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

SEC.112.02. AIR CONDITIONING, REFRIGERATION, HEATING, PLUMBING, FILTERING EQUIPMENT

(a) It shall be unlawful for any person, within any zone of the city, to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property … to exceed the ambient noise level by more than five decibels.

The LAMC also provides regulations regarding vehicle-related noise, including Sections 114.02, 114.03, and 114.06. Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City in a manner that would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than 5 dBA. Section 114.03 prohibits loading and unloading causing any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10:00 P.M. and 7:00 A.M. Section 114.06 requires vehicle theft alarm systems to be silenced within five minutes.

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

SEC.112.05 MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS

Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

(a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;

(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

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

Existing Conditions

Noise-Sensitive Receptors

Noise-sensitive receptors in the vicinity of the Project Site include but are not limited to the following representative sampling:

- Residences – 322 N. Oxford Avenue; approximately 5 feet north of the Project Site
- Residences – 323 N. Serrano Avenue; approximately 5 feet north of the Project Site
- Residences – 319 N. Oxford Avenue; approximately 70 feet west of the Project Site
- Residences – 312-320 N. Serrano Avenue; approximately 80 feet east of the Project Site
- Oxford Villa Assisted Living; approximately 140 feet southwest of the Project Site
- Residences – 217 N. Serrano Avenue; approximately 160 feet south of the Project Site

Existing Ambient Noise Conditions

In May 2022, DKA Planning took short-term noise measurements near the Project Site to establish the ambient noise conditions.[7] The measured noise levels are presented in Table 9.

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

Table 9
Existing Noise Levels

Noise Measurement Locations	Primary Noise Source	Sound Levels		Nearest Sensitive Receptor(s)	Noise/Land Use Compatibility[b]
		dBA (L_{eq})	dBA (CNEL)[a]		
323 Serrano Ave.	Traffic on Serrano Ave.	58.3	56.3	Residences – 323 N. Serrano Ave., 312-320 N. Serrano Ave.	Normally Acceptable
200 Serrano Ave.	Traffic on Serrano Ave.	58.7	56.7	Residences – 217 N. Serrano Ave.	Normally Acceptable
Oxford Villa Assisted Living	Traffic on Beverly Blvd.	67.0	65.0	Oxford Villa Assisted Living	Conditionally Acceptable
319 Oxford Ave.	Traffic on Oxford Ave.	60.6	58.6	Residences – 322 N. Oxford Ave, 319 N. Oxford Ave.	Normally Acceptable

[a] *Estimated based on short-term (15-minute) noise measurement using Federal Transit Administration procedures from the 2018 Transit Noise and Vibration Impact Assessment Manual, Appendix E, Option 4.*

[b] *Pursuant to California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines, 2017. When noise measurements apply to two or more land use categories, the more noise-sensitive land use category is used. See Table 8 above for the definitions of compatibility designations.*

Source: DKA Planning, 2022

Thresholds of Significance

Construction Noise Threshold

According to the City, the on-site construction noise impact would be considered significant if the following occurred:

- Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA (hourly L_{eq}) or more at a noise-sensitive use;
- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly L_{eq}) or more at a noise-sensitive use; or
- Construction activities of any duration would exceed the ambient noise level by 5 dBA (hourly L_{eq}) at a noise-sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday.

Operational Noise Thresholds

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

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise and land use compatibility categories, as defined by the City's General Plan Noise Element (refer to Table 8).

- Project operations would cause any 5 dBA or greater noise increase.[8]

Project Impacts

On-Site Construction Activities

Construction would generate noise during the construction process that would span 36 months of demolition, site preparation, grading, utilities trenching, building construction, and application of architectural coatings, as shown previously in Table 5. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with LAMC Section 41.40(a). On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M.

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

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

Because the Project's construction phase would occur for more than three months, the applicable City threshold of significance for the Project's construction noise impacts is an increase of 5 dBA

---

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

over existing ambient noise levels. As shown in Table 10, when considering ambient noise levels, the use of multiple pieces of powered equipment simultaneously would increase ambient noise negligibly. This assumes the use of best practices techniques required by the City's Building and Safety code, such as use of temporary sound barriers. These construction noise levels would not exceed the City's significance threshold of 5 dBA. Therefore, the Project's construction-related noise impact from on-site sources would be less than significant.

Table 10
Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Significant ?
Residences – 322 N. Oxford Ave.	62.8	60.6	64.8	4.2	No
Residences – 323 N. Serrano Ave.	60.2	58.3	62.4	4.1	No
Residences – 312-320 N. Serrano Ave.	60.6	58.3	62.6	4.3	No
Residences – 217 N. Serrano Ave.	43.9	58.7	58.8	0.1	No
Oxford Villa Assisted Living	54.8	67.0	67.3	0.3	No
Residences – 319 N. Oxford Ave.	61.5	60.6	64.1	3.5	No
Source: DKA Planning, 2022. Refer to Appendix C.					

Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving debris and soil from the Project Site during demolition and grading activities, respectively; vendor and contractor trips; and worker commute trips. These activities would generate up to an estimated 325 peak hourly passenger-car-equivalent (PCE) vehicle trips, as summarized in Table 11, during the grading phase, assuming all workers travel to the worksite at the same time and that all worker trips, vendor trips, and haul trips use the same route to travel to and from the Project Site. This includes converting noise from heavy-duty truck trips to an equivalent number of passenger vehicle trips. This would represent about 11.9 percent of traffic volumes on Beverly Boulevard, which carries about 2,721 vehicles at Oxford Avenue in the morning peak hour of traffic.[9] Because workers, contractors, and vendors would likely use more than one route to travel to and from the Project Site, this conservative assessment of traffic volumes overstates the likely traffic volumes from construction activities at this intersection.

Beverly Boulevard would serve as part of the haul route for debris and soil exported from the Project Site given its direct access to the Hollywood Freeway and indirect access via Western Avenue. A noticeable increase in traffic noise (i.e., 3 dBA) requires a doubling of traffic volumes. Because the Project's construction-related trips would not cause a doubling in traffic volumes on

---

[9] *DKA Planning 2022, based on Los Angeles database of traffic volumes on Beverly Blvd at Oxford Ave, https://navigatela.lacity.org/dot/traffic_data/automatic_counts/BEVERLY.OXFORD.160303-AUTO.pdf, 2016 traffic counts adjusted by one percent growth factor to represent existing conditions.*

Beverly Boulevard, the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more. Therefore, the Project's noise impacts from construction-related traffic would be less than significant.

Table 11
Estimated Hourly Construction Vehicle Trips

Construction Phase	Worker Trips[a]	Vendor Trips	Haul Trips	Total Trips	Percent of A.M. Peak-Hour Trips on Beverly Blvd.[b]
Demolition	10	0	151[c]	161	5.9
Site Preparation	5	0	0	5	0.2
Grading	8	0	317[d]	325	11.9
Trenching	19	0	0	19	0.7
Building Construction	99	57[e]	0	156	5.7
Architectural Coating	20	0	0	20	0.7

[a] *Assumes all worker trips occur in the peak hour of construction activity.*
[b] *Percent of existing traffic volumes on Beverly Boulevard at Oxford Avenue.*
[c] *The Project would generate 555 haul trips over a ten-day period with seven-hour workdays. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent.*
[d] *The Project would generate 2,558 haul trips over a 22-day period with seven-hour workdays. Assumes a 19.1 PCE.*
[e] *This phase would generate about 21 vendor truck trips daily over a seven-hour workday. Assumes a blend of vehicle types and a 9.55 PCE.*

Source: DKA Planning, 2022

On-Site Operational Activities

As discussed below, the Project's operational noise impacts would be less than significant.

Mechanical Equipment

The Project would operate mechanical equipment on the roof that would generate incremental long-term noise impacts. Heating, ventilation, and air conditioning (HVAC) equipment in the form of rooftop units would be located on the rooftop, approximately 78 feet above grade. This equipment would include a number of sound sources, including compressors, condenser fans, supply fans, return fans, and exhaust fans that could generate a sound pressure level of up to 81.9 dBA at one foot.[10]

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

However, noise levels from rooftop mechanical equipment would not affect sensitive receptors. First, there would be no line-of-sight from these rooftop units to the sensitive receptors. Because the residences adjacent to the Project Site are almost exclusively two stories in height, there would be no sound path from the HVAC equipment to residences that would be about 55 feet lower than the roof of the Project. Second, the presence of the Project's roof edge would create an effective noise barrier that further reduces noise levels from rooftop HVAC units by 8 dBA or more. A three-foot and six-inch parapet would further shield sensitive receptors near the Project Site. These design elements would be helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and weekends. As a result, noise from HVAC units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts. Compliance with LAMC Section 112.02 would further limit the impact of HVAC equipment on noise levels at adjacent properties.

Booster (supply and exhaust) fans that ventilate the subterranean garage would be located on the two above-ground garage levels on the northern portion of the podium garage. All other equipment would be fully enclosed within the structure and shielded from outside sources. This includes a fire pump room, domestic pump room, and electrical room on the ground floor. Other equipment such as elevator equipment (including hydraulic pumps, switches, and controllers) would be in the subterranean basement and would be fully enclosed within the building's structure and shielded from nearby sensitive receptors. Noise from these sources likely would not be audible from off-site locations.

Auto-Related Activities

The majority of vehicle-related noise impacts at the Project Site would come from vehicles entering and exiting the residential development from driveways off both Oxford and Serrano Avenues. During the P.M. peak hour, up to seven net vehicles would generate noise in and out of the garage, with up to five net vehicles in the A.M. peak hour.[11]

Nearby residences across Oxford and Serrano Avenues would have a direct line of sight to the driveway, approximately 70 and 80 feet away, respectively. As shown in Table 12, the average vehicle use of the garage during daytime hours (approximately four vehicles per hour between 8:00 A.M. and 7:00 P.M.) and nighttime hours (approximately two vehicles hourly from 7:00 P.M. to 8:00 A.M.) would elevate ambient noise levels by less than 0.1 dBA CNEL, well below the 5 dBA threshold of significance for operational sources of noise.

---

[11] *DKA Planning 2022, based on CalEEMod 2020.4.0 model using ITE Trip Generation rates (10th Edition). Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).*

Table 12
Parking Garage-Related Noise Levels at Off-Site Sensitive Receptors

Receptor	Maximum Noise Level (dBA CNEL)	Existing Ambient Noise Level (dBA CNEL)	New Ambient Noise Level (dBA CNEL)	Increase (dBA CNEL)	Significant ?
Residences – 319 Oxford Ave.	32.7	58.6	58.6	<0.1	No
Residences – 312-320 Serrano Ave.	31.3	56.3	56.3	<0.1	No
Source: DKA Planning, 2022, using FTA Noise Impact Assessment Spreadsheet.					

Parking garage-related noise levels for other receptors would also be negligible given their more remote locations and/or the lack of a line of sight from the garage. Parking garage noise would include tire friction as vehicles navigate to and from parking spaces, doors slamming, car alarms, and minor engine acceleration. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. As such, the Project's parking garage activities would not have a significant impact on the surrounding noise environment.

Outdoor Uses

While most operational activities would be conducted inside the development, outdoor activities could generate noise that could be audible at the location of nearby sensitive receptors. These noise sources would include human conversation, trash collection, and landscape maintenance. These are discussed below.

- Human conversation. Noise associated with everyday residential activities would largely be contained internally within the walls of the Project building. Noise could include passive activities such as human conversation and socializing in outdoor spaces. This includes:
    - Third-floor courtyard on the podium deck of the garage facing south.
    - Private recessed balconies on all floors on the north, south, and west elevations.
    - Rooftop decks along the western portion of the roof facing Oxford Avenue.

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

intensity increases about 0.38 dB for every 1.0 dB increase in noise levels above 55 dB, meaning people talk slightly above ambient noise levels in order to communicate.[12]

Noise from any socializing and passive recreation would not result in significant noise impacts. None of these outdoor spaces would have amplified speakers that could generate noise. Instead, any sound would be acoustic:

- Socializing and conversations on private balconies would be intermittent, with any noise on these recessed balconies shielded on three sides.

- As the third floor courtyard is shielded to the west, north, and east by the development itself, any noise from the courtyard would be oriented to the south, where no noise-sensitive receptors are located. Rather, the rear of a one-story commercial building and Beverly Boulevard lie to the south.

- Any noise from passive use of the roof decks would attenuate rapidly and without a line-of-sight to adjacent residences about 55 feet lower in height, would not elevate ambient noise levels by more than a nominal degree. The presence of the roof edge, parapet, and setback of the deck from the roof's edge would shield any rooftop noise from the sensitive receptors near the Project Site to the west across Oxford Avenue and to the north.

As a result, noise from outdoor spaces, while audible at times, would be intermittent and would not substantially elevate 24-hour noise levels at off-site locations by 5 dBA CNEL or more.

- Trash collection. On-site trash and recyclable materials for the residents would be managed from the waste collection area on the first floor of the parking garage. Haul trucks would access solid waste from Serrano or Oxford Avenue, where solid waste activities would include the use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.[13] Intermittent solid waste management activities would operate during the day, much as it does today to serve the residences and commercial uses. Trash collection activities would not substantially elevate 24-hour noise levels at off-site locations by 5 dBA CNEL or more.

- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generate substantial bursts of noise during regular maintenance. For example, gas-powered leaf blowers and other equipment with two-stroke engines can generate 100 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.[14] The landscape plan focuses on a modest palette of

---

12 *Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.*
13 *RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.*
14 *Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017.*

accent trees and raised planters at the ground level, third-floor courtyard, and roof that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. Any intermittent landscape equipment would operate during the day and would represent a negligible impact that would not increase 24-hour noise levels at off-site locations by 5 dBA CNEL or more.[15]

Based on an assessment of these on-site sources, the impact of intermittent on-site operational noise sources would be considered less than significant, as they would not elevate 24-hour noise levels at off-site receptors by 5 dBA CNEL or more.

AIR QUALITY

The analysis below is based primarily on air quality modeling conducted by DKA Planning (refer to Appendix D).

Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. Generally speaking, sensitive land uses, or sensitive receptors, are those where sensitive individuals are most likely to spend time. Individuals most susceptible to poor air quality include children, the elderly, athletes, and those with cardiovascular and chronic respiratory diseases. As a result, land uses sensitive to air quality may include schools (i.e., elementary schools or high schools), childcare centers, parks and playgrounds, long-term health care facilities, rehabilitation facilities, convalescent facilities, retirement facilities, residences, and athletic facilities. Sensitive receptors in the vicinity of the Project Site include, but are not limited to, the following representative sampling:

- Residences – 322 N. Oxford Avenue; approximately 5 feet north of the Project Site
- Residences – 323 N. Serrano Avenue; approximately 5 feet north of the Project Site
- Residences – 319 N. Oxford Avenue; approximately 70 feet west of the Project Site
- Residences – 312-320 N. Serrano Avenue; approximately 80 feet east of the Project Site
- Oxford Villa Assisted Living; approximately 140 feet southwest of the Project Site
- Residences – 217 N. Serrano Avenue; approximately 160 feet south of the Project Site

Existing Project Site Emissions

Daily operational emissions associated with existing uses on the Project Site are shown in Table 13.

---

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

Table 13
Existing Daily Operational Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	0.5	<0.1	0.8	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.1	0.1	<0.1	<0.1	<0.1
Mobile Sources	1.3	0.9	9.2	<0.1	0.6	0.1
Regional Total	**1.8**	**1.1**	**10.1**	**<0.1**	**0.6**	**0.1**
Source: DKA Planning, 2022. Refer to Appendix D.						

Project Construction Emissions

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2020.4.0 model and a projected construction schedule of approximately 36 months. Table 5 summarizes the estimated construction schedule that was modeled for air quality impacts.

The Project would be required to comply with the following regulations, as applicable:

- SCAQMD Rule 403, would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.

- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.

- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials 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.

- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.

- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

The Project's maximum daily regional and local emissions from construction, as estimated using SCAQMD's CalEEMod model, are shown in Table 14. As indicated, the Project's regional construction emissions would not exceed SCAQMD regional significance thresholds for VOC, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$. Local emissions also would not exceed SCAQMD's significance thresholds for NO_X, CO, PM_{10}, or $PM_{2.5}$. Therefore, the Project's construction-related air quality impacts would be less than significant.

Table 14
Maximum Daily Regional and Localized Construction Emissions

Construction Phase Year	Emissions in lbs per day					
	VOC	NO_X	CO	SO_x	PM_{10}	$PM_{2.5}$
2024	1.4	24.3	15.9	0.1	5.5	2.4
2025	1.0	6.4	14.2	<0.1	1.7	0.6
2026	0.9	6.0	13.6	<0.1	1.7	0.5
2027	12.3	5.7	12.3	<0.1	1.6	0.5
Maximum Regional Emissions	12.3	24.3	15.9	0.1	5.5	2.4
Regional Daily Threshold	75	100	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Localized Emissions	12.3	11.4	10.7	<0.1	2.6	1.5
Localized Significance Threshold	N/A	74	680	N/A	5	3
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

Note: It is possible that construction of the Project could begin somewhat later than assumed in this document. In such case, construction emissions would not exceed those identified on this table, due to improved engine efficiencies and related reduced emissions.

Source: DKA Planning, 2022. Refer to Appendix D.

Operational Emissions

Emissions associated with the Project's operations were also calculated using CalEEMod. As shown in Table 15, the Project's maximum daily emissions would not exceed SCAQMD's regional significance thresholds for VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$, nor would the emissions exceed SCAQMD localized thresholds for NO_X, CO, PM_{10}, or $PM_{2.5}$. the Project's operational-related air quality impacts would be less than significant.

Table 15
Maximum Daily Regional and Localized Operational Emissions

Emissions Source	Emissions in lbs per day					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area	1.4	0.1	5.0	<0.1	<0.1	<0.1
Energy	<0.1	0.1	0.1	<0.1	<0.1	<0.1
Mobile Sources	1.0	1.0	9.7	<0.1	2.4	0.6
Total Regional Emissions	**3.4**	**1.2**	**14.8**	**<0.1**	**2.4**	**0.6**
Less Existing Emissions	*(0.6)*	*(0.3)*	*(3.0)*	*(<0.1)*	*(0.5)*	*(0.1)*
Net Project Regional Emissions	**2.8**	**0.9**	**11.8**	**0.0**	**1.9**	**0.5**
Regional Daily Thresholds	55	55	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Localized Emissions	1.4	0.1	5.1	<0.1	<0.1	<0.1
Localized Significance Thresholds	N/A	74	680	N/A	2	1
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

LST analyses based on 1-acre site with 25-meter distances to receptors in Central Los Angeles SRA.

Source: DKA Planning, 2022. Refer to Appendix D.

WATER QUALITY

During construction of the Project, particularly during the grading and excavation phases, stormwater runoff from precipitation events could subject exposed and stockpiled soils to erosion and could convey sediments into municipal storm drain systems. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur. However, the Project Applicant would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit including the preparation of a Stormwater Pollution Prevention Plan (SWPPP) and implementation of best management practices (BMPs), required to minimize soil erosion and sedimentation from entering the storm drains during the construction period. In addition, the Project would be subject to the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the Project Site would be minimized for downstream receiving waters. Compliance with the NPDES and implementation of the SWPPP and BMPs, as well as the City's discharge requirements would ensure that construction stormwater runoff would not violate water quality and/or discharge requirements.

Stormwater runoff generated during operation of the Project could have the potential to introduce small amounts of pollutants typically associated with a residential development (e.g., household cleaners, landscaping pesticides, and vehicle petroleum products) into the stormwater system. Stormwater runoff from precipitation events could carry urban pollutants into municipal storm drains. However, during operation the Project would be required to comply with the City's Low Impact Development (LID) Ordinance. The LID Ordinance applies to all development and redevelopment in the City that requires a building permit. LID plans are required to include a site

design approach and BMPs that address runoff and pollution at the source. Further, to comply with LID Ordinance the Project would be required to capture and treat the first 3/4-inch of rainfall in accordance with established stormwater treatment priorities. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. Compliance with the LID Plan and Standard Urban Stormwater Mitigation Plan (SUSMP), including the implementation of BMPs, would ensure that operation of the Project would not violate water quality standard and discharge requirements or otherwise substantially degrade water quality.

Conformance with these regulations would ensure construction and operational activities would not violate water quality standards, waste discharge requirements, or otherwise substantially degrade water quality. Therefore, no significant impacts related to water quality would occur.

Discussion of Section 15332(e)

As discussed below, the Project can be adequately served by all required utilities and public services.

PUBLIC SERVICES

Fire Protection

The Project includes demolition and removal of the existing residential, commercial uses, and surface parking from the Project Site and development of the site with a 134,788-square-foot residential building, including 101 dwelling units, adding a residential population to the Project Site that could result in an increased net demand for fire protection services. The factors that the Los Angeles Fire Department (LAFD) considers in determining whether fire protection services for a project are adequate include whether the project: (1) is within the maximum response distance for the land uses proposed; (2) complies with emergency access requirements; (3) complies with fire-flow requirements; and (4) complies with fire hydrant placement. Pursuant to LAMC Section 57.507.3.3, the maximum response distance between a high-density residential/commercial neighborhood land use such as the Project and an LAFD station that houses an engine company is 1.5 miles and an LAFD station that houses a truck company is 2.0 miles. If either distance is exceeded, all structures shall be constructed with automatic fire sprinkler systems. The Project Site is served by several fire stations, as shown in Table 16. The fire station closest to the Project Site is Fire Station 29, which is 0.9 miles away. Regardless, the Project would be constructed with automatic fire sprinkler systems pursuant to LAMC Section 57.507.3.3.

Table 16
Fire Stations Serving the Project Site

No.	Address	Distance from Project Site
6	326 N. Virgil Avenue	1.9 miles
26	2009 S. Western Avenue	2.2 miles
29	4029 Wilshire Boulevard	0.9 miles
52	4957 Melrose Avenue	1.0 miles
Source: LAFD, http://www.lafd.org/fire-stations/find-your-station, 2022.		

All ingress/egress associated with the Project would be designed and constructed in conformance with all applicable City Building and Safety Department and LAFD standards and requirements for design and construction. The required fire flow for the Project would be confirmed in consultation with the LAFD during the plan check approval process. Therefore, no significant impacts related to fire protection services would occur.

Police Protection

The Project includes demolition and removal of the existing residential, commercial uses, and surface parking from the Project Site and development of the site with a 134,788-square-foot residential building, including 101 dwelling units, adding a residential population to the Project Site that could result in an increased net demand for police protection services. However, in accordance with the City's regulations, the Project developer would be required to refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the Los Angeles Police Department (LAPD). Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. The Project would include standard security measures such as adequate security lighting, controlled residential access, and secure parking facilities. Through compliance with LAPD requirements, no significant impacts related to police protection services would occur.

Schools

The Project includes demolition and removal of the existing residential, commercial uses, and surface parking from the Project Site and development of the site with a 134,788-square-foot residential building, including 101 dwelling units, adding a residential population with school-aged children to the Project Site that could result in an increased net need for school services at the Project Site. Pursuant to the California Government Code Section 65995/California Education Code Section 17620, mandatory payment of the school fees established by the LAUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, fully address any potential direct and indirect impacts to schools as a result of the Project. Therefore, no significant impacts on school services would occur.

Parks

The Project includes demolition and removal of the existing residential, commercial uses, and surface parking from the Project Site and development of the site with a 134,788-square-foot

residential building, including 101 dwelling units, adding a residential population to the Project Site that could increase the demand on existing parks in the area. The Project would include 18,006 square feet of usable open space for the exclusive use of Project residents and guests that would alleviate potential increases in demand for parks. Additionally, pursuant to Ordinance 184,505 (Parks Dedication and Fee Update), the Project Applicant would be required to pay an in-lieu fee to the City for the purpose of developing park and recreational facilities. Therefore, no significant impacts related to parks and recreational facilities would occur.

Other Public Facilities

The Project includes demolition and removal of the existing residential, commercial uses, and surface parking from the Project Site and development of the site with a 134,788-square-foot residential building, including 101 dwelling units, adding a residential population to the Project Site that could increase the demand on existing libraries in the area. Libraries in the vicinity of the Project Site include the following:

- Wilshire Branch Library
- Memorial Branch Library
- Pio Pico – Koreatown Branch Library
- Felipe De Neve Branch Library

Although the Project could increase the demand for library services in the Project Site area, because the area is well served by several existing libraries, the Project would not cause the need for new or altered library facilities, the construction of which could result in significant environmental impacts. These existing libraries are expected to adequately serve the needs of future occupants of the Project. As stated in the 2015-2020 Strategic Plan, the Los Angeles Public Library (LAPL) is committed to increasing the number of people who use library services and the number of library cardholders. Because the Project is consistent with the allowable density and uses allowed under the current zoning and General Plan designations, the Project would not substantially increase demands upon library services, as compared to the use projections in the LAPL's 2015-2020 Strategic Plan. Therefore, no significant impacts related to library facilities would occur.

UTILITIES AND SERVICE SYSTEMS

Wastewater

The Project Site is located within the service area of the Hyperion Water Reclamation Plant (HWRP), which has been designed to treat a maximum dry-weather daily flow of 450 million gallons per day (mgd) and a peak wet-weather flow of 800 mgd.[16] Full secondary treatment

---

[16] *City of Los Angeles Department of Sanitation, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp;jsessionid=eZqfxN9kH7JNCMKvC8S0n8GklyH7VwNMZ03aN9oSSgGtF5ixQkRV!2143003606!2064592652?_afrLoop=11698142585277113&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=1dl2da31dl_1#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D11698142585277113%26_afrWindowMode%3D0%26_adf.ctrl-state%3D1dl2da31dl_5, accessed October 23, 2022.*

prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the Los Angeles Regional Water Quality Control Board's (LARWQCB) discharge policies for the Santa Monica Bay. The HWRP currently treats an average daily flow of approximately 275 mgd. Thus, there is an available capacity of no less than approximately 175 mgd. The Project would generate a net increase of approximately 2,977 gallons of wastewater per day (or 0.002 mgd) (refer to Table 17). It should be noted that this amount does not take into account the net decrease associated with the effectiveness of water conservation measures required in accordance with the City's Green Building Code, which would likely reduce the Project's water consumption (and wastewater generation) shown in Table 17. With a remaining daily capacity of 175 mgd, the HWRP would have adequate capacity to serve the Project. Therefore, no significant impacts related to wastewater treatment would occur.

Table 17
Estimated Wastewater Generation and Water Consumption[1]

Land Use	Size	Water Consumption Rate[2]	Total (gpd)
Existing			
Residential – 2-Bedroom	3 du	150 gpd/1,000 sf	450
Spa	12,180 sf	650 gpd/1,000 sf	7,917
Office	1,800 sf	120 gpd/1,000 sf	216
		Total	**8,583**
Project			
Residential – Studio	10 du	75 gpd/du	750
Residential – 1-Bedroom	71 du	110 gpd/du	7,810
Residential – 2-Bedroom	20 du	150 gpd/du	3,000
		Total	***11,560***
		Less Existing	*(8,583)*
		Net Total	***2,977***

gpd = gallons per day *du = dwelling unit* *sf = square feet*

1 *Conservatively assumes that water consumption is equal to wastewater generation and does not account for the effectiveness of mandatory conservation measures.*
2 *Source: City of Los Angeles Bureau of Sanitation, Sewer Generation Factors, April 6, 2012.*

Pursuant to City policy, the Bureau of Sanitation would check the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. A final approval for sewer capacity and connection permit would be made at the time of construction. Therefore, no significant impacts related to local sewer infrastructure would occur.

Water

The Los Angeles Department of Water and Power (LADWP) provides water service to the Project Site. LADWP's water supply sources include the Los Angeles Aqueduct (LAA), local groundwater, the SWP (supplied by the Metropolitan Water District [MWD]), the Colorado River Aqueduct (also supplied by MWD), and recycled water.

The California Urban Water Management Planning Act of 1984 requires every municipal water supplier who serves more than 3,000 customers or provides more than 3,000 acre-feet per year (AFY) of water to prepare an Urban Water Management Plan (UWMP) every five years to identify short-term and long-term water resources management measures to meet growing water demands during normal, single-dry, and multiple-dry years. In the UWMP, the water supplier must describe the water supply projects and programs that may be undertaken to meet the total water use of the service area. The UWMP that is applicable to the Project is LADWP's 2020 UWMP. The 2020 UWMP provides historical and forecasted water demands for the City. Total water demand varies annually and is contingent on various factors including population growth, weather, water conservation, drought, and economic activity. Table 18 shows a breakdown of historical water demand for the LADWP service area. Table 19 provides LADWP's projected water demand from 2025 to 2045 for an average year, single dry year, and multi-dry year hydrological conditions.

Demographic projections were provided for the LADWP service area by the Metropolitan Water District (MWD), which received the data from SCAG. SCAG applied its 2020 Regional Transportation Plan demographic data to water service areas for MWD's member agencies. These data were used for water demand projections in LADWP's 2020 UWMP. The Project's uses are allowed under the existing zoning and land use designation for the Project Site and as such, the residential population associated with the Project was accounted for in the 2020 UWMP. Service area population is expected to continue to grow over the next 25 years at a rate of 0.7 percent annually.[17] Based on its 2020 UWMP, LADWP has supply capabilities that would be sufficient to meet expected demands from 2025 through 2045 under single dry-year and multiple dry-year hydrologic conditions.

More frequent and longer-lasting dry periods, regulatory constraints, and seismic risks that can result in water delivery system outages are causing increased stress on water supply reliability for LADWP. As such, in preparation to take reasonable actions to balance water demands with limited water supplies, LADWP has prepared a Water Shortage Contingency Plan (WSCP) that outlines a set of actions that the City can take in the event of a declared water supply shortage or emergency situation. The City has six standard water shortage levels and response actions, as summarized in Table 20. Under state law, LADWP has the authority to implement the water shortage actions outlined in the WSCP. In all water shortage cases, shortage response actions to be implemented are at the discretion of LADWP based on an assessment of the supply shortage, customer response, and the need for demand reductions. Upon proclamation by the Governor of a state of emergency under the California Emergency Services Action based on extended dry conditions, the state will defer to implementation of locally adopted water shortage contingency plans to the extent practicable. LADWP will coordinate with regional and local water suppliers for which it provided water supply services for a possible proclamation of a local emergency, as necessary.

---

[17] *2020 Urban Water Management Plan, LADWP, p. 1-5.*

Table 18
Breakdown of Historical Water Demand for LADWP's Service Area

Fiscal Year Ending Average	Single Family		Multi-Family		Commercial		Industrial		Government		Non-Revenue		Total
	AF	%	AF	%	AF	%	AF	%	AF	%	AF	%	AF
2016-2020	170,660	35%	141,088	28%	88,680	18%	14,938	3%	39,628	8%	40,690	8%	495,685
2011-2015	206,652	37%	161,592	29%	96,832	18%	17,855	3%	43,573	8%	26,139	6%	552,768
2006-2010	236,154	38%	180,277	29%	106,964	17%	23,196	4%	42,956	7%	30,617	5%	620,165
2001-2005	239,754	37%	190,646	29%	109,685	17%	21,931	3%	41,888	6%	52,724	8%	656,628
1996-2000	222,748	36%	191,819	31%	111,051	18%	23,560	4%	39,421	6%	33.696	5%	622,295
1991-1995	197,322	34%	177,104	30%	110,724	19%	21,313	4%	38,426	7%	39,364	7%	584,253
30-Year Average	212,215	36%	173,755	30%	103,990	18%	20,465	3%	40,982	7%	37,205	6%	588,611

AF = Acre Feet

Source: 2020 Urban Water Management Plan, LADWP.

Table 19
Service Area Reliability Assessment (AFY)

Hydrological Conditions[1]	Years				
	2025	2030	2035	2040	2045
Average Year	642,600	660,200	678,800	697,800	710,500
Single Dry Year	674,700	693,200	712,700	732,700	746,000
Multi-Dry Year (Year 1)	657,900	675,800	694,900	714,400	727,400
Multi-Dry Year (Year 2)	661,700	679,700	698,900	718,500	731,500
Multi-Dry Year (Year 3)	674,400	693,200	712,800	732,700	746,000
Multi-Dry Year (Year 4)	661,600	679,600	698,900	718,400	731,500
Multi-Dry Year (Year 5)	655,700	673,600	692,600	712,000	724,900

AFY = acre-feet per year

Source: 2020 UWMP, LADWP, Exhibits 11E, 11F, and 11G.

Table 20
Water Shortage Response Actions

Water Shortage Level	Percent Shortage	Shortage Response Actions
Level 1: No Shortage	≤10%	Water Shortage Level 1 constitutes a consumer demand reduction of up to 10%. Shortage response actions under this level include the permanent water use restrictions listed below. **<u>Phase I Restrictions</u>** - No LADWP customer shall use a water hose to wash any paved surfaces, except to alleviate immediate safety or sanitation hazards. - No LADWP customer shall use water to clean, fill or maintain levels in decorative fountains, ponds, lakes, or similar structures used for aesthetic purposes, unless such water is part of a recirculating system. - No restaurant, hotel, cafe, cafeteria, or other public place where food is sold, served, or offered for-sale, shall serve drinking water to any person unless expressly requested. - No LADWP customer shall permit water to leak from any pipe or fixture on the customer's premises.
Level 2: Moderate Shortage	≤20%	Water Shortage Level 2 is implemented when there is a reasonable probability of supply shortage from LADWP-controlled supplies in the long-term and a demand reduction of up to 20% is necessary to mitigate this long-term shortage risk. Conservation Ordinance Phase 2 will be implemented to achieve the necessary demand reduction. Additionally, to reduce consumption during this phase and all higher levels of conditions, LADWP may increase its public education and outreach efforts and enforcement measure to build awareness of voluntary water conservation practices and all permanent water waste prohibitions. **<u>Actions</u>** <u>Mandatory Conservation Phase 2</u>

Table 20
Water Shortage Response Actions

Water Shortage Level	Percent Shortage	Shortage Response Actions
		- Restrictions on landscape irrigation watering days (Monday, Wednesday, or Friday for odd-numbered street addresses and Tuesday, Thursday, or Sunday for even-numbered street addresses). - Irrigation of Sports Fields may deviate from the non-watering days to maintain play areas and accommodate event schedules. - Irrigation of large landscape areas may deviate from the non-watering days under certain conditions. - Provisions do not apply to drip irrigation supplying water to a food source or to hand-held hose watering of vegetation. - Increase outreach efforts for high-volume customers and provide one on one assessments. - Expand enforcement of unreasonable use of water. - Increase water conservation rebates and incentives. - Increase conservation messaging (radio, TV, social media, educational events).
Level 3: Significant Shortage	≤30%	A Water Shortage Level 3: Significant Shortage is implemented when demand must be reduced up to 30% to ensure sufficient supplies. During a Significant Shortage, a new set of mandatory water conservation practices takes effect, in addition to all Permanent Water Waste Prohibitions and Level 1 and Level 2 conservation practices. Beginning with Water Shortage Level 3, LADWP may elect to withdraw from available emergency storage along the LAA system and from local groundwater basins. Emergency storage along the LAA may come in the form of emergency reservoir storage and/or emergency groundwater pumping in the Owens Valley with the approval of the LA/Inyo Standing Committee. Emergency storage from local groundwater basin may come in the form of storied water credits. Withdrawals from emergency supplies may provide only short-term relief and the extent

Table 20
Water Shortage Response Actions

Water Shortage Level	Percent Shortage	Shortage Response Actions
		of withdrawals will be determined based on assessments of long-term shortage risk. **<u>Actions</u>** <u>Mandatory Conservation Phase 3</u> - Further restrictions on landscape irrigation watering days (Monday or Friday for odd-numbered street addresses and Sunday or Thursday for even-numbered street addresses) - Recommend use of pool covers to decrease water loss from evaporation. - Recommend washing of vehicles at commercial car wash facilities. - Irrigation of sports fields may deviate from the non-watering days to maintain play areas and accommodate event schedules. - Irrigation of large landscape areas may deviate from the non-watering days under certain conditions. - Provisions do not apply to drip irrigation supplying water to a food source or to hand-held hose watering of vegetation. - Withdraw from available emergency storage along the LAA System and local groundwater basins.
Level 4: Severe Shortage	≤40%	Water Shortage Level 4: Severe Shortage is implemented when demand must be reduced up to 40% to ensure sufficient supplies. During a Severe Shortage, a new set of mandatory water conservation practices takes effect, in addition to all Permanent Water Waste Prohibitions and additional restriction practices that became mandatory under Water Shortage Level 1, Level 2, and Level 3. LADWP may also elect to increase withdrawals from available emergency storage along the LAA system and from local groundwater basins. **<u>Actions</u>** <u>Mandatory Conservation Phase 4</u>

Table 20
Water Shortage Response Actions

Water Shortage Level	Percent Shortage	Shortage Response Actions
		- Further restrictions on landscape irrigation watering days (Monday for odd-numbered street addresses and Tuesday for even-numbered street addresses). - Mandate use of pool covers on all residential swimming pools when not in use. - No washing of vehicles allowed except at commercial car wash facilities. - No filling of decorative fountains, ponds, lakes, or similar structures used for aesthetic purposes, with potable water. - Irrigation of sports fields may deviate from the non-watering days to maintain play areas and accommodate event schedules. - Irrigation of large landscape areas may deviate from the non-watering days under certain conditions. - Provisions do not apply to drip irrigation supplying water to a food source or to hand-held hose watering of vegetation. - Withdraw from available emergency storage along the LAA System and local groundwater basins
Level 5: Critical Shortage	≤50%	Water Shortage Level 5: Critical Shortage is implemented when a water shortage emergency requires that demand be reduced up to 50% to ensure sufficient supplies. Mandatory conservation practices imposed under Water Shortage Levels 1 through 4 remain in effect and LADWP may elect to further increase withdrawals from available emergency storage along the LAA system and from local groundwater basins. **Actions** Mandatory Conservation Phase 5 - No landscape irrigation allowed. - No filling of residential swimming pools and spas with potable water.

Table 20
Water Shortage Response Actions

Water Shortage Level	Percent Shortage	Shortage Response Actions
		- No washing of vehicles allowed except at commercial car wash facilities. - No filling of decorative fountains, ponds, lakes, or similar structures used for aesthetic purposes, with potable water. - Golf courses and professional sports fields may apply water to sensitive areas, such as greens and tees, during non-daylight hours and only to the extent necessary to maintain minimum levels of biological viability. - Provisions do not apply to drip irrigation supplying water to a food source or to hand-held hose watering of vegetation. - Withdraw from available emergency storage along the LAA System and local groundwater basins
Level 6: Super Critical Shortage	> 50%	Water Shortage Level 6: Supercritical Shortage is implemented when a water shortage emergency requires that demand be reduced greater than 50% to ensure sufficient supplies. During a Supercritical Shortage, a new set of mandatory conservation measures takes effect, in addition to all Permanent Water Waste Prohibitions. Mandatory conservation practices that were imposed Levels 1 through 5 remain in effect. LADWP may elect maximize withdrawals from available emergency storage along the LAA system and from local groundwater basins for supply augmentation. **Actions** Mandatory Conservation Phase 6 - No landscape irrigation allowed. - No filling of residential swimming pools and spas with potable water. - No washing of vehicles allowed except at commercial car wash facilities. - No filling of decorative fountains, ponds, lakes, or similar structures

Table 20
Water Shortage Response Actions

Water Shortage Level	Percent Shortage	Shortage Response Actions
		used for aesthetic purposes, with potable water. - Golf courses and professional sports fields may apply water to sensitive areas, such as greens and tees, during non-daylight hours and only to the extent necessary to maintain minimum levels of biological viability. - Provisions do not apply to drip irrigation supplying water to a food source or to hand-held hose watering of vegetation. - The Board is hereby authorized to implement additional prohibited uses of water based on the water supply situation. Any additional prohibition shall be published at least once in a daily newspaper of general circulation and shall become effective immediately upon such publication and shall remain in effect until cancelled. - Withdraw from available emergency storage along the LAA and local groundwater basin. - Additional measures authorized by the Board
Source: 2020 UWMP, Appendix I, LADWP.		

As shown in Table 17, the Project would consume a net increase of approximately 2,977 gallons of water per day (or 0.002 mgd). Based on its 2020 UWMP, LADWP has supply capabilities that would be sufficient to meet expected demands from 2025 through 2045 under single dry-year and multiple dry-year hydrologic conditions. The Project Applicant would be required to comply with the water efficiency standards outlined in Los Angeles City Ordinance No. 180,822 and in the LAGBC to conserve water usage. Additionally, the Project would be subject to any water shortage response actions identified by LADWP to ensure water service availability. Further, prior to issuance of a building permit, the Project Applicant would be required to consult with LADWP to determine Project-specific water supply service needs and all water conservation measures that shall be incorporated into the Project. As such, the Project would not require new or additional water supply or entitlements. Therefore, no significant impacts related to water supply would occur.

Solid Waste

The landfills that serve the City and the capacity of these landfills are shown in Table 21. As shown, the landfills have an approximate available daily intake of 16,531 tons. As shown in Table 22, the Project would generate a net increase of approximately 0.16 tons of solid waste per day. This total is conservative and does not account for the net decrease associated with the previous use and the effectiveness of recycling efforts, which the Project would be required by the City to implement. With a remaining daily intake capacity of approximately 16,531 tons of solid waste per day, the landfills serving the City could accommodate the Project's approximately net increase of 0.16 tons of solid waste per day.

The Project's solid waste would be handled by private waste collection services. Pursuant to Section 66.32 of the LAMC, the Project's solid waste contractor must obtain, in addition to all other required permits, an Assembly Bill 939 (AB 939) Compliance Permit from the Los Angeles Bureau of Sanitation (LASAN). The Project would be required to comply with LAMC Section 12.21 A.19, which requires new development to provide an adequate recycling area or room for collecting and loading recyclable materials. Additionally, the Project would be required to comply with CALGreen Code waste reduction measures for the operation of the Project. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program. For these reasons, the Project would not generate solid waste in excess of state or local standards or in excess of the capacity of local infrastructure and would not otherwise impair the attainment of solid waste reduction goals. Therefore, no significant impacts related to solid waste would occur.

Table 21
Landfill Capacity

Landfill Facility	Estimated Remaining Life (years)	Estimated Remaining Disposal Capacity (million tons)	Permitted Intake (tons/day)	Daily Disposal (tons/day)	Available Daily Intake (tons/day)
Sunshine Canyon	17	65.9	12,100	7,420	4,680
Chiquita Canyon	27	54.4	12,000	6,114	5,886
Antelope Valley	13	10.1	3,600	2,785	815
Lancaster	81	9.8	3,000	395	2,605
Calabasas	14	1.0	3,500	955	2,545
				Total	**16,531**

Source: County of Los Angeles, Countywide Integrated Waste Management Plan, 2020 Annual Report, October 2021.

Table 22
Estimated Solid Waste Generation

Land Use	Size	Generation Rate[1]	Total (tpd)
Existing			
Residential – 2-Bedroom	3 du	4.0 lbs/du/day	0.006
Spa	12,180 sf	0.005/sf/day	0.030
Office	1,800 sf	0.005/sf/day	0.004
		Total	**0.04**
Project			
Residential	101 du	4.0 lbs/du/day	0.20
		(Less Existing)	*(0.04)*
		Net Total	***0.16***

tpd = tons per day sf = square feet du = dwelling unit

[1] *Source: City of Los Angeles Bureau of Sanitation, "Solid Waste Generation," 1981.*

Categorical Exemption Exceptions

Section 15300.2 (Exceptions), Article 19, Chapter 3, Title 14 of the California Code of Regulations includes Exceptions to Categorical Exemptions for certain activities. For the reasons discussed below, none of the Exceptions apply to the Project.

15300.2. Exceptions

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

impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

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

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

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

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

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

Discussion of Exceptions

Section 15300.2 (a) - Location:

This Exception is not applicable to the Project, because the Project does not fall under the definitions of Classes 3, 4, 5, 6, or 11.

Section 15300.2(b) - Cumulative Impacts

The cumulative impact analysis considers the potential impacts associated with implementation of the Project in conjunction with other "related projects" in the vicinity of the Project Site that could be developed within the same timeframe as the Project. Based on information provided by LADOT, there is one related project within 0.5 miles of the Project Site. This related project is located at 100 North Western Avenue and includes 98 dwelling units and 30,000 square feet of retail (refer to Appendix E). As discussed below, the Project would not contribute to any significant cumulative impacts resulting from successive projects of the same type in the same place over time, and this Exception does not apply.

Air Quality

The SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.[18] Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions. As discussed previously, the Project would not produce VOC, NO_X, CO, SO_X, $PM_{2.5}$, and PM_{10} emissions in excess of SCAQMD's significance thresholds. Therefore, the cumulative air quality impact of successive projects of the same type in the same place over time would not be significant.

Water Quality

The Project site and the related project are located in an urbanized area where all of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban built-out environment. When new construction occurs, it generally does not lead to substantial additional runoff, since new development is required to control the amount, velocity, and quality of stormwater runoff coming from their respective site. Moreover, little if any additional cumulative runoff is expected from the Project and the related project site, since the area is highly developed with impervious surfaces. Additionally, all new development in the City is required to comply with the City's LID Ordinance and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized. Therefore, the cumulative water quality impact of successive projects of the same type in the same place over time would not be significant.

Noise

As stated previously, there is one related project within 0.5 miles of the Project Site, located at 100 North Western Avenue, that includes 98 dwelling units and 30,000 square feet of retail. The site of the related project is more than 1,500 feet from the Project Site with Beverly Boulevard and Western Avenue (high-traffic roadways) and intervening development in between. The Project and the related project do not have sensitive receptors in common. Thus, concurrent construction and operational activities would not be cumulatively audible. Thus, no significant cumulative noise impacts would be less than significant.

---

[18] *White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.*

Traffic

OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* states the following regarding cumulative traffic impacts:

> *Cumulative Impacts. A project's cumulative impacts are based on an assessment of whether the "incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." (Pub. Resources Code, § 21083, subd. (b)(2); see CEQA Guidelines, § 15064, subd. (h)(1).) When using an absolute VMT metric, i.e., total VMT (as recommended below for retail and transportation projects), analyzing the combined impacts for a cumulative impacts analysis may be appropriate. However, metrics such as VMT per capita or VMT per employee, i.e., metrics framed in terms of efficiency (as recommended below for use on residential and office projects), cannot be summed because they employ a denominator. A project that falls below an efficiency-based threshold that is aligned with long-term goals and relevant plans has no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa. This is similar to the analysis typically conducted for greenhouse gas emissions, air quality impacts, and impacts that utilize plan compliance as a threshold of significance. (See Center for Biological Diversity v. Department of Fish & Wildlife (2015) 62 Cal.4th 204, 219, 223; CEQA Guidelines, § 15064, subd. (h)(3).)*

As discussed above, the Project is screened out from further VMT analysis, as it is presumed the Project would cause less-than-significant transportation impacts. For this reason, the Project's cumulative contribution to traffic impacts would also be less than significant.

Public Services

Fire Protection

Implementation of the Project and the related project could result in a net cumulative increase in demand for fire protection services. Cumulative development requires the LAFD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. As with the Project, the related project would be subject to the Fire Code and other applicable regulations of the LAMC including, but not limited to, automatic fire sprinkler systems for high-density residential/commercial land uses, such as the Project and the related project, located farther than 1.5 miles from the nearest LAFD station that houses an engine or 2.0 miles from the nearest LAFD station that houses a truck company to compensate for additional response time, and other recommendations made by the LAFD to ensure fire protection safety. Compliance with the applicable regulatory measures would ensure that LAFD would be able to provide adequate facilities to accommodate future growth and maintain acceptable levels of service. Furthermore, the increased demands for additional LAFD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and the related project would contribute. Therefore, the cumulative impact on

fire protection from successive projects of the same type in the same place over time would not be significant.

Police Protection

Implementation of the Project and the related project could result in a net cumulative increase in demand for police protection services. Cumulative development requires the LAPD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. As with the Project, the related project would be subject to the review and oversight of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. The review process would ensure the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service. Furthermore, the increased demands for additional LAPD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and the related project would contribute. Therefore, the cumulative impact on police protection from successive projects of the same type in the same place over time would not be significant.

Schools

The Project and the related project could cumulatively increase the number of students in the Project Site area. However, similar to the Project Applicant, the applicant of the related project would be required to pay the state-mandated applicable school fees to the Los Angeles Unified School District (LAUSD) to ensure that no significant impacts to school services would occur. Therefore, the cumulative impact on schools from successive projects of the same type in the same place over time would not be significant.

Parks

The Project and the related project could cumulatively increase demand for parks and recreational services. As with the Project, the applicant of the related project would be subject to the City's Park and Recreation Ordinance and must comply with LAMC open space requirements, ensuring that any potential impacts to parks and recreational facilities would be less than significant. Therefore, the cumulative impact on parks from successive projects of the same type in the same place over time would not be significant.

Other Public Facilities

Implementation of the related project in concert with the Project could further increase the demand for library services. However, the Project Site area is well served by several existing libraries, and cumulative development would not cause the need for new or altered library facilities, the construction of which could result in significant environmental impacts. Therefore, the cumulative impact on library services from successive projects of the same type in the same place over time would not be significant.

Utilities

Wastewater

Implementation of the related project in concert with the Project could increase the need for wastewater treatment. Table 23 shows that the cumulative development in the Project Site area could result in the need to treat approximately 18,427 gallons of water per day (or 0.01 mgd per day). It should be noted that this amount does not take into account the net decrease in wastewater generation (and water consumption) that would occur as a result of the removal of existing uses for the related project or the effectiveness of water conservation measures required in accordance with the City's Green Building Code, both of which would likely substantially reduce the cumulative water consumption and wastewater generation shown in Table 23. With a remaining treatment capacity of approximately 175 mgd, the HWRP would have adequate capacity to accommodate the wastewater treatment requirements of cumulative development. No new or upgraded treatment facilities would be required. Therefore, the cumulative impact on wastewater treatment from successive projects of the same type in the same place over time would not be significant.

Table 23
Estimated Cumulative Water Consumption and Wastewater Generation[1]

Land Uses	Size	Water Consumption/ Wastewater Generation Rate[2]	Total (gpd)
Multi-Family Residential	98 du	150 gpd/du	14,700
Retail	30,000 sf	25 gpd/1,000 sf	750
		Subtotal	***15,450***
		Plus Project	*2,977*
		Total	**18,427**

gpd = gallons per day *du = dwelling unit*

1 *Assumes wastewater generation equals water consumption.*
2 *Source: City of Los Angeles Bureau of Sanitation, Sewer Generation Factors, April 6, 2012. This rate does not assume the effectiveness of any mandatory water conservation measures that are required in the City.*

Water

Implementation of the related project and in concert with the Project could increase the need for water supply in the City. Table 23 shows that the cumulative development in the Project Site area could result in a demand of approximately 23,019 gallons of water per day (or 0.02 mgd per day). It should be noted that this amount does not take into account the net decrease in water consumption (and wastewater generation) that would occur as a result of the removal of existing uses for the related project or the effectiveness of mandatory water conservation measures required in accordance with the City's Green Building Code, both of which would likely substantially reduce the cumulative water consumption (and wastewater generation) shown in Table 24.

LADWP (through its 2020 UWMP) anticipates that its projected water supplies will meet demand through the year 2045. In terms of the City's overall water supply condition, any related project that is consistent with the City's General Plan has been taken into account in the planned growth of the water system. In addition, any related project that conforms to the demographic projections from SCAG's Regional Transportation Plan and is located in the service area is considered to have been included in LADWP's water supply planning efforts so that projected water supplies would meet projected demands. Similar to the Project, each related project would be required to comply with City and State water codes and conservation programs for both water supply and infrastructure.

Related projects that propose changing the zoning or other characteristics beyond what is within the General Plan would be required to evaluate the change under CEQA review process. The CEQA analysis would compare the existing to the proposed uses and the ability of LADWP supplies and infrastructure to provide a sufficient level of water service. Future development projects within the service area of the LADWP would be subject to the water conservation measures outlined in the City's Green Building Code, which would partially offset the cumulative demand for water. LADWP undertakes expansion or modification of water service infrastructure to serve future growth in the City as required in the normal process of providing water service. Therefore, the cumulative impact on water supply from successive projects of the same type in the same place over time would not be significant.

Solid Waste

Implementation of the related project in concert with the Project could increase the need for landfill capacity in the region. As shown in Table 24, implementation of the Project in conjunction with the related projects would result in an estimated solid waste generation of approximately 0.42 tons per day. It should be noted that this amount does not take into account the net decrease in solid waste generation that would occur as a result of the removal of existing uses or the effectiveness of recycling measures required in accordance with existing City's recycling regulations, both of which would likely substantially reduce the cumulative solid waste generation. With a remaining daily capacity of approximately 16,531 tons of solid waste per day, the landfills serving the Project and the related project would have adequate capacity to accommodate cumulative solid waste generation. Additionally, all development in the City is required to comply with City and state recycling regulations. Therefore, the cumulative impact on landfill capacity from successive projects of the same type in the same place over time would not be significant.

Table 24
Estimated Cumulative Solid Waste Generation

Land Uses	Size	Solid Waste Generation Rate[1]	Total (tpd)
Multi-Family Residential	98 du	4 lbs/day/du	0.19
Retail	30,000 sf	0.005 lbs/day/sf	0.07
		Subtotal	***0.26***
		Plus Project	*0.16*
		Total	**0.42**

tpd = tons per day du = dwelling unit lbs = pounds sf = square feet

[1] *Source: City of Los Angeles Bureau of Sanitation, "Solid Waste Generation," 1981.*

Section 15300.2(c) – Significant Effects Due to Unusual Circumstances

There are no unusual circumstances related to implementation of the Project. The Project includes infill development of a site currently developed with residential and commercial buildings and surface parking in an urbanized portion of the City. The proposed residential uses are allowed under the existing zoning and land use designation for the Project Site under the City's Density Bonus program. Additionally, the Project Site is not located in a designated "environmentally sensitive area." While no unusual circumstances exist, as described above, there is also no reasonable possibility that any significant effects could result from development of the Project. Specifically, no significant impacts related to traffic, noise, air quality, water quality, public services, and/or utilities would occur as a result of the Project. Therefore, this Exception does not apply to the Project.

Section 15300.2(d) – Scenic Highways

The Project Site is not visible from any state-designated scenic highway. The closest state-designated scenic highway is a segment of State Route 110 located approximately 3.5 miles to the east of the Project Site.[19] Therefore, this Exception does not apply to the Project.

Section 15300.2(e) – Hazardous Waste Sites

Based on a review of the EnviroStor Database and GeoTracker, the Project Site is not included on any list compiled pursuant to Government Code Section 65962.5.[20] Thus, the Project would not create a hazard to the public or the environment as a result of being listed on a list of

---

[19] *Caltrans, California State Scenic Highway System Map, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, October 23, 2022.*

[20] *Department of Toxic Substances Control, https://www.envirostor.dtsc.ca.gov/public/map/?myaddress, accessed October 23, 2022.*

hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, this Exception does not apply to the Project.

Section 15300.2(f) – Historical Resources

The information and analysis presented below are based on the following sources (refer to Appendix F):

- *Historic Resources Evaluation, Kaplan Chen Kaplan, April 18, 2022.*
- *Historic Resources Approval Email, Sara Delgadillo, Preservation Planner, Office of Historic Resources, July 13, 2022*

REGULATORY FRAMEWORK

The importance of historic resources has been recognized by federal, state, and local governments through programs and legislation that identify and recognize buildings, structures, objects, landscapes, and districts that possess historic significance.

California Environmental Quality Act

The CEQA considers historical resources part of the environment. A project that may cause a substantial adverse effect on the significance of an historical resource may have a significant effect on the environment. A property that is eligible for listing in the California Register of Historical Resources (California Register), is listed in a local register of historical resources, or has been identified as historically significant in an historic resources survey that meets specific criteria is considered a historical resource under CEQA. In order to determine if a property is a potential historical resource, it must be evaluated for its eligibility for inclusion on the National Register of Historic Places (National Register), the California Register, and/or as a local historical resource.

National Register

The National Historic Preservation Act (NHPA) of 1966 established the National Register as an authoritative guide "used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and indicate what properties should be afforded protection from destruction or impairment." Buildings, districts, sites, and structures may be eligible for listing in the National Register if they possess significance at the national, state, or local level in American history, culture, architecture, or archeology, and in general, are over 50 years old. Significance is evaluated using established criteria:

A. Are associated with events that have made a significant contribution to the broad patterns of our history; or

B. Are associated with the lives of persons significant in our past; or

C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Yield, or may be likely to yield, information important in prehistory or history.

Significance of Association National Register Bulletin 32, Guidelines for Evaluating and Documenting Properties Associated with Significant Persons provides guidance on evaluating potential historic association with people who have "made contributions or played a role that can be justified as significant." For association with leaders or prominent families it is necessary "to explain their significant accomplishments," and they "must be compared to those of others who were active, successful, prosperous, or influential in the same field." Most properties nominated for associations with significant persons also are nominated for other reasons, and a majority of properties nominated under the association criterion are also significant in the area of architecture or for the area in which the individual(s) achieved recognition.

National Register Bulletin 32 adds that the fact that we value certain professions or the contributions of certain groups historically does not mean that every property associated with or used by a member of that group is significant. Associations with one or more individuals in a particular profession, economic or social class, or ethnic group will not automatically qualify a property. The contribution must be distinctive: it is not enough to show that an individual has acquired wealth, run a successful business, or held public office, unless any of these accomplishments, or their number or combination, is a significant achievement in the community in comparison with the activities and accomplishments of others.

Integrity. Properties may be eligible for inclusion on the National Register as individual resources and/or as contributors to a historic district. *National Register Bulletin 15: How to Apply National Register Criteria for Evaluation* states that in addition to meeting at least one of the four criteria, a resource should be evaluated to assess its integrity. For individual resources to qualify for inclusion they must represent an important aspect of an area's history and possess integrity. A historic district must retain integrity as a whole, "the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished."

The seven aspects of integrity are location, design, feeling, association, setting, workmanship, and materials. To "retain historic integrity a property will always possess several, and usually most, of the aspects." For a resource to be evaluated as significant for its design, a "property important for illustrating a particular architectural style or construction technique must retain most of the physical features that constitute that style or technique."

Historic Context. A resource must also be significant within a historic context. *National Register Bulletin 15* states that a historic context explains "those patterns, themes, or trends in history by which a specific…property or site is understood and its meaning…is made clear." To be determined eligible for listing on the National Register a property must possess significance within a historic context and possess integrity.

Historic District. According to *National Register Bulletin 15,* a historic district derives its importance from being a unified entity whose identity as a district "results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment." A historic district is "a definable geographic area that can be distinguished from surrounding properties by changes such as density, scale, type, age, style of sites, buildings, structures, and objects, or by documented differences in patterns of historic development or associations...the boundaries must be based upon a shared relationship among the properties constituting the district."

California Register

The California Register, based on the National Register, is the "authoritative guide to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and indicate which properties are to be protected." A building, site, structure, object, or historic district may be eligible for inclusion on the California Register if it meets one or more of the following criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States

2. It is associated with the lives of persons important to local, California, or national history

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values

4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

California Office of Historic Preservation Technical Assistance Series #6, California Register and National Register: A Comparison states that in addition to meeting one of the criteria of significance, a resource must "retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance" and "integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. " Historical resources that "have been rehabilitated or restored may be evaluated for listing."

Series 6 Guidance also states, "Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance." Historical resources that do not retain sufficient integrity to qualify for the National Register may still be eligible for listing in the California Register: "a resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data."

City of Los Angeles Historic-Cultural Monument

A City of Los Angeles Historic-Cultural Monument (LAHCM) is any site (including significant trees or other plant life located on the site), building, or structure of particular historic or cultural

significance to the City. A proposed LAHCM 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, or local history;

2. Is associated with the lives of historic personages important to national, state, city, or local history

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.

City of Los Angeles Historic Preservation Overlay Zone

Historic districts in the City are known as a Historic Preservation Overlay Zone (HPOZ), a significant concentration, linkage, or continuity of sites, buildings, structures, objects, landscapes, or natural features united historically or aesthetically by plan or physical development. The criteria for the designation of an HPOZ are as follows:

1. Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time

2. Owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community, or city

3. Retaining the building, structure, landscaping, or natural feature would contribute to the preservation and protection of a historic place or area of historic interest in the City.

An HPOZ boundary and its contributing resources are identified through a Historic Resources Survey conducted for the HPOZ.

PROPERTY LOCATION AND SETTING

The properties at 308 N. Oxford Avenue, 318 N. Oxford Avenue, and 311 N. Serrano Avenue are in the northeast section of the Wilshire Community Plan Area in the City. The general area was initially known as the Wilshire District. Over time, sub-neighborhoods emerged, and the subject parcels are in the neighborhood now known as Wilshire Center. Wilshire Center encompasses much of the eastern portion of the Wilshire Community Plan Area between Virgil Avenue and Hoover Street on the east to Wilton Place and Crenshaw Boulevard on the west with the northern edge bordering Hollywood at Melrose Avenue and its southern edge meeting the north section of Koreatown.

The 300 block of N. Oxford Avenue and N. Serrano Avenue are part of a grid. Oxford Avenue is the first street east of the major arterial street (Western Avenue), and Serrano Avenue is two blocks east of Western Avenue. The south end of these blocks borders the arterial street of Beverly Boulevard; the parcels are the second and third parcels north of Beverly Boulevard. The topography of the area is generally flat. Both residential streets (Oxford Avenue and Serrano Avenue) have one lane of traffic in each direction and parking on each side of the street.

Today the 300 block of N. Oxford Avenue and N. Serrano Avenue contains a wide range of buildings including commercial buildings on the parcels at the south end of each block and a mix of residential buildings from single-family dwellings from the 1920s to the mid- 20th Century and early 21st Century multi-story multi-family buildings.

DEVELOPMENT HISTORY OF THE 300 BLOCK OF N. OXFORD AVENUE

The subject properties on the 300 Block of N. Oxford Avenue and N. Serrano Avenue are in the Allan Dale Tract. The Allan Dale Tract was subdivided and recorded in 1906 for owner the Title Insurance and Trust Company.

The tract was bounded on the west by Western Avenue and included parcels on the east side of Western Avenue. On the east, both sides of Euclid Street (now Serrano Avenue) were the east boundary of the tract. In between was Anna Street, now known as Oxford Avenue. The northern border of the tract was Torrance Avenue, now known as Maplewood Avenue, and the southern boundary was Temple Street, now known as Beverly Boulevard. The east-west Barrow Street, now known as Oakwood Avenue, bisected the tract.

The Allan Dale Tract contains 115 parcels, most of which were 50 feet wide by 132 to 135 feet deep, except for some corner lots that were a little wider. The parcels on the east side of Euclid street, today's Serrano Avenue, were smaller. They were a bit wider at 54 to 56 feet but not as deep at 111 feet.

The Sanborn Map from 1919 shows that most of the parcels on the 300 block of N. Oxford Avenue and N. Serrano Avenue had been developed with single-family dwellings. The parcel at 308 N. Oxford Avenue contained a single-family dwelling as did the parcel at 311 N. Serrano Avenue. No building is shown on the 1919 Sanborn Map on the 318 N. Oxford Avenue parcel. However, a building permit was applied for in November of 1920 to construct a duplex dwelling, which was built in 1921. The 1950 Sanborn Map shows the 300 block of N. Oxford Avenue and N. Serrano Avenue had been fully developed, the majority being single-family dwellings along with a few duplexes. The Beverly Boulevard corridor was starting to be developed with commercial uses. The 1960 Sanborn Map shows the beginnings of redevelopment on the 300 block of N. Oxford Avenue with the addition of a few multi-family apartment buildings.

Los Angeles County Assessor data show that there are three buildings on the west side of the 300 block of N. Oxford Avenue that date from the teen years of the 20th Century, and one building on the east side of the 300 block of N. Oxford Avenue and two on the west side of the 300 block of N. Serrano Avenue that date from that same decade. The other buildings on those blocks were

built in the later 20th Century including several in the mid-20th Century, one in 1986, one in 1997, and another building recently constructed at the north end of N. Oxford Avenue.

PROPERTY HISTORY AND DESCRIPTION

308 N. Oxford Avenue and 311 N. Serrano Avenue

The buildings at 308 N. Oxford Avenue and 311 N. Serrano Avenue are on parcels that back up on each other. Today the two parcels operated as one facility. The 308 N. Oxford Avenue parcel contains a long, two-story building along the south side of the parcel. This building was constructed in 1986 and contains health spa facilities. To its east is the 311 N. Serrano Avenue building, constructed around 1913.

The 308 N. Oxford Avenue health spa is 12,280 square feet and was constructed in 1986. It is two stories with a subterranean laundry room with a hot spring water well treatment and water management equipment, as well as a swimming pool and maintenance equipment on the east side of the property. There is a paved surface parking lot area on the north side of the parcel.

The parcel was first developed in 1929 with a temporary office for the Be Well Water Company. The office appears to have existed into the 1940s when in 1945 a permit was issued to the Best Drinking Water Company to add onto the building for storage of bottles and a bottle washing room. Another permit was issued in 1946 for a "bottling building." In 1985-1986 the property was redeveloped.

The new facility was constructed for owner Chang Bum Huh with the engineer listed as Pyong Ahn Associates, the architect as Jungsoo Kwak, and the contractor as D.Y. Construction Company. The Certificate of Occupancy issued in 1987 describes the health spa facility as "2+B story, type-V, 49' x 131' Doctor's Office with 2 spas and 2 swimming pools. 69 required parking space provided."

The building at 308 N. Oxford Avenue is about 35 years old and does not meet the threshold to be considered a historic resource and has not been evaluated for historic eligibility.

The 311 N. Serrano Avenue building was constructed in 1913 as a single-family residence. In 1983 a building permit was applied for to remodel the building and change it from a single-family dwelling into a retail store. At that time, the building was described as a "2-story, type V, 40' by 60', existing building converted to a retail store." A 1989 building permit describes the building as a "storage building." Today the building has no features that bespeak to its origin as a single-family dwelling. It is a two-story stucco-clad, rectangular building with little fenestration and no architectural details.

The building at 311 N. Serrano Avenue does not have any historic architectural features, is not of any historical architectural style, and has not been evaluated for historic eligibility.

318 N. Oxford Avenue

The property at 318 N. Oxford Avenue was developed with a duplex residence in 1920 for owner C.R. Richmond. The architect was Thomas Jewell, and the owner was the contractor. In 1928, owner Richmond, as architect and contractor, added “two bedrooms one bathroom dressing room closet for clothing and stairway and hall. Also, front porch with cement steps.” In 1931 owner Richmond took out a building permit for interior work including in the kitchen area. In 1985 owner Chang Bum Huh took out a permit to “remove bearing walls to enlarge family and bedrooms and replace with aluminum windows.” The engineer was Philip Ashamallah, and the contractor was D.Y. Construction.

The two-story building is 2,485 square feet and two-stories. The building has influences of the Spanish Colonial Revival architectural style in the design of its front elevation and along a portion of its south elevation. The building has a flat roof. It is stucco-clad. However, the finish and texture of the stucco do not appear to be original.

The building is rectangular in plan with a two-story front porch (based on building permits it appears this was the 1928 porch addition). The two-story porch area is located on the north end of the front (west) elevation. There is an arch that opens onto an upper balcony and below an arched entry to the porch landing with an entry door. There are also arched openings on the north side of the porch, but not on the south side. The porch has corners at the roof parapet that step up and are connected by a short railing.

The south side of the front elevation has a window at the upper and lower levels and a vent above the upper window. The windows have metal security bars. A one-story porch is attached to the south end of the front elevation. There are no other architectural details on the front elevation of the building. The north elevation is devoid of architectural details. Windows are arranged to support interior functions. The original windows were replaced in 1985 with aluminum frame windows. The one-story porch projects out on the south elevation and features two arched openings. The porch has a flat roof. The parapet of the porch has three projecting piers, one at each end of the porch and one in the middle. To the east of this porch is a stacked chimney. Along the back half of the south elevation, there are no stylistic architectural features. There are a series of windows with metal security bars.

In 1928, owner Richmond took out a building permit to convert a private garage on the property into a “dwelling with private garage.” The existing building was a “double 2 story garage.” The owner was the contractor. Today the rear building is two-stories and consists of two rectangular volumes that are offset from each other. The building is stucco clad and has a flat roof. The fenestration is simple and functional. The building does not exhibit any architectural style and is devoid of architectural details.

CITY DIRECTORY DATA

City Directories, U.S. Census records, and building permits provide data on occupants and owners of buildings. The information outlined below was identified regarding occupants of the

dwelling at 318 N. Oxford Avenue. No additional biographical information was found for any of the occupants.

Year	Name	Occupation
1924	Charles Richman	No occupation listed
1924-2929	Claude Richman Alice Richman	Carpenter No occupation listed
1929	Howard Lawrence Mary Lawrence	Manager, grocery store No occupation listed
1933	Carl Reddick Ida Reddick	Salesman No occupation listed
1933	Chesley Cook Elsie Cook	Clerk No occupation listed
1933	Flora Lipkin	Clerk
1937	Alf Lipsey Clara Lipsey	Gas station attendant No occupation listed
1937	Bert Hall	Restaurant worker
1942	James Shannon	Salesman
1942-1951	Maurice Jacobson	Salesman
1981	Jim Wallace	No occupation listed
1981	L.R. Hoffer	No occupation listed

REVIEW OF PREVIOUS SURVEYS

The property at 308 N. Oxford Avenue and 318 N. Oxford Avenue is located in the Wilshire Community Plan area. SurveyLA conducted a historic resources survey of the area in 2015. None of the subject properties (308 N. Oxford Avenue, 318 N. Oxford Avenue, nor 311 N. Serrano Avenue) was identified as eligible historic resources in the SurveyLA historic resources survey. There was no historic district that identified the 300 block of N. Oxford Avenue or N. Serrano Avenue as part of any eligible historic district

SuveyLA Citywide Historic Context Statements

Los Angeles' citywide historic context statement provides the framework for the identification and evaluation of historic resources. The following historic contexts have been used to evaluate the subject properties:

Context 1 Individual Resource

Context: Residential Development and Suburbanization, 1850-1980

Theme: Early Residential Development, 1880-1930

Sub-Theme: Early Single-Family and Multi-Family Residential Development, 1880-1930

Summary Statement of Significance: Resources significant within 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 style. Multi-family properties may also represent significant examples of multi-family building types.

Period of Significance: 1880-1930

Period of Significance Justification: Broadly covers the earliest periods of residential development within the present-day boundaries of the City and following the City's incorporation in 1850.

Associated Property Type: Residential: Single Family Residence/Multi-Family Residence

Property Type Description: Significant property types are those representing important periods of early residential development in neighborhoods of Los Angeles.

Eligibility Standards:

- Dates from the period of significance
- Represents a very early period of settlement/residential development in a neighborhood or community
- Is a rare surviving example of the type in the neighborhood or community

Character-Defining/Associative 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 sited in a prominent location

Integrity Considerations:

- Should retain integrity of Location, Feeling, Design and Association
- Some original materials may be altered or removed
- For very early examples, which are increasingly rare, there may be a greater degree of alterations or few extant features
- Setting may have changed (surrounding buildings and land uses)

Context 2 Individual Resource Evaluation

Context: Residential Development and Suburbanization, 1850-1980

Theme: Multi-Family Residential Development, 1895-1970

Property Type: Residential – Multi-Family Property

Property Sub-type: Duplex

Property Sub-type Description: A duplex is a multi-family residential property that contains two units and is oriented toward the street. The earliest extant examples of duplexes date from the turn of the twentieth century. Configurations include the double bungalow" (a single-story structure with side-by-side units), the "double house" (a pair of adjoining two-story units), and the "two-flat" (a two-story building with a unit on each floor).

Property Sub-type Significance: A duplex is significant for its association with residential development in Los Angeles as one of the City's earliest and most dominant multi-family residential building types.

Eligibility Standards:

- Was originally constructed as a duplex
- Is an excellent example of the type
- Was constructed during the period of significance

Character-Defining/Associative Features:

- Retains most of the essential character-defining features from the period of significance
- Composed of two units, arranged horizontally (one story) or vertically (two stories)
- Configurations include the "double bungalow" (a single-story structure with side-by-side units), the "double house" (a pair of adjoining two-story units), and the "two-flat" (a two-story building with a unit on each floor)
- Typically occupies a single residential lot
- May also be a good to excellent example of an architectural style from its period and/or the work of a significant architect or builder
- Associated architectural styles may include, and not be limited to: Craftsman, Mission Revival, Spanish Colonial Revival, Mediterranean Revival, American Colonial Revival, Tudor Revival, French Revival, Streamline Moderne

Integrity Considerations:

- Should retain integrity of Location, Design, Materials, and Feeling
- Some original materials may have been altered or removed
- Replacement of some windows may be acceptable if the openings have not been changed or resized
- If it is a rare surviving example of its type, or is a rare example in the community in which it is located, a greater degree of alteration or fewer character-defining features may be acceptable.
- Security bars may have been added
- Surrounding buildings and land uses may have changed
- Where this property type is situated within a grouping of multi-family residences, it may also be significant as a contributor to a multi-family residential district. A grouping may be composed of a single property type or a variety of types

Context 3 Individual Resource Evaluation

Context: Architecture and Engineering, 1850-1980

Theme: Mediterranean and Indigenous Revival Architecture, 1887-1952

Sub-Theme: Spanish Colonial Revival, 1915-1942

Property Type: Residential/Property Sub-Type, Duplex

Eligibility Standards:

- Exemplifies the character-defining features of the Spanish Colonial Revival style
- Exhibits character-defining features of duplexes as described in Multi-family residential theme (i.e., is a rare surviving example of the type in the neighborhood or community represents a very early period of settlement/residential development in the neighborhood or community)
- Is an excellent example of its type and/or the work of a significant architect or builder
- Originally designed as a two-family residence

Character-Defining/Associative Features:

- Retains most of the essential character-defining features from the period of

- significance
- Complex massing, resulting from turrets, towers, corbelled overhangs, multiple and often asymmetrically organized wings, exterior staircase
- distinctively shaped and capped chimneys
- gable, hipped, and/or flat roof, typically with clay tile roof or roof trim
- One or two stories in height
- Patios, courtyards, loggias or covered porches and/or balconies
- Single and multi-paned windows, predominantly casement in type
- Stuccoed exteriors; secondary materials may include wrought iron, wood, cast
- stone terra cotta, and polychromatic tile
- Use of arches of a variety of shapes for windows, doors, niches, openings in wing walls, and other features
- Window grilles, rejas, pierced stucco screens, clay attic vents
- Wooden plank or carved doors with prominent hinges and hardware

Integrity Considerations:

- Should retain integrity of design, workmanship, feeling, setting and materials
- Alterations to garages may be permissible if not visible from the street
- Evolution of plant materials is expected, but significant designed landscapes
- should be retained
- Limited window replacement may be acceptable on secondary elevations
- New additions should be appropriately scaled and located so as to not overwhelm the original design and massing
- Security bars may have been added, but should not obscure significant openings or be visually prominent
- Stucco repair or replacement must duplicate the original in texture and appearance

EVALUATION OF SIGNIFICANCE

The property at 318 N. Oxford Avenue property has been evaluated using the criteria for a LAHCM.

Criterion 1. Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic, or social history of the nation, state, or local history.

The property is located in the Allan Dale Tract, which was subdivided and recorded in 1906. The buildings at 318 N. Oxford Avenue were constructed in 1921 and were the last residential parcel on the block to be developed. The subject property is not an example of the very early period of settlement/residential development in the neighborhood nor is it a rare surviving example of the duplex property type.

There is no evidence that any significant event occurred at the property.

The property at 318 N. Oxford Avenue does not meet Criterion 1 and is not eligible for designation as a LAHCM.

Criterion 2. Is associated with the lives of historic personages important to national, state, city, or local history.

The occupants of the buildings on the property worked at a variety of modest jobs and lived at the site for a portion of their lives. However, there is no evidence that any of the occupants achieved historic significance.

The property at 308 N. Oxford Avenue and 318 N. Oxford Avenue does not meet Criterion 2 and is not eligible for designation as a LAHCM.

Criterion 3. Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

The duplex dwelling at 318 N. Oxford Avenue is a simple design with Spanish Colonial Revival style influences expressed in the volume and massing of the building. However, the building is not an excellent example of the Spanish Colonial Revival architectural style as it does not exemplify other character-defining features of the style. The projecting porch was a later addition. There are no patios or exterior staircases. There is no wrought iron, wood, cast stone terra cotta, or polychromatic tile details. The original windows have been removed and replaced with aluminum frame windows.

The rear building, a converted garage, is of no historic architectural style.

The duplex building is not an early or rare example of the Spanish Colonial Revival architectural style in Wilshire Center or in the City.

The building is not the design of a master architect. The materials are ordinary and the workmanship was basic; it is not representative of the work of a master craftsman

The property at 318 N. Oxford Avenue does not meet Criterion 3 and is not eligible for designation as a LAHCM.

National and California Registers

Because the National Register and California Register criteria are similar to the City's LAHCM criterion, the property at 318 N. Oxford Avenue evaluated above, is ineligible for listing to the National Register and California Register for the same reasons explained under the City's LAHCM evaluation.

Historic District Evaluation

According to *National Register Bulletin 15, How to Apply the National Register Criteria for Evaluation* a district derives its importance from being a unified entity, even though it is often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment or be an arrangement of historically or functionally related properties." In addition, "a district must be significant, as well as being an identifiable entity. It must be important for historical architectural…values." Also "the majority of the components that add to the district's historic character, even if they are individually undistinguished, must possess integrity." And "the number of noncontributing properties a district can contain yet still convey its sense of time and place and historical development depends on how these properties affect the district's integrity."

There is no concentration of properties from any historic period or of any architectural style along the 300 block of N. Oxford Avenue or N. Serrano Avenue. There is no cohesive pattern of development on the 300 block of N. Oxford Avenue or N. Serrano Avenue to meet the eligibility criteria as a historic district. There is no eligible historic district that includes the 300 block of N. Oxford Avenue and N. Serrano Avenue.

IMPACT ANALYSIS

CEQA requires an evaluation of historical resources to determine if a proposed project would have any significant adverse impact on the historic resource. Any proposed project that would physically detract, either directly or indirectly, from the integrity and significance of a historic resource, would be considered to have a significant adverse impact on the historical resource. Potential impacts on a historical resource include demolition, relocation, conversion, rehabilitation, alteration, or new construction on the site or in the vicinity of the resource.

The impacts of a proposed project are evaluated to determine if they affect a designated historical resource or an eligible historical resource (structure or site). The Secretary of the Interior's Standards for Rehabilitation (Standards) are used to evaluate projects that propose to alter and/or add to an existing historic structure or site. If the proposed project meets these Standards, then the proposed project will not result in any adverse impact on a historical resource. Demolition of

a historical resource or an eligible historical resource will result in an adverse impact that cannot be mitigated.

Thresholds of Significance

The CEQA Guidelines (defined in Section 15064.5) provide technical guidance regarding the evaluation of impacts on a historical resource. Any project that would physically detract, either directly or indirectly, from the integrity and significance of a historic resource such that its eligibility for inclusion on the National Register, the California Register, or as a LAHCM such that the resource would lose its historic eligibility, would be considered to be a significant adverse impact on that historical resource.

CEQA Guidelines

The CEQA Guidelines Section 15064.5(b) states that a substantial adverse change to the historical significance of a resource occurs in the following situations:

- Substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

- The significance of a historical resource is materially impaired when a project:

  A. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register of Historical Resources; or

  B. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code (PRC) or its identification in a historical resources survey meeting the requirements of Section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

  C. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

CEQA Analysis

There are no eligible historic resources on the subject parcel at 318 N. Oxford Avenue as analyzed and evaluated above. There are no historic resources on the 300 block of N. Oxford Avenue and

N. Serrano Avenue. Therefore, the Project would not cause a substantial adverse change in the significance of a historical resource. Therefore, this Exception does not apply to the Project.

APPENDIX A – TREE REPORT

TREE REPORT

for

308-22 N. Oxford Ave. & 311-21 N. Serrano Ave.
Los Angeles, CA 90004

Owner:

Manhattan West Real Estate, LLC
1999 Avenue of the Stars
Suite 2500
Los Angeles, CA 90067

Prepared by
Harmony Gardens
12224 Addison Street
Valley Village, CA 91607
Phone (818) 505-9783
Shelley Sparks, RLA # 2896, ASLA
ISA Certified Arborist #WE-10883A

29 July 2022

TABLE OF CONTENTS

Background, Street Trees, Site Conditions	3
Existing Trees in Public Right of Way	5
Existing Tree on Private Property	23
Summary of Trees	32
Site Survey	33
Certification Page	34

BACKGROUND

According to Ordinance 177404 and amended Ordinance 186873 the following trees native tree species are protected: Oak trees including indigenous Oaks (*Quercus spp*.), Southern California Black Walnut (*Juglans californica*), Western Sycamore (*Platanus racemosa*), California Bay Tree (*Umbellularia californica*), Mexican Elderberry (*Sambucus mexicana*) and Toyon (*Heteromeles arbuitifolia*). Trees that are to be retained on the site need to be protected during any grading process to within 5' of the drip line of the tree to preclude potential damage to the tree. Non-protected trees of 8" caliper or larger need to be noted too.

The protected trees may be relocated or removed upon prior approval of removal if a) its presence prevents the reasonable development of the property, b) the health of the tree is in decline and its restoration is not advisable or feasible c) It is in danger of falling d) It interferes with proposed utility or roadways within or without property e) It has no apparent aesthetic value that will contribute to the appearance and design of a proposed subdivision.

Should a protected tree need to be removed, the first choice would be relocation elsewhere on the same property where the relocation is economically reasonable and favorable to the survival of the tree. Measures may need to be taken to mitigate adverse effects on the tree.

Should a protected tree need to be removed and relocation is not an option, trees of the protected tree species must be replaced within the property by at least four trees of a protected variety with 24" box or larger trees. The size and number of replacement trees shall approximate the value of the tree to be replaced.

STREET TREES

If a street tree requires removal from the site it is necessary to contact the Urban Forestry Division, Bureau of Street Services for the city of Los Angeles at 213-847-3077 and obtain a Street Tree Removal Permit from Board of Public Works. Should the trees require removal, removal of trees in the public right-of-way requires approval by the Board of Public Works. All replacement trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.".

LIMITS OF THE ASSIGNMENT

The investigation is limited to visual inspection Level 1 of subject trees. The report is based on development documents provided to Harmony Gardens, Inc. as of the date of the report. Modifications to the development or choice of foundation might require revision to the report to reflect impact on trees.

SITE CONDITIONS

The combined 35,777 S.F. lots at 308-22 N. Oxford and 311-21 N. Serrano avenues are on a flat, level site. It contains a spa business that uses the buildings on the properties included in this survey. An eight-story, 120-unit apartment building is proposed for the lot.

The tree survey was conducted on 21 July 2022. Trees found on-site and in the public right of way are non-protected species: *Callistemon viminalis*, *Ceiba speciosa*, *Chamerops humilis*, *Erythrina coralloides, Eucalyptus rudis*, *Ficus benjamina*, *Ficus lyrata*, *Lagerstroemia indica*, *Pinus halepensis*, *Punica granatum*, *Syagrus romanzoffiana*, and *Yucca elephantipes.* All trees were tagged. All on-site trees will be removed to accommodate the new construction. Off-site trees in proximity to this location are *Geijera parviflora*, *Populus fremontii*, *Ulmus parviflora*, and *Washingtonia robusta*, which should not be affected by the construction.

EXISTING TREES IN PUBLIC RIGHT OF WAY



Tree A is *Erythrina coralloides*, Naked Coral Tree, in good to fair condition with poor pruning. It is 10’ high and 5’ wide with an 8” caliper. This tree is in a small parkway and as such has potential for pavement intrusion.

Should this tree require removal, contact Urban Forestry for application for removal/relocation permit and replacement value.



Tree B is *Erythrina coralloides*, Naked Coral Tree, in good-to-fair condition, with poor pruning. It is 8’ high and 4’wide with a 5” caliper. This tree is in a small parkway and as such has potential for pavement intrusion.

Should this tree require removal, contact Urban Forestry for application for removal/relocation permit and replacement value.



Tree C is *Lagerstroemia indica*, Crepe Myrtle, in good condition. It is 12’ high and 5’ wide with 3” and 1” calipers.

Should this tree require removal, contact Urban Forestry for application for removal/relocation permit and replacement value.



Tree D is *Lagerstroemia indica*, Crepe Myrtle, in good condition. It is 9’ high and 3’ wide with a 2” caliper.

Should this tree require removal, contact Urban Forestry for application for removal/relocation permit and replacement value.



Tree E is *Erythrina coralloides*, Naked Coral Tree, in good condition despite poor pruning. It is 7’ high and 3’wide with a 4” caliper. This tree is in a small parkway and as such has potential for pavement intrusion.

Should this tree require removal, contact Urban Forestry for application for removal/relocation permit and replacement value.



Tree F is *Erythrina coralloides*, Naked Coral Tree, in fair to good condition with poor pruning. It is 12’ high and 10’wide with 9” and 7” calipers. This tree is in a small parkway and as such has potential for pavement intrusion.

Should this tree require removal, contact Urban Forestry for application for removal/relocation permit and replacement value.



Tree G is *Erythrina coralloides*, Naked Coral Tree, in fair condition with poor pruning. It is 13' high and 5'wide with a 14" caliper. This tree is in a small parkway and as such has potential for pavement intrusion.

Should this tree require removal, contact Urban Forestry for application for removal/relocation permit and replacement value.



Tree H is *Erythrina coralloides*, Naked Coral Tree, in good condition, despite poor pruning. It is 16' high and 12'wide with a 15" caliper. This tree is in a small parkway and as such has potential for pavement intrusion.

This tree is in the location of a proposed driveway. Contact Urban Forestry for application for removal/relocation permit and replacement value.



Tree I is *Erythrina coralloides*, Naked Coral Tree, in fair to good condition with poor pruning. It is 14' high and 12'wide with a 9" caliper. This tree is in a small parkway and as such has potential for pavement intrusion.

This tree is in the location of a proposed driveway. Contact Urban Forestry for application for removal/relocation permit and replacement value.



Tree J is *Erythrina coralloides*, Naked Coral Tree, in fair to good condition. It is 6’ high and 3’wide with a 1” caliper. This tree is in a small parkway and as such has potential for pavement intrusion.

Should this tree require removal, contact Urban Forestry for application for removal/relocation permit and replacement value.



Tree K is *Erythrina coralloides*, Naked Coral Tree, in fair to good condition with poor pruning. It is 14' high and 12'wide with an 11" caliper. This tree is in a small parkway and as such has potential for pavement intrusion.

Should this tree require removal, contact Urban Forestry for application for removal/relocation permit and replacement value.



Tree L is *Eucalyptus rudis*, Desert Gum, in good to fair condition despite poor pruning. It is 7' high and 3'wide with a 3" caliper. This tree is in a small parkway and as such has potential for pavement intrusion.

Should this tree require removal, contact Urban Forestry for application for removal/relocation permit and replacement value.



Tree M is *Ficus benjamina*, Weeping Fig, in good condition. It is 6' high and 4'wide with four 1" calipers. This tree is in a small parkway and as such has potential for pavement intrusion.

Should this tree require removal, contact Urban Forestry for application for removal/relocation permit and replacement value.



Tree N is *Cinnamomum camphora*, Camphor Tree, which stands 26’ high and 32’wide with an 18” caliper. The tree is in good-to-fair condition, with poor pruning, drought stress, and dieback. This tree is in a small parkway and as such is intruding on the sidewalk and curb.

Should this tree require removal, contact Urban Forestry for application for removal/relocation permit and replacement value.



Tree O is *Eucalyptus rudis*, Desert Gum, in good condition with a leaning posture. It is 23' high and 11'wide with a 12" caliper. This tree is in a small parkway and as such has potential for pavement intrusion.

Should this tree require removal, contact Urban Forestry for application for removal/relocation permit and replacement value.



Tree P is *Eucalyptus rudis*, Desert Gum, in good condition despite poor pruning.
It is 42’ high and 32’wide with a 22” caliper. This tree is in a small parkway and as such has potential for pavement intrusion.

This tree is in the location of a proposed driveway. Contact Urban Forestry for application for removal/relocation permit and replacement value.



Tree Q is *Ficus benjamina*, Weeping Fig, in good condition. It is 19' high and 18'wide with three 5" and one 4" calipers. This tree is in a small parkway and as such has potential for pavement intrusion.

Tree R is *Eucalyptus rudis*, Desert Gum, in good condition. It is 23' high and 8'wide with a 5" caliper. This tree is in a small parkway and as such has potential for pavement intrusion.

These trees are in the location of a proposed driveway. Contact Urban Forestry for application for removal/relocation permit and replacement value.



Tree S is *Eucalyptus rudis*, Desert Gum, in good to fair condition with leaning posture, dieback, and poor pruning. It is 37' high and 25'wide with a 16" caliper. This tree is in a small parkway and as such has potential for pavement intrusion.

Should this tree require removal, contact Urban Forestry for application for removal/relocation permit and replacement value.

EXISTING TREES ON PRIVATE PROPERTY



Tree 1, *Chamerops humilis*, Mediterranean Fan Palm, in good condition. It stands 13’ high and 3’ wide with an 8”caliper.

Tree 2, *Ceiba speciosa*, Floss Silk Tree, in good to fair condition. It is 19’ high and 13’ wide with a 16” caliper.

These trees are in the footprint of new development and are slated for removal, replacement value is one 24”-box tree each.



Tree 4, *Pinus halepensis*, Aleppo Pine, in good condition, with a leaning posture. It is 27’ high and 8’ wide, with an 8” caliper. This tree is in the footprint of the new development and is slated for removal.

Replacement value is one 24”-box tree.



Tree 5 is *Chamerops humilis*, Mediterranean Fan Palm, in good condition. It stands 17’ high and 15’ wide with 9”, 8”, and 7” calipers This tree is in the footprint of the new development and is slated for removal.

Replacement value is one 24”-box tree.



Tree 7 is *Syagrus romanzoffiana*, Queen Palm, in good condition. It stands 32’ high and 19’ wide with a 12” caliper. This tree is in the footprint of the new development and is slated for removal.

Replacement value is one 24”-box tree.



Tree 8 is *Yucca elephantipes*, Giant Yucca, in fair condition with poor pruning. It stands 13’ high and 6’ wide with 7”, 6”, and 5” calipers. This tree is in the footprint of the new development and is slated for removal.

Replacement value is one 24”-box tree.



Tree 9 is *Ficus lyrata*, Fiddleleaf Fig, in good condition. It stands 20’ high and 6’ wide with a 9” caliper. This tree is in the footprint of the new development and is slated for removal.

Replacement value is one 24”-box tree.



Trees 10 and 11 are *Eucalyptus rudis*, Desert Gum, both in good condition despite some poor pruning and leaning postures.

Tree 10 is 40’ high by 22’ wide with a 28” caliper. This tree is in the footprint of the new development and is slated for removal.

Tree 11 is 42’ high by 22’ wide with a 16” caliper. This tree is in the footprint of the new development and is slated for removal.

Replacement value is one 24”-box tree each.



Tree 12 is *Callistemon viminalis*, Lemon Bottlebrush, in good condition despite some dieback and poor pruning. It stands 20’ high and wide with calipers of 8” and 9”. This tree is in the footprint of the new development and is slated for removal.

Replacement value is one 24”-box tree.

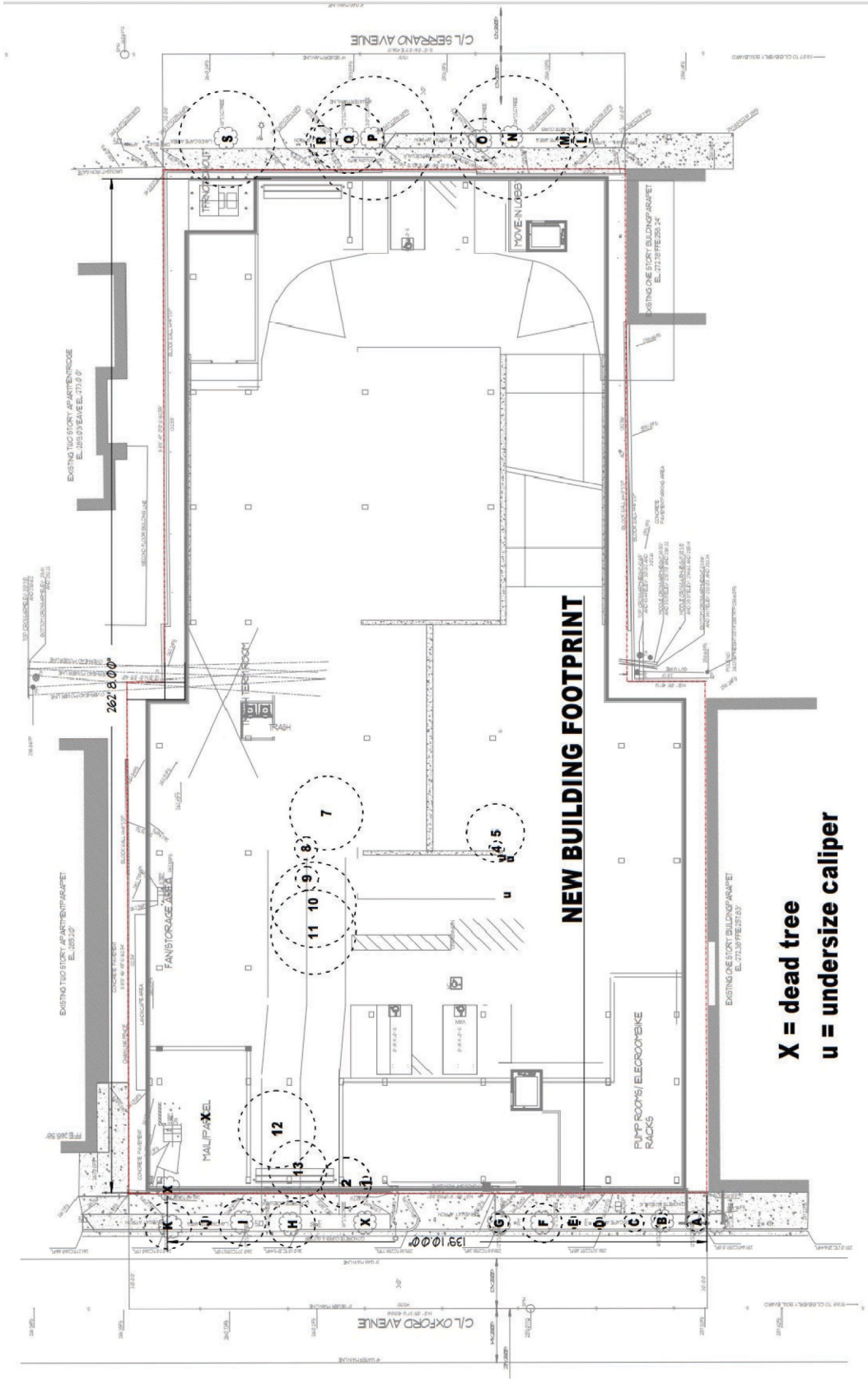


Tree 13 is *Punica granatum*, Pomegranate, in good to fair condition despite being chlorotic and poorly pruned. It stands 14' high and 15' wide with four 2" and one 1" calipers. This tree is in the footprint of the new development and is slated for removal.

Replacement value is one 24"-box tree.

SUMMARY OF TREES							
TREE	BOTANICAL NAME	COMMON NAME	HEALTH	AESTHETIC	COMMENT	REMOVE	PROTECTED
TREES IN PUBLIC RIGHT OF WAY							
A	*Erythrina coralloides*	Naked Coral Tree	good	fair	PP	No	No
B	*Erythrina coralloides*	Naked Coral Tree	good	fair	PP	No	No
C	*Lagerstroemia indica*	Crepe Myrtle	good	good		No	No
D	*Lagerstroemia indica*	Crepe Myrtle	good	good		No	No
E	*Erythrina coralloides*	Naked Coral Tree	fair	fair	PP	No	No
F	*Erythrina coralloides*	Naked Coral Tree	good	fair	PP	No	No
G	*Erythrina coralloides*	Naked Coral Tree	good	fair	PP	No	No
H	*Erythrina coralloides*	Naked Coral Tree	good	fair	PP	Yes	No
I	*Erythrina coralloides*	Naked Coral Tree	good	fair	PP	Yes	No
J	*Erythrina coralloides*	Naked Coral Tree	good	fair	PP	No	No
K	*Erythrina coralloides*	Naked Coral Tree	good	fair	PP	No	No
L	*Eucalyptus rudis*	Desert Gum	good	good	PP	No	No
M	*Ficus benjamina*	Weeping Fig	good	good		No	No
N	*Cinnamomum camphora*	Camphor Tree	good	fair	DB, PP	No	No
O	*Eucalyptus rudis*	Desert Gum	good	good	LP	No	No
P	*Eucalyptus rudis*	Desert Gum	good	good	PP	Yes	No
Q	*Ficus benjamina*	Weeping Fig	good	good		Yes	No
R	*Eucalyptus rudis*	Desert Gum	good	good		Yes	No
S	*Eucalyptus rudis*	Desert Gum	good	fair	DB, LP, PP	No	No
TREES ON PRIVATE PROPERTY							
1	*Chamerops humilis*	Mediterranian Fan Palm	good	fair		Yes	No
2	*Ceibia speciosa*	Floss Silk Tree	good	fair	DB	Yes	No
4	*Pinus halepensis*	Aleppo Pine	good	good	LP	Yes	No
5	*Chamerops humilis*	Mediterranian Fan Palm	good	good		Yes	No
7	*Syagrus romanzoffiana*	Queen Palm	good	good		Yes	No
8	*Yucca elephantipes*	Giant Yucca	fair	fair	PP	Yes	No
9	*Ficus lyrata*	Fiddleleaf Fig	good	good		Yes	No
10	*Eucalyptus rudis*	Desert Gum	good	good	LP, PP	Yes	No
11	*Eucalyptus rudis*	Desert Gum	good	good	LP	Yes	No
12	*Callistemon viminalis*	Lemon Bottlebrush	good	good	DB, PP	Yes	No
13	*Punica granatum*	Pomegrante	good	good	PP	Yes	No
DB = dieback; DS = drought stress; LP = leaning posture; PP = poor pruning							

SITE SURVEY


NEW BUILDING FOOTPRINT
X = dead tree
u = undersize caliper
C/L SERRANO AVENUE
C/L OXFORD AVENUE
MOVE-IN LOBBY
TRASH
FAN/STORAGE AREA
MAIL/PARCEL
PUMP ROOMS/ ELECROOMBIKE RACKS
262' 8.00"
139' 10.00"



The International Society of Arboriculture

Hereby Announces That

Shelley Sparks

Has Earned the Credential

ISA Certified Arborist ®

By successfully meeting ISA Certified Arborist certification requirements through demonstrated attainment of relevant competencies as supported by the ISA Credentialing Council

Kathryn Pelkham
CEO & Executive Director

13 July 2015 — Issue Date
31 December 2024 — Expiration Date
WE-10883A — Certification Number



CALIFORNIA ARCHITECTS BOARD
LANDSCAPE ARCHITECTS TECHNICAL COMMITTEE
2420 DEL PASO ROAD, SUITE 105
SACRAMENTO, CA 95834
916 575-7230

dca
DEPARTMENT OF CONSUMER AFFAIRS

CERTIFICATE NO. 2896

Landscape Architect

EXPIRATION 11/30/22

SHELLEY E. SPARKS
12224 ADDISON ST.
VALLEY VILLAGE CA 91607

Signature Shelley Sparks

RECEIPT NO. 02592001

Respectfully submitted,



Shelley Sparks, RLA #2896, ASLA
ISA Certified Arborist #WE-10883A

APPENDIX B – TRANSPORTATION DATA

300 Corporate Pointe, Suite 470, Culver City, CA 90230
T: (310) 473-6508 | www.koacorp.com
MONTEREY PARK ORANGE ONTARIO SAN DIEGO LA QUINTA CULVER CITY

Email Transmittal

August 9, 2022

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 & VMT Screening Assessment for the 308 N. Oxford Avenue Residential Project, City of Los Angeles

Dear Wes,

Manhattan West Real Estate is proposing to develop a residential project on a 0.82-acre lot at 308-320 N. Oxford Avenue and 311-321 N. Serrano Avenue in the City of Los Angeles (the "City"). The project will consist of the construction of a new residential building, with five stories of Type III-A construction over two stories of above-ground Type I-A construction and one half-level of Type I-A construction for a subterranean parking garage. The seven-story building will contain up to 101 multifamily dwelling units, 15 of which will be reserved for Very Low Income (VLI) households (the "Project"). The existing site contains an active retail spa, office building, and a residential triplex that will be removed as part of Project development. The Project site is zoned Medium Residential and General Commercial within the Wilshire Community Plan Area. The site is bounded by Oxford Avenue to the west, Serrano Avenue to the east, multifamily residential uses to the north, and commercial retail and restaurant uses fronting Beverly Boulevard to the south. The Project Site Location Map is shown in Figure 1. In order to determine the level of transportation analysis required for the Project, a trip generation and vehicle miles traveled (VMT) screening analysis has been performed. The results are presented in this technical letter.

PROJECT DESCRIPTION

The conceptual site plan is provided in Figure 2. The proposed Project will include five stories (levels 3 through 7) of residential dwelling units; an above-ground floor with automobile parking and limited residential uses; an at-grade level with automobile parking, long-term bicycle parking, and offices; and a half-level of subterranean automobile parking. The Project site is located in a Transit Oriented Communities (TOC) Tier 3 area. Per the provisions of the State Density Bonus Law as amended by Assembly Bill (AB) 2345, the Project will be required to provide no more than 0.5 automobile parking spaces per dwelling unit given that it is a development project with at least 11 percent VLI dwelling units located within one-half mile of a major transit stop. The site is also located in the following zoning overlays: Transit Priority Area

and State Enterprise Zone. The proposed building will contain no commercial space. However, it will have residential amenities such as enclosed bicycle parking, a lobby, and mail room on the ground floor; fitness room on the second floor; courtyard and club area on the third floor; and an open-air deck on the roof.

The Project proposes to provide a total of 154 automobile parking spaces between the subterranean (42), ground-floor (51), and above-ground (61) levels of the building. The automobile parking will be accessed via two-way driveways that will intersect the east side of Oxford Avenue and west side of Serrano Avenue, near the northwest and northeast corners of the site, respectively.

The Project will also provide 87 long-term and 8 short-term bicycle parking spaces, for a total supply of 95 bicycle parking spaces. The long-term bicycle parking will be located at the southeast corner of the ground-floor level of the building, with access from the Oxford Avenue sidewalk, mail room, and automobile parking area. The short-term bicycle parking will be provided along Oxford Avenue near the main entrance of the building (leasing lobby) and mail room. The overall Project parking supply will meet the City's Municipal Code automobile and bicycle parking requirements. The proposed Project will be constructed and operational in 2027.

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 VMT for studies completed within the City. The TAG was updated in July 2020, with further refined and clarified analysis methodologies. Per the TAG, a Transportation Assessment (TA) is required when a development project is likely to add 250 or more net daily vehicle 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 vehicle trips, and thereby require the preparation of a TA.

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 the requirement of further analysis of a land use project's impact based on VMT. 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 land use 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 1.3 v141 (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 trip generation rates and corresponding trip type data that can be chosen as best matching a land use project's characteristics. For the proposed Project and existing site land uses, the trip generation rates and trip type percentages for the most similar land uses were applied in the VMT Calculator. The VMT Calculator results are shown in Attachment A.

As shown in Attachment A, the "Housing | Multi-Family" and "Housing | Affordable Housing – Family" land use trip rates were applied to the corresponding proposed Project uses. As the Project site presently contains an active retail spa, office building, and residential triplex, existing land use credits were taken as part of the screening analysis per the "Retail | Health Club", "Office | General Office", and "Housing | Multi-Family" land use trip rates. As shown, based on the VMT Calculator screening results, the Project will generate 80 net daily vehicle trips and 676 net daily VMT. As the Project will generate fewer than 250 net daily vehicle trips, the Project will not require the preparation of a TA or further VMT analysis based on the screening criteria in the TAG.

PROJECT TRANSPORTATION IMPACTS

Per the TAG, a TA is required when a development project is likely to add 250 or more net daily vehicle trips to the local street system. Given that the Project is estimated to add 80 net daily vehicle 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 TA nor further analysis of transportation impacts is required for the Project.

Please contact me if you have any questions.

Sincerely,

Ryan J. Kelly, TE
Senior Engineer
TR 2547

RK
C22766

FIGURE 1

PROJECT SITE LOCATION MAP

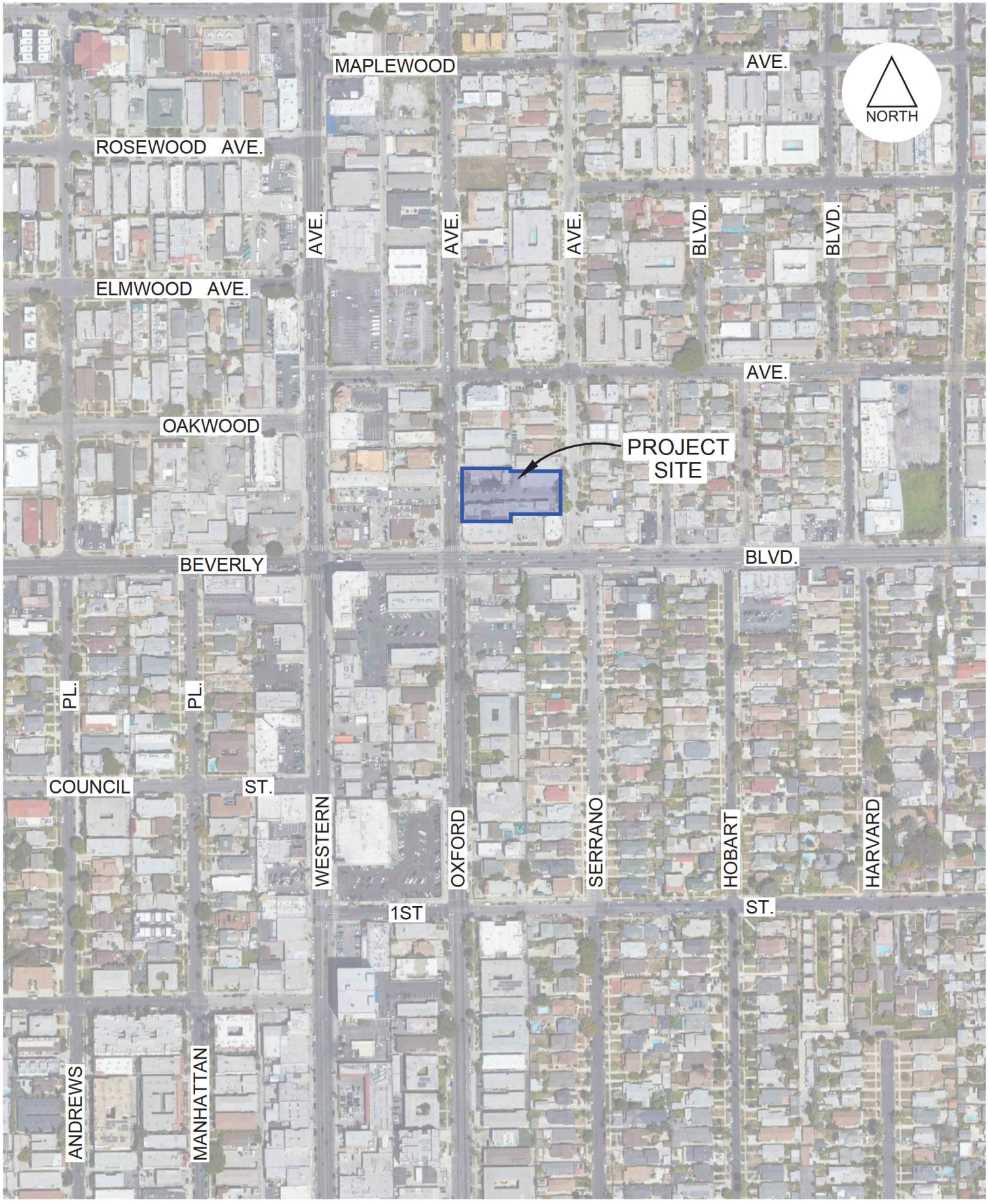


FIGURE 1

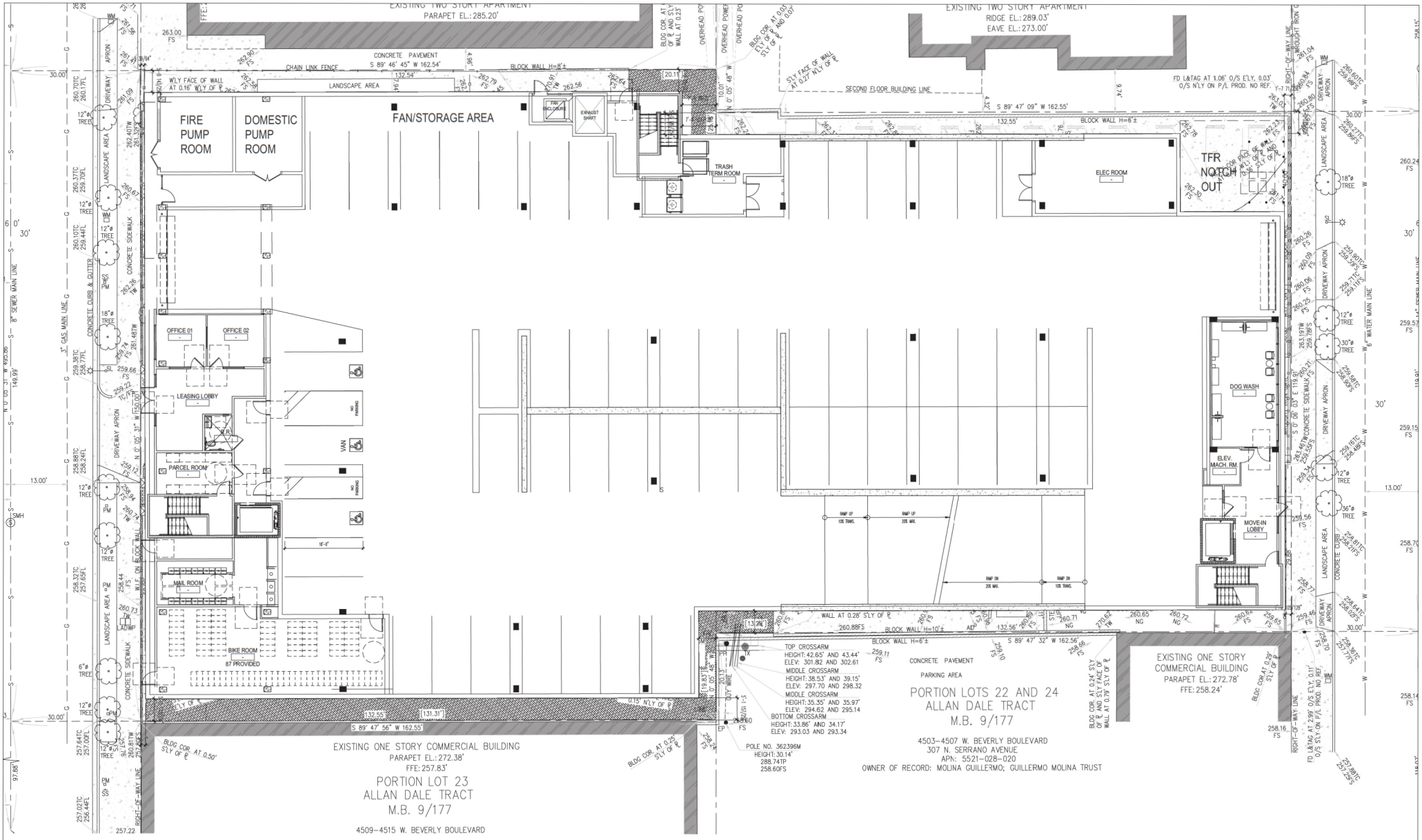
8/4/2022
FN: JC28094 Oxford Ave (308 N) Residential Mixed Use\PROJ-SITE LOCATION

PROJECT SITE LOCATION MAP

300 Corporate Pointe, Suite 470
Culver City, California 90230
Ph (310) 473 6508 F (310) 444 9771
WWW.KOACORP.COM

FIGURE 2

CONCEPTUAL PROJECT SITE PLAN



project name and address:

Oxford Ave Apartments

308 - 320 N. Oxford Ave., 311 - 321 N. Serrano Ave., Los Angeles, CA 90004

client:

Manhattan West Real Estate LLC

1999 Avenue of the Stars, Suite 2500, Los Angeles, CA 90067

sheet title:

ARCHITECTURAL SITE PLAN - CLEAR

sheet no.:

A2.1A

scale:

sheet issue:

no.	date	revisions
-	08.01.22	PZA PROGRESS

plot date: 7/22/2022

project number: 2022-110

milestone: Concept Elevations

M3 architects
100 El Camino Real, Suite 240
Santa Ana, CA 92705
phone 949.559.9000
fax 949.559.9001

copyright 2022 M3 architects
all rights reserved
unauthorized use prohibited
this drawing is not to be reproduced or used without written permission by M3 Architects

ATTACHMENT A

VMT CALCULATOR (VERSION 1.3 V141) OUTPUT REPORTS

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

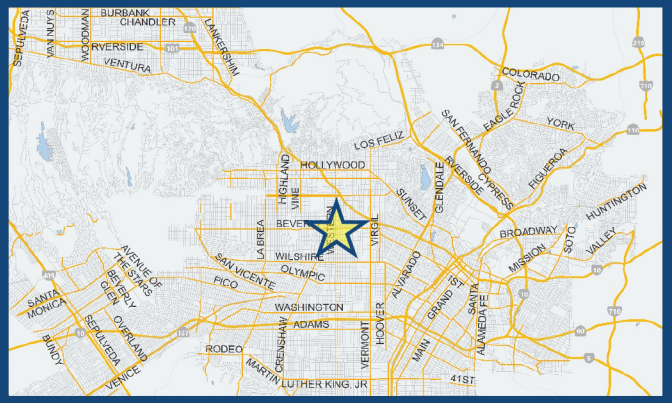
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 308 N. Oxford Avenue Residential Mixed-Use

Scenario: With Project

Address: 308 N OXFORD AVE, 90004



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	3	DU
Retail | Health Club	12.18	ksf
Office | General Office	1.8	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
Housing | Multi-Family	86	DU
Housing | Affordable Housing - Family	15	DU

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

Project Screening Summary

Existing Land Use	Proposed Project
352 Daily Vehicle Trips	432 Daily Vehicle Trips
1,985 Daily VMT	2,661 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	80 Net Daily Trips
The net increase in daily VMT ≤ 0	676 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

8/9/2022

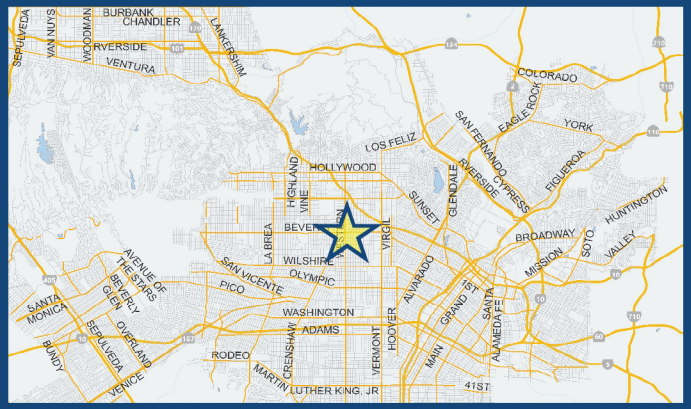
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 308 N. Oxford Avenue Residential Mixed-Use

Scenario: With Project

Address: 308 N OXFORD AVE, 90004



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family		
Housing | Affordable Housin		

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

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

A Parking

Reduce Parking Supply

☑ Proposed Prj ☐ Mitigation

157 city code parking provision for the project site

154 actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☐ Mitigation

175 monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

50 percent of employees eligible

Price Workplace Parking

☐ Proposed Prj ☐ Mitigation

6.00 daily parking charge (dollar)

50 percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj ☐ Mitigation

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
426 Daily Vehicle Trips	**426** Daily Vehicle Trips
2,619 Daily VMT	**2,619** Daily VMT
N/A Household VMT per Capita	**N/A** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: N/A Threshold = 6.0 15% Below APC	**Household: N/A** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

8/9/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 9, 2022
Project Name: 308 N. Oxford Avenue Residential Mixed
Project Scenario: With Project
Project Address: 308 N OXFORD AVE, 90004

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	86	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	15	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 9, 2022
Project Name: 308 N. Oxford Avenue Residential Mixed
Project Scenario: With Project
Project Address: 308 N OXFORD AVE, 90004

Version 1.3

Analysis Results			
Total Employees: 0 Total Population: 241			
Proposed Project		***With Mitigation***	
426	**Daily Vehicle Trips**	**426**	**Daily Vehicle Trips**
2,619	**Daily VMT**	**2,619**	**Daily VMT**
N/A	**Household VMT per Capita**	**N/A**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	N/A	Household > 6.0	N/A
Work > 7.6	N/A	Work > 7.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: August 9, 2022
Project Name: 308 N. Oxford Avenue Residential Mixe
Project Scenario: With Project
Project Address: 308 N OXFORD AVE, 90004

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	157	157
		Actual parking provision (spaces)	154	154
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: August 9, 2022
Project Name: 308 N. Oxford Avenue Residential Mixed-Use
Project Scenario: With Project
Project Address: 308 N OXFORD AVE, 90004

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: August 9, 2022
Project Name: 308 N. Oxford Avenue Residential Mixed-Use
Project Scenario: With Project
Project Address: 308 N OXFORD AVE, 90004

Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*2%*	*2%*	*2%*	*2%*	*2%*	*2%*	*2%*	*2%*	*2%*	*2%*	*2%*	*2%*
MAX. TDM EFFECT	*2%*	*2%*	*2%*	*2%*	*2%*	*2%*	*2%*	*2%*	*2%*	*2%*	*2%*	*2%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: August 9, 2022
Project Name: 308 N. Oxford Avenue Residential Mixec
Project Scenario: With Project
Project Address: 308 N OXFORD AVE, 90004

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	90	-17.8%	74	7.8	702	577
Home Based Other Production	249	-43.4%	141	5.4	1,345	761
Non-Home Based Other Production	116	-3.4%	112	7.3	847	818
Home-Based Work Attraction	0	0.0%	0	6.4	0	0
Home-Based Other Attraction	118	-33.9%	78	4.6	543	359
Non-Home Based Other Attraction	28	-3.6%	27	5.4	151	146

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	-1.6%	73	568	-1.6%	73	568
Home Based Other Production	-1.6%	139	749	-1.6%	139	749
Non-Home Based Other Production	-1.6%	110	805	-1.6%	110	805
Home-Based Work Attraction	-1.6%	0	0	-1.6%	0	0
Home-Based Other Attraction	-1.6%	77	353	-1.6%	77	353
Non-Home Based Other Attraction	-1.6%	27	144	-1.6%	27	144

MXD VMT Methodology Per Capita & Per Employee

Total Population: 241
Total Employees: 0
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,317**	**1,317**
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**

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

308 N Oxford Ave
DOT Case No. CEN22-54018

Date: September 8, 2022

To: Susan Jimenez, Administrative Clerk
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED RESIDENTIAL PROJECT AT 308-320 NORTH OXFORD AVENUE (PAR-2022-5710-AHRF-PHP)**

The Department of Transportation (DOT) has reviewed the trip generation and vehicle miles traveled (VMT) screening assessment prepared by KOA Corporation, dated August 9, 2022 (updated September 7, 2022), for the proposed residential project located at 308 - 320 North Oxford Avenue, and 311-321 North Serrano Avenue in the Central Area Planning Commission (APC) and a Transit Oriented Community (TOC) Tier 3.

The project will remove the existing commercial/residential buildings (including an active retail spa, office building, and a residential triplex) and construct a seven-story residential building with 101 multifamily dwelling units, 15 of which will be reserved for Very Low Income (VLI) households. The proposed building will contain no commercial space, but will have residential amenities within the building. The project proposes to provide 154 automobile, and 87 long-term and 8 short-term bicycle parking spaces onsite. Access to the automobile parking will be provided via two driveways: one on the east side of Oxford Avenue and the other on the west side of Serrano Avenue, near the northwest and northeast corners of the site, respectively, as illustrated in **Attachment A**. The proposed project is expected to be constructed and operational in 2027.

In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a VMT analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG).

A trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips threshold requiring further analysis. Using the City of Los Angeles VMT Calculator Version 1.3 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. A copy of the VMT calculator screening page is provided as **Attachment B** to this report.

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 impact analysis for this project.

Please note this LADOT assessment does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with LADOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024).

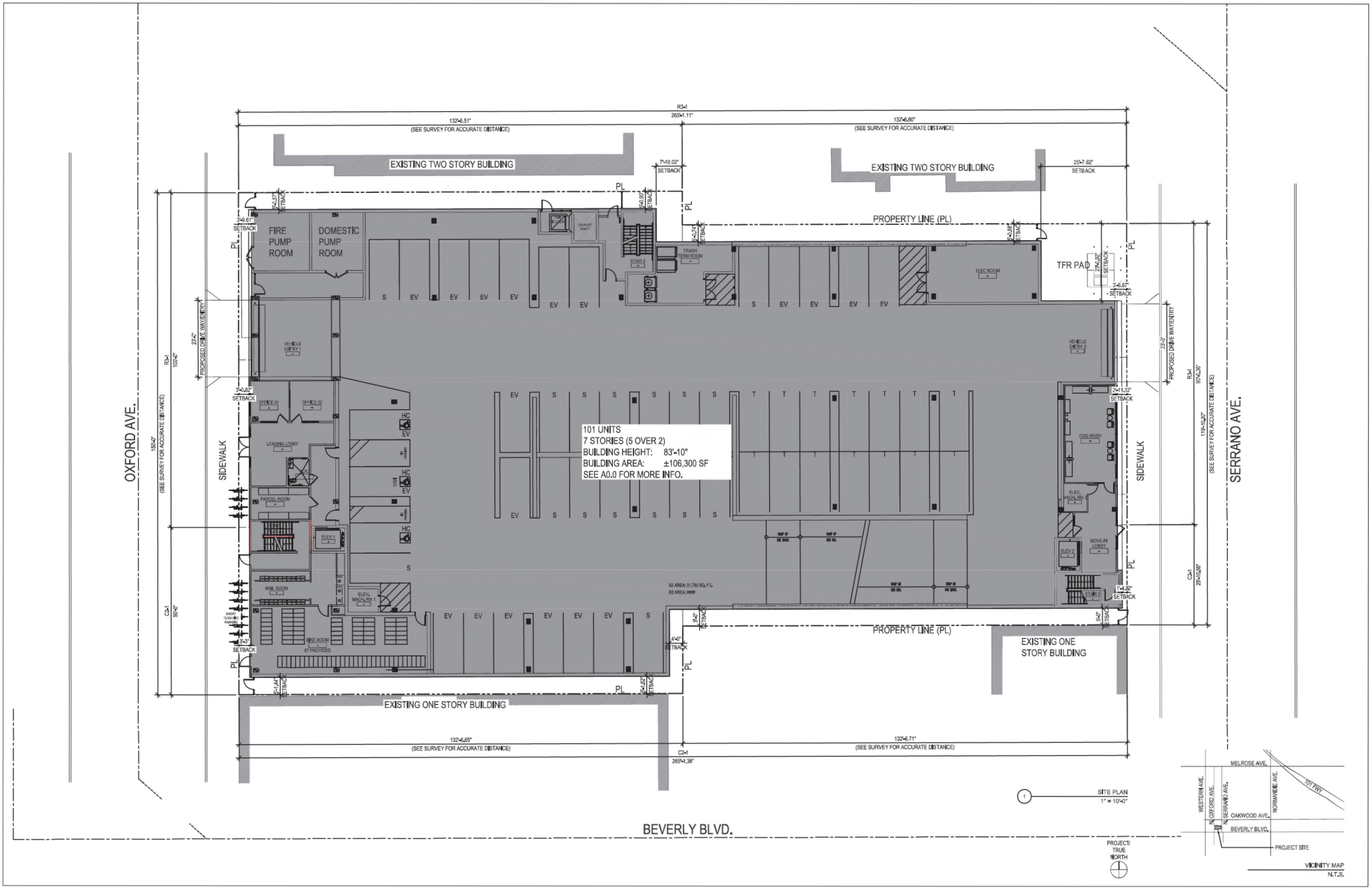
If you have any questions, please contact Alessandro Mercuri of my staff at alessandro.mercuri@lacity.org.

Attachments

I:\Letters\2022\CEN22-54018_308 Oxford Av_Residential_trip gen & screening.docx

c: Hakeem Park Davis, Council District 10
Hokchi Chiu, Central District, BOE
Bhuvan Bajaj, Hollywood-Wilshire, DOT
Taimour Tanavoli, Case Management Office, DOT
Ryan Kelly, KOA Corporation

ATTACHMENT A
CEN22-54018_308-320 Oxford Av



project name and address:
Oxford Ave Apartments
308 - 320 N. Oxford Ave., 311 - 321 N. Serrano Ave., Los Angeles, CA 90004

client:
Manhattan West Real Estate LLC
1999 Avenue of the Stars, Suite 2500, Los Angeles, CA 90067

sheet title:
ARCHITECTURAL
SITE PLAN

sheet no.:
A2.3

scale:

sheet issue:

no.	date	revisions
-	06.15.22	SB330 SUBMITTAL
-	08.26.22	PZA SUBMITTAL

plot date:
8/26/2022
project number:
2022-110
milestone:
PZA Submittal

M3 architects

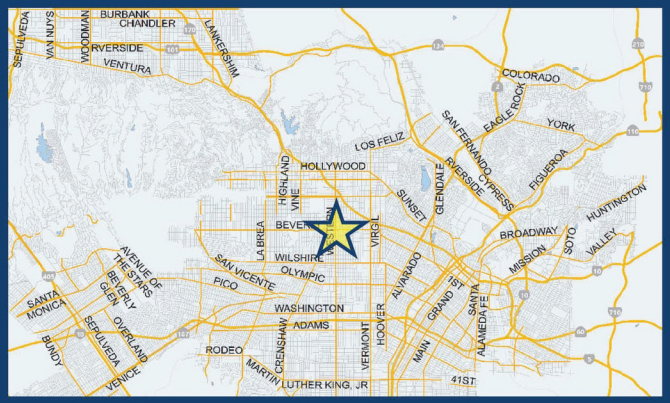
ATTACHMENT B
CEN22-54018_308-320 Oxford Av

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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

Project Information

Project: 308 N. Oxford Avenue Residential Mixed-Use
Scenario: With Project
Address: 308 N OXFORD AVE, 90004



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	3	DU
Retail | Health Club	12.18	ksf
Office | General Office	1.8	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
Housing | Multi-Family	86	DU
Housing | Affordable Housing - Family	15	DU

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

Project Screening Summary

Existing Land Use	Proposed Project
352 Daily Vehicle Trips	432 Daily Vehicle Trips
1,985 Daily VMT	2,661 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	80 Net Daily Trips
The net increase in daily VMT ≤ 0	676 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

8/9/2022

APPENDIX C – NOISE MODELING RESULTS



DouglasKim+Associates,LLC

AMBIENT NOISE MEASUREMENTS



DouglasKim+Associates,LLC

Figure 1
Noise Measurement Locations

Session Report

5/28/2022

Information Panel

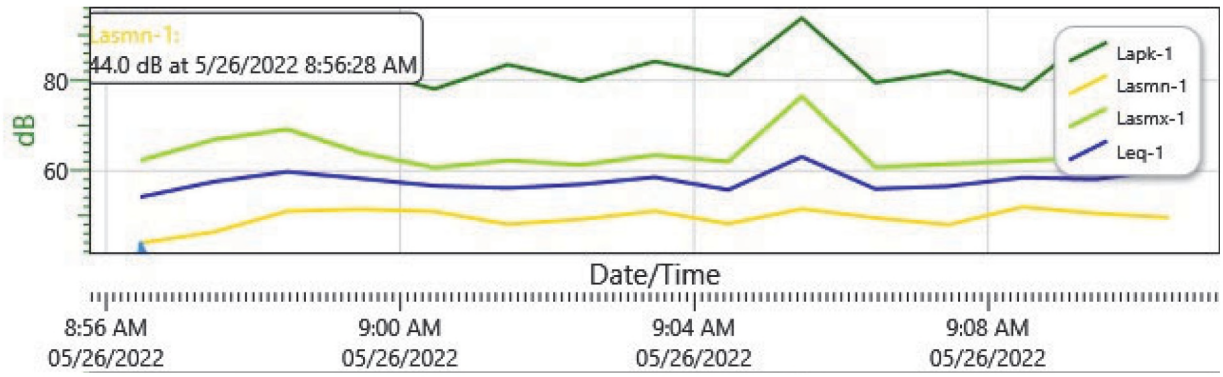
Name	Residences - 323 Serrano Ave
Comments	
Start Time	5/26/2022 8:55:28 AM
Stop Time	5/26/2022 9:10:30 AM
Run Time	00:15:02
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	58.3 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

Residences - 323 Serrano Ave: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
5/26/2022 8:56:28 AM	80.8	44	62.3	54.2
8:57:28 AM	88	46.5	66.9	57.6
8:58:28 AM	86.5	51.1	69.2	59.8
8:59:28 AM	82.3	51.5	64	58.3
9:00:28 AM	78.1	51	60.7	56.7
9:01:28 AM	83.5	48.2	62.3	56.2
9:02:28 AM	79.9	49.3	61.3	57
9:03:28 AM	84.2	51.1	63.5	58.6
9:04:28 AM	81.1	48.3	62	55.8
9:05:28 AM	93.8	51.6	76.5	63.1
9:06:28 AM	79.5	49.6	60.8	56
9:07:28 AM	82	48.1	61.5	56.6
9:08:28 AM	77.9	52	62.2	58.5
9:09:28 AM	90.4	50.6	63	58.2
9:10:28 AM	90.5	49.7	67.8	60.3

Session Report

5/28/2022

Information Panel

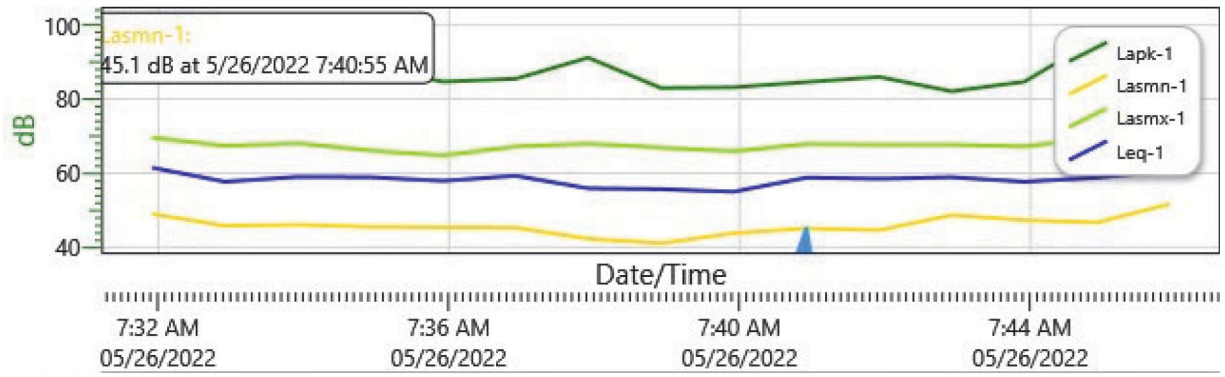
Name	Residences - 200 block of Serrano Ave
Comments	
Start Time	5/26/2022 7:30:55 AM
Stop Time	5/26/2022 7:45:57 AM
Run Time	00:15:02
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	58.7 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

Residences - 200 block of Serrano Ave: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
5/26/2022 7:31:55 AM	101.9	49	69.6	61.5
7:32:55 AM	86	45.8	67.4	57.7
7:33:55 AM	86.5	46.1	68.1	59
7:34:55 AM	88.6	45.5	66.1	58.9
7:35:55 AM	84.7	45.4	64.8	57.9
7:36:55 AM	85.5	45.3	67.2	59.3
7:37:55 AM	91.2	42.3	68	55.9
7:38:55 AM	83	41.1	66.9	55.7
7:39:55 AM	83.2	43.8	65.9	55
7:40:55 AM	84.6	45.1	67.9	58.8
7:41:55 AM	86	44.6	67.7	58.5
7:42:55 AM	82.1	48.7	67.7	58.9
7:43:55 AM	84.7	47.3	67.2	57.7
7:44:55 AM	96.3	46.7	69.6	58.8
7:45:55 AM	92.1	51.7	70.5	60.6

Session Report

5/28/2022

Information Panel

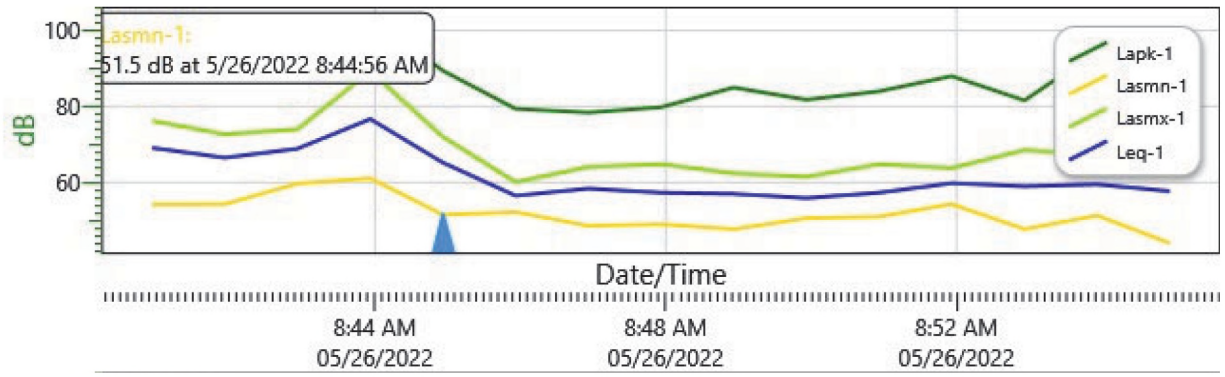
Name	Oxford Villa Assisted Living
Comments	
Start Time	5/26/2022 8:39:56 AM
Stop Time	5/26/2022 8:54:58 AM
Run Time	00:15:02
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	67 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

Oxford Villa Assisted Living: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
5/26/2022 8:40:56 AM	89.2	54.2	76.2	69.1
8:41:56 AM	88.6	54.3	72.7	66.5
8:42:56 AM	88	59.7	74	68.9
8:43:56 AM	103.3	61.1	89.3	76.7
8:44:56 AM	89.4	51.5	72	65.2
8:45:56 AM	79.4	52.2	60.1	56.5
8:46:56 AM	78.4	48.6	64.1	58.4
8:47:56 AM	79.8	49	64.8	57.3
8:48:56 AM	85	47.7	62.4	57
8:49:56 AM	81.8	50.6	61.5	55.9
8:50:56 AM	84	51	64.8	57.3
8:51:56 AM	88	54.3	63.8	59.8
8:52:56 AM	81.6	47.7	68.5	59
8:53:56 AM	94.5	51.3	67.2	59.5
8:54:56 AM	93.3	44	66.1	57.7

Session Report

5/28/2022

Information Panel

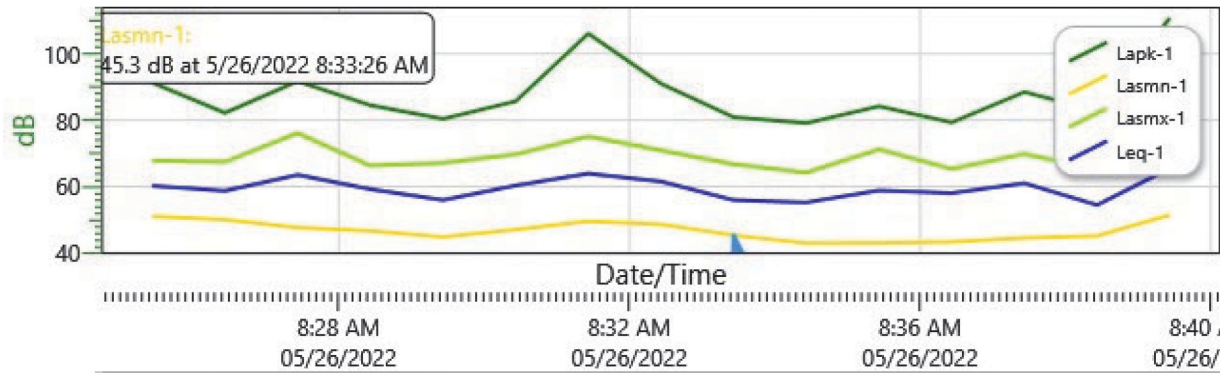
Name	Residences - 319 Oxford Ave
Comments	
Start Time	5/26/2022 8:24:26 AM
Stop Time	5/26/2022 8:39:28 AM
Run Time	00:15:02
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	60.6 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

Residences - 319 Oxford Ave: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
5/26/2022 8:25:26 AM	91.3	51	67.8	60.2
8:26:26 AM	82.2	50	67.4	58.7
8:27:26 AM	91.7	47.6	76.1	63.5
8:28:26 AM	84.5	46.6	66.3	59.2
8:29:26 AM	80.4	44.8	67.1	55.9
8:30:26 AM	85.7	47	69.7	60.3
8:31:26 AM	106.1	49.5	75.1	63.9
8:32:26 AM	91	48.6	70.9	61.5
8:33:26 AM	80.9	45.3	66.7	55.9
8:34:26 AM	79.1	42.9	64.2	55.2
8:35:26 AM	84.2	43	71.2	58.8
8:36:26 AM	79.3	43.3	65.3	58
8:37:26 AM	88.5	44.5	69.8	61
8:38:26 AM	82.8	45.1	65.2	54.4
8:39:26 AM	110.8	51.4	81.6	65.5



DouglasKim+Associates,LLC

CONSTRUCTION NOISE CALCULATIONS



DouglasKim+Associates,LLC

OPERATIONS NOISE CALCULATIONS

Noise emissions of industry sources

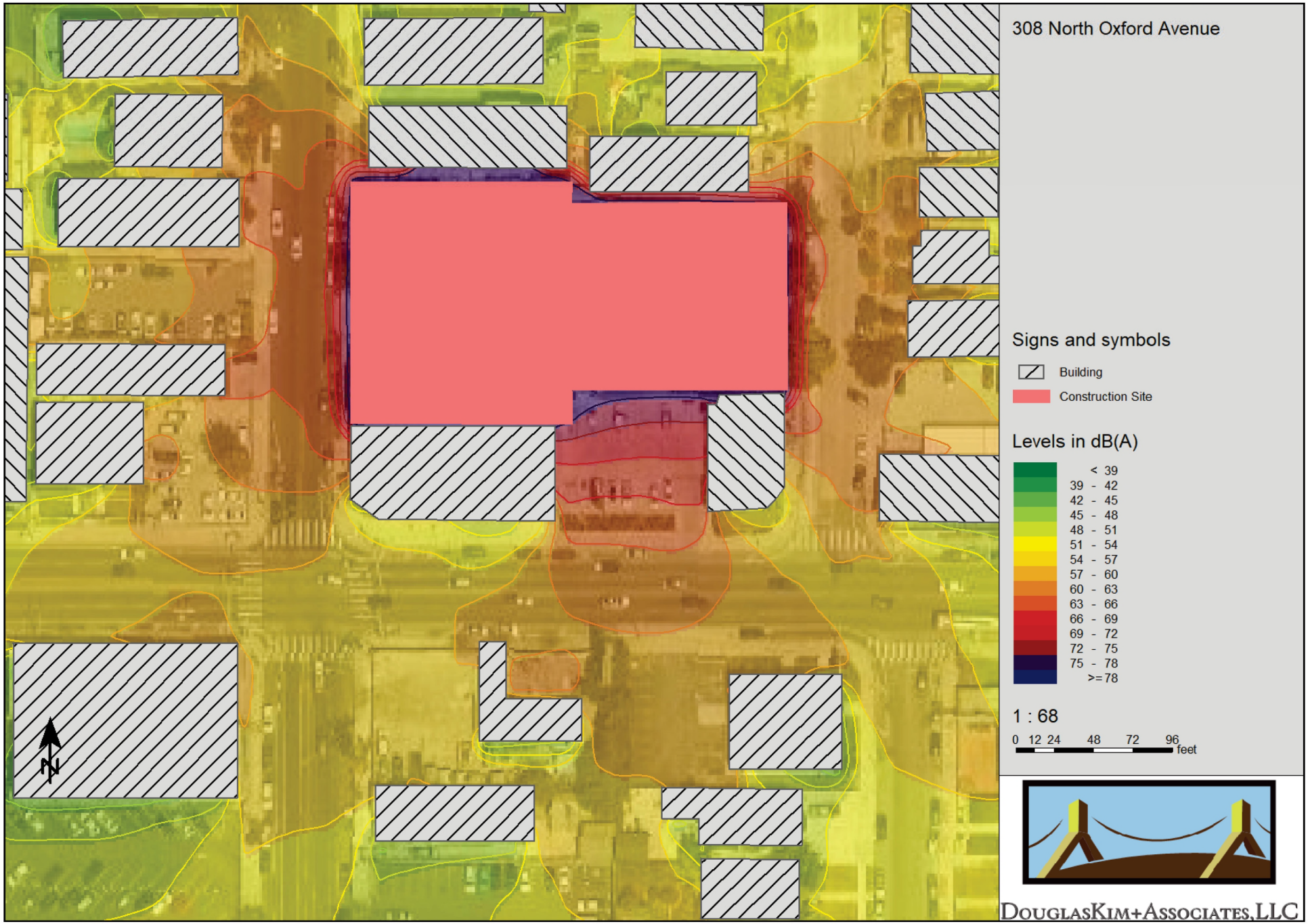
Source name	Size m/m²	Reference	Level Day dB(A)	Level Evening dB(A)	Level Night dB(A)	Corrections Cwall dB	Corrections CI dB	Corrections CT dB
Construction Site1	3274 m²	Lw/unit	109.7	-	-	-	-	-

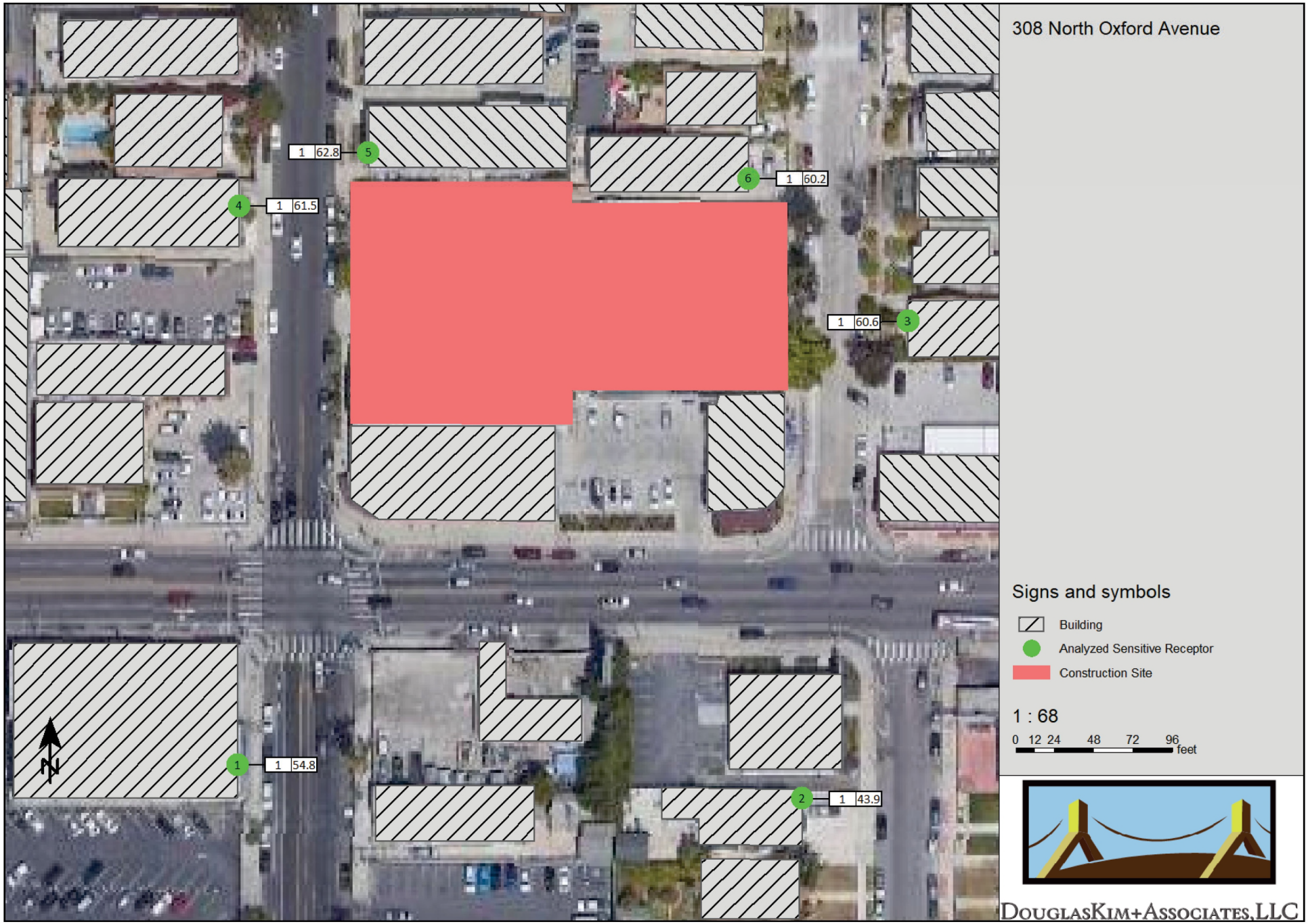
Receiver list

No.	Receiver name	Coordinates X in meter	Coordinates Y in meter	Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Level Day dB(A)	Conflict Day dB
1	Oxford Villa Assisted Living	11379303.52	3771350.82	East	GF	79.59	-	54.8	-
2	Residences - 217 N. Serrano Ave.	11379408.65	3771344.64	East	GF	80.05	-	43.9	-
3	Residences - 312-320 N. Serrano Ave	11379428.39	3771433.60	West	GF	81.72	-	60.6	-
4	Residences - 319 N. Oxford Ave.	11379303.76	3771455.14	East	GF	81.69	-	61.5	-
5	Residences - 322 N. Oxford Ave.	11379327.89	3771465.06	West	GF	82.33	-	62.8	-
6	Residences - 323 N. Serrano Ave.	11379398.72	3771460.19	East	GF	82.23	-	60.2	-

Contribution levels of the receivers

Source name		Traffic lane	Level Day dB(A)
Oxford Villa Assisted Living	GF		54.8
Construction Site1		-	54.8
Residences - 217 N. Serrano Ave.	GF		43.9
Construction Site1		-	43.9
Residences - 312-320 N. Serrano Ave.	GF		60.6
Construction Site1		-	60.6
Residences - 319 N. Oxford Ave.	GF		61.5
Construction Site1		-	61.5
Residences - 322 N. Oxford Ave.	GF		62.8
Construction Site1		-	62.8
Residences - 323 N. Serrano Ave.	GF		60.2
Construction Site1		-	60.2


308 North Oxford Avenue
Signs and symbols
Building
Construction Site
Levels in dB(A)
< 39
39 - 42
42 - 45
45 - 48
48 - 51
51 - 54
54 - 57
57 - 60
60 - 63
63 - 66
66 - 69
69 - 72
72 - 75
75 - 78
>= 78
1 : 68
0 12 24 48 72 96
feet
N
DouglasKim+Associates,LLC


308 North Oxford Avenue
1 62.8
5
6
1 60.2
4
1 61.5
1 60.6
3
1 54.8
1
2
1 43.9
N
Signs and symbols
Building
Analyzed Sensitive Receptor
Construction Site
1 : 68
0 12 24 48 72 96
feet
DouglasKim+Associates,LLC

Construction Noise Impacts

Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA
Sound Power Level (Lw)	109.7	dB

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences - 322 N. Oxford Ave.	60.6	62.8	64.8	4.2	**No**
Residences - 323 N. Serrano Ave.	58.3	60.2	62.4	4.1	**No**
Residences - 312-320 N. Serrano Ave.	58.3	60.6	62.6	4.3	**No**
Residences - 217 N. Serrano Ave.	58.7	43.9	58.8	0.1	**No**
Oxford Villa Assisted Living	67.0	54.8	67.3	0.3	**No**

OFF-SITE CONSTRUCTION-RELATED TRAVEL VOLUMES

Construction Phase	Worker Trips	Vendor Trips	Haul Trips	Total	% of Traffic Volumes
Demolition	10	0	151.4	161	5.9%
Site Preparation	5	0		5	0.2%
Grading	7.5	0	317.3	325	11.9%
Trenching	18.5	0		19	0.7%
Building Construction	98.6	57.0		156	5.7%
Architectural Coatings	19.7	0		19.7	0.7%

Haul trips represent heavy-duty truck trips with a 19.1 Passenger Car Equivalent applied; Vendor trips are a blend of vehicle types with a 9.5

2721 Traffic Volumes on Beverly Boulevard and Oxford Avenue

DouglasKim+Associates,LLC

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE *Trip Generation Manual* , 10th Edition

Land Use Code			221			
Setting			Multifamily Housing (Mid-Rise)			
Time Period	General Urban/Suburban		Dense Multi-Use Urban		Center City Core	
Trip Type	Weekday		Weekday		Weekday	
# Data Sites	Vehicle		Vehicle		Vehicle	
	8		4		3	
	% of 24-Hour Traffic		% of 24-Hour Traffic		% of 24-Hour Traffic	
Time	Entering	Exiting	Entering	Exiting	Entering	Exiting
12-1 AM	0.7	0.3	0.8	0.2	2.6	0
1-2 AM	0.3	0.2	1.3	0.1	0.4	0
2-3 AM	0.2	0.2	0.8	0.3	0.9	0.9
3-4 AM	0.4	0.3	0.6	0.3	0.4	0
4-5 AM	0.3	0.8	0.6	0.0	0.4	1.8
5-6 AM	0.6	2.7	2.3	1.6	0.4	3.1
6-7 AM	1.5	6.5	4.1	4.1	1.8	8.0
7-8 AM	2.8	12.1	4.2	17.7	5.3	12.0
8-9 AM	3.5	8.8	5.1	9.2	4.8	10.2
9-10 AM	2.9	5.7	2.5	5.6	5.7	4.9
10-11 AM	2.7	4.7	4.4	3.8	2.2	4.9
11-12 PM	4.5	4.5	3.1	5.7	3.9	2.7
12-1 PM	4.8	4.6	4.7	5.2	4.4	2.7
1-2 PM	4.1	4.8	5.3	3.7	3.9	6.7
2-3 PM	5.8	5.0	5.9	3.3	3.9	4.9
3-4 PM	6.7	4.9	6.2	4.4	6.1	4.0
4-5 PM	10.6	6.2	10.0	4.7	4.8	5.8
5-6 PM	12.6	7.7	8.7	4.1	8.3	7.6
6-7 PM	9.3	6.6	6.7	8.6	8.8	4.0
7-8 PM	7.8	4.8	6.7	4.4	7.9	4.4
8-9 PM	7.0	3.3	5.1	4.3	7.0	2.2
9-10 PM	5.5	2.2	4.6	3.1	5.3	4.9
10-11 PM	3.6	1.9	4.4	2.8	7.0	3.1
11-12 AM	2.0	1.1	1.9	2.8	3.5	1.3

			Hourly Trips	Average Daytime	Average Nighttime
12-1 AM	1.0	0.5	0		0
1-2 AM	0.5	0.25	0		0
2-3 AM	0.4	0.2	0		0
3-4 AM	0.7	0.35	0		0
4-5 AM	1.1	0.55	0		0
5-6 AM	3.3	1.65	1		1
6-7 AM	8.0	4	3		3
7-8 AM	14.9	7.45	5	5	
8-9 AM	12.3	6.15	4	4	
9-10 AM	8.6	4.3	3	3	
10-11 AM	7.4	3.7	3	3	
11-12 PM	9.0	4.5	3	3	
12-1 PM	9.4	4.7	3	3	
1-2 PM	8.9	4.45	3	3	
2-3 PM	10.8	5.4	4	4	
3-4 PM	11.6	5.8	4	4	
4-5 PM	16.8	8.4	6	6	
5-6 PM	20.3	10.15	7	7	
6-7 PM	15.9	7.95	6	6	
7-8 PM	12.6	6.3	4		4
8-9 PM	10.3	5.15	4		4
9-10 PM	7.7	3.85	3		3
10-11 PM	5.5	2.75	2		2
11-12 AM	3.1	1.55	1		1
ADT			70		
				4	2



DouglasKim+Associates,LLC

OPERATIONS NOISE CALCULATIONS

Federal Transit Administration
Noise Impact Assessment Spreadsheet

version: 1/29/2019

Project:	308 Oxford Avenue

Receiver Parameters	
Receiver:	Residences - 319 Oxford Avenue
Land Use Category:	2. Residential
Existing Noise (Measured or Generic Value):	59 dBA

Noise Source Parameters	
Number of Noise Sources:	1

Noise Source Parameters		Source 1
	Source Type:	Stationary Source
	Specific Source:	Parking Garage
Daytime hrs	Avg. Number of Autos/hr	4
Nighttime hrs	Avg. Number of Autos/hr	2
Distance	Distance from Source to Receiver (ft)	70
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

	Noise Barrier?	No
	Joint Track/Crossover?	No
	Embedded Track?	No
	Aerial Structure?	No

Noise Barrier?	

Noise Barrier?	

Noise Barrier?	

Noise Barrier?	

Project Results Summary

Existing Ldn:	59 dBA
Total Project Ldn:	33 dBA
Total Noise Exposure:	59 dBA
Increase:	0 dB
Impact?:	None

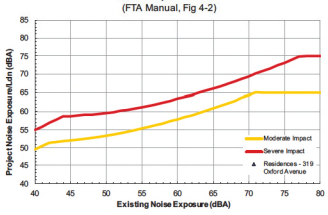
Distance to Impact Contours

Dist to Mod. Impact Contour (Source 1):	8 ft
Dist to Sev. Impact Contour (Source 1):	5 ft

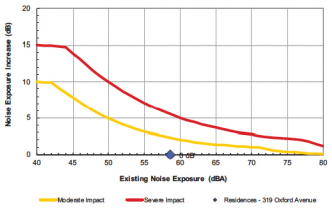
Source 1 Results

Leq(day):	28.8 dBA
Leq(night):	25.8 dBA
Ldn:	32.7 dBA

Noise Impact Criteria
(FTA Manual, Fig 4-2)



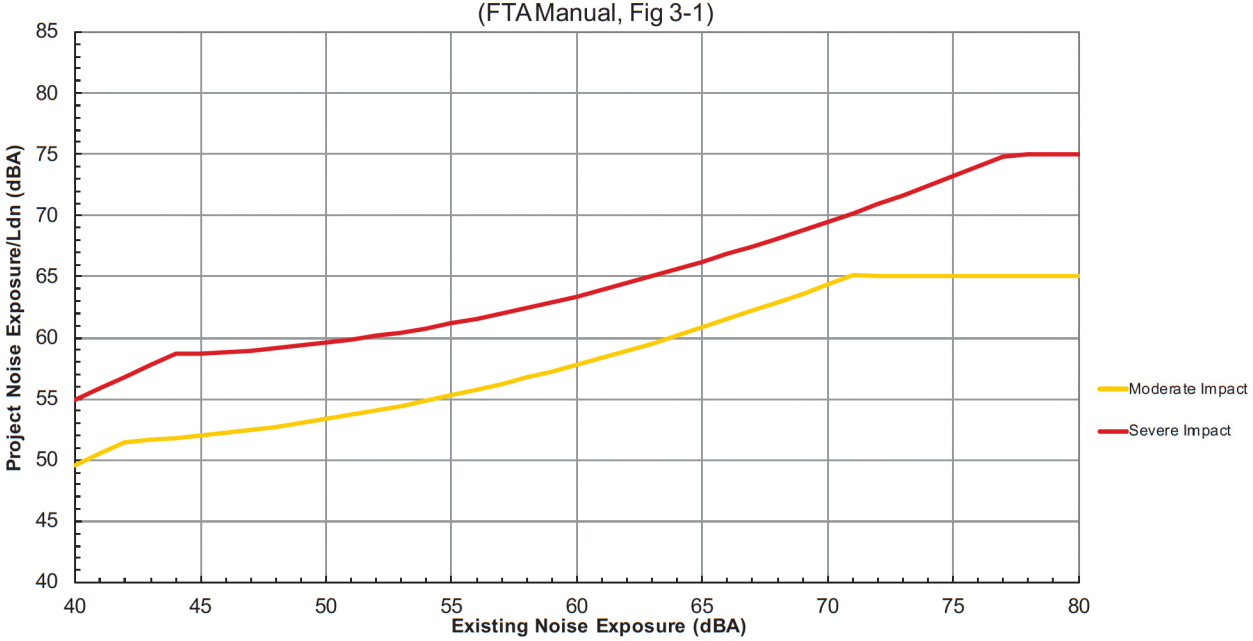
Increase in Cumulative Noise Levels Allowed
(FTA Manual, Figs 4-3 and 4-4)



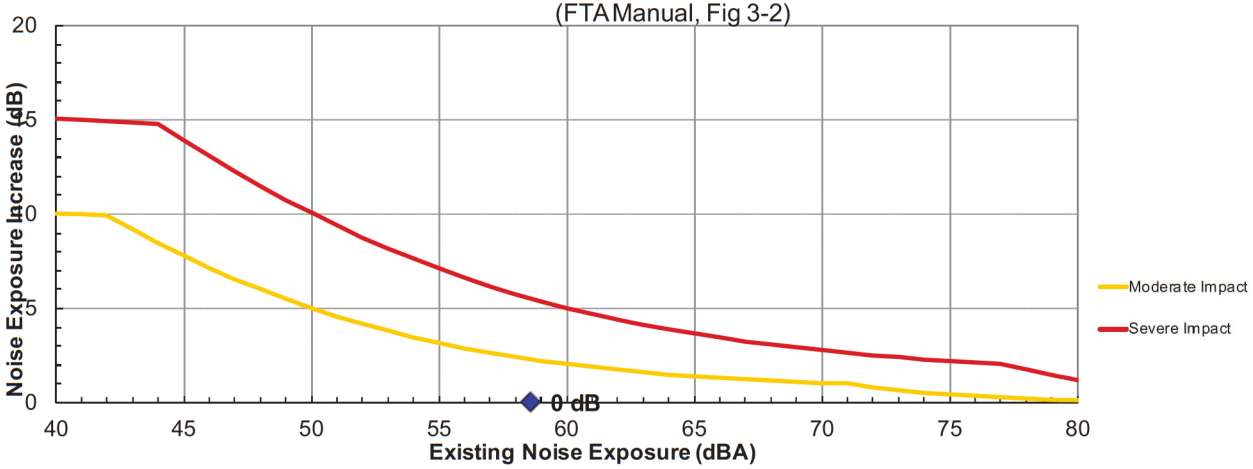
Project: 308 Oxford Avenue
Receiver: Residences - 319 Oxford Avenue

	Source	Distance	Project Ldn	Existing Ldn	Noise Criteria Mod. Impact	Noise Criteria Sev. Impact	Impact?
1	Parking Garage	70 ft	32.7 dBA	59 dBA	57 dBA	62 dBA	None
2	--	50 ft		59 dBA	57 dBA	62 dBA	
3	--	50 ft		59 dBA	57 dBA	62 dBA	
4	--	70 ft		59 dBA	57 dBA	62 dBA	
5	--	ft		59 dBA	57 dBA	62 dBA	
6	--	ft		59 dBA	57 dBA	62 dBA	
	Combined Sources		**33 dBA**	**59 dBA**	**57 dBA**	**62 dBA**	**None**

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Federal Transit Administration
Noise Impact Assessment Spreadsheet

version: 1/29/2019

Project:	308 Oxford Avenue

Receiver Parameters	
Receiver:	Residences - 312-320 N Serrano Ave.
Land Use Category:	2. Residential
Existing Noise (Measured or Generic Value):	56 dBA

Noise Source Parameters	
Number of Noise Sources:	1

Noise Source Parameters		Source 1
	Source Type:	Stationary Source
	Specific Source:	Parking Garage
Daytime hrs	Avg. Number of Autos/hr	4
Nighttime hrs	Avg. Number of Autos/hr	2
Distance	Distance from Source to Receiver (ft)	80
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

	Noise Barrier?	No
	Joint Track/Crossover?	No
	Embedded Track?	No
	Aerial Structure?	No

	Noise Barrier?	

	Noise Barrier?	

	Noise Barrier?	

	Noise Barrier?	

Project Results Summary

Existing Ldn:	56 dBA
Total Project Ldn:	31 dBA
Total Noise Exposure:	56 dBA
Increase:	0 dB
Impact?:	None

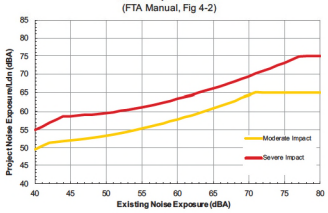
Distance to Impact Contours

Dist to Mod. Impact Contour (Source 1):	8 ft
Dist to Sev. Impact Contour (Source 1):	5 ft

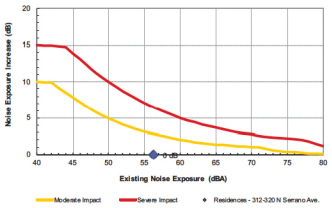
Source 1 Results

Leq(day):	27.3 dBA
Leq(night):	24.3 dBA
Ldn:	31.3 dBA

Noise Impact Criteria
(FTA Manual, Fig 4-2)

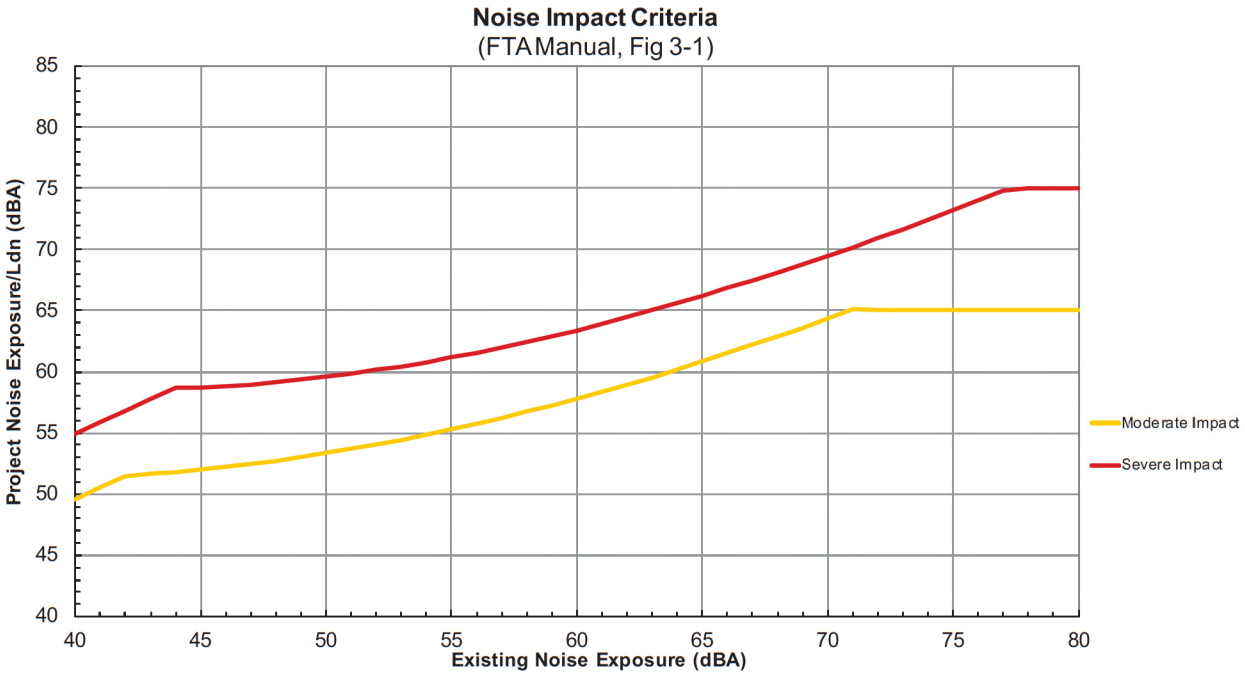


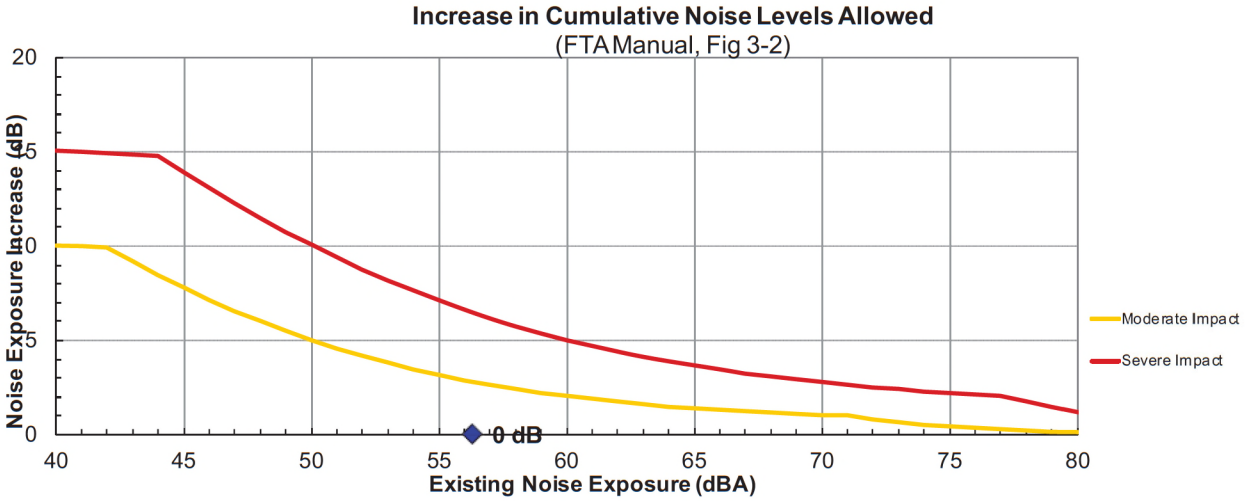
Increase in Cumulative Noise Levels Allowed
(FTA Manual, Figs 4-3 and 4-4)



Project: 308 Oxford Avenue
Receiver: Residences - 312-320 N Serrano Ave.

	Source	Distance	Project Ldn	Existing Ldn	Noise Criteria Mod. Impact	Noise Criteria Sev. Impact	Impact?
1	Parking Garage	80 ft	31.3 dBA	56 dBA	56 dBA	62 dBA	None
2	--	50 ft		56 dBA	56 dBA	62 dBA	
3	--	50 ft		56 dBA	56 dBA	62 dBA	
4	--	70 ft		56 dBA	56 dBA	62 dBA	
5	--	ft		56 dBA	56 dBA	62 dBA	
6	--	ft		56 dBA	56 dBA	62 dBA	
	Combined Sources		**31 dBA**	**56 dBA**	**56 dBA**	**62 dBA**	**None**


Noise Impact Criteria
(FTA Manual, Fig 3-1)
Project Noise Exposure/Ldn (dBA)
85
80
75
70
65
60
55
50
45
40
40
45
50
55
60
65
70
75
80
Existing Noise Exposure (dBA)
Moderate Impact
Severe Impact


Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)
Noise Exposure Increase (dB)
20
15
10
5
0
0 dB
40
45
50
55
60
65
70
75
80
Existing Noise Exposure (dBA)
Moderate Impact
Severe Impact



DouglasKim+Associates,LLC

TRAFFIC NOISE CALCULATIONS

24 Hours Traffic Volume

City of Los Angeles

Department of Transportation

Counter	ARMANDO
Date	03/03/16
Start Time	12 AM

Location	**BEVERLY BL AT OXFORD AV**	**Day of Week**	THURSDAY	**Prepared**	03/04/16
Direction	E/W STREET	**DOT District**	HOLLYWOOD	**By**	AMS
Serial Number	RD23080 D	**Weather**	CLEAR		

	NORTHBOUND or WESTBOUND					SOUTHBOUND or EASTBOUND					
Time	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	**TOTAL**
12 AM	58	53	60	54	225	87	67	55	59	268	493
1 AM	44	35	35	38	152	53	29	44	40	166	318
2 AM	31	49	38	26	144	29	27	30	23	109	253
3 AM	26	24	36	28	114	19	17	9	22	67	181
4 AM	22	36	30	56	144	16	13	13	18	60	204
5 AM	40	83	106	148	377	20	24	34	47	125	502
6 AM	199	284	360	416	1259	44	62	79	99	284	1543
7 AM	398	407	328	348	1481	120	175	209	245	749	2230
8 AM	380	357	374	350	1461	279	282	263	278	1102	2563
9 AM	367	373	384	363	1487	272	233	243	200	948	2435
10 AM	363	371	382	366	1482	200	189	192	193	774	2256
11 AM	330	318	296	251	1195	174	167	180	216	737	1932
12 NN	289	300	254	299	1142	202	185	210	230	827	1969
1 PM	284	260	272	278	1094	215	220	253	243	931	2025
2 PM	280	280	290	270	1120	239	295	269	265	1068	2188
3 PM	284	296	301	258	1139	285	292	304	281	1162	2301
4 PM	284	282	295	317	1178	297	282	296	287	1162	2340
5 PM	299	302	291	287	1179	282	297	304	284	1167	2346
6 PM	301	278	326	281	1186	310	292	264	270	1136	2322
7 PM	301	281	272	202	1056	286	296	285	312	1179	2235
8 PM	178	187	162	171	698	320	260	223	225	1028	1726
9 PM	147	139	139	123	548	219	218	206	183	826	1374
10 PM	150	159	132	103	544	191	201	183	147	722	1266
11 PM	102	82	99	84	367	148	162	107	117	534	901

FIRST 12-HOURS PEAK QUARTER COUNT	**416**	6 AM	4TH	**282**	8 AM	2ND
LAST 12-HOURS PEAK QUARTER COUNT	**326**	6 PM	3RD	**320**	8 PM	1ST
24 HOUR VEHICLES TOTAL		20,772			17,131	**37,903**
TOTAL VEHICLES STANDARD DEVIATION (STD)	[+,-]	483.52		[+,-]	397.06	823.00

PEAK HOURS VOLUME

	NORTH or WEST BOUND		SOUTH or EAST BOUND		BOTH DIRECTIONS	
	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME
First 12H Peak	9 AM	1,487	8 AM	1,102	8 AM	**2,563**
Last 12H Peak	6 PM	1,186	7 PM	1,179	5 PM	**2,346**
First 12H Peak STD	[+,-]	609.96	[+,-]	366.50	[+,-]	952.32
Last 12H Peak STD	[+,-]	291.77	[+,-]	202.11	[+,-]	470.00

TRAFFIC VOLUME ADJUSTMENTS



North/South	Oxford Avenue
East/West	Beverly Boulevard
Year	2016
Hour	8:00-9:00 A.M.
Source	https://navigatela.lacity.org/dot/traffic_data/automatic_counts/BEVERLY.OXFORD.160303-AUTO.pdf

	NB Approach	SB Approach	EB Approach	WB Approach		
LT						
TH						
RT						
Total			1102	1461		1.07%

2016	-	-	1,102	1,461	-	
2017	-	-	1,113	1,476	-	
2018	-	-	1,124	1,490	-	
2019	-	-	1,135	1,505	-	
2020	-	-	1,147	1,520	-	
2021	-	-	1,158	1,536	-	
2022	**-**	**-**	**1,170**	**1,551**	**-**	**2,721**

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	-	-	955	1,266	6,048,810	82.5%
MDT	-	-	148	197	940,092	12.8%
HDT	-	-	4	5	25,348	0.3%
Buses	-	-	1	2	9,386	0.1%
MCY	-	-	26	35	167,287	2.3%
Aux	-	-	23	30	142,856	1.9%
Total	-	-	1,158	1,536	7,333,779	100.0%



DouglasKim+Associates,LLC

DEMOLITION ANALYSIS

DouglasKim+Associates,LLC

CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Pounds per Cub	Tons	Truck Capacity (CY)	Truck Trips	Source
Construction and Debris	0	0	-	484	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
General Building	13,980	12	2,050	1,000	1,025	10	410	*Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. General Building Formula*
Single Family Residence	3,050	12	352	1,000	176	10	70	Federal Emergency Management Agency. Debris Estimating Field Guide (FEMA 329), September 2010. Single Family Residence Formula, assumes 1 story, Medium vegetative cover multiplier (1.3)
Multi-Family Residence		12	-	1,000	-	10	-	
Mobile Home				1,000	-	10	-	
Mixed Debris			-	480	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
Vegetative Debris (Hardwoods)			-	500	-	10	-	
Vegetative Debris (Softwoods)			-	333	-	10	-	
Asphalt or concrete (Constructior	20,150	0.5	373	2,400	448	10	75	
TOTAL			2,776		1,649		555	


Tita Mira Family Daycare
N Oxford Ave
N Serrano Ave
322
323
320
319
318
311
300.00 ft
250.00 ft
350.00 ft
400.00 ft
100.00 ft
50.00 ft
0
991.12 ft
450.00 ft
150.00 ft
500.00 ft
550.00 ft
950.00 ft
700.00 ft
750.00 ft
600.00 ft
900.00 ft
650.00 ft
600.00 ft
Beverly Hot Springs
308 N Oxford Ave, Los Angeles, CA 90004
st Church
Juns Beauty Salon
Bubbles Dog Grooming
Pet groomer
4507
4505
Toad House - 두꺼비집
Korean
Measure distance
Click on the map to add to your path
Total area: 20,134.61 ft² (1,870.57 m²)
Total distance: 991.12 ft (302.09 m)
Layers
3D
Imagery ©2022 Google, Imagery ©2022 Maxar Technologies, Map data ©2022 Google
United States
Terms
Privacy
Send feedback
20 ft



DouglasKim+Associates,LLC

GRADING ANALYSIS

DouglasKim+Associates,LLC

SOIL TRANSPORT WITH SHRINK AND SWELL FACTORS

	CY	% Swell	Adjusted CY	Truck Capacity (CY)	Truck Trips
Topsoil	644	56%	1,005	10	201
Clay (Dry)	7,856	50%	11,784	10	2,357
Clay (Damp)		67%	-	10	-
Earth, loam (Dry)		50%	-	10	-
Earth, loam (Damp)		43%	-	10	-
Dry sand		11%	-	10	-
TOTAL	8,500		12,789		2,558

Note: Topsoil considered the top ten inches of soil (Wikipedia)
Note: Soil below topsoil assumed to be dry clay; Source: Lyngso website, https://www.lyngsogarden.com/community-resources/tips-on-modifying-your-california-soil-with-amendments/
Source: US Department of Transportation Determination of Excavation and Embankment Volumes; https://highways.dot.gov/federal-lands/pddm/dpg/earthwork-design

APPENDIX D – AIR QUALITY MODELING RSULTS



DouglasKim+Associates,LLC

EXISTING EMISSIONS

308 North Oxford Avenue (Existing) Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

2.5. Operations Emissions by Sector, Unmitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.3. Area Emissions by Source

4.3.2. Unmitigated

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	308 North Oxford Avenue (Existing)
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	16.8
Location	308 N Oxford Ave, Los Angeles, CA 90004, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4335
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	3.00	Dwelling Unit	0.60	3,050	0.00	—	9.00	—
General Office Building	1.80	1000sqft	0.02	1,800	0.00	—	—	—

Health Club	12.2	1000sqft	0.10	12,180	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.56	1.84	1.05	10.1	0.02	0.02	0.55	0.58	0.02	0.10	0.12	41.7	2,211	2,252	4.33	0.09	7.77	2,395
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.41	1.70	1.13	8.79	0.02	0.02	0.55	0.58	0.02	0.10	0.12	41.7	2,135	2,176	4.33	0.09	0.28	2,313
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.49	1.77	1.14	9.50	0.02	0.02	0.55	0.58	0.02	0.10	0.12	41.7	2,157	2,198	4.33	0.09	3.40	2,338
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.27	0.32	0.21	1.73	< 0.005	< 0.005	0.10	0.11	< 0.005	0.02	0.02	6.91	357	364	0.72	0.02	0.56	387

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.42	1.31	0.90	9.18	0.02	0.01	0.55	0.56	0.01	0.10	0.11	—	1,724	1,724	0.11	0.08	7.69	1,758
Area	0.13	0.52	0.01	0.78	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	2.96	2.96	< 0.005	< 0.005	—	3.04
Energy	0.02	0.01	0.14	0.11	< 0.005	0.01	—	0.01	0.01	—	0.01	—	469	469	0.04	< 0.005	—	471
Water	—	—	—	—	—	—	—	—	—	—	—	2.21	14.8	17.0	0.23	0.01	—	24.4
Waste	—	—	—	—	—	—	—	—	—	—	—	39.5	0.00	39.5	3.95	0.00	—	138
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08	0.08
Total	1.56	1.84	1.05	10.1	0.02	0.02	0.55	0.58	0.02	0.10	0.12	41.7	2,211	2,252	4.33	0.09	7.77	2,395
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.39	1.29	0.99	8.68	0.02	0.01	0.55	0.56	0.01	0.10	0.11	—	1,651	1,651	0.12	0.08	0.20	1,679
Area	0.00	0.41	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.02	0.01	0.14	0.11	< 0.005	0.01	—	0.01	0.01	—	0.01	—	469	469	0.04	< 0.005	—	471
Water	—	—	—	—	—	—	—	—	—	—	—	2.21	14.8	17.0	0.23	0.01	—	24.4
Waste	—	—	—	—	—	—	—	—	—	—	—	39.5	0.00	39.5	3.95	0.00	—	138
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08	0.08
Total	1.41	1.70	1.13	8.79	0.02	0.02	0.55	0.58	0.02	0.10	0.12	41.7	2,135	2,176	4.33	0.09	0.28	2,313
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.39	1.28	0.99	8.86	0.02	0.01	0.55	0.56	0.01	0.10	0.11	—	1,671	1,671	0.12	0.08	3.32	1,702
Area	0.09	0.48	< 0.005	0.53	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	2.02	2.02	< 0.005	< 0.005	—	2.08
Energy	0.02	0.01	0.14	0.11	< 0.005	0.01	—	0.01	0.01	—	0.01	—	469	469	0.04	< 0.005	—	471
Water	—	—	—	—	—	—	—	—	—	—	—	2.21	14.8	17.0	0.23	0.01	—	24.4
Waste	—	—	—	—	—	—	—	—	—	—	—	39.5	0.00	39.5	3.95	0.00	—	138
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08	0.08
Total	1.49	1.77	1.14	9.50	0.02	0.02	0.55	0.58	0.02	0.10	0.12	41.7	2,157	2,198	4.33	0.09	3.40	2,338

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.25	0.23	0.18	1.62	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.02	—	277	277	0.02	0.01	0.55	282
Area	0.02	0.09	< 0.005	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.34	0.34	< 0.005	< 0.005	—	0.34
Energy	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	77.6	77.6	0.01	< 0.005	—	78.0
Water	—	—	—	—	—	—	—	—	—	—	—	0.37	2.46	2.82	0.04	< 0.005	—	4.04
Waste	—	—	—	—	—	—	—	—	—	—	—	6.54	0.00	6.54	0.65	0.00	—	22.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	0.27	0.32	0.21	1.73	< 0.005	< 0.005	0.10	0.11	< 0.005	0.02	0.02	6.91	357	364	0.72	0.02	0.56	387

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	20.3	20.3	< 0.005	< 0.005	—	20.4
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	54.2	54.2	< 0.005	< 0.005	—	54.5

Health Club	—	—	—	—	—	—	—	—	—	—	—	—	223	223	0.02	< 0.005	—	224
Total	—	—	—	—	—	—	—	—	—	—	—	—	298	298	0.02	< 0.005	—	299
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	20.3	20.3	< 0.005	< 0.005	—	20.4
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	54.2	54.2	< 0.005	< 0.005	—	54.5
Health Club	—	—	—	—	—	—	—	—	—	—	—	—	223	223	0.02	< 0.005	—	224
Total	—	—	—	—	—	—	—	—	—	—	—	—	298	298	0.02	< 0.005	—	299
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	3.36	3.36	< 0.005	< 0.005	—	3.38
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	8.98	8.98	< 0.005	< 0.005	—	9.02
Health Club	—	—	—	—	—	—	—	—	—	—	—	—	36.9	36.9	< 0.005	< 0.005	—	37.1
Total	—	—	—	—	—	—	—	—	—	—	—	—	49.3	49.3	< 0.005	< 0.005	—	49.5

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments Low Rise	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	21.8	21.8	< 0.005	< 0.005	—	21.8
General Office Building	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.6	11.6	< 0.005	< 0.005	—	11.6
Health Club	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	138	138	0.01	< 0.005	—	138
Total	0.02	0.01	0.14	0.11	< 0.005	0.01	—	0.01	0.01	—	0.01	—	171	171	0.02	< 0.005	—	172
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	21.8	21.8	< 0.005	< 0.005	—	21.8
General Office Building	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.6	11.6	< 0.005	< 0.005	—	11.6
Health Club	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	138	138	0.01	< 0.005	—	138
Total	0.02	0.01	0.14	0.11	< 0.005	0.01	—	0.01	0.01	—	0.01	—	171	171	0.02	< 0.005	—	172
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.60	3.60	< 0.005	< 0.005	—	3.61
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.92	1.92	< 0.005	< 0.005	—	1.92
Health Club	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.8	22.8	< 0.005	< 0.005	—	22.9
Total	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	28.4	28.4	< 0.005	< 0.005	—	28.4

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	0.36	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.13	0.12	0.01	0.78	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.96	2.96	< 0.005	< 0.005	—	3.04
Total	0.13	0.52	0.01	0.78	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	2.96	2.96	< 0.005	< 0.005	—	3.04
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	0.36	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.00	0.41	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00

Consumer Products	—	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.02	0.01	< 0.005	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.34	0.34	< 0.005	< 0.005	—	0.34
Total	0.02	0.09	< 0.005	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.34	0.34	< 0.005	< 0.005	—	0.34

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.21	1.44	1.65	0.02	< 0.005	—	2.37
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.61	4.12	4.73	0.06	< 0.005	—	6.77
Health Club	—	—	—	—	—	—	—	—	—	—	—	1.38	9.28	10.7	0.14	< 0.005	—	15.2
Total	—	—	—	—	—	—	—	—	—	—	—	2.21	14.8	17.0	0.23	0.01	—	24.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	—	—	—	—	—	—	—	—	—	—	—	0.21	1.44	1.65	0.02	< 0.005	—	2.37
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.61	4.12	4.73	0.06	< 0.005	—	6.77
Health Club	—	—	—	—	—	—	—	—	—	—	—	1.38	9.28	10.7	0.14	< 0.005	—	15.2
Total	—	—	—	—	—	—	—	—	—	—	—	2.21	14.8	17.0	0.23	0.01	—	24.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.04	0.24	0.27	< 0.005	< 0.005	—	0.39
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.10	0.68	0.78	0.01	< 0.005	—	1.12
Health Club	—	—	—	—	—	—	—	—	—	—	—	0.23	1.54	1.76	0.02	< 0.005	—	2.52
Total	—	—	—	—	—	—	—	—	—	—	—	0.37	2.46	2.82	0.04	< 0.005	—	4.04

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	1.21	0.00	1.21	0.12	0.00	—	4.24

General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.90	0.00	0.90	0.09	0.00	—	3.16
Health Club	—	—	—	—	—	—	—	—	—	—	—	37.4	0.00	37.4	3.74	0.00	—	131
Total	—	—	—	—	—	—	—	—	—	—	—	39.5	0.00	39.5	3.95	0.00	—	138
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	1.21	0.00	1.21	0.12	0.00	—	4.24
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.90	0.00	0.90	0.09	0.00	—	3.16
Health Club	—	—	—	—	—	—	—	—	—	—	—	37.4	0.00	37.4	3.74	0.00	—	131
Total	—	—	—	—	—	—	—	—	—	—	—	39.5	0.00	39.5	3.95	0.00	—	138
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.20	0.00	0.20	0.02	0.00	—	0.70
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.15	0.00	0.15	0.01	0.00	—	0.52
Health Club	—	—	—	—	—	—	—	—	—	—	—	6.19	0.00	6.19	0.62	0.00	—	21.7
Total	—	—	—	—	—	—	—	—	—	—	—	6.54	0.00	6.54	0.65	0.00	—	22.9

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Health Club	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08	0.08
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Health Club	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08	0.08
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Health Club	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	352	352	352	128,480	1,985	1,985	1,985	724,525

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	3
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0

Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
6176.25	2,059	20,970	6,990	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	10,738	690	0.0489	0.0069	67,928
General Office Building	28,672	690	0.0489	0.0069	36,165
Health Club	117,978	690	0.0489	0.0069	430,399

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	111,821	0.00
General Office Building	319,921	0.00

Health Club	720,363	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	0.75	0.00
General Office Building	1.67	0.00
Health Club	69.4	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Health Club	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Health Club	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	9.58	annual days of extreme heat
Extreme Precipitation	6.70	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	0	0	0	N/A

Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	0	0	0	N/A
Wildfire	0	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack	N/A	N/A	N/A	N/A
Air Quality	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack	N/A	N/A	N/A	N/A
Air Quality	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	53.7
AQ-PM	79.2
AQ-DPM	79.4
Drinking Water	92.5
Lead Risk Housing	72.9
Pesticides	0.00
Toxic Releases	74.2
Traffic	79.1
Effect Indicators	—
CleanUp Sites	27.6
Groundwater	22.1
Haz Waste Facilities/Generators	0.00
Impaired Water Bodies	0.00
Solid Waste	9.67
Sensitive Population	—
Asthma	55.2
Cardio-vascular	51.3
Low Birth Weights	97.7
Socioeconomic Factor Indicators	—
Education	85.2
Housing	95.2

Linguistic	96.7
Poverty	82.9
Unemployment	52.5

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	21.40382394
Employed	75.23418452
Median HI	26.43397921
Education	—
Bachelor's or higher	56.34543821
High school enrollment	100
Preschool enrollment	42.55100731
Transportation	—
Auto Access	12.08777108
Active commuting	86.86000257
Social	—
2-parent households	52.97061465
Voting	27.98665469
Neighborhood	—
Alcohol availability	4.516874118
Park access	33.63274734
Retail density	91.67201335
Supermarket access	94.25125112
Tree canopy	32.41370461

Housing	—
Homeownership	6.954959579
Housing habitability	1.373027076
Low-inc homeowner severe housing cost burden	0.705761581
Low-inc renter severe housing cost burden	34.00487617
Uncrowded housing	4.645194405
Health Outcomes	—
Insured adults	6.043885538
Arthritis	78.8
Asthma ER Admissions	44.0
High Blood Pressure	66.9
Cancer (excluding skin)	80.0
Asthma	80.2
Coronary Heart Disease	69.4
Chronic Obstructive Pulmonary Disease	68.2
Diagnosed Diabetes	27.5
Life Expectancy at Birth	73.5
Cognitively Disabled	66.4
Physically Disabled	73.0
Heart Attack ER Admissions	80.9
Mental Health Not Good	47.3
Chronic Kidney Disease	73.0
Obesity	66.6
Pedestrian Injuries	88.0
Physical Health Not Good	37.9
Stroke	58.2
Health Risk Behaviors	—

Binge Drinking	92.7
Current Smoker	51.8
No Leisure Time for Physical Activity	28.3
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	55.0
Elderly	38.0
English Speaking	1.0
Foreign-born	99.5
Outdoor Workers	5.7
Climate Change Adaptive Capacity	—
Impervious Surface Cover	6.5
Traffic Density	83.1
Traffic Access	87.4
Other Indices	—
Hardship	80.6
Other Decision Support	—
2016 Voting	7.3

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	83.0
Healthy Places Index Score for Project Location (b)	28.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Project information
Operations: Hearths	Google Earth



DouglasKim+Associates,LLC

FUTURE EMISSIONS

308 North Oxford Avenue (Future) Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year, Unmitigated

2.4. Operations Emissions Compared Against Thresholds

2.5. Operations Emissions by Sector, Unmitigated

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

3.3. Site Preparation (2024) - Unmitigated

3.5. Grading (2024) - Unmitigated

3.7. Building Construction (2024) - Unmitigated

3.9. Building Construction (2025) - Unmitigated

3.11. Building Construction (2026) - Unmitigated

3.13. Building Construction (2027) - Unmitigated

3.15. Architectural Coating (2027) - Unmitigated

3.17. Trenching (2024) - Unmitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.3. Area Emissions by Source

4.3.2. Unmitigated

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	308 North Oxford Avenue (Future)
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	16.8
Location	308 N Oxford Ave, Los Angeles, CA 90004, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4335
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	101	Dwelling Unit	0.72	126,007	2,000	—	299	—
Enclosed Parking with Elevator	154	Space	0.00	61,600	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.19	12.3	23.8	15.9	0.08	0.66	4.86	5.52	0.62	1.76	2.38	—	11,992	11,992	0.60	1.65	23.9	12,522
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.18	1.41	24.3	15.8	0.08	0.66	4.86	5.52	0.62	1.76	2.38	—	11,990	11,990	0.60	1.65	0.62	12,497
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.81	2.29	4.60	9.58	0.01	0.16	1.04	1.20	0.15	0.25	0.39	—	2,342	2,342	0.10	0.15	2.10	2,379
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.15	0.42	0.84	1.75	< 0.005	0.03	0.19	0.22	0.03	0.05	0.07	—	388	388	0.02	0.02	0.35	394

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2024	2.19	1.42	23.8	15.9	0.08	0.66	4.86	5.52	0.62	1.76	2.38	—	11,992	11,992	0.60	1.65	23.9	12,522
2025	1.14	0.96	6.32	14.2	0.02	0.23	1.47	1.69	0.20	0.35	0.56	—	3,331	3,331	0.14	0.15	6.81	3,386
2026	1.04	0.88	5.91	13.6	0.02	0.20	1.47	1.67	0.18	0.35	0.53	—	3,292	3,292	0.14	0.15	6.28	3,346
2027	0.22	12.3	0.90	2.31	< 0.005	0.02	0.26	0.28	0.02	0.06	0.08	—	396	396	0.02	0.01	0.82	400
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	2.18	1.41	24.3	15.8	0.08	0.66	4.86	5.52	0.62	1.76	2.38	—	11,990	11,990	0.60	1.65	0.62	12,497
2025	1.13	0.96	6.40	13.1	0.02	0.23	1.47	1.69	0.20	0.35	0.56	—	3,260	3,260	0.14	0.15	0.18	3,309
2026	1.04	0.87	5.99	12.7	0.02	0.20	1.47	1.67	0.18	0.35	0.53	—	3,223	3,223	0.14	0.15	0.16	3,271
2027	1.00	0.84	5.70	12.3	0.02	0.17	1.47	1.64	0.16	0.35	0.51	—	3,186	3,186	0.10	0.15	0.15	3,232
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.23	0.16	2.30	1.94	0.01	0.06	0.49	0.56	0.06	0.15	0.21	—	1,177	1,177	0.06	0.15	1.04	1,224
2025	0.81	0.68	4.60	9.58	0.01	0.16	1.04	1.20	0.15	0.25	0.39	—	2,342	2,342	0.10	0.11	2.10	2,379
2026	0.74	0.62	4.31	9.25	0.01	0.14	1.04	1.18	0.13	0.25	0.38	—	2,315	2,315	0.10	0.11	1.94	2,351
2027	0.16	2.29	0.84	1.88	< 0.005	0.02	0.22	0.24	0.02	0.05	0.07	—	451	451	0.01	0.02	0.36	458
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.04	0.03	0.42	0.35	< 0.005	0.01	0.09	0.10	0.01	0.03	0.04	—	195	195	0.01	0.02	0.17	203
2025	0.15	0.12	0.84	1.75	< 0.005	0.03	0.19	0.22	0.03	0.05	0.07	—	388	388	0.02	0.02	0.35	394
2026	0.14	0.11	0.79	1.69	< 0.005	0.03	0.19	0.22	0.02	0.05	0.07	—	383	383	0.02	0.02	0.32	389
2027	0.03	0.42	0.15	0.34	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	74.7	74.7	< 0.005	< 0.005	0.06	75.8

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	2.42	5.15	1.12	17.4	0.02	0.04	0.74	0.78	0.04	0.13	0.17	47.5	3,532	3,580	4.98	0.12	7.20	3,746
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.40	4.19	1.11	8.51	0.02	0.03	0.74	0.77	0.03	0.13	0.16	47.5	3,421	3,468	4.99	0.12	1.07	3,630
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.08	4.82	1.17	14.4	0.02	0.04	0.74	0.78	0.04	0.13	0.17	47.5	3,462	3,509	4.99	0.12	3.62	3,674
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.38	0.88	0.21	2.64	< 0.005	0.01	0.14	0.14	0.01	0.02	0.03	7.86	573	581	0.83	0.02	0.60	608

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.38	1.28	0.79	8.92	0.02	0.01	0.74	0.75	0.01	0.13	0.14	—	2,078	2,078	0.11	0.09	6.30	2,114
Area	1.01	3.86	0.08	8.41	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	26.3	26.3	< 0.005	< 0.005	—	26.4
Energy	0.03	0.01	0.25	0.11	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,379	1,379	0.10	0.01	—	1,385
Water	—	—	—	—	—	—	—	—	—	—	—	7.21	48.8	56.0	0.74	0.02	—	80.0
Waste	—	—	—	—	—	—	—	—	—	—	—	40.3	0.00	40.3	4.02	0.00	—	141
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.90	0.90
Total	2.42	5.15	1.12	17.4	0.02	0.04	0.74	0.78	0.04	0.13	0.17	47.5	3,532	3,580	4.98	0.12	7.20	3,746
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.37	1.26	0.86	8.40	0.02	0.01	0.74	0.75	0.01	0.13	0.14	—	1,993	1,993	0.12	0.09	0.16	2,024

Area	0.00	2.91	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.03	0.01	0.25	0.11	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,379	1,379	0.10	0.01	—	1,385
Water	—	—	—	—	—	—	—	—	—	—	—	7.21	48.8	56.0	0.74	0.02	—	80.0
Waste	—	—	—	—	—	—	—	—	—	—	—	40.3	0.00	40.3	4.02	0.00	—	141
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.90	0.90
Total	1.40	4.19	1.11	8.51	0.02	0.03	0.74	0.77	0.03	0.13	0.16	47.5	3,421	3,468	4.99	0.12	1.07	3,630
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.36	1.25	0.87	8.58	0.02	0.01	0.74	0.75	0.01	0.13	0.14	—	2,016	2,016	0.12	0.09	2.72	2,049
Area	0.69	3.56	0.05	5.76	< 0.005	< 0.005	—	< 0.005	0.01	—	0.01	0.00	18.0	18.0	< 0.005	< 0.005	—	18.1
Energy	0.03	0.01	0.25	0.11	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,379	1,379	0.10	0.01	—	1,385
Water	—	—	—	—	—	—	—	—	—	—	—	7.21	48.8	56.0	0.74	0.02	—	80.0
Waste	—	—	—	—	—	—	—	—	—	—	—	40.3	0.00	40.3	4.02	0.00	—	141
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.90	0.90
Total	2.08	4.82	1.17	14.4	0.02	0.04	0.74	0.78	0.04	0.13	0.17	47.5	3,462	3,509	4.99	0.12	3.62	3,674
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.25	0.23	0.16	1.57	< 0.005	< 0.005	0.14	0.14	< 0.005	0.02	0.03	—	334	334	0.02	0.02	0.45	339
Area	0.13	0.65	0.01	1.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	2.99	2.99	< 0.005	< 0.005	—	3.00
Energy	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	228	228	0.02	< 0.005	—	229
Water	—	—	—	—	—	—	—	—	—	—	—	1.19	8.08	9.28	0.12	< 0.005	—	13.2
Waste	—	—	—	—	—	—	—	—	—	—	—	6.66	0.00	6.66	0.67	0.00	—	23.3
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.15	0.15
Total	0.38	0.88	0.21	2.64	< 0.005	0.01	0.14	0.14	0.01	0.02	0.03	7.86	573	581	0.83	0.02	0.60	608

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.69	5.79	0.01	0.19	—	0.19	0.17	—	0.17	—	852	852	0.03	0.01	—	855
Demolition	—	—	—	—	—	—	2.16	2.16	—	0.33	0.33	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.13	0.16	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	23.3	23.3	< 0.005	< 0.005	—	23.4
Demolition	—	—	—	—	—	—	0.06	0.06	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.87	3.87	< 0.005	< 0.005	—	3.88
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.05	0.04	0.05	0.75	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	141	141	0.01	< 0.005	0.56	143
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.71	0.19	11.8	4.42	0.06	0.12	0.73	0.86	0.12	0.24	0.37	—	9,734	9,734	0.51	1.56	22.5	10,235
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	3.72	3.72	< 0.005	< 0.005	0.01	3.77
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.01	0.34	0.12	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	267	267	0.01	0.04	0.27	280
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.62	0.62	< 0.005	< 0.005	< 0.005	0.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.06	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	44.2	44.2	< 0.005	0.01	0.04	46.4

3.3. Site Preparation (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.60	0.50	4.60	5.56	0.01	0.24	—	0.24	0.22	—	0.22	—	858	858	0.03	0.01	—	861
Dust From Material Movemen	—	—	—	—	—	—	0.21	0.21	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.70	4.70	< 0.005	< 0.005	—	4.72
Dust From Material Movemen	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.78	0.78	< 0.005	< 0.005	—	0.78
Dust From Material Movemen	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.38	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	70.6	70.6	< 0.005	< 0.005	0.28	71.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.37	0.37	< 0.005	< 0.005	< 0.005	0.38
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.06	0.06	< 0.005	< 0.005	< 0.005	0.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.41	1.19	11.4	10.7	0.02	0.53	—	0.53	0.49	—	0.49	—	1,713	1,713	0.07	0.01	—	1,719
Dust From Material Movemen	—	—	—	—	—	—	2.07	2.07	—	1.00	1.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.41	1.19	11.4	10.7	0.02	0.53	—	0.53	0.49	—	0.49	—	1,713	1,713	0.07	0.01	—	1,719
Dust From Material Movemen	—	—	—	—	—	—	2.07	2.07	—	1.00	1.00	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.69	0.65	< 0.005	0.03	—	0.03	0.03	—	0.03	—	103	103	< 0.005	< 0.005	—	104
Dust From Material Movemen	—	—	—	—	—	—	0.12	0.12	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.13	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	17.1	17.1	< 0.005	< 0.005	—	17.2
Dust From Material Movemen	—	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.57	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	106	106	< 0.005	< 0.005	0.42	107
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.74	0.20	12.4	4.62	0.07	0.13	0.77	0.90	0.13	0.26	0.38	—	10,173	10,173	0.53	1.63	23.5	10,696
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.48	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	100	100	< 0.005	< 0.005	0.01	102
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.73	0.19	12.8	4.59	0.07	0.13	0.77	0.90	0.13	0.26	0.38	—	10,176	10,176	0.53	1.63	0.61	10,676
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	6.14	6.14	< 0.005	< 0.005	0.01	6.22
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	0.01	0.79	0.28	< 0.005	0.01	0.05	0.05	0.01	0.02	0.02	—	613	613	0.03	0.10	0.61	644
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	1.02	1.02	< 0.005	< 0.005	< 0.005	1.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.14	0.05	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	102	102	0.01	0.02	0.10	107

3.7. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.26	0.33	< 0.005	0.01	—	0.01	0.01	—	0.01	—	61.3	61.3	< 0.005	< 0.005	—	61.5
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.1	10.1	< 0.005	< 0.005	—	10.2
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.49	0.44	0.56	6.29	0.00	0.00	0.08	0.08	0.00	0.00	0.00	—	1,319	1,319	0.06	0.05	0.14	1,336
Vendor	0.05	0.02	0.83	0.40	< 0.005	0.01	0.04	0.05	0.01	0.01	0.02	—	674	674	0.03	0.09	0.05	703
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.03	0.31	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	62.9	62.9	< 0.005	< 0.005	0.11	63.8
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	31.7	31.7	< 0.005	< 0.005	0.04	33.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	10.4	10.4	< 0.005	< 0.005	0.02	10.6
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.24	5.24	< 0.005	< 0.005	0.01	5.47
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	0.37	3.67	4.96	0.01	0.16	—	0.16	0.14	—	0.14	—	932	932	0.04	0.01	—	935
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.67	0.90	< 0.005	0.03	—	0.03	0.03	—	0.03	—	154	154	0.01	< 0.005	—	155
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.47	0.42	0.43	6.86	0.00	0.00	0.08	0.08	0.00	0.00	0.00	—	1,363	1,363	0.06	0.05	4.99	1,384
Vendor	0.05	0.02	0.75	0.37	< 0.005	0.01	0.04	0.05	< 0.005	0.01	0.02	—	663	663	0.03	0.09	1.81	693
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.47	0.42	0.47	5.82	0.00	0.00	0.08	0.08	0.00	0.00	0.00	—	1,292	1,292	0.06	0.05	0.13	1,308
Vendor	0.05	0.02	0.79	0.37	< 0.005	0.01	0.04	0.05	< 0.005	0.01	0.02	—	663	663	0.03	0.09	0.05	692
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.30	0.37	4.36	0.00	0.00	0.06	0.06	0.00	0.00	0.00	—	937	937	0.04	0.03	1.54	949
Vendor	0.03	0.01	0.56	0.26	< 0.005	0.01	0.03	0.03	< 0.005	0.01	0.01	—	474	474	0.02	0.07	0.56	494
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.07	0.80	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	155	155	0.01	0.01	0.26	157
Vendor	0.01	< 0.005	0.10	0.05	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	78.4	78.4	< 0.005	0.01	0.09	81.9
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.59	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17	—	1,304	1,304	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.59	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17	—	1,304	1,304	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.42	0.35	3.43	4.93	0.01	0.13	—	0.13	0.12	—	0.12	—	932	932	0.04	0.01	—	935
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.06	0.63	0.90	< 0.005	0.02	—	0.02	0.02	—	0.02	—	154	154	0.01	< 0.005	—	155
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.41	0.36	0.38	6.37	0.00	0.00	0.08	0.08	0.00	0.00	0.00	—	1,336	1,336	0.06	0.05	4.52	1,356
Vendor	0.05	0.02	0.72	0.35	< 0.005	0.01	0.04	0.05	< 0.005	0.01	0.02	—	651	651	0.03	0.09	1.76	682
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.41	0.36	0.43	5.43	0.00	0.00	0.08	0.08	0.00	0.00	0.00	—	1,266	1,266	0.06	0.05	0.12	1,282
Vendor	0.05	0.02	0.75	0.36	< 0.005	0.01	0.04	0.05	< 0.005	0.01	0.02	—	652	652	0.03	0.09	0.05	680
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29	0.26	0.33	4.06	0.00	0.00	0.06	0.06	0.00	0.00	0.00	—	918	918	0.04	0.03	1.40	930
Vendor	0.03	0.01	0.54	0.25	< 0.005	0.01	0.03	0.03	< 0.005	0.01	0.01	—	465	465	0.02	0.07	0.54	486

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.06	0.74	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	152	152	0.01	0.01	0.23	154
Vendor	0.01	< 0.005	0.10	0.05	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	77.0	77.0	< 0.005	0.01	0.09	80.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.57	0.48	4.56	6.90	0.01	0.17	—	0.17	0.15	—	0.15	—	1,304	1,304	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.54	0.82	< 0.005	0.02	—	0.02	0.02	—	0.02	—	156	156	0.01	< 0.005	—	156
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.10	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	25.8	25.8	< 0.005	< 0.005	—	25.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.39	0.34	0.42	5.02	0.00	0.00	0.08	0.08	0.00	0.00	0.00	—	1,242	1,242	0.02	0.05	0.11	1,257
Vendor	0.04	0.02	0.72	0.34	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.02	—	639	639	0.03	0.09	0.04	666
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.63	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	150	150	< 0.005	0.01	0.21	152
Vendor	0.01	< 0.005	0.09	0.04	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	76.3	76.3	< 0.005	0.01	0.09	79.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	24.9	24.9	< 0.005	< 0.005	0.03	25.2
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.6	12.6	< 0.005	< 0.005	0.01	13.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Architectural Coating (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134

Architectural	—	12.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.8	23.8	< 0.005	< 0.005	—	23.9
Architectural Coatings	—	2.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.94	3.94	< 0.005	< 0.005	—	3.95
Architectural Coatings	—	0.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.07	1.18	0.00	0.00	0.02	0.02	0.00	0.00	0.00	—	262	262	0.01	0.01	0.82	266
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.02	0.19	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	44.9	44.9	< 0.005	< 0.005	0.06	45.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	7.43	7.43	< 0.005	< 0.005	0.01	7.53
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.17. Trenching (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	627	627	0.04	0.01	—	630
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	430	430	0.03	< 0.005	—	432
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,057	1,057	0.07	0.01	—	1,062
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	627	627	0.04	0.01	—	630
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	430	430	0.03	< 0.005	—	432
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,057	1,057	0.07	0.01	—	1,062
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	104	104	0.01	< 0.005	—	104
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	71.2	71.2	0.01	< 0.005	—	71.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	175	175	0.01	< 0.005	—	176

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.03	0.01	0.25	0.11	< 0.005	0.02	—	0.02	0.02	—	0.02	—	321	321	0.03	< 0.005	—	322
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.03	0.01	0.25	0.11	< 0.005	0.02	—	0.02	0.02	—	0.02	—	321	321	0.03	< 0.005	—	322
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.03	0.01	0.25	0.11	< 0.005	0.02	—	0.02	0.02	—	0.02	—	321	321	0.03	< 0.005	—	322
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.03	0.01	0.25	0.11	< 0.005	0.02	—	0.02	0.02	—	0.02	—	321	321	0.03	< 0.005	—	322
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	53.2	53.2	< 0.005	< 0.005	—	53.3
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Total	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	53.2	53.2	< 0.005	< 0.005	—	53.3

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	2.70	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.01	0.94	0.08	8.41	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.3	26.3	< 0.005	< 0.005	—	26.4
Total	1.01	3.86	0.08	8.41	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	26.3	26.3	< 0.005	< 0.005	—	26.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	2.70	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.00	2.91	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	0.49	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.13	0.12	0.01	1.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.99	2.99	< 0.005	< 0.005	—	3.00
Total	0.13	0.65	0.01	1.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	2.99	2.99	< 0.005	< 0.005	—	3.00

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	7.21	48.8	56.0	0.74	0.02	—	80.0
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	7.21	48.8	56.0	0.74	0.02	—	80.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartme Mid Rise	—	—	—	—	—	—	—	—	—	—	—	7.21	48.8	56.0	0.74	0.02	—	80.0
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	7.21	48.8	56.0	0.74	0.02	—	80.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.19	8.08	9.28	0.12	< 0.005	—	13.2
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.19	8.08	9.28	0.12	< 0.005	—	13.2

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	40.3	0.00	40.3	4.02	0.00	—	141
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	40.3	0.00	40.3	4.02	0.00	—	141

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	40.3	0.00	40.3	4.02	0.00	—	141
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	40.3	0.00	40.3	4.02	0.00	—	141
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	6.66	0.00	6.66	0.67	0.00	—	23.3
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	6.66	0.00	6.66	0.67	0.00	—	23.3

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.90	0.90
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.90	0.90

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.90	0.90
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.90	0.90
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.15	0.15
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.15	0.15

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	9/1/2024	9/15/2024	5.00	10.0	—
Site Preparation	Site Preparation	9/16/2024	9/17/2024	5.00	2.00	—
Grading	Grading	9/18/2024	10/17/2024	5.00	22.0	—
Building Construction	Building Construction	12/8/2024	3/2/2027	5.00	582	—
Architectural Coating	Architectural Coating	6/2/2027	8/31/2027	5.00	65.0	—
Trenching	Trenching	10/18/2024	11/23/2024	5.00	26.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	111	25.0	HHDT
Demolition	Onsite truck	—	—	HHDT

Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	116	25.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	98.6	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	20.9	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	19.7	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	0.00	18.5	LDA,LDT1,LDT2
Trenching	Vendor	—	10.2	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT
Trenching	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	255,164	85,055	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	1,649	—
Site Preparation	—	—	1.00	0.00	—
Grading	—	12,789	0.72	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Enclosed Parking with Elevator	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	690	0.05	0.01
2025	0.00	690	0.05	0.01
2026	0.00	690	0.05	0.01
2027	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	432	432	432	157,680	2,661	2,661	2,661	971,265

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	101
Conventional Wood Stoves	0

Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
255164.175	85,055	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	331,633	690	0.0489	0.0069	1,002,461
Enclosed Parking with Elevator	227,392	690	0.0489	0.0069	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	3,764,654	34,282

Enclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	25.2	0.00
Enclosed Parking with Elevator	0.00	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	9.58	annual days of extreme heat
Extreme Precipitation	6.70	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	0	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	0	0	0	N/A
Wildfire	0	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack	N/A	N/A	N/A	N/A
Air Quality	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack	N/A	N/A	N/A	N/A
Air Quality	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	53.7
AQ-PM	79.2
AQ-DPM	79.4

Drinking Water	92.5
Lead Risk Housing	72.9
Pesticides	0.00
Toxic Releases	74.2
Traffic	79.1
Effect Indicators	—
CleanUp Sites	27.6
Groundwater	22.1
Haz Waste Facilities/Generators	0.00
Impaired Water Bodies	0.00
Solid Waste	9.67
Sensitive Population	—
Asthma	55.2
Cardio-vascular	51.3
Low Birth Weights	97.7
Socioeconomic Factor Indicators	—
Education	85.2
Housing	95.2
Linguistic	96.7
Poverty	82.9
Unemployment	52.5

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	21.40382394

Employed	75.23418452
Median HI	26.43397921
Education	—
Bachelor's or higher	56.34543821
High school enrollment	100
Preschool enrollment	42.55100731
Transportation	—
Auto Access	12.08777108
Active commuting	86.86000257
Social	—
2-parent households	52.97061465
Voting	27.98665469
Neighborhood	—
Alcohol availability	4.516874118
Park access	33.63274734
Retail density	91.67201335
Supermarket access	94.25125112
Tree canopy	32.41370461
Housing	—
Homeownership	6.954959579
Housing habitability	1.373027076
Low-inc homeowner severe housing cost burden	0.705761581
Low-inc renter severe housing cost burden	34.00487617
Uncrowded housing	4.645194405
Health Outcomes	—
Insured adults	6.043885538
Arthritis	78.8

Asthma ER Admissions	44.0
High Blood Pressure	66.9
Cancer (excluding skin)	80.0
Asthma	80.2
Coronary Heart Disease	69.4
Chronic Obstructive Pulmonary Disease	68.2
Diagnosed Diabetes	27.5
Life Expectancy at Birth	73.5
Cognitively Disabled	66.4
Physically Disabled	73.0
Heart Attack ER Admissions	80.9
Mental Health Not Good	47.3
Chronic Kidney Disease	73.0
Obesity	66.6
Pedestrian Injuries	88.0
Physical Health Not Good	37.9
Stroke	58.2
Health Risk Behaviors	—
Binge Drinking	92.7
Current Smoker	51.8
No Leisure Time for Physical Activity	28.3
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	55.0
Elderly	38.0
English Speaking	1.0

Foreign-born	99.5
Outdoor Workers	5.7
Climate Change Adaptive Capacity	—
Impervious Surface Cover	6.5
Traffic Density	83.1
Traffic Access	87.4
Other Indices	—
Hardship	80.6
Other Decision Support	—
2016 Voting	7.3

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	83.0
Healthy Places Index Score for Project Location (b)	28.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Project plans
Construction: Construction Phases	Developer information
Construction: Off-Road Equipment	.
Construction: Dust From Material Movement	8,500 CY of soil extracted, with 644 CY topsoil @ 56% swell factor = 1,005 CY and 7,856 CY dry clay @ 50% swell factor = 11,784 CY Note: Topsoil considered the top ten inches of soil (Wikipedia) Note: Soil below topsoil assumed to be dry clay; Source: Lyngso website, https://www.lyngsogarden.com/community-resources/tips-on-modifying-your-california-soil-with-amend me Source: US Department of Transportation Determination of Excavation and Embankment Volumes; https://highways.dot.gov/federal-lands/pddm/dpg/earthwork-design
Construction: Trips and VMT	10 CY haul truck capacity, 25-mile distance to landfills
Operations: Hearths	Project plans



DouglasKim+Associates,LLC

MATES V TOXIC EMISSIONS OVERVIEW

About Air Toxics Cancer Risk

Information about community profile statistics
Information about emission sources

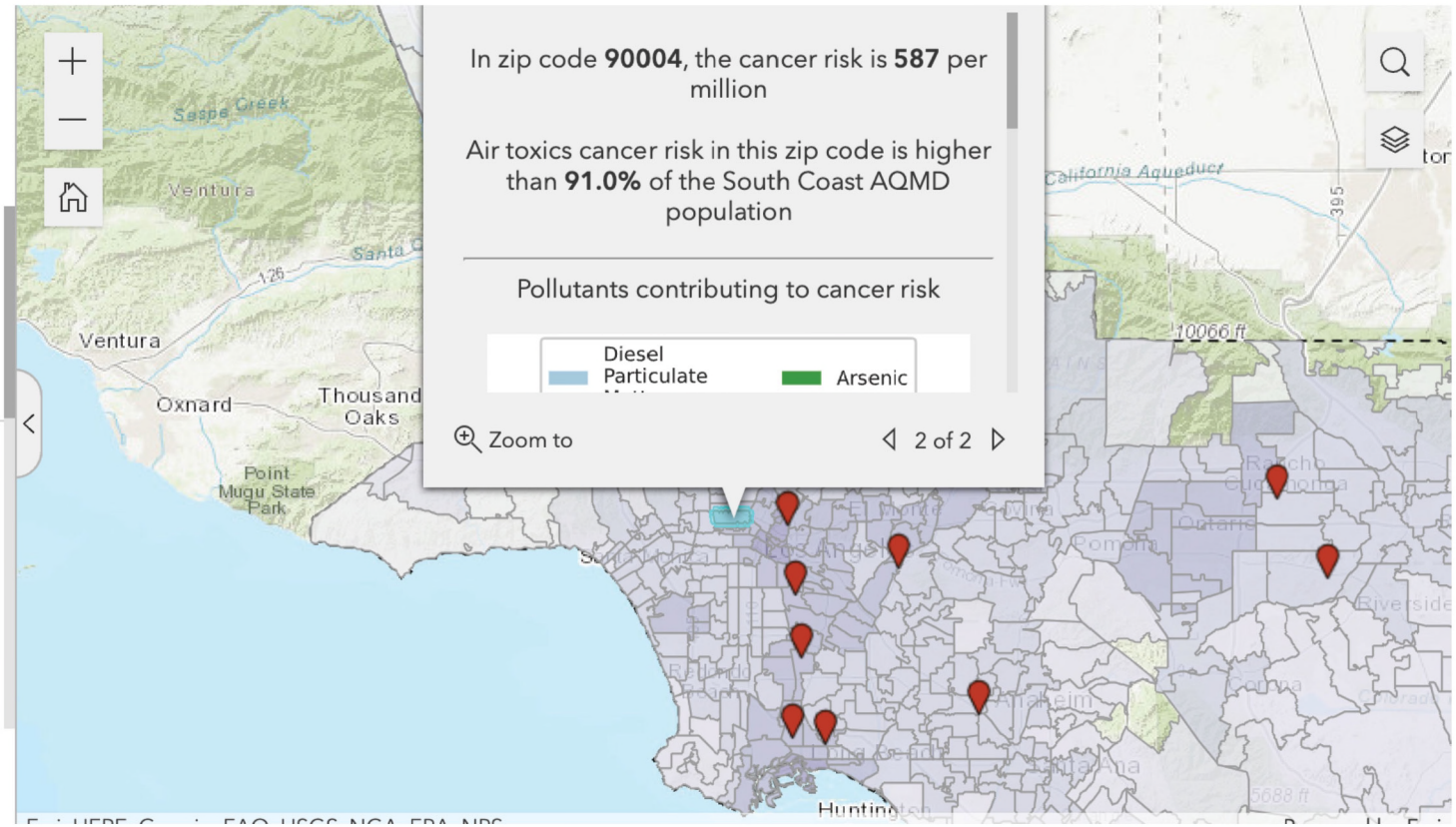
Residential Air Toxics Cancer Risk at MATES Monitoring Sites

Residential Air Toxics Cancer Risk Calculated from Model Data

Cancer Risk [per million]

- 1601 - 4800
- 1451 - 1600

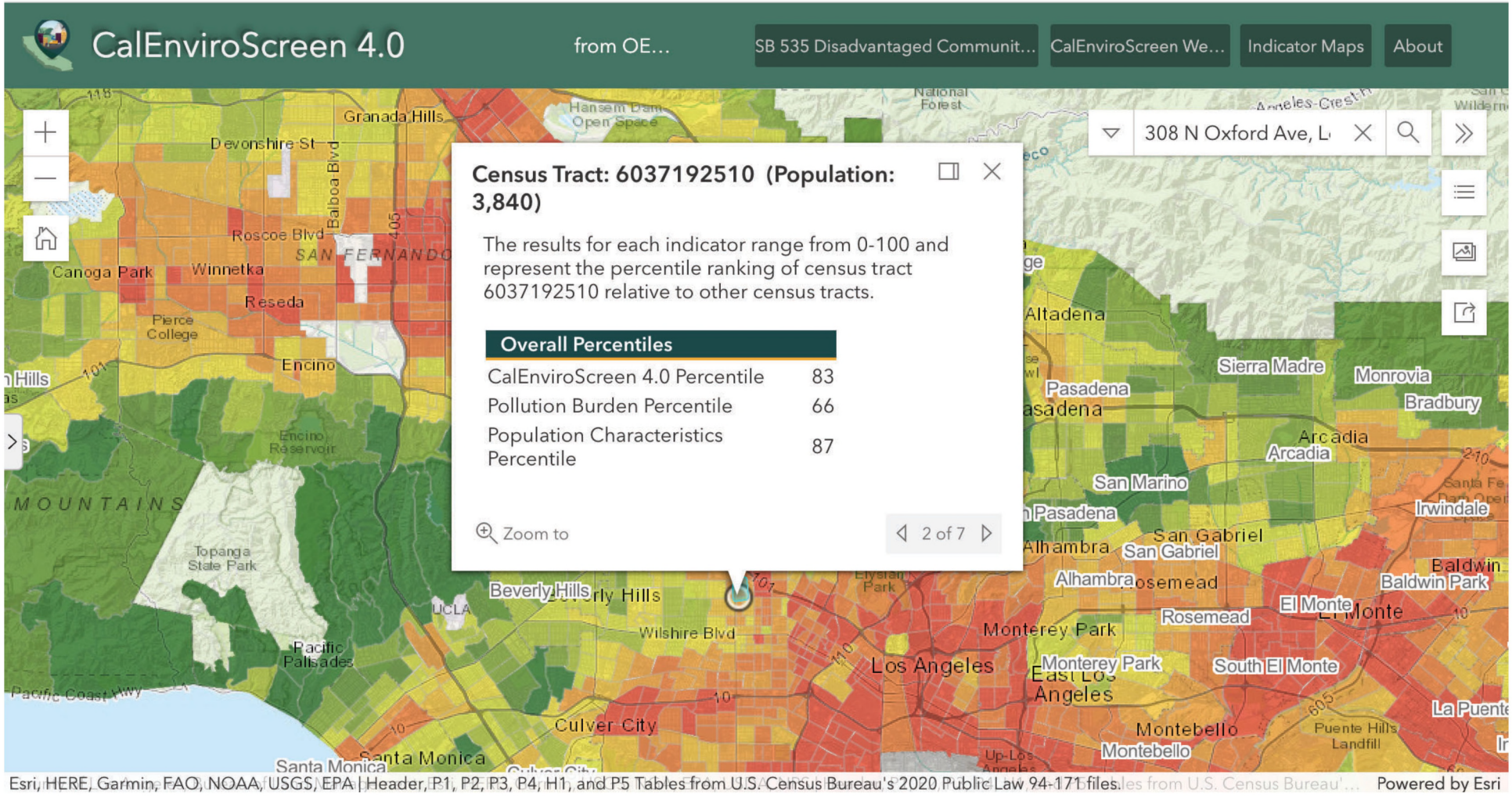
The air toxics cancer risk data presented in the MATES Data Visualization is calculated using a population-weighted average





DouglasKim+Associates,LLC

CALENVIROSCREEN 4.0 OUTPUT


CalEnviroScreen 4.0
from OE...
SB 535 Disadvantaged Communit...
CalEnviroScreen We...
Indicator Maps
About
308 N Oxford Ave, L
Census Tract: 6037192510 (Population: 3,840)
The results for each indicator range from 0-100 and represent the percentile ranking of census tract 6037192510 relative to other census tracts.
Overall Percentiles
CalEnviroScreen 4.0 Percentile 83
Pollution Burden Percentile 66
Population Characteristics Percentile 87
Zoom to
2 of 7
Granada Hills
Devonshire St
Balboa Blvd
Roscoe Blvd
SAN FERNANDO
Canoga Park
Winnetka
Reseda
Pierce College
Encino
Encino Reservoir
MOUNTAINS
Topanga State Park
Pacific Palisades
Pacific Coast Hwy
Santa Monica
Culver City
Beverly Hills
UCLA
Wilshire Blvd
Los Angeles
Hansen Dam Open Space
Altadena
Pasadena
Sierra Madre
Monrovia
Bradbury
Arcadia
San Marino
Irwindale
Alhambra
San Gabriel
Rosemead
Baldwin Park
El Monte
Monterey Park
South El Monte
East Los Angeles
Montebello
Puente Hills Landfill
La Puente
Esri, HERE, Garmin, FAO, NOAA, USGS, EPA | Header, P1, P2, P3, P4, H1, and P5 Tables from U.S. Census Bureau's 2020 Public Law 94-171 files.
Powered by Esri



DouglasKim+Associates,LLC

GRADING ANALYSIS

DouglasKim+Associates,LLC

SOIL TRANSPORT WITH SHRINK AND SWELL FACTORS

	CY	% Swell	Adjusted CY	Truck Capacity (CY)	Truck Trips
Topsoil	644	56%	1,005	10	201
Clay (Dry)	7,856	50%	11,784	10	2,357
Clay (Damp)		67%	-	10	-
Earth, loam (Dry)		50%	-	10	-
Earth, loam (Damp)		43%	-	10	-
Dry sand		11%	-	10	-
TOTAL	8,500		12,789		2,558

Note: Topsoil considered the top ten inches of soil (Wikipedia)
Note: Soil below topsoil assumed to be dry clay; Source: Lyngso website, https://www.lyngsogarden.com/community-resources/tips-on-modifying-your-california-soil-with-amendments/
Source: US Department of Transportation Determination of Excavation and Embankment Volumes; https://highways.dot.gov/federal-lands/pddm/dpg/earthwork-design



DouglasKim+Associates,LLC

DEMOLITION ANALYSIS

DouglasKim+Associates,LLC

CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Pounds per Cub	Tons	Truck Capacity (CY)	Truck Trips	Source
Construction and Debris	0	0	-	484	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
General Building	13,980	12	2,050	1,000	1,025	10	410	*Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. General Building Formula*
Single Family Residence	3,050	12	352	1,000	176	10	70	Federal Emergency Management Agency. Debris Estimating Field Guide (FEMA 329), September 2010. Single Family Residence Formula, assumes 1 story, Medium vegetative cover multiplier (1.3)
Multi-Family Residence		12	-	1,000	-	10	-	
Mobile Home				1,000	-	10	-	
Mixed Debris			-	480	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
Vegetative Debris (Hardwoods)			-	500	-	10	-	
Vegetative Debris (Softwoods)			-	333	-	10	-	
Asphalt or concrete (Constructior	20,150	0.5	373	2,400	448	10	75	
TOTAL			2,776		1,649		555	

APPENDIX E – RELATED PROJECTS

CLATS

Case Logging and Tracking System

RELATED PROJECTS

Centroid Info:
PROJ ID: 54018
Address: 308 N OXFORD AV
LOS ANGELES, CA 90004
Lat/Long: 34.0766, -118.308

Buffer Radius: 0.5 mile

Search

Column

Include NULL "Trip info":
Include NULL "FirstStudySubmittalDate" (latest)
Include "Inactive" projects:
Include "Do not show in Related Project":

Net_AM_Trips - Select -
Net_PM_Trips - Select -
Net_Daily_Trips - Select -

Record Count: 2 | Record Per Page: All Records

Results generated since: (10/25/2022 4:50:58 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)
35311	Metro	MTR	4	2010	Western Galleria Market	Mixed-Use	100 N WESTERN AV	04/21/2010	0.3

Trip Info

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Retail	S.F. Gross Area	30000	57	92	940	17	40	54	38
Apartments	Total Units	98							
			57	**92**	**940**		**17**	**40**	**54**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)
54018	Metro	MTR	13	2022	308 N. Oxford Avenue Residential Project	86 Apartments & 15 Affordable Housing	308 N OXFORD AV	08/16/2022	0.0

Trip Info

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Apartments	Total Units	86			80				
Other	Total Units	15							
			0	**0**	**80**		**0**	**0**	**0**

APPENDIX F – HISTORIC RESOURCES DATA

308 and 318 N. Oxford Avenue
Los Angeles, California
Historic Resource Evaluation

April 18, 2022

Submitted by:

Kaplan Chen Kaplan
2526 Eighteenth Street
Santa Monica, CA 90405

David Kaplan, Principal
Pam O'Connor, Architectural Historian

Table of Contents

Executive Summary and Purpose	1
Summary of Research and Field Methodology	1
Regulatory Framework	2
Property Location and Setting	5
Development History of the 300 block of N. Oxford Avenue	7
Property History and Description	10
Review of Previous Surveys	15
SurveyLA Citywide Historic Context Statement	15
Evaluation of Significance	19
CEQA Analysis	20
Conclusion	22
References	24

Attachments

Attachment A: Photographs
Attachment B: Maps
Attachment C: Building Permits
Attachment D: Historic Aerials and Sanborn Insurance Maps
Attachment E: DPR Records

.

EXECUTIVE SUMMARY AND PURPOSE

This report, completed by Kaplan Chen Kaplan, presents the findings of the historic resource evaluation conducted for the properties at 308 N. Oxford Avenue/311 N. Serrano Avenue and 318 N. Oxford Avenue located in the Wilshire Community Plan Area of the City of Los Angeles.

The purpose of this evaluation is to determine whether any of the properties contain historical resources as defined by the California Environmental Quality Act (CEQA). The subject properties are proposed to be demolished.

The building at 308 N. Oxford Avenue was constructed in 1986, less than 50 years ago. The building at 311 N. Serrano Avenue, at the rear of the 308 N. Oxford Avenue property, was built in 1913 as a single-family dwelling but has undergone major alterations and changes of use that removed all vestiges of its original form and design. Neither of these properties meet the threshold to be considered eligible as historic resources.

The duplex building at 318 N. Oxford Avenue was constructed in 1921 in the Spanish Colonial Revival architectural style. However, the building is not an excellent example of the historic style and significant alterations include removal of original windows. The building is not an excellent example of the duplex property type. The building was not designed by a master architect and does not display excellent craftsmanship nor is it the work of a master builder. The rear garage was converted into a dwelling; it is not an example of any historic architectural style. There is no evidence that any historic persons or events are associated with the property. There is no eligible historic district that includes the 300 block of N. Oxford Avenue or N. Serrano Avenue.

The findings of this report are the result of thorough research, field observations and building evaluations using current technical guidance from national, state, and local historic preservation agencies. Based on this, the property at 318 N. Oxford Avenue does not meet the criteria to be eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument as an individual resource. Thus, removal of any of these buildings will not cause any adverse impacts to any historic resources.

SUMMARY OF RESEARCH AND METHODOLOGY

A comprehensive methodology for researching the development history of properties and evaluation of the research to determine potential historic eligibility included conducting the following activities:

- Field review of subject property in March 2022
- Field review of adjacent area in March 2022
- Photography of subject properties and adjacent area
- Building Permit Research
- Assessor data research
- ZIMAS records research

- Research online databases and sources
- Research Los Angeles Public Library online resources
- Review of City Directories
- Review of aerial and topographic maps
- Research online photographic databases
- Research historic newspaper databases
- Review of SurveyLA findings, Hollywood Redevelopment Area Plan and HistoricPlacesLA.org
- Review of SurveyLA Historic Contexts
- Evaluation of properties in accordance with federal, state and local eligibility criteria

All of the field data and research data were analyzed and evaluated by an architectural historian who meets the Secretary of the Interior's Professional Qualification Standards for Historic Preservation and by an architect who meets the Professional Qualification Standards for Historic Architect.

REGULATORY FRAMEWORK

The importance of historic resources has been recognized by federal, state, and local governments through programs and legislation that identify and recognize buildings, structures, object, landscapes and districts that possess historic significance.

California Environmental Quality Act

The California Environmental Quality Act (CEQA) considers historical resources part of the environment. A project that may cause a substantial adverse effect on the significance of an historical resource may have a significant effect on the environment. A property that is eligible for listing in the California Register of Historical Resources, is listed in a local register of historical resources, or has been identified as historically significant in an historic resources survey that meets specific criteria is considered a historical resource under CEQA. In order to determine if a property is a potential historical resource, it must be evaluated for its eligibility for inclusion on the National Register of Historic Places, the California Register of Historical Resources and/or as a local historical resource.

National Register of Historic Places

The National Historic Preservation Act (NHPA) of 1966 established the National Register of Historic Places (National Register) as an authoritative guide "used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and indicate what properties should be afforded protection from destruction or impairment."[1] Buildings, districts, sites and structures may be eligible for listing in the National Register if they possess significance at the national, state or local level in American history, culture, architecture or archeology, and in general, are over 50 years old. Significance is evaluated using established criteria:

[1] 36 Code of Federal Regulations, Section 60.

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

Significance of Association National Register Bulletin 32, Guidelines for Evaluating and Documenting Properties Associated with Significant Persons, provides guidance on evaluating potential historic association with people who have "made contributions or played a role that can be justified as significant." For association with leaders or prominent families it is necessary "to explain their significant accomplishments" and they "must be compared to those of others who were active, successful, prosperous, or influential in the same field." Most properties nominated for associations with significant persons also are nominated for other reasons and a majority of properties nominated under the association criterion are also significant in the area of architecture or for the area in which the individual(s) achieved recognition.

National Register Bulletin 32 adds that the fact that we value certain professions or the contributions of certain groups historically does not mean that every property associated with or used by a member of that group is significant. Associations with one or more individuals in a particular profession, economic or social class, or ethnic group will not automatically qualify a property. The contribution must be distinctive: it is not enough to show that an individual has acquired wealth, run a successful business, or held public office, unless any of these accomplishments, or their number or combination, is a significant achievement in the community in comparison with the activities and accomplishments of others.

Integrity. Properties may be eligible for inclusion on the National Register as individual resources and/or as contributors to an historic district. *National Register Bulletin 15: How to Apply National Register Criteria for Evaluation* states that in addition to meeting at least one of the four criteria, a resource should be evaluated to assess its integrity. For individual resources to qualify for inclusion they must represent an important aspect of an area's history and possess integrity. An historic district must retain integrity as a whole, "the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished."

The seven aspects of integrity are location, design, feeling, association, setting, workmanship and materials. To "retain historic integrity a property will always possess several, and usually most, of the aspects." For a resource to be evaluated as significant for its design, a "property important for illustrating a particular architectural style or construction technique must retain most of the physical features that constitute that style or technique."

Historic Context. A resource must also be significant within an historic context. *National Register Bulletin 15* states that an historic context explains "those patterns, themes, or trends in history by which a specific…property or site is understood and its meaning…is

made clear." To be determined eligible for listing on the National Register a property must possess significance within a historic context and possess integrity.

Historic District. According to *National Register Bulletin 15,* an historic district derives its importance from being a unified entity whose identity as a district "results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment." An historic district is "a definable geographic area that can be distinguished from surrounding properties by changes such as density, scale, type, age, style of sites, buildings, structures, and objects, or by documented differences in patterns of historic development or associations...the boundaries must be based upon a shared relationship among the properties constituting the district."[2]

California Register of Historical Resources

The California Register, based on the National Register, is the "authoritative guide to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and indicate which properties are to be protected." A building, site, structure, object, or historic district may be eligible for inclusion on the California Register if it meets one or more of the following criteria:

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

California Office of Historic Preservation Technical Assistance Series #6, California Register and National Register: A Comparison states that in addition to meeting one of the criteria of significance, a resource must "retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance" and "integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. " Historical resources that "have been rehabilitated or restored may be evaluated for listing."

Series 6 Guidance also states, "Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance." Historical resources that do not retain sufficient integrity to qualify for the National Register may still be eligible for listing in the California Register: "a resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data."[3]

---

[2] National Register Bulletin 15, How to Apply the National Register Criteria for Evaluation, pp. 5-6, https://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf

[3]California Office of Historic Preservation Technical Assistance Series #6: California Register and National Register: A Comparison, p. 3.

City of Los Angeles Historic-Cultural Monument

A City of Los Angeles Historic-Cultural Monument is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles. A proposed Monument may be designated by the City Council upon the recommendation of the 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, or local history;
2. Is associated with the lives of historic personages important to national, state, city, or local history
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.

City of Los Angeles Historic Preservation Overlay Zone (HPOZ)

Historic District in the City of Los Angeles are known as an Historic Preservation Overlay Zone (HPOZ), a significant concentration, linkage, or continuity of sites, buildings, structures, objects, landscape or natural feature united historically or aesthetically by plan or physical development. The criteria for the designation of an HPOZ are:

1. Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time
2. Owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city
3. Retaining the building, structure, landscaping, or natural feature, would contribute to the preservation and protection of a historic place or area of historic interest in the City.

An HPOZ boundary and its contributing resources are identified through a Historic Resources Survey conducted for the HPOZ.

PROPERTY LOCATION AND SETTING

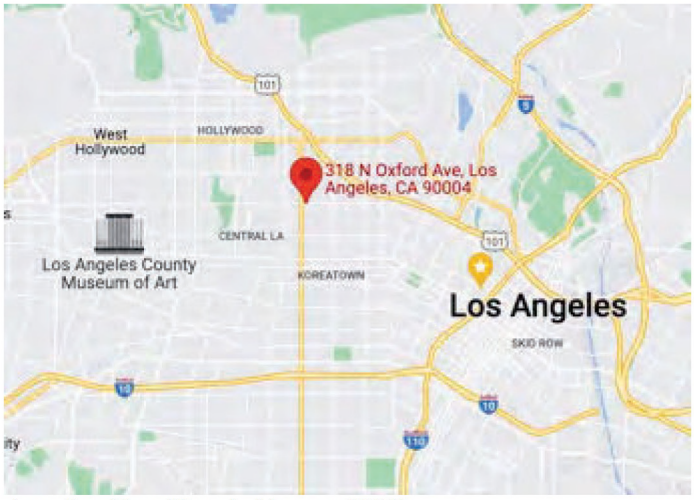
The properties at 308 N. Oxford Avenue, 318 N. Oxford Avenue and 311 N. Serrano Avenue are in the northeast section of the Wilshire Community Plan Area in the City of Los Angeles. The general area was initially known as the Wilshire District. Over time sub-neighborhoods emerged and the subject parcels are in the neighborhood now known as Wilshire Center. Wilshire Center encompasses much of the eastern portion of the Wilshire Community Plan Area, between Virgil Avenue and Hoover Street on the east to Wilton Place and Crenshaw Boulevard on the west with the northern edge bordering Hollywood at Melrose Avenue and its southern edge meeting the north section of Koreatown.

The 300 blocks of N. Oxford Avenue and N. Serrano Avenue are part of a grid. Oxford Avenue is the first street east of the major arterial street, Western Avenue, and Serrano Avenue is two blocks east of Western Avenue. The south end of these blocks borders the arterial street of Beverly Boulevard; the parcels are the second and third parcels north of Beverly Boulevard. The topography of the area is generally flat. Both residential streets have one lane of traffic in each direction and parking on each side of the street.

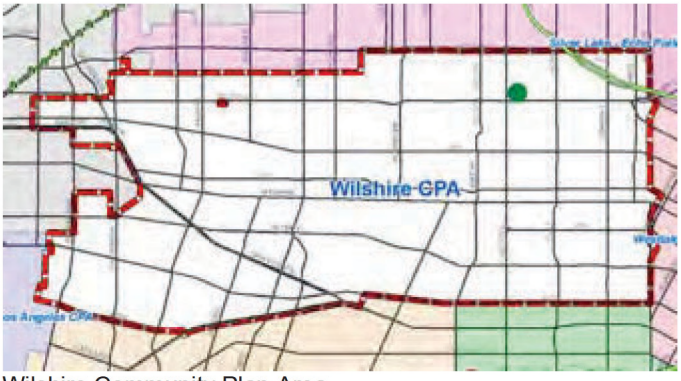
The blocks are zoned R3-1 with a General Plan Land Use designation of Medium Residential. The property known as 308 N. Oxford Avenue shares a rear boundary with 311 N. Serrano Avenue and currently operate as a single parcel. The parcel at 318 N. Oxford Avenue is to the north of the 308 N. Oxford Avenue parcel.

The Assessor Parcel Numbers for the properties are:

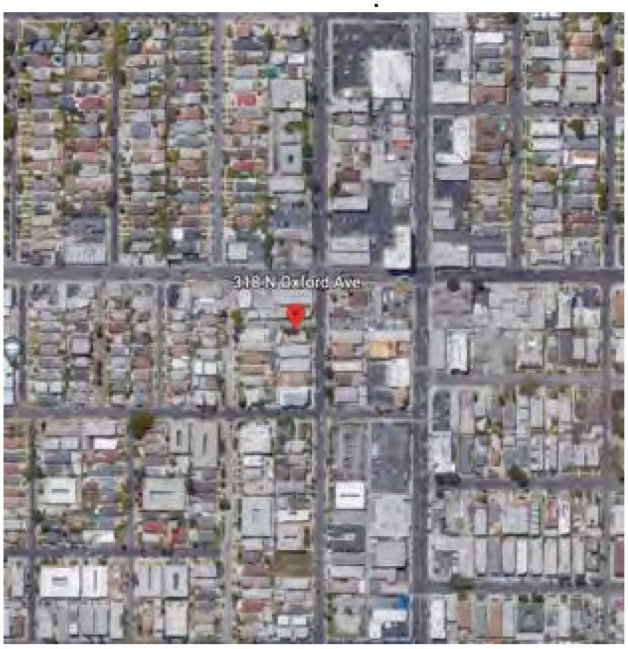
308 N. Oxford Avenue – 5521-028-021
318 N. Oxford Avenue – 5521-028-014
311 N. Serrano Avenue – 5521-028-003



Location Map (Google Maps, c 2021)



Wilshire Community Plan Area



Satellite view of area (Google Earth, c2021)



ZIMAS, City of Los Angeles

Today the 300 block of N. Oxford Avenue and N. Serrano Avenue contains a wide range of buildings including commercial buildings on the parcels at the south end of each block and a mix of residential buildings from single-family dwellings from the 1920s to the mid-20th Century and early 21st Century multi-story multi-family buildings.

DEVELOPMENT HISTORY OF THE 300 BLOCK OF N. OXFORD AVENUE

The subject properties on the 300 blooks of N. Oxford Avenue and N. Serrano Avenue are in the Allan Dale Tract. The Allan Dale Tract was subdivided and recorded in 1906 for owner the Title Insurance and Trust Company.

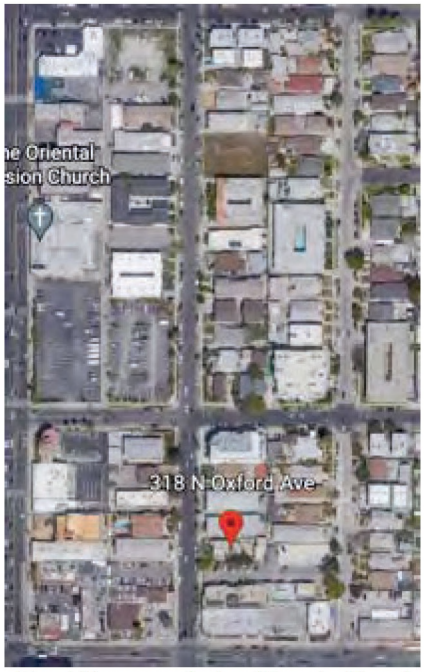
The Tract was bounded on the west by Western Avenue and included parcels on the east side of Western Avenue. On the east, both sides of Euclid Street (now Serrano Avenue) were the east boundary of the Tract. In between was Anna Street, now known

as Oxford Avenue. The northern border of the Tract was Torrance Avenue, now known as Maplewood Avenue and the southern boundary was Temple Street, now known as Beverly Avenue. The east-west Barrow Street, now known as Oakwood Avenue, bisected the Tract.

The Allan Dale Tract contains 115 parcels, most of which were 50 feet wide by 132 to 135 feet deep, except for some corner lots which were a little wider. The parcels on the east side of Euclid street, today's Serrano Avenue, were smaller. They were a bit wider at 54-56 feet but not at deep at 111 feet.



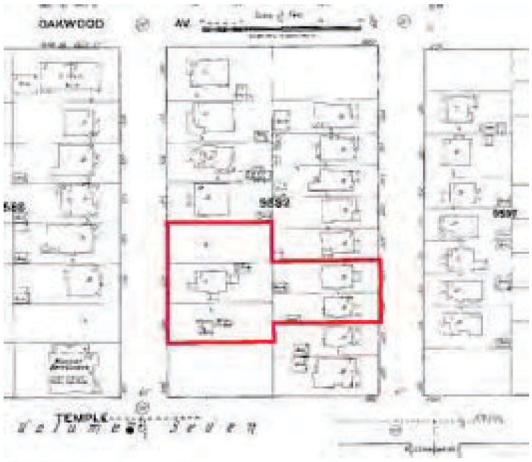
Allan Dale Tract Map



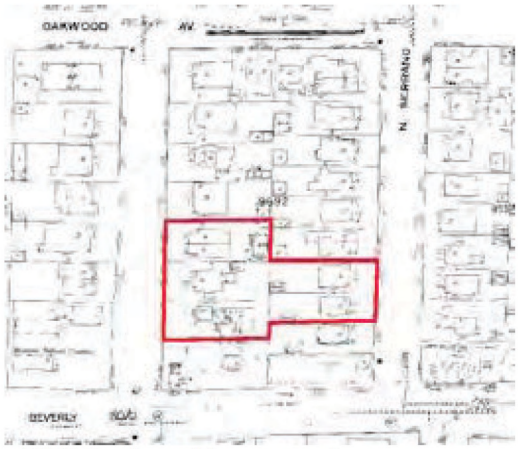
Tract Map area today (Google Maps)

The Sanborn Map from 1919 shows that most of the parcels on the 300 blocks of N. Oxford Avenue and N. Serrano Avenue had been developed with single-family dwellings. The parcel at 308 N. Oxford Avenue contains a single-family dwelling as did the parcel at 311 N. Serrano Avenue. No building is shown on the 1919 Sanborn Map on the 318 N. Oxford Avenue parcel; however, a building permit was applied for in November of 1920 to construct a duplex dwelling which was built in 1921.

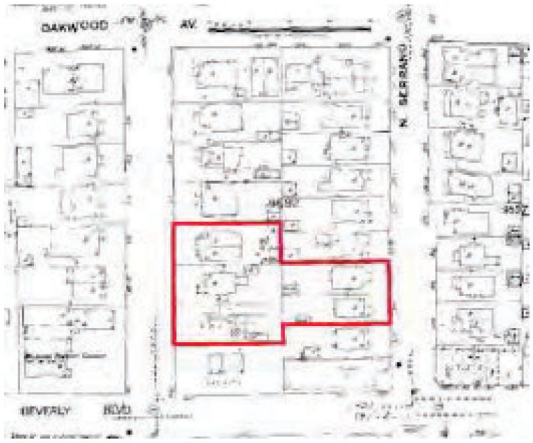
The 1950 Sanborn Map shows the 300 blocks of N. Oxford Avenue and N. Serrano Avenue had been fully developed, the majority being single-family dwellings along with a few duplexes. The Beverly Boulevard corridor was starting to be developed with commercial uses.



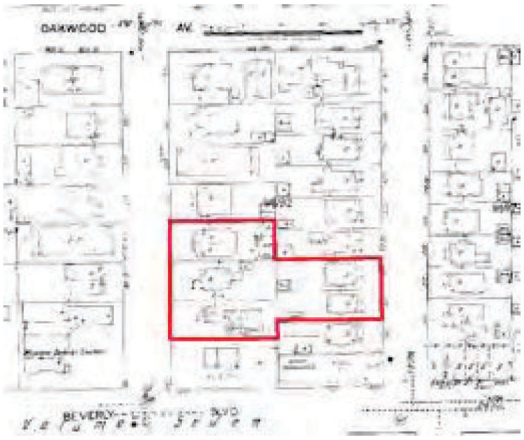
1919 Sanborn Maps excerpt



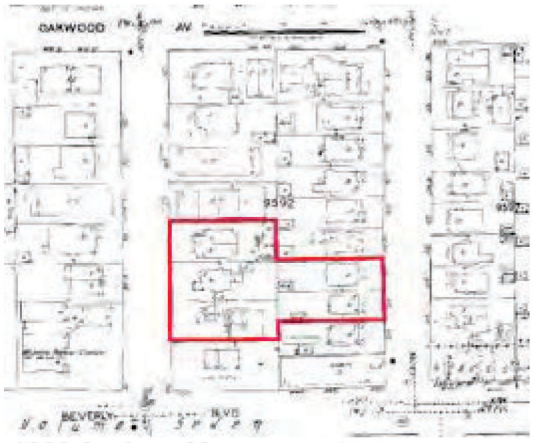
1950 Sanborn Map excerpt



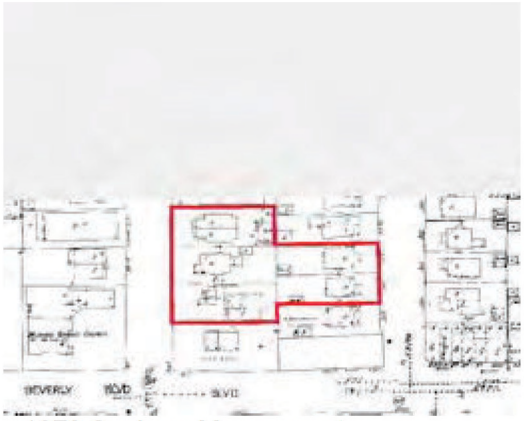
1955 Sanborn Maps excerpt



1960 Sanborn Map excerpt



1966 Sanborn Maps excerpt

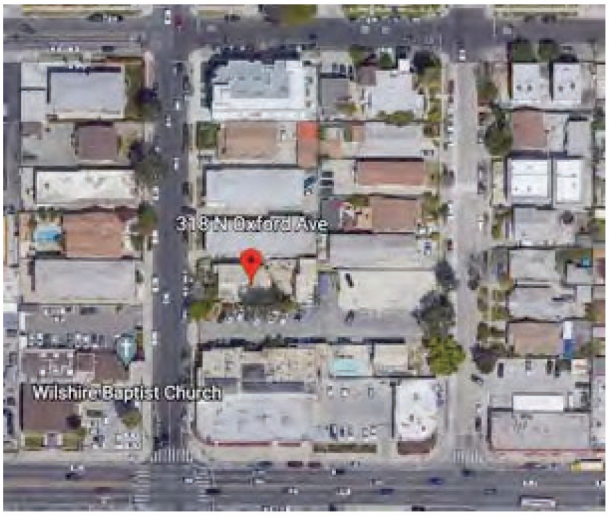


1970 Sanborn Map excerpt

The 1960 Sanborn Map shows the beginnings of redevelopment on the 300 block of N. Oxford Avenue with the addition of a few multi-family apartment buildings.

Los Angeles County Assessor data show that there are three buildings on the west side of the 300 block of N. Oxford Avenue that date from the teen years of the 20th Century,

and one building on the east side of the 300 block of N. Oxford Avenue and two on the west side of the 300 block of N. Serrano Avenue that date from that same decade. The other buildings on those blocks were built in the later 20th Century including several in the mid-20th Century, as one in 1986, one in 1997 and another building recently constructed at the north end of N. Oxford Avenue.

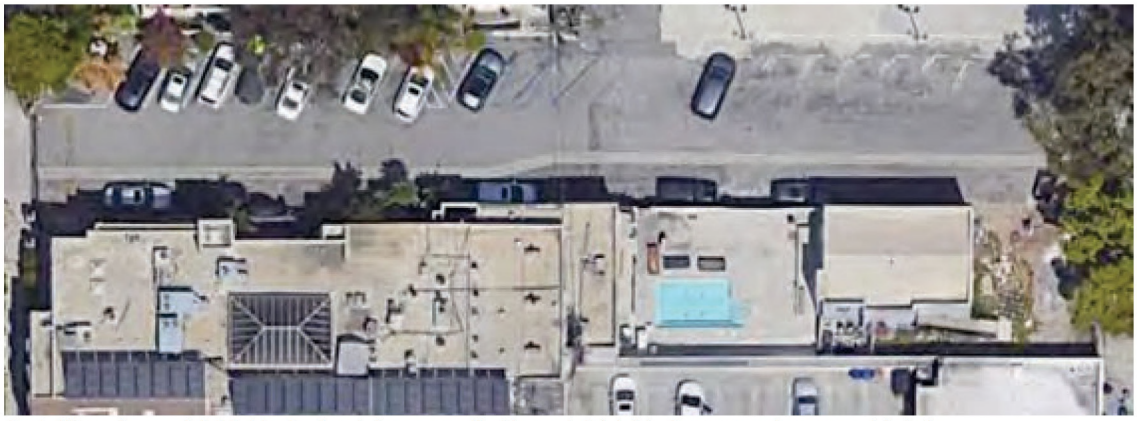


Current satellite image (Google Earth, c2021)

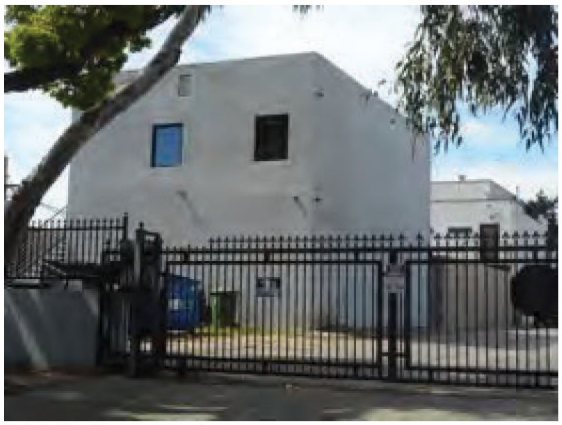
PROPERTY HISTORY AND DESCRIPTION

308 N. Oxford Avenue and 311 N. Serrano Avenue

The buildings at 308 N. Oxford Avenue and 311 N. Serrano Avenue are on parcels that back up on each other. Today the two parcels operated as one facility. The 308 N. Oxford Avenue parcel contains a long, two-story building along the south side of the parcel. This building was constructed in 1986 and contain health spa facilities. To its east is the 311 N. Serrano Avenue building, constructed around 1913.


Satellite view of 308 N. Oxford Avenue (left) and 311 N. Serrano Avenue (right)


308 N. Oxford Avenue


311 N. Serrano Avenue

The 308 N. Oxford Avenue health spa is 12,280 square feet and was constructed in 1986. It is two-stories with a subterranean laundry room with a hot spring water well treatment and water management equipment, as well as a swimming pool and maintenance equipment on the east side of the property. There is a surface paved parking lot area on the north side of the parcel.

The parcel was first developed in 1929 with a temporary office for the Be Well Water Company. The office appears to have existed into the 1940s when in 1945 a permit was issued to the Best Drinking Water Company to add onto the building for storage of bottles and a bottle washing room. Another permit was issued in 1946 for a "bottling building." In 1985-1986 the property was redeveloped.

The new facility was constructed for owner Chang Bum Huh with engineer listed as Pyong Ahn Associates, the architect as Jungsoo Kwak, and contractor as D.Y. Construction Company. The Certificate of Occupancy issued in 1987 describes the health spa facility as "2+B story, type-V, 49' x 131' Doctor's Office with 2 spas and 2 swimming pools. 69 required parking space provided."

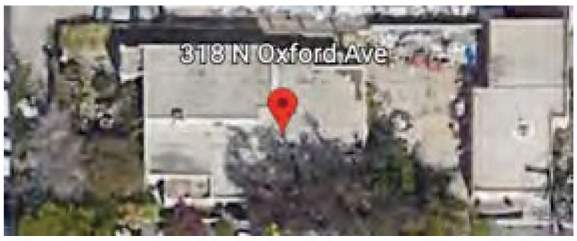
The building at 308 N. Oxford Avenue is about 35 years old and does not meet the threshold to be considered an historic resource and will not be evaluated for historic eligibility in this report.

The 311 N. Serrano Avenue building was constructed in 1913 as a single-family residence. In 1983 a building permit was applied for to remodel the building and change it from a Single-family dwelling into a retail store. At that time the building was described as a "2-story, type V, 40' by 60', existing building converted to a retail store." A 1989 building permit describes the building as a "storage building." Today the building has no features that bespeak to its origin as a single-family dwelling. It is a two-story stucco-clad, rectangular building with little fenestration and no architectural details.

The building at 311 N. Serrano Avenue does not have any historic architectural features and is not of any historical architectural style and will not be evaluated for historic eligibility in this report.

318 N. Oxford Avenue

The property at 318 N. Oxford Avenue was developed with a duplex residence in 1920 for owner C.R. Richmond. The architect was Thomas Jewell and the owner was the contractor. In 1928 owner Richmond, as architect and contractor, added “two bedrooms one bathroom dressing room closet for clothing and stairway and hall. Also, front porch with cement steps.” In 1931 owner Richmond took out a building permit for interior work including in the kitchen are. In 1985 owner Chang Bum Huh took out a permit to “remove bearing walls to enlarge family and bedrooms and relace with aluminum windows.” The engineer was Philip Ashamallah and the contractor was D.Y. Construction.



Satellite view of 388 N. Oxford Avenue (Google Earth, c2021

The two-story building is 2,485 square feet and two-stories. The building has influences of the Spanish Colonial Revival architectural style in the design of its front elevation and along a portion of its south elevation. The building has a flat roof. It is stucco-clad however the finish and texture of the stucco does not appear to be original.

The building is rectangular in plan with a two-story front porch (based on building permits it appears this was the 1928 porch addition). The two-story porch area is located on the north end of the front (west) elevation. There is an arch that opens onto an upper balcony and below an arched entry to the porch landing with an entry door. There are also arched openings on the north side of the porch, but not on the south side. The porch has corners at the roof parapet that step up and are connected by a short railing.

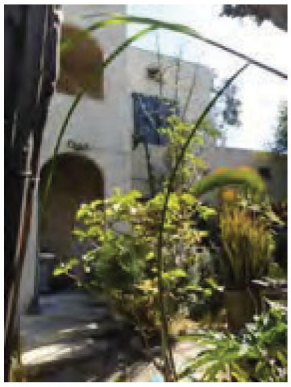

North and west elevations


North and west elevations

The south side of the front elevation has a window at the upper and lower levels and a vent above the upper window. The windows have metal security bars. A one-story porch is attached to the south end of the front elevation. There are no other architectural details on the front elevation of the building.

.

The north elevation is devoid of architectural details. Windows are arranged to support interior functions. The original windows were replaced in 1985 with aluminum frame windows.

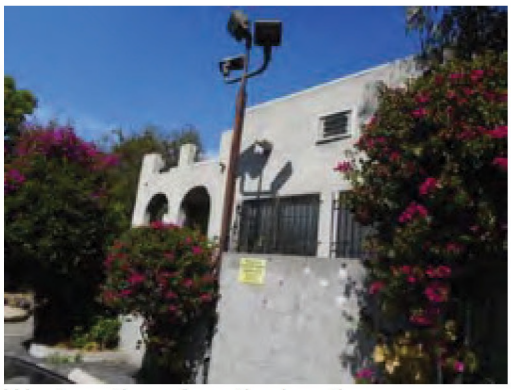

West elevation


North elevation


Upper level detail, west elevation


South elevation

The one-story porch projects out on the south elevation and features two arched openings. The porch has a flat roof; the parapet of the porch has three projecting piers, one at each end of the porch and one in the middle. To the east of this porch is a stacked chimney.


West section of south elevation


West end of south elevation


South elevation


East end of south elevation

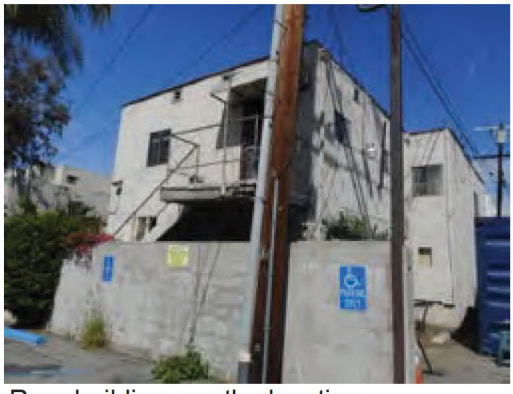
Along the back half of the south elevation, there are no stylistic architectural features. There are a series of windows with metal security bars.


East (rear) elevation


South elevation, looking west

In 1928 owner C. R. Richmond took out a building permit to convert a private garage on the property into a “dwelling with private garage.” The existing building was a “double 2 story garage.” The owner was the contractor. Today the rear building is two-stories and consists of two rectangular volumes that are offset from each other. The building is stucco clad and has a flat roof. The fenestration is simple and functional. The building does not exhibit any architectural style and is devoid of architectural details.


Rear building, west elevation


Rear building, south elevation

City Directory Data

City Directories, U.S. Census records and building permits provide data on occupants and owners of buildings. The following information was identified regarding occupants of the dwelling at 318 N. Oxford Avenue. No additional biographical information was found for any of the occupants.

Year	*Name*	*Occupation*
1924	Charles Richman	No occupation listed
1924-2929	Claude Richman Alice Richman	Carpenter No occupation listed
1929	Howard Lawrence Mary Lawrence	Manager, grocery store No occupation listed
1933	Carl Reddick Ida Reddick	Salesman No occupation listed
1933	Chesley Cook Elsie Cook	Clerk No occupation listed
1933	Flora Lipkin	Clerk
1937	Alf Lipsey Clara Lipsey	Gas station attendant No occupation listed
1937	Bert Hall	Restaurant worker
1942	James Shannon	Salesman
1942-1951	Maurice Jacobson	Salesman
1981	Jim Wallace	No occupation listed
1981	L.R. Hoffer	No occupation listed

REVIEW OF PREVIOUS SURVEYS

The property at 308 N. Oxford Avenue and 318 N. Oxford Avenue is located in the Wilshire Community Plan Area. SurveyLA conducted a historic resources survey of the area in 2015. None of the subject properties (308 N. Oxford Avenue, 318 N. Oxford Avenue or 311 N. Serrano Avenue) were identified as eligible historic resources in the SurveyLA historic resources survey. There was no historic district that identified the 300 blocks of N. Oxford Avenue or N. Serrano Avenue as part of any eligible historic district

SURVEYLA CITYWIDE HISTORIC CONTEXT STATEMENTS

Los Angeles' citywide historic context statement provides the framework for identification and evaluation of historic resources. The following historic contexts will be used to evaluate the subject properties.

Context 1 Individual Resource Evaluation

Context: Residential Development and Suburbanization, 1850-1980
Theme: Early Residential Development, 1880-1930
Sub-Theme: Early Single-Family and Multi-Family Residential Development, 1880-1930

Summary Statement of Significance: Resources significant within 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 style. Multi-family properties may also represent significant examples of multi-family building types.

Period of Significance: 1880-1930

Period of Significance Justification: Broadly covers the earliest periods of residential development within the present-day boundaries of the City of Los Angeles and following the city's incorporation in 1850

Associated Property Type: Residential: Single Family Residence/Multi-Family Residence

Property Type Description: Significant property types are those representing important periods of early residential development in neighborhoods of Los Angeles

Eligibility Standards:

- Dates from the period of significance
- Represents a very early period of settlement/residential development in a neighborhood or community
- Is a rare surviving example of the type in the neighborhood or community

Character-Defining/Associative 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 sited in a prominent location

Integrity Considerations:

- Should retain integrity of Location, Feeling, Design and Association
- Some original materials may be altered or removed
- For very early examples, which are increasingly rare, there may be a greater degree of alterations or few extant features
- Setting may have changed (surrounding buildings and land uses)
-

Context 2 Individual Resource Evaluation

Context: Residential Development and Suburbanization, 1850-1980
Theme: Multi-Family Residential Development, 1895-1970
Property Type: Residential – Multi-Family Property
Property Sub-type: Duplex

Property Sub-type Description: A duplex is a multi-family residential property that contains two units and is oriented toward the street. The earliest extant examples of duplexes date from the turn of the twentieth century. Configurations include the double bungalow" (a single-story structure with side-by-side units), the "double house" (a pair of adjoining two-story units) and the "two-flat" (a two-story building with a unit on each floor).

Property Sub-type Significance: A duplex is significant for its association with residential development in Los Angeles as one of the city's earliest and most dominant multi-family residential building types.

Eligibility Standards:

- Was originally constructed as a duplex
- Is an excellent example of the type
- Was constructed during the period of significance

Character-Defining/Associative Features:

- Retains most of the essential character-defining features from the period of significance
- Composed of two units, arranged horizontally (one story) or vertically (two stories)
- Configurations include the "double bungalow" (a single-story structure with side-by-side units), the "double house" (a pair of adjoining two-story units), and the "two-flat" (a two-story building with a unit on each floor)
- Typically occupies a single residential lot
- May also be a good to excellent example of an architectural style from its period and/or the work of a significant architect or builder
- Associated architectural styles may include, and not be limited to: Craftsman, Mission Revival, Spanish Colonial Revival, Mediterranean Revival, American Colonial Revival, Tudor Revival, French Revival, Streamline Moderne

Integrity Considerations:

- Should retain integrity of Location, Design, Materials, and Feeling
- Some original materials may have been altered or removed
- Replacement of some windows may be acceptable if the openings have not been changed or resized
- If it is a rare surviving example of its type, or is a rare example in the community in which it is located, a greater degree of alteration or fewer character-defining features may be acceptable.
- Security bars may have been added
- Surrounding buildings and land uses may have changed

- Where this property type is situated within a grouping of multi-family residences, it may also be significant as a contributor to a multi-family residential district. A grouping may be composed of a single property type or a variety of types

Context 3 Individual Resource Evaluation

Context: Architecture and Engineering, 1850-1980
Theme: Mediterranean and Indigenous Revival Architecture, 1887-1952
Sub-Theme: Spanish Colonial Revival, 1915-1942
Property Type: Residential/Property Sub-Type, Duplex

Eligibility Standards:

- Exemplifies the character-defining features of the Spanish Colonial Revival style
- Exhibits character-defining features of duplexes as described in Multi-family residential theme (i.e., is a rare surviving example of the type in the neighborhood or community represents a very early period of settlement/residential development in the neighborhood or community)
- Is an excellent example of its type and/or the work of a significant architect or builder
- Originally designed as a two-family residence

Character-Defining/Associative Features:

- Retains most of the essential character-defining features rom the period of
- significance
- Complex massing, resulting from turrets, towers, corbelled overhangs, multiple and often asymmetrically organized wings, exterior staircase
- distinctively shaped and capped chimneys
- gable, hipped, and/or flat roof, typically with clay tile roof or roof trim
- One or two stories in height
- Patios, courtyards, loggias or covered porches and/or balconies
- Single and multi-paned windows, predominantly casement in type
- Stuccoed exteriors; secondary materials may include wrought iron, wood, cast
- stone terra cotta, and polychromatic tile
- Use of arches of a variety of shapes for windows, doors, niches, openings in wing walls, and other features
- Window grilles, rejas, pierced stucco screens, clay attic vents
- Wooden plank or carved doors with prominent hinges and hardware

Integrity Considerations:

- Should retain integrity of design, workmanship, feeling, setting and materials
- Alterations to garages may be permissible if not visible from the street
- Evolution of plant materials is expected, but significant designed landscapes
- should be retained
- Limited window replacement may be acceptable on secondary elevations
- New additions should be appropriately scaled and located so as to not overwhelm the original design and massing
- Security bars may have been added, but should not obscure significant

openings or be visually prominent
- Stucco repair or replacement must duplicate the original in texture and appearance

EVALUATION OF SIGNIFICANCE

The property at 318 N. Oxford Avenue property is evaluated using the criteria for the City of Los Angeles Historic Cultural Monument.

Criterion 1. Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic, or social history of the nation, state, or local history.

The property is located in the Allan Dale Tract which was subdivided and recorded in 1906. The buildings at 318 N. Oxford Avenue were constructed in 1921 and was the last residential parcel on the block to be developed. The subject property is not an example of the very early period of settlement/residential development in the neighborhood nor is a rare surviving example of the duplex property type.

There is no evidence that any significant event occurred at the property.

The property at 318 N. Oxford Avenue does not meet Criterion 1 and is not eligible for designation as a City of Los Angeles Historic Cultural Monument.

Criterion 2. Is associated with the lives of historic personages important to national, state, city, or local history.

The occupants of the buildings on the property worked at a variety of modest jobs and lived at the site for a portion of their lives. However, there is no evidence that any of the occupants achieved historic significance.

The property at 308 N. Oxford Avenue and 318 N. Oxford Avenue does not meet Criterion 2 and is not eligible for designation as a City of Los Angeles Historic Cultural Monument.

Criterion 3: Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

The duplex dwelling at 318 N. Oxford Avenue is a simple design with Spanish Colonial Revival style influences expressed in the volume and massing of the building. However, the building is not an excellent example of the Spanish Colonial Revival architectural style as it does not exemplify other character-defining features of the style. The projecting porch was a later addition. There are no patios or exterior staircase. There are no wrought iron, wood, cast stone terra cotta or polychromatic tile details. The original windows have been removed and replaced with aluminum frame windows.

The rear building, a converted garage, is of no historic architectural style.

The duplex building is not an early or rare example of the Spanish Colonial Revival architectural style in Wilshire Center or in the City of Los Angeles.

The building is not the design of a master architect. The materials are ordinary and the workmanship was basic; it is not representative of the work of a master craftsman.

The property at 318 N. Oxford Avenue does not meet Criterion 3 and is not eligible for designation as a City of Los Angeles Historic Cultural Monument.

National Register of Historic Places and California Register of Historical Resources

Because the National Register and California Register criteria are similar to the City of Los Angeles Historic-Cultural Monument criterion, the property at 318 N. Oxford Avenue evaluated above, is ineligible for listing to the National Register and California Register for the same reasons explained under the City of Los Angeles Historic-Cultural Monument evaluation.

Historic District Evaluation

According to *National Register Bulletin 15, How to Apply the National Register Criteria for Evaluation*" a district derives its importance from being a unified entity, even though it is often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment or be an arrangement of historically or functionally related properties." In addition, "a district must be significant, as well as being an identifiable entity. It must be important for historical architectural…values." Also "the majority of the components that add to the district's historic character, even if they are individually undistinguished, must possess integrity." And "the number of noncontributing properties a district can contain yet still convey its sense of time and place and historical development depends on how these properties affect the district's integrity."[4]

There is no concentration of properties from any historic period or of any architectural style along the 300 blocks of N. Oxford Avenue or N. Serrano Avenue. There is no cohesive pattern of development on the 300 blocks of N. Oxford Avenue or N. Serrano Avenue to meet eligibility criteria as an historic district . There is no eligible historic district that includes the 300 blocks of N. Oxford Avenue and N. Serrano Avenue.

CEQA ANALYSIS

The California Environmental Quality Act (CEQA) requires evaluation of historical resources to determine if a proposed project would have any significant adverse impact

[4] https://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf, p. 5.

on the historic resource. Any proposed project that would physically detract, either directly or indirectly, from the integrity and significance of an historic resource, would be considered to have a significant adverse impact on the historical resource. Potential impacts to an historical resource include demolition, relocation, conversion, rehabilitation, alteration, or new construction on the site or in the vicinity of the resource.

The impacts of a proposed project are evaluated to determine if they impact a designated historical resource or an eligible historical resource (structure or site). The Secretary of the Interior's Standards for Rehabilitation are used to evaluate projects that propose to alter and/or add to an existing historic structure or site. If the proposed project meets these Standards, then the proposed project will not result in any adverse impact to an historical resource. Demolition of an historical resource or an eligible historical resource will result in an adverse impact that cannot be mitigated.

Significance Thresholds

The State of California CEQA Guidelines (defined in §15064_5) and the City of Los Angeles CEQA Thresholds Guide provide technical guidance regarding evaluation of impacts to historical resource. Any project that would physically detract, either directly or indirectly, from the integrity and significance of an historic resource such that its eligibility for inclusion on the National Register of Historic Places, the California Register of Historical Resources or as a City of Los Angeles Historic-Cultural Monument, such that the resource would lose its historic eligibility, would be considered to be a significant adverse impact on that historical resource.

CEQA Guidelines

The State of California *CEQA Guidelines* (§15064_5(b)) states that a substantial adverse change to the historical significance of a resource occurs in the following situations:

- Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

- The significance of an historical resource is materially impaired when a project:

  A. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register of Historical Resources; or
  B. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code (PRC) or its identification in a historical resources survey meeting the requirements of Section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
  C. Demolishes or materially alters in an adverse manner those physical

characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

City of Los Angeles CEQA Thresholds Guide

The City of Los Angeles *CEQA Thresholds Guide* states that a project would have a significant impact on a significant historical resource if the project would cause a substantial change in the significance of the historical resource as defined in Section 15064.5 of the State of California *CEQA Guidelines* when one or more of the following occurs:

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

CEQA Analysis

There are no eligible historic resources on the subject parcel at 318 N. Oxford Avenue as analyzed and evaluated in the findings of this report. There are no historic resources on the 300 blocks of N. Oxford Avenue and N. Serrano Avenue.

CEQA Conclusions

As there are no eligible historic resources on the subject parcels at 318 N. Oxford Avenue, as analyzed and evaluated in the findings of this report, and as there is no eligible historic district that includes the subject parcel, there will be no direct or indirect adverse impacts to any historic resource resulting from demolition of the subject buildings.

CONCLUSION

Based on the facts presented above, the property at 318 N. Oxford Avenue is not eligible as City of Los Angeles Historic-Cultural Monument, or for the National Register of Historic Places or the California Register of Historical Resources or as a contributor to any eligible historic district as it:

- is not associated with any historic events or patterns of history;
- is not associated with the early settlement of Oxford Avenue or the Wilshire Center area;
- is not associated with any historic persons;

- is not a good or excellent example of the duplex property type;
- is not an excellent example of the Spanish Colonial Revival architectural style;
- is not the work of a master architect;
- does not possess high quality workmanship or materials;
- is not a contributing building to an eligible historic district.

The properties at 308 N. Oxford Avenue and 311 N. Serrano Avenue did not meet the threshold to be considered as potential eligible historic resources.

Therefore, the properties at 318 N. Oxford Avenue, 308 N. Oxford Avenue and 311 N. Serrano Avenue are not historical resource as defined by CEQA and there will be no adverse impacts as a result of demolition of any of the buildings and construction of new buildings.

REFERENCES

Aerial Photographs. EDR Environmental Data Resources, Inc.

American Institute of Architects Historical Directory of American Architects, https://aiahistoricaldirectory.atlassian.net/wiki/spaces/AHDAA/overview

California Index, Los Angeles Central Library.

California Office of Historic Preservation Technical Assistance Series #6, California Register and National Register: A Comparison.

City Directories, EDR Environmental Data Resources, Inc.

City of Los Angeles Building Permit Records

Gerhard, David, and Robert Winter. *Los Angeles: An Architectural Guide*. Salt Lake City: Gibbs-Smith. 2003.

Gley, Paul. *The Architecture of Los Angeles.* Los Angeles: Rosebud Press. 1981.

Los Angeles County Assessor records.

National Register Bulletin 15, How to Apply National Register Criteria for Evaluation

Pacific Coast Architecture Database, https://pcad.lib.washington.edu/

Sanborn Maps. EDR Environmental Data Resources, Inc.

SurveyLA. *Field Survey Results Master Report,*
http://www.preservation.lacity.org/files/SurveyLA_Cover%20Report_Final_0.pdf

Survey LA, Historic Resources Survey Report for the Wilshire Community Plan Area, 2015, https://planning.lacity.org/odocument/ab2f5674-8968-4e77-ad10-1557b6107f67/SurveyLAWilshire_SurveyReport_.pdf

SurveyLA, Los Angeles Citywide Historic Context Statement; Residential Development and Suburbanization, Multi-family Residential Development. 2018
https://planning.lacity.org/odocument/1a7b1647-4516-45da-9cff-db2db3b9b440/Multi-FamilyResidentialDevelopment_1910-1980.pdf

Attachment A: Photographs

West side of 300 Block of N. Oxford Avenue



1. 301 N. Oxford Avenue, Beverly Boulevard elevation



2. Rear of 301 N. Oxford Avenue parcel



3. 315 N. Oxford Avenue



4. 319 N. Oxford Avenue



5. 323 N. Oxford Avenue



6. 327 N. Oxford Avenue

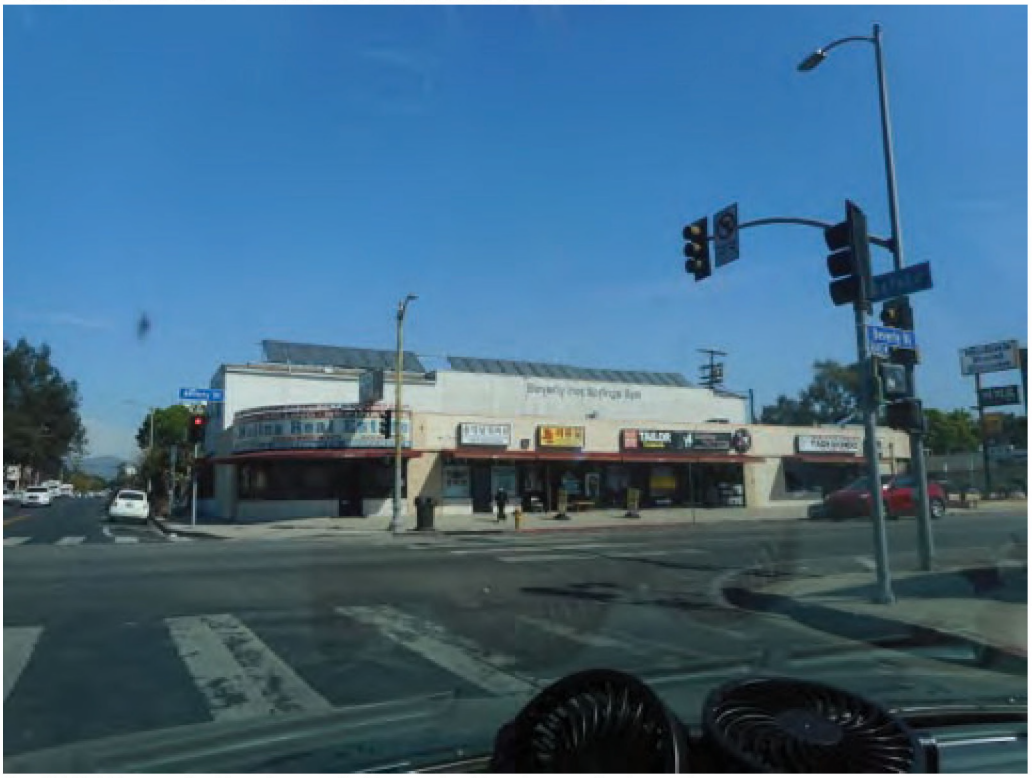


7. 335 N. Oxford Avenue



8. 4652 Oakwood, N. Oxford Avenue elevation

East side of 300 Block of N. Oxford Avenue



9. 4507 Beverly Boulevard, Beverly Boulevard elevation



10. 4507 Beverly Boulevard and 308 N. Oxford Avenue



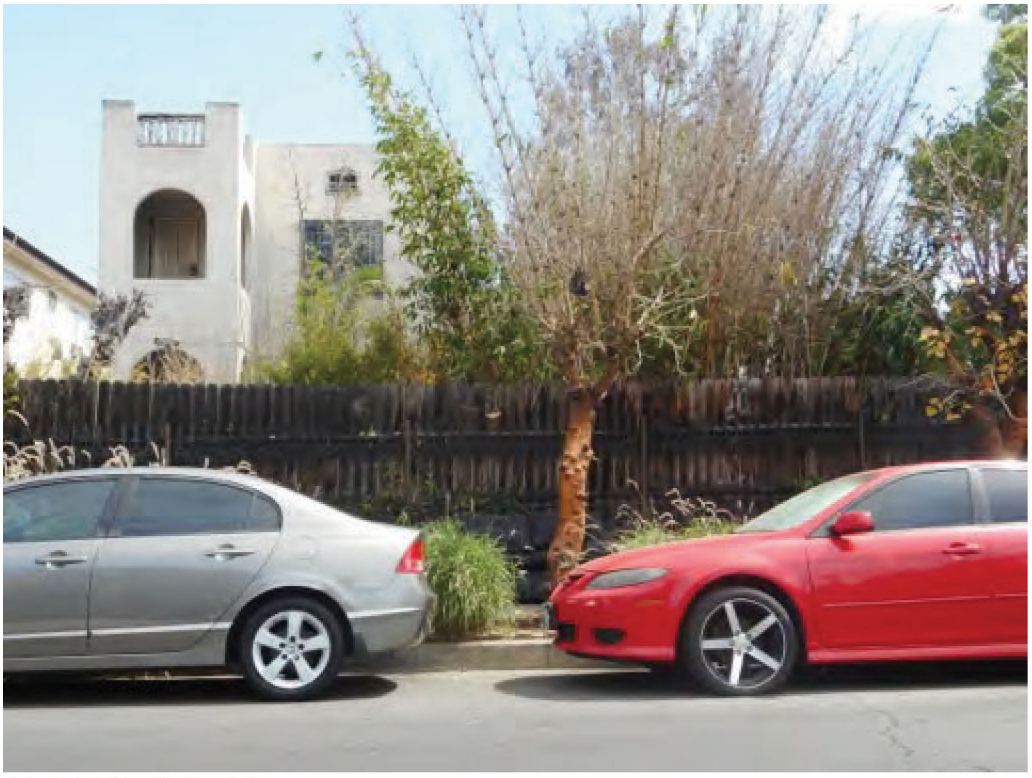
11. 308 N. Oxford Avenue



12. 308 N. Oxford Avenue



13. 308 N. Oxford Avenue parking area



14. 318 N. Oxford Avenue



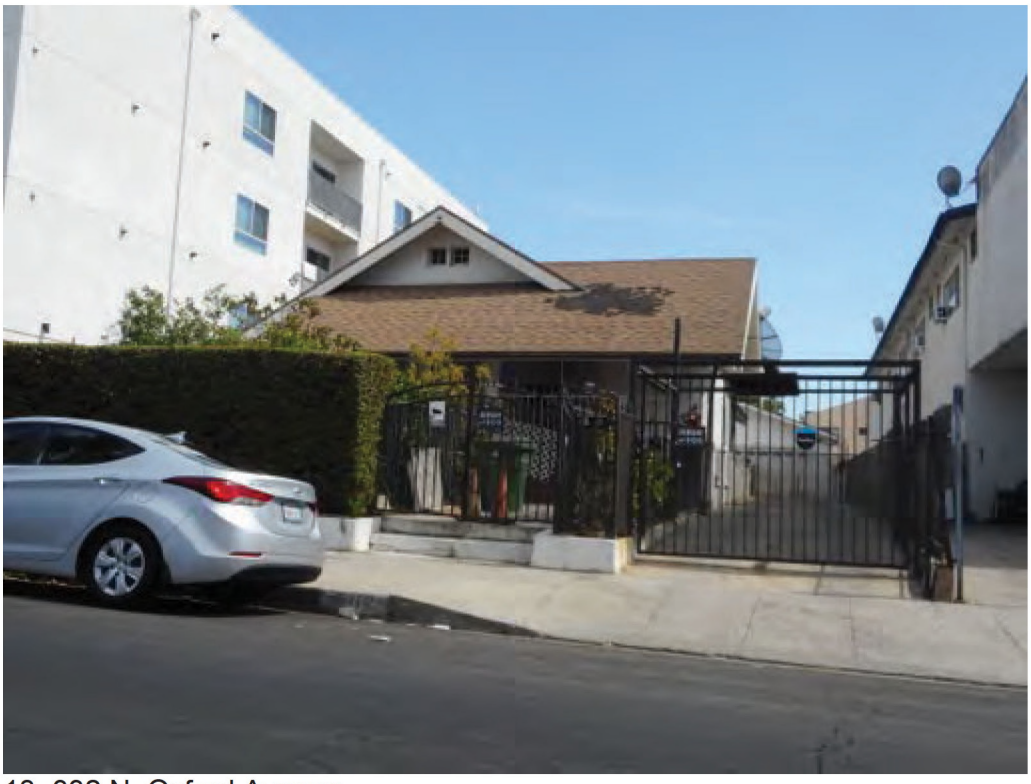
15. 318 N. Oxford Avenue



16. 322 N. Oxford Avenue



17. 328 N. Oxford Avenue


18. 332 N. Oxford Avenue



19. 340 N. Oxford Avenue

West side of 300 Block of Serrano Avenue



20. 311 Serrano Avenue



21. Rear of 308-318 N. Oxford Avenue, facing Serrano Avenue



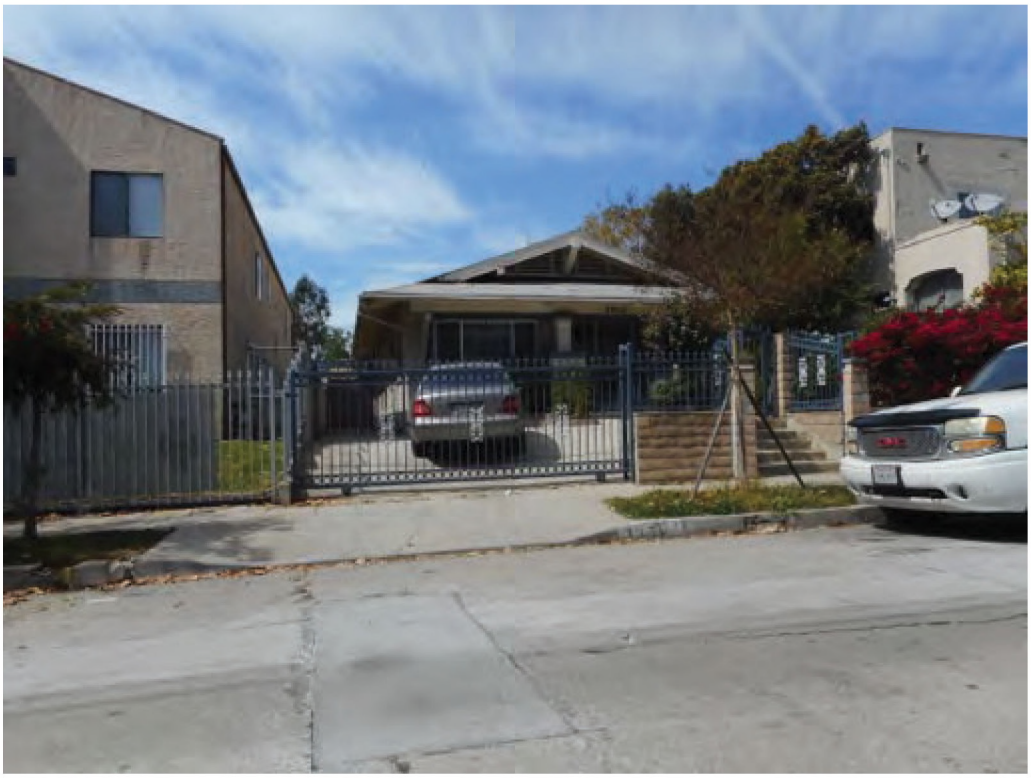
22. 319 N. Serrano Avenue



23. 323 N. Serrano Avenue



24. 327 N. Serrano Avenue



25. 332 N. Serrano Avenue



26. 335 N. Serrano Avenue



27. 341 N. Serrano Avenue

308 N. Oxford Avenue



28. 308 N. Oxford Avenue, north and west elevations



29. 308 N. Oxford Avenue, north and west elevations



30. 308 N. Oxford Avenue, north elevation



31. 308 N. Oxford Avenue, north elevation



32. 308 N. Oxford Avenue, east end of north elevation



33. 308 N. Oxford Avenue, east end of north elevation



34. North and west elevations of 311 Serrano Avenue



35. 308 N. Oxford Avenue parking area and north elevation of 311 Serrano Avenue



36. East and north elevations of 311 Serrano Avenue

318

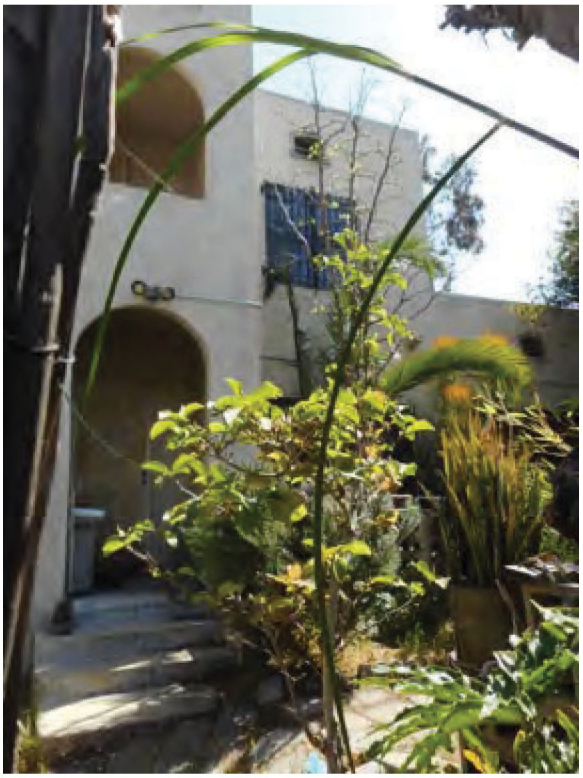
318 N. Oxford Avenue



37. 318 N. Oxford Avenue, north and west elevations


38. 318 N. Oxford Avenue, north and west elevations

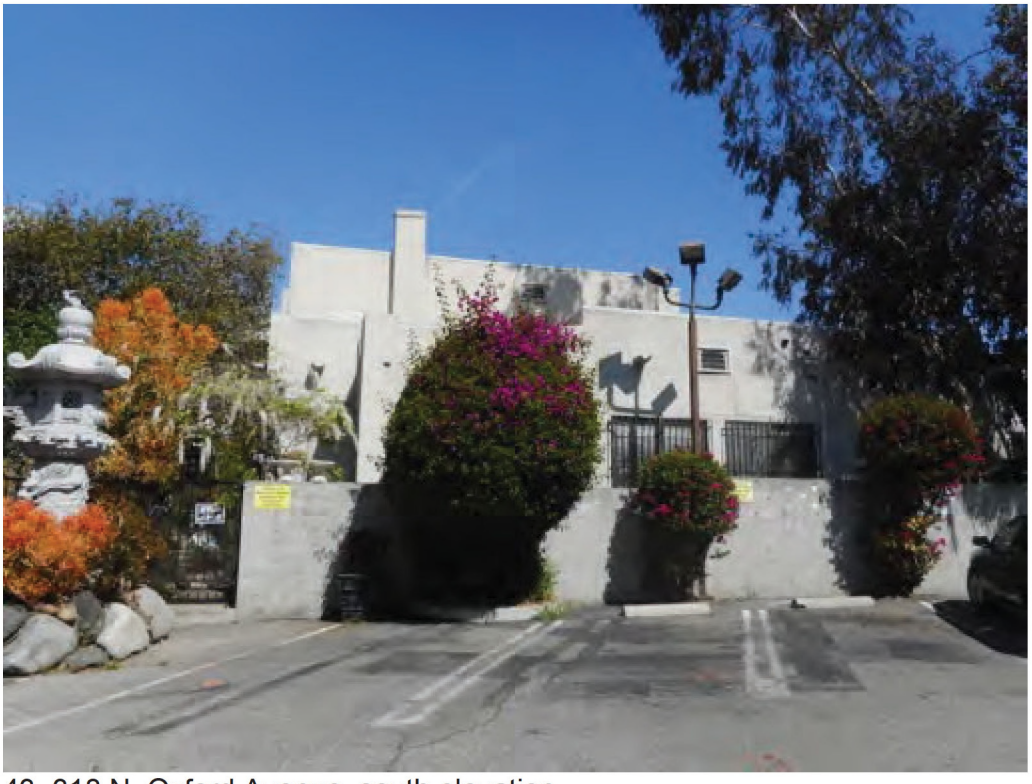

39. 318 N. Oxford Avenue, north and west elevations


40. 318 N. Oxford Avenue, west elevation


41. 318 N. Oxford Avenue, north elevation



42. 318 N. Oxford Avenue, upper level of west elevation



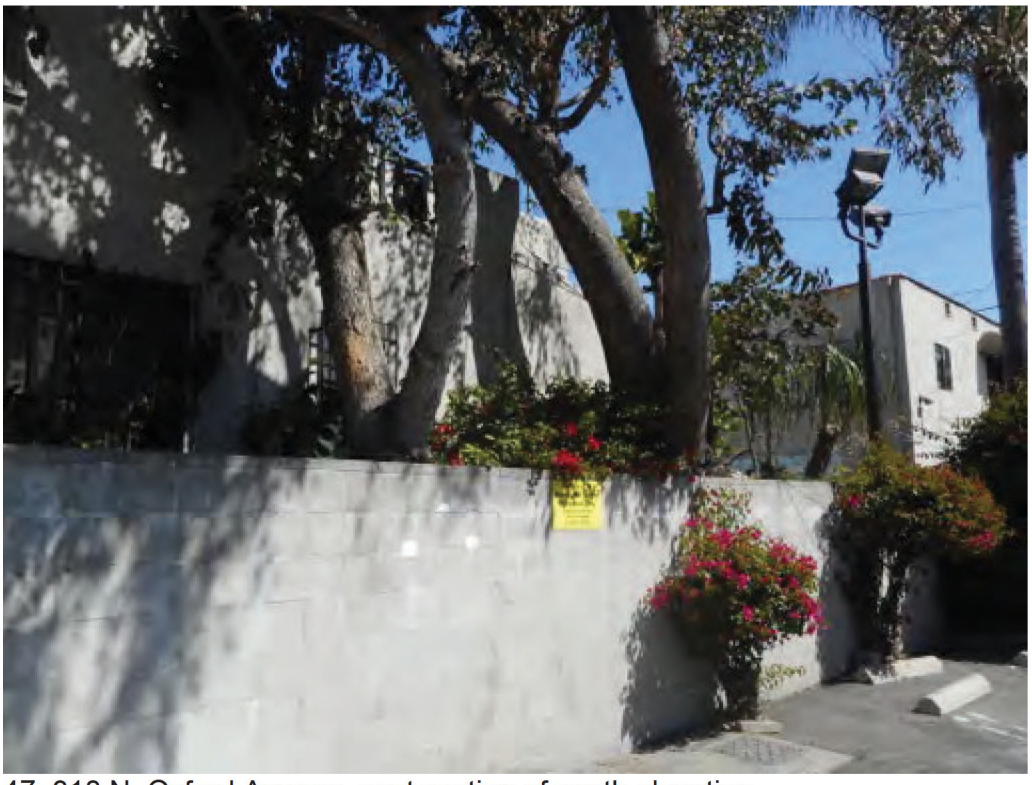
43. 318 N. Oxford Avenue, south elevation


44. 318 N. Oxford Avenue, north section of south elevation


45. 318 N. Oxford Avenue, north section of south elevation



46. 318 N. Oxford Avenue, south elevation



47. 318 N. Oxford Avenue, east section of south elevation



48. 318 N. Oxford Avenue, east section of south elevation


49. 318 N. Oxford Avenue, east elevation



50. 318 N. Oxford Avenue, south and east elevations

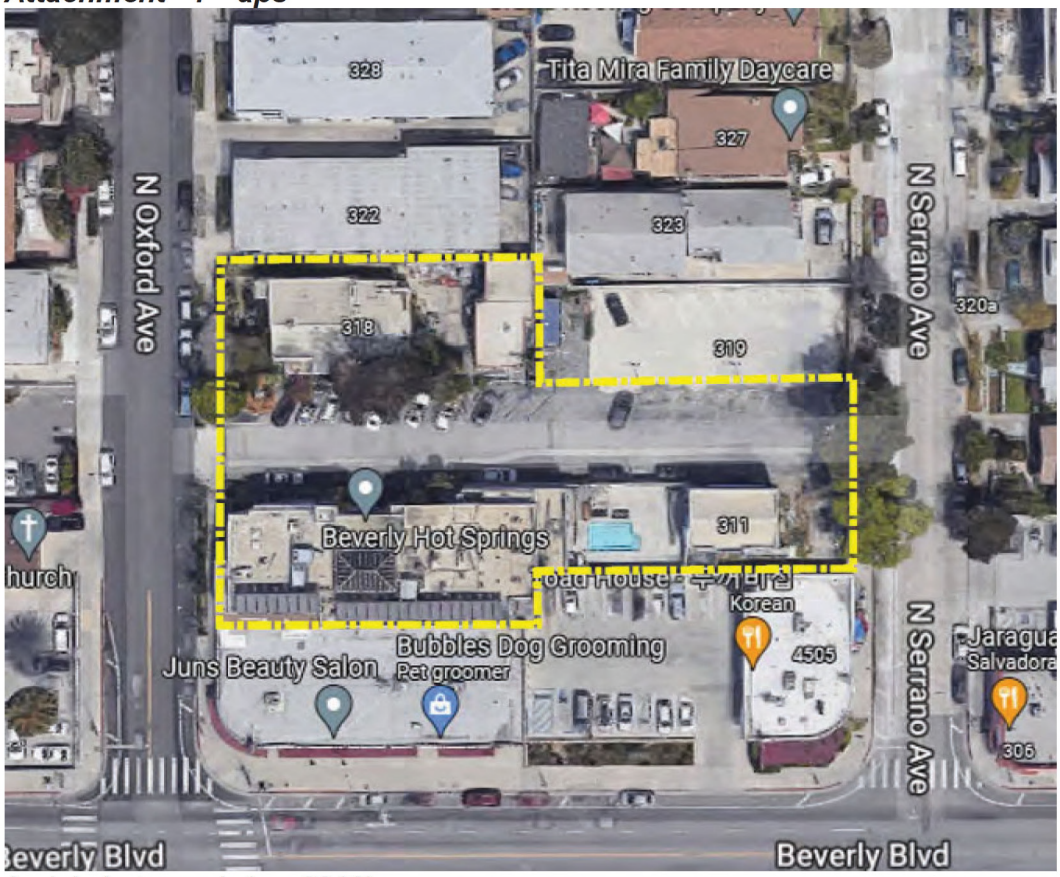


51. 318 N. Oxford Avenue, rear building, south elevation



52. 318 N. Oxford Avenue, rear building, south elevation

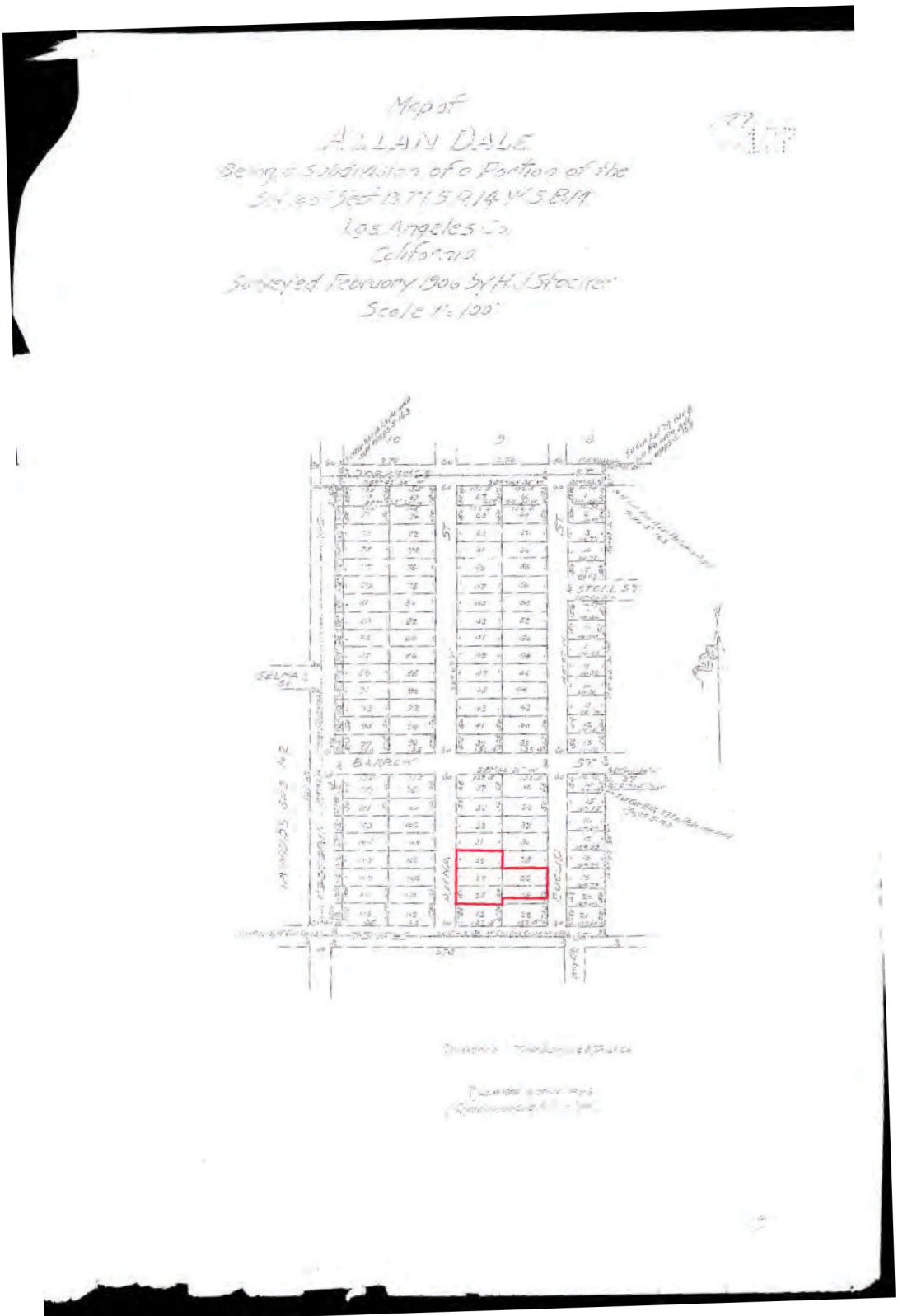
Attachment : aps



Aerial photograph (ca. 2018)



Los Angeles County Assessor's Map



Original Tract Map

A A : ng Perm ts

Bldg. Form 2

All Applications must be filled out by Applicant

PLANS AND SPECIFICATIONS and other data must also be filed

BOARD OF PUBLIC WORKS

DEPARTMENT OF BUILDINGS

2 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 entering 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

Lot 29 Block ____ (Description of Property)

Allan Dale Tract

Dist. No. 31 M. B. Page 3 F. B. Page 249

O. K. City Clerk By ____ Deputy.

TAKE TO ROOM No. 405 SOUTH ANNEX

ENGINEER PLEASE VERIFY

No. ____ (Location of Job) 318 North Oxford Ave Street

(USE INK OR INDELIBLE PENCIL)

O. K. City Engineer By ____ Deputy.

1. Purpose of Building Residence No. of Rooms 8 No. of Families 2
2. Owner's name C. R. Richmond Ph or Phone Boyle 968
3. Owner's address 276 Hicks St.
4. Architect's name Thos. Jewell Phone Nut 2219
5. Contractor's name Owner Phone ____
6. Contractor's address ____
7. VALUATION OF PROPOSED WORK (Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, all Labor, etc.) $ 8000.00
8. Any other building now on the lot? no How used? ____
9. Size of proposed building 38 x 57 Height to highest point 14½ feet
10. Number of stories in height one Character of ground clay
11. Material of foundation concrete Size of footings 16 Size wall 8 Depth below ground 12"
12. Material of chimneys Brick Number of inlets to flue 1 Interior size of flues 8 x 12"
13. Give sizes of following materials: REDWOOD MUDSILLS 2 x 6 Girders 4 x 6
EXTERIOR studs 2 x 4 INTERIOR BEARING studs 2 x 4 Interior Non-Bearing studs 2 x 3 Ceiling joist 2 x 4 Roof rafters 2 x 4 FIRST FLOOR JOISTS 2 x 6
Second floor joists — x — Specify material of roof composition + gravel
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) Thos. Jewell
(Owner or Authorized Agent.)

FOR DEPARTMENT USE ONLY

PERMIT NO.	Plans and specifications checked and found to conform to Ordinances, State Laws, etc.	Application checked and found O. K.	Stamp here when permit is issued
22729	Plan Examiner.	NOV 18 1920 Clerk.	NOV 18 1920

S. W. Bullock

REMARKS

13 Size of new addition 19 x 9 No. of Stories in height one

14. Material of foundation R.W. Size footings Size wall Depth below ground

15. Size of Redwood Mudsills 2 x 6 Size of interior bearing studs x

16. Size of exterior studs 2 x 6 Size of interior non- bearing studs x

17. Size of first floor joists 2 x 6 Second floor joists x

18. Will all provisions of State Dwelling House Act be complied with? Yes

I have carefully examined and read the above blank 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.

(Sign here) Robert Deuscher
(Owner or Authorized Agent)

All Applications must be filled out by Applicant

Bldg. Form 3

PLANS AND SPECIFICATIONS and other data must also be filed

BOARD OF PUBLIC WORKS

3

DEPARTMENT OF BUILDINGS

Application to Alter, Repair or Demolish

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 entering 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.

	REMOVED FROM	REMOVED TO	
TAKE TO REAR OF NORTH ANNEX 1st FLOOR CITY CLERK PLEASE VERIFY	Lot ..... Block	Lot ..... Block	O.K. City Clerk
	Tract	Tract	
	Book ..... Page ..... F. B. Page	Book ..... Page ..... F. B. Page	
TAKE TO ROOM No. 405 SOUTH ANNEX ENGINEER PLEASE VERIFY	From No. 318 north Oxford ave bet Beverly & Oakwood Street		O.K. City Engineer
	To No. 318 north Oxford ave bet Beverly & Oakwood Street		

By ..... Deputy

(USE INK OR INDELIBLE PENCIL)

1. What purpose is the present Building now used for? Private garage work [illegible] floor
2. What purpose will Building be used for hereafter? dwelling with private [illegible]
3. Owner's name C R Richmond Phone HOLLY 2567
4. Owner's address 318 No Oxford ave
5. Architect's name ..... Phone .....
6. Contractor's name C R Richmond Phone HOLLY 2567
7. Contractor's address 318 No Oxford ave
8. VALUATION OF PROPOSED WORK (Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, all Labor, etc.) $ [illegible] hundred
9. Class of present Building D No. of rooms at present 4
10. Number of stories in height 2 height 18 Size of present Building 18'-0" x 2[illegible]'-0"
11. State how many buildings are on this lot one double house & double 2 story garage
12. State purpose buildings on lots are used for dwelling with garages

(Tenement House, Hotel, Residence, or any other purpose.)

STATE ON FOLLOWING LINES EXACTLY WHAT ALTERATIONS, ADDITIONS, ETC., WILL BE MADE TO THIS BUILDING:

a 2 story frame & stuco 3 rooms bath & screen porch Lower part to be used as private garage Living rooms 2 floor

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 4/18/23 (Sign here) C R Richmond owner
(Owner or Authorized Agent.)

FOR DEPARTMENT USE ONLY

PERMIT NO.	Plans and Specifications checked and found to conform to Ordinances, State Laws, etc.	Application checked and found O.K.	Stamp here when permit is issued
21604	[signature] Plan Examiner	5/11/23 [signature] Clerk	ISSUED MAY 11 1923 C.A. Bldg. Dept.

Plan PLANS

[signature]

13. Size of new addition 20'-0" x 26'-0" No. of Stories in height R. Story 19'-0"

14. Material of foundation Concrete Size footings 16"x12" Size wall 8" Depth below ground 12"

15. Size of Redwood Mudsills 3" X 4" x [redacted] Size of interior bearing studs 2" x 4" x 16" oc

16. Size of exterior studs 2" x 4" x 16 OC Size of interior non-bearing studs 2" x 4" x 16" OC

17. Size of first floor joists no Cement x Second floor joists 2" x 10" x 16 OC

18. Will all provisions of State Dwelling House Act be complied with? Yes

I have carefully examined and read the above blank 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.

(Sign here) C R Richmond
(Owner or Authorized Agent.)

FOR DEPARTMENT USE ONLY

APPLICATION	O. K. [illegible]
CONSTRUCTION	O. K. [illegible]
ZONING	O. K. [illegible]
SET-BACK LINE	O. K.
ORD. 33761 (N. S.)	O. K.
FIRE DISTRICT	O. K. [illegible]

All Applications Must be Filled Out by Applicant

Bldg. Form 8

PLANS AND SPECIFICATIONS and other data must also be filed

BUILDING DIVISION

3

DEPARTMENT OF BUILDING AND SAFETY

Application to Alter, Repair 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 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.

	REMOVED FROM	REMOVED TO	
TAKE TO ROOM No. 6 REAR OF NORTH ANNEX 1st Floor CITY CLERK PLEASE VERIFY	Lot 29 Block Tract Allan Dale tract	Lot Block Tract	O. K. City Clerk By Deputy
TAKE TO FIRST FLOOR 242 SO. BROADWAY ENGINEER PLEASE VERIFY	318-320-710 Oxford ave Book Page F. B. Page From No. Betan Oakwood and Beverley on Oxford ave Street To No. 29 Allan Dale Tract Oxford ave East side of street	Book Page F. B. Page	O. K. City Engineer By Deputy

(USE INK OR INDELIBLE PENCIL)

1. What purpose is the present Building now used for? Res 2 Family
2. What purpose will Building be used for hereafter? Res 2 Family
3. Owner's name Claude R. Richmond Phone Hollywood 2567
4. Owner's address 318 1/2 North Oxford ave
5. Architect's name C R Richmond Phone Hollywood 2567
6. Contractor's name " " Phone " " 2567
7. Contractor's address 318 1/2 north oxford ave
8. VALUATION OF PROPOSED WORK (Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, all Labor, etc.) $ 2500.00
9. Class of present Building Frame & Stucco No. of rooms at present Four one bath
10. Number of stories in height one Size of present Building 38' x 57'
11. State how many buildings are on this lot two used for dwellings & garages
12. State purpose buildings on lot are used for Front dwelling 2 Fam rear dwelling & garage one family (Apartment House, Hotel, Residence, or any other purpose)
13. What Zone is Property in? B

STATE ON FOLLOWING LINES EXACTLY WHAT ALTERATIONS, ADDITIONS, ETC., WILL BE MADE TO THIS BUILDING:

The addition of 2 bed rooms one bath room Dressing room closets for clothing and stairway and Hall. also front porch with cement steps

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 3/2/28 1230 (Sign here) Claude R Richmond (Owner or Authorized Agent.)

FOR DEPARTMENT USE ONLY

PERMIT NO.	Plans and Specifications checked and found to conform to Ordinances, State Laws, etc.	Application checked and found O. K.	Stamp here when permit is issued
7273	[signature] Plan Examiner	3/2/28 313 10' SB Clerk	ISSUED MAR 12 1928

3-12 [signature] Jm. 6.75

DB Pickett

3

PLANS

14. Size of new addition 19' x 38' No. of Stories in height 2

15. Material of foundation Concrete Size footings 16" Size wall 8" Depth below ground 12"

16. Size of Redwood Mudsills 2 x 6 Size of interior bearing studs 2x4 x

17. Size of exterior studs 2 x 4 Size of interior non-bearing studs 2x4 x

18. Size of first floor joists 2 x 6 Second floor joists 2x10 x

19. Will all Lathing and Plastering Comply with Ordinance? yes

20. Will all provisions of State Housing Act be complied with? Yes

I have carefully examined and read the above blank and know the same is true and correct, and that all provisions of the Ordinance and Laws governing Building Construction will be complied with, whether herein specified or not.

(Sign here) Claude R Richmond
(Owner or Authorized Agent)

FOR DEPARTMENT USE ONLY

APPLICATION	O. K.
CONSTRUCTION	O. K.
ZONING	O. K.
SET-BACK LINE	O. K. 10 ft
ORD. 33761 (N. S.)	O. K.
FIRE DISTRICT	O. K.

REMARKS

BLDG. FORM 80

SET-BACK AGREEMENT

(Date) 3/22/[illegible]

Mr. J. J. Backus,
Superintendent of Building,
Los Angeles, California.

Dear Sir:

I hereby agree to erect the building and every portion thereof referred to in this application at least 10' feet back from the street property line, except that eaves and cornices, or unenclosed terraces or platforms without any roof and not more than three (3) feet in height above the ground at any point, may extend into the area between the main wall of the building and the front property line, in accordance with the action of the City Council in establishing a set-back line for this property; and I further agree not to erect any fence, wall or other structure or any portion thereof, between said set-back line and the street property line.

I hereby agree to accept the permit issued for the erection of this building subject to the foregoing conditions.

[Signed] C. R. Richmond
Owner

All Applications Must be Filled Out by Applicant

PLANS AND SPECIFICATIONS and other data must also be filed

Bldg. Form 3

3

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Application to Alter, Repair 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 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.

	REMOVED FROM	REMOVED TO	
TAKE TO Room No. 248 (2ND FLOOR)	Lot ..... Block	Lot ..... Block	O. K. City Clerk By ..... Deputy
CITY CLERK PLEASE VERIFY	Tract	Tract	
TAKE TO ROOM No. 5 (MAIN ST. FLOOR)			O. K. City Engineer By ..... Deputy
ENGINEER PLEASE VERIFY	Book ..... Page ..... F. B. Page	Book ..... Page ..... F. B. Page	
	From No. 320 - N - OXford Blvd or ave Street		
	To No. Near Western Ave & Beverly Blvd Street		

(USE INK OR INDELIBLE PENCIL)

1. What purpose is the present Building now used for? Duplex Bldg -
2. What purpose will Building be used for hereafter? Residences 2 - families
3. Owner's name Mr. Richmond. Phone 7468
4. Owner's address 320 - N. OXford GRANITE
   Not to be filled in unless with name of Certificated Architect or Licensed Engineer under State Act
5. Architect's name None STATE LICENSE NO Phone
6. Contractor's name Peter J Lenert STATE LICENSE NO 2910. Phone Empire 8475
7. Contractor's address 2431. N. Washington st.
8. VALUATION OF PROPOSED WORK {Including all Material, Labor, Finishing, Equipment and Appliances in Completed Building.} $ TILE SETTING ORDINANCE FEE $1.00
9. Class of present Building Stucco No. of Rooms at present
10. Number of stories in height 2 Size present Building x
11. State how many buildings are on this lot
12. State purpose buildings on lot are used for 2 Family Duplex Bldg -
    (Apartment House, Hotel, Residence, or Any Other Purpose.)
13. What Zone is Property in?

STATE ON FOLLOWING LINES EXACTLY WHAT ALTERATIONS, ADDITIONS, ETC., WILL BE MADE TO THIS BUILDING:

Applying Tile & Labor & Sand & Cement - for Kitchen Drain board No Tearing out No alteration Work No Carpenter Work.

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) Peter J Lenert
(Owner or Authorized Agent)

FOR DEPARTMENT USE ONLY

PERMIT NO.	Plans and Specifications checked and found to conform to Ordinances, State Laws, etc.	Application checked and found O. K.	Stamp here when permit is issued
17383	Plan Examiner.	8/26/31 Pierce Clerk	ISSUED AUG 26 1931

Amount Plan Work only $24.00 1.00

14. Size of new addition.....x.....No. of stories in height.....Size of Lot.....x.....ft.
15. Material of foundation.....Size footings.....Size wall.....Depth below ground.....
16. Size of Redwood Mudsills.....x.....Size of interior bearing studs.....x.....
17. Size of exterior studs.....x.....Size of interior non-bearing studs.....x.....
18. Size of first floor joists.....x.....Second floor joists.....x.....
19. Will all Lathing and Plastering Comply with Ordinance? .....
20. Will all provisions of State Housing Act be complied with?.....

I have carefully examined and read the above blank 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.

(Sign here).....
(Owner or Authorized Agent)

FOR DEPARTMENT USE ONLY

APPLICATION	O.K.
CONSTRUCTION	O.K.
ZONING	O.K.
SET-BACK LINE	O.K.
ORD. 33761 (N.S.)	O.K.
FIRE DISTRICT	O.K.

REMARKS

3 APPLICATION FOR INSPECTION 94 0 - 445

CITY OF LOS ANGELES DEPT OF BUILDING AND SAFETY

TO ADD-ALTER-REPAIR-DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only.

1. LEGAL DESCR. LOT: 29	BLOCK:	TRACT: Allandale	COUNCIL DISTRICT NO.: 4	DIST. MAP: 4642	CENSUS TRACT: 1929
2. PRESENT USE OF BUILDING: 01) SFD	NEW USE OF BUILDING: ( ) Same			ZONE: R3-2	
3. JOB ADDRESS: 320 N. Oxford Ave. L.A.				FIRE DIST.: --	
4. BETWEEEN CROSS STREETS: Oakwood	AND: Beverly Blvd.			LOT TYPE: Int.	
5. OWNER'S NAME: Chang Bum Huh	PHONE: 466-6085			LOT SIZE: Irreg.	
6. OWNER'S ADDRESS: 3332 W. Olympic Blvd.	CITY: L.A.	ZIP: 90019			
7. ENGINEER: Philip Ashamallah	BUS. LIC. NO.: SE1890	ACTIVE STATE LIC. NO.:	PHONE: 933-1298	ALLEY: --	
8. ARCHITECT OR DESIGNER	BUS. LIC. NO.	ACTIVE STATE LIC. NO.	PHONE	BLDG. LINE: 10'	
9. ARCHITECT OR ENGINEER'S ADDRESS: 5478 Wilshire Blvd. #204	CITY: L.A.	ZIP: 90036		AFFIDAVITS: CCPD PC No	
10. CONTRACTOR: D.Y. Const.	BUS. LIC. NO.: B378306	ACTIVE STATE LIC. NO.:	PHONE: 731-3115		

11. SIZE OF EXISTING BLDG. WIDTH / LENGTH	STORIES: 2	HEIGHT: 20'	NO. OF EXISTING BUILDINGS ON LOT AND USE: 2) SFD

12. CONST. MATERIAL OF EXISTING BLDG. ==>	EXT. WALLS: stucco	ROOF: comp	FLOOR: wood

3

13. JOB ADDRESS: 320 N. Oxford Ave. — STREET GUIDE: — DISTRICT OFFICE: LA

14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING: $3,500.00 — SEISMIC STUDY ZONE: -

15. NEW WORK (Describe): Remove bearing walls to enlarge family & kit. bedrooms & replace w/ alum. windows — GRADING: - — FLOOD: — HWY. DED.: yes — CONS.:

NEW USE OF BUILDING	SIZE OF ADDITION	STORIES	HEIGHT	ZONED BY
SFD				L. Hunt

TYPE	GROUP OCC.	FLOOR AREA	PLANS CHECKED	FILE WITH
V-N	R-3			

DWELL UNITS	MAX. OCC.	TOTAL	APPLICATION APPROVED	TYPIST
				lr

GUEST ROOMS	PARKING REQ'D	PARKING PROVIDED STD.	PARKING PROVIDED COMP.	INSPECTION ACTIVITY COMB.	GEN.	MAJ. S.	CONS.	INSPECTOR

P.C.	G.P.I.	CONT. INSP.
29.75		
S.P.C	P.M.	
B.P. 35.00	E.I. .50	Claims for refund of fees paid on permits must be filed: 1. Within one year from date of payment of fee; or 2. Within one year from date of expiration of extension for building or grading permits granted by the Dept. of B. & S. SECTIONS 22.12 & 22.13 LAMC.
I.F.	O.S.S. 1.31	
O/S	S.O.S.F.	
DIST. OFFICE	C/O	SPRINKLERS REQ'D SPEC.
P.C. NO.		ENERGY: None

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.

B & S B-3 (R 1.83)

CASHIER'S USE ONLY

C 29.75 B-PC
C 36.00 B-CI
C .50 E.I.
C 1.31 OSS
17134 0001
09609 3 08/14/85 66.56 CHTO

DECLARATIONS AND CERTIFICATIONS

LICENSED CONTRACTORS DECLARATION

16. I hereby affirm 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.

Date 8-14-85 Lic. Class B Lic. Number B78306 Contractor _____ (Signature)

OWNER-BUILDER DECLARATION

17. I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 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 is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he 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 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 Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.).

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's 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 Contractor's License Law.).

☐ I am exempt under Sec. _____ B. & P. C. for this reason _____

Date _____ Owner's Signature _____

WORKERS' COMPENSATION DECLARATION

18. I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof (Sec. 3800, Lab. C.).

Policy No. Not available Insurance Company FAIRMONT (2-886)

☐ Certified copy is hereby furnished.

☐ Certified copy is filed with the Los Angeles City Dept. of Bldg. & Safety.

Date 8-14-85 Applicant's Signature _____

Applicant's Mailing Address 1304 S. Hill Fairfax LA 90019

CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

19. 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.

Date _____ Applicant's Signature _____

NOTICE TO APPLICANT: If, after making this Certificate of Exemption, you should become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

CONSTRUCTION LENDING AGENCY

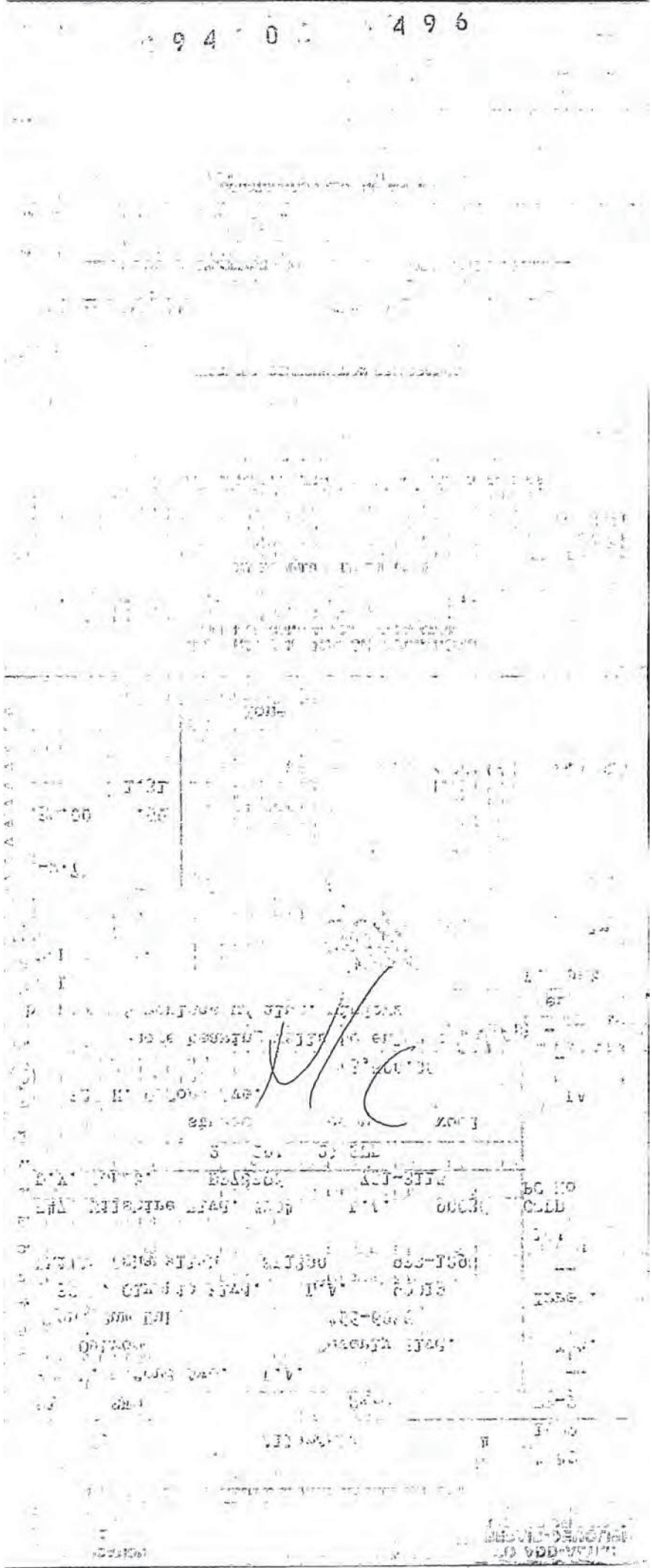
20. I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C.).

Lender's Name _____ Lender's Address _____

21. 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, that it does not approve or authorize the work specified herein, that it does not authorize or permit any violation or failure to comply with any applicable law, that 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 LAMC)

Signed _____ (Owner or agent having property owner's consent) CONT Position 8-14-85 Date

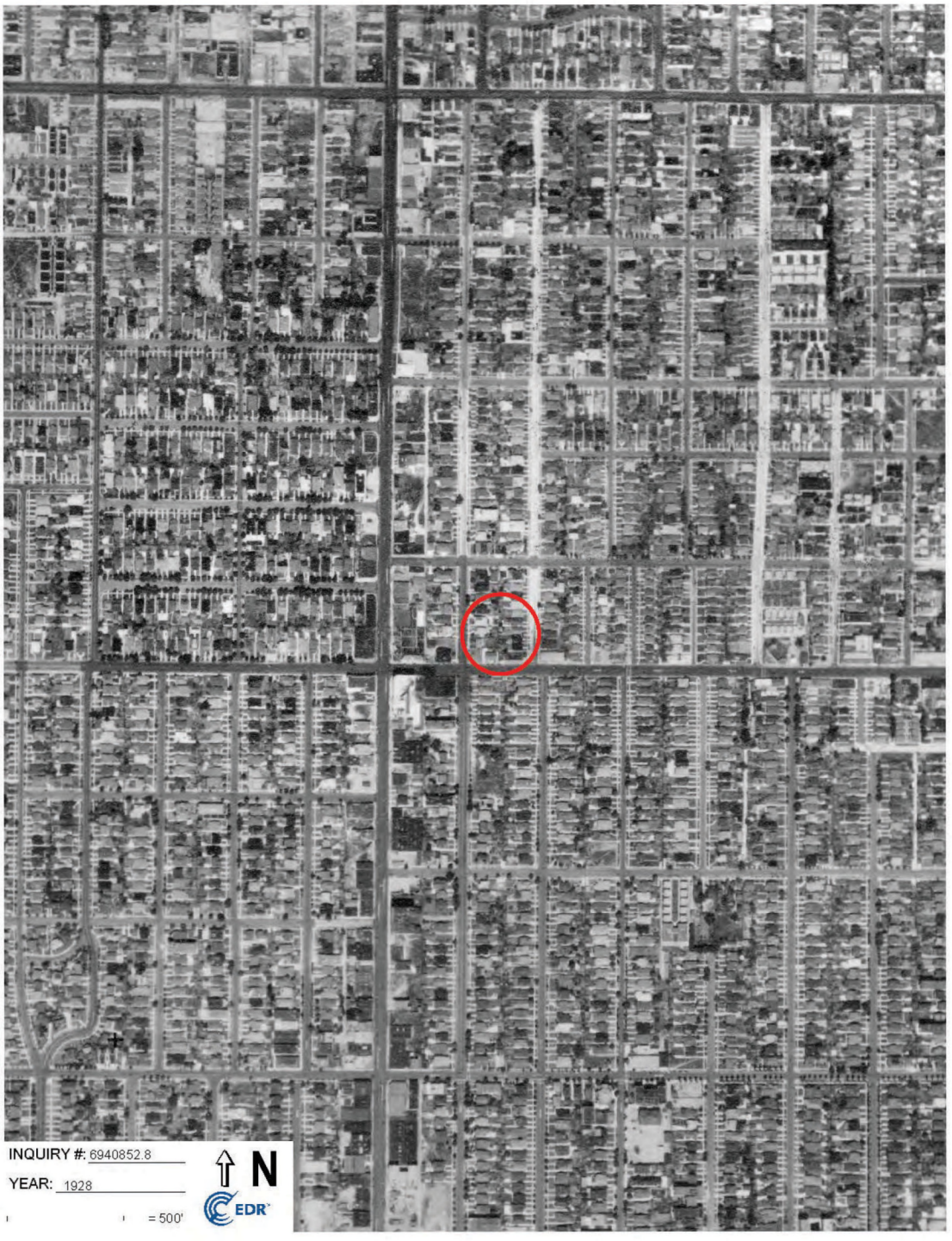


☐ All	Document Type	Sub Type	Doc Date	User Doc Number	Digital Image
☐	RANGE FILE	MISCELLANEOUS	9/28/2005		

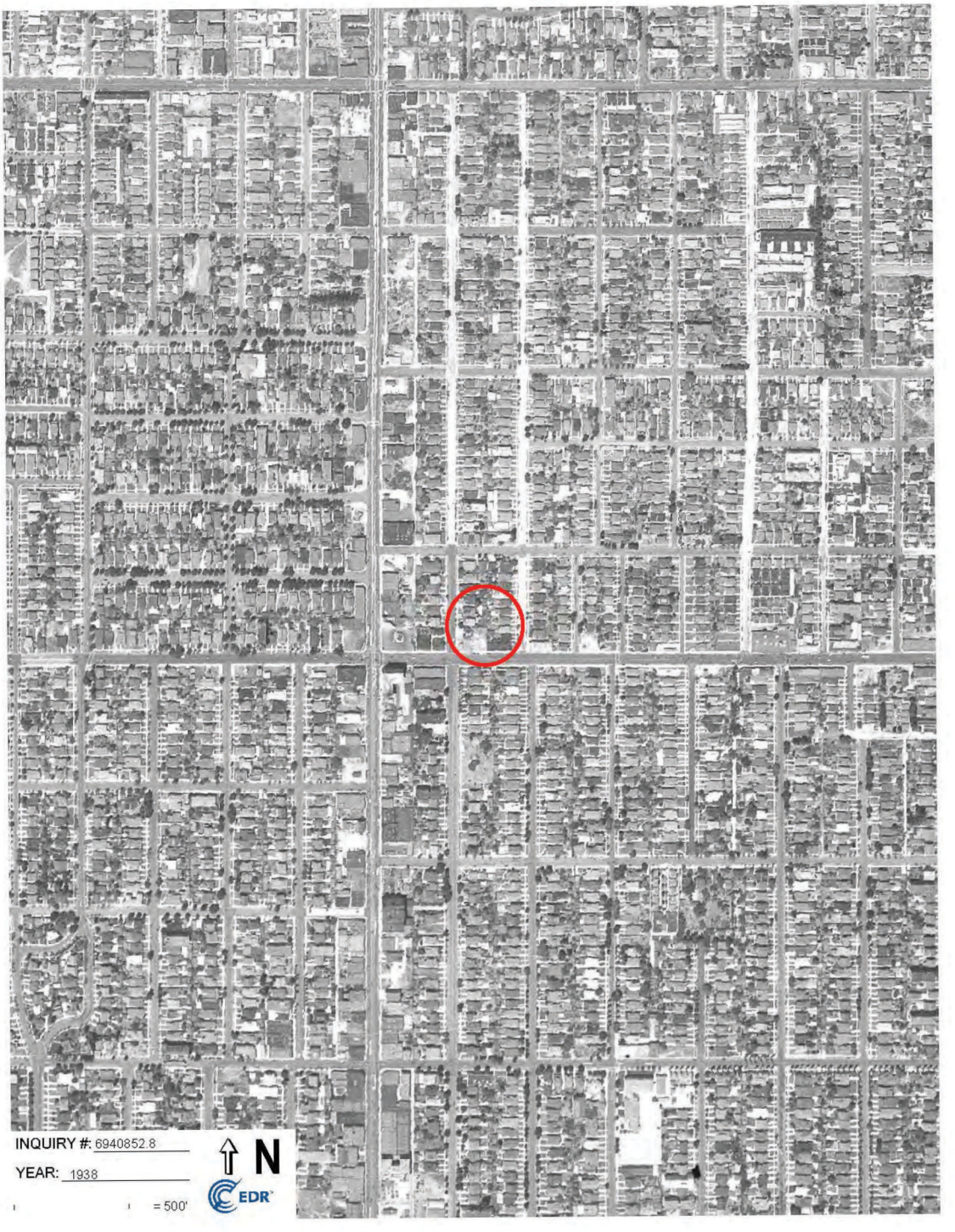
All	Document Type	Sub Type	Doc Date	User Doc Number	Digital Image
☐	BUILDING PERMIT	BLDG-NEW	11/18/1920	1920LA22729	
☐	BUILDING PERMIT	NEW CONSTRUCTION	11/18/1920	1920LA22729	
☐	BUILDING PERMIT	BLDG-NEW	12/15/1920	1920LA24695	
☐	BUILDING PERMIT	BLDG-NEW	12/15/1920	1920LA24695	
☐	BUILDING PERMIT	BLDG-ALTER/REPAIR	5/11/1923	1923LA21604	
☐	BUILDING PERMIT	BLDG-ALTER/REPAIR	5/11/1923	1923LA21604	
☐	BUILDING PERMIT		3/12/1928	1928LA07273	
☐	BUILDING PERMIT	BLDG-ADDITION	3/12/1928	1928LA07273	
☐	BUILDING PERMIT	BLDG-ALTER/REPAIR	3/12/1928	1928LA07273	
☐	BUILDING PERMIT	BLDG-ALTER/REPAIR	8/26/1931	1931LA17383	
☐	BUILDING PERMIT	BLDG-ALTER/REPAIR	8/26/1931	1931LA17383	
☐	BUILDING PERMIT	ALTERATION	8/14/1985	1985LA18134	
☐	BUILDING PERMIT	BLDG-ALTER/REPAIR	8/14/1985	1985LA18134	
☐	MECHANICAL PERMIT	HVAC	8/15/1985	0885F129	
☐	ELECTRICAL PERMIT		8/23/1985	0885E3368	
☐	MECHANICAL PERMIT	PLUMBING	8/26/1985	0885E3557	
☐	PLAN MAINTENANCE		12/31/1985	1985LA18134	
☐	ELECTRICAL PERMIT		3/21/1986	0386B9848	
☐	RANGE FILE	MISCELLANEOUS	8/23/2005		
☐	RANGE FILE	MISCELLANEOUS	9/28/2005		

Attachment : stor c Aer a s an an orn ns rance aps

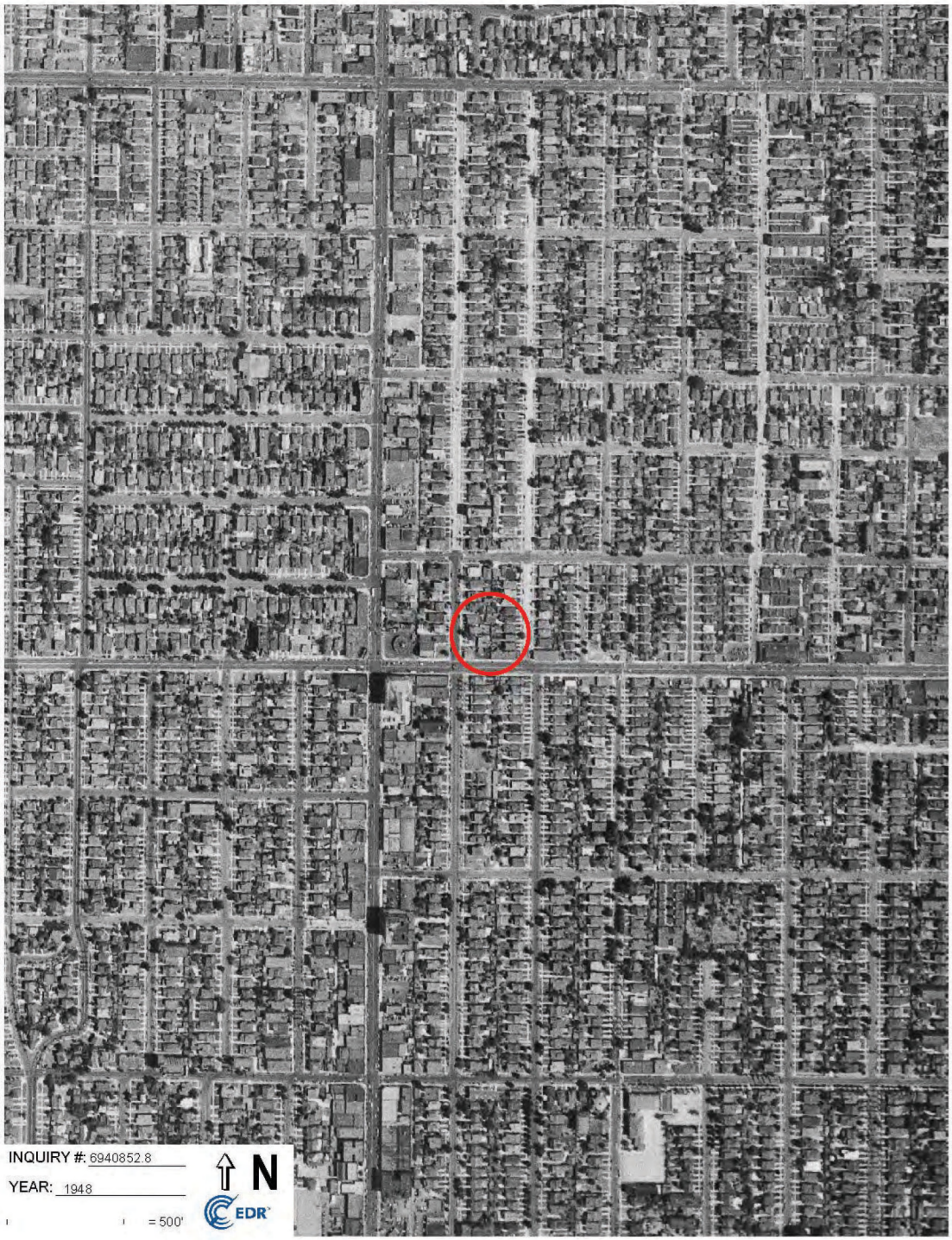
Historic Aerials



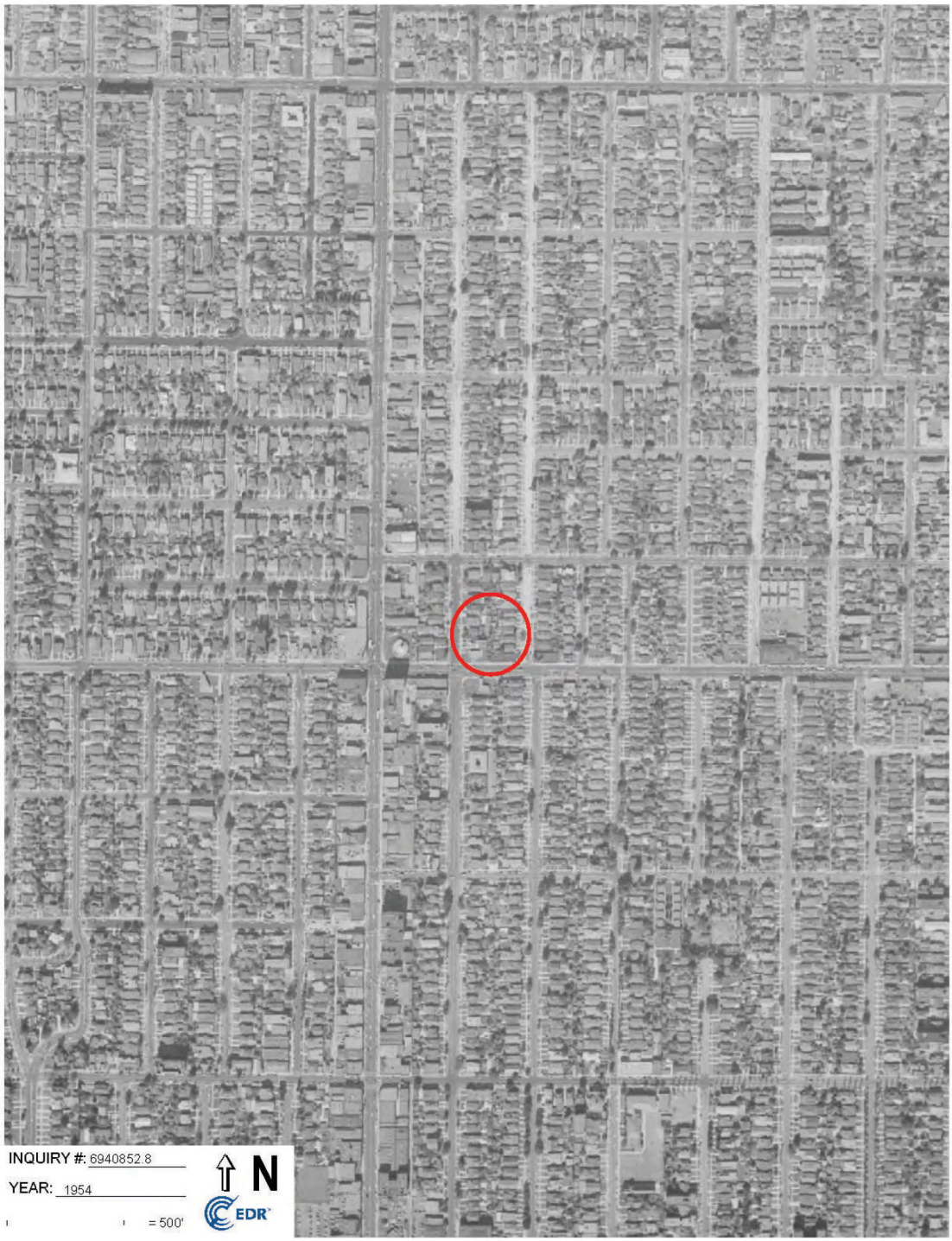
Aerial Photo 1928



Aerial Photo 1938



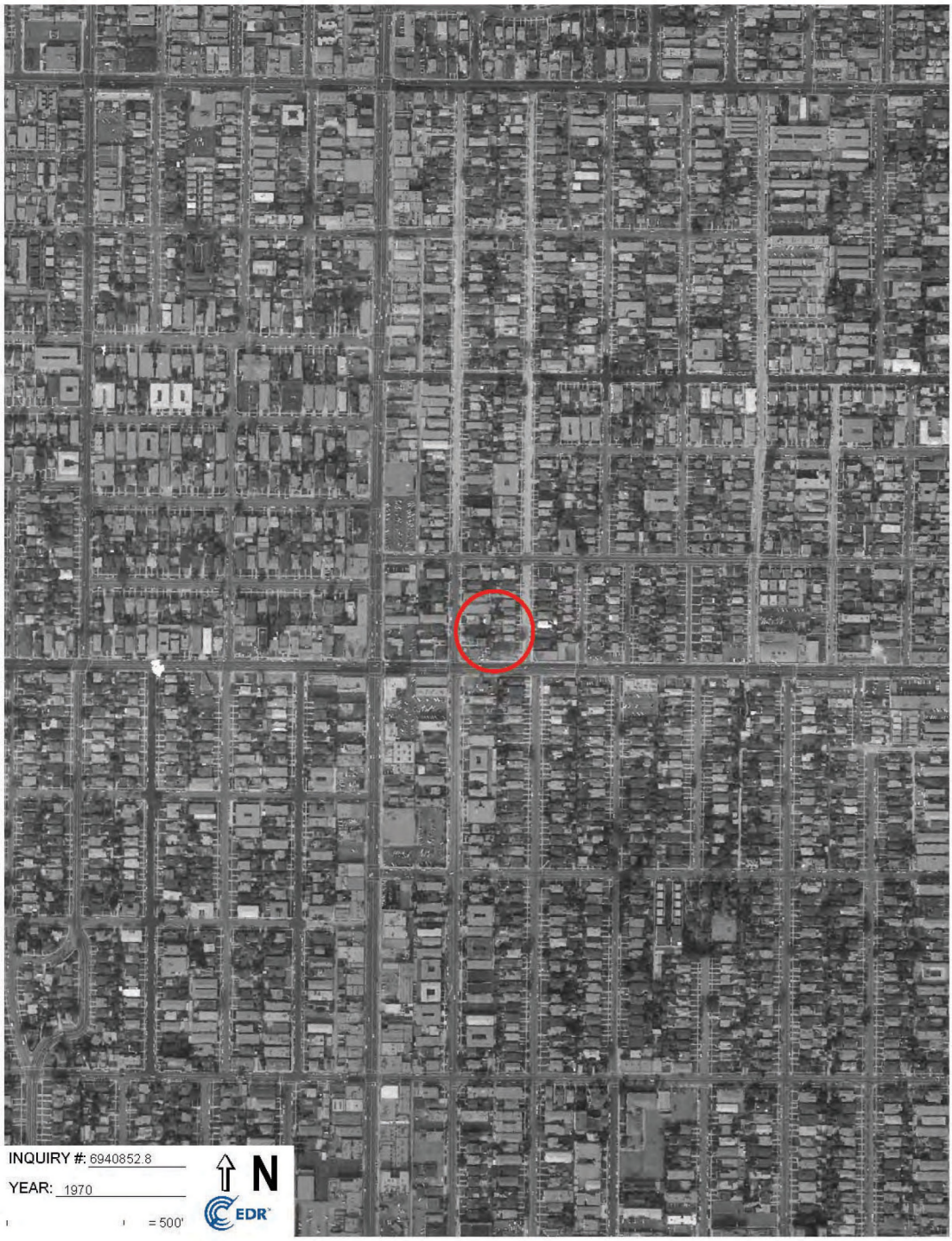
Aerial Photo 1948



Aerial Photo 1954



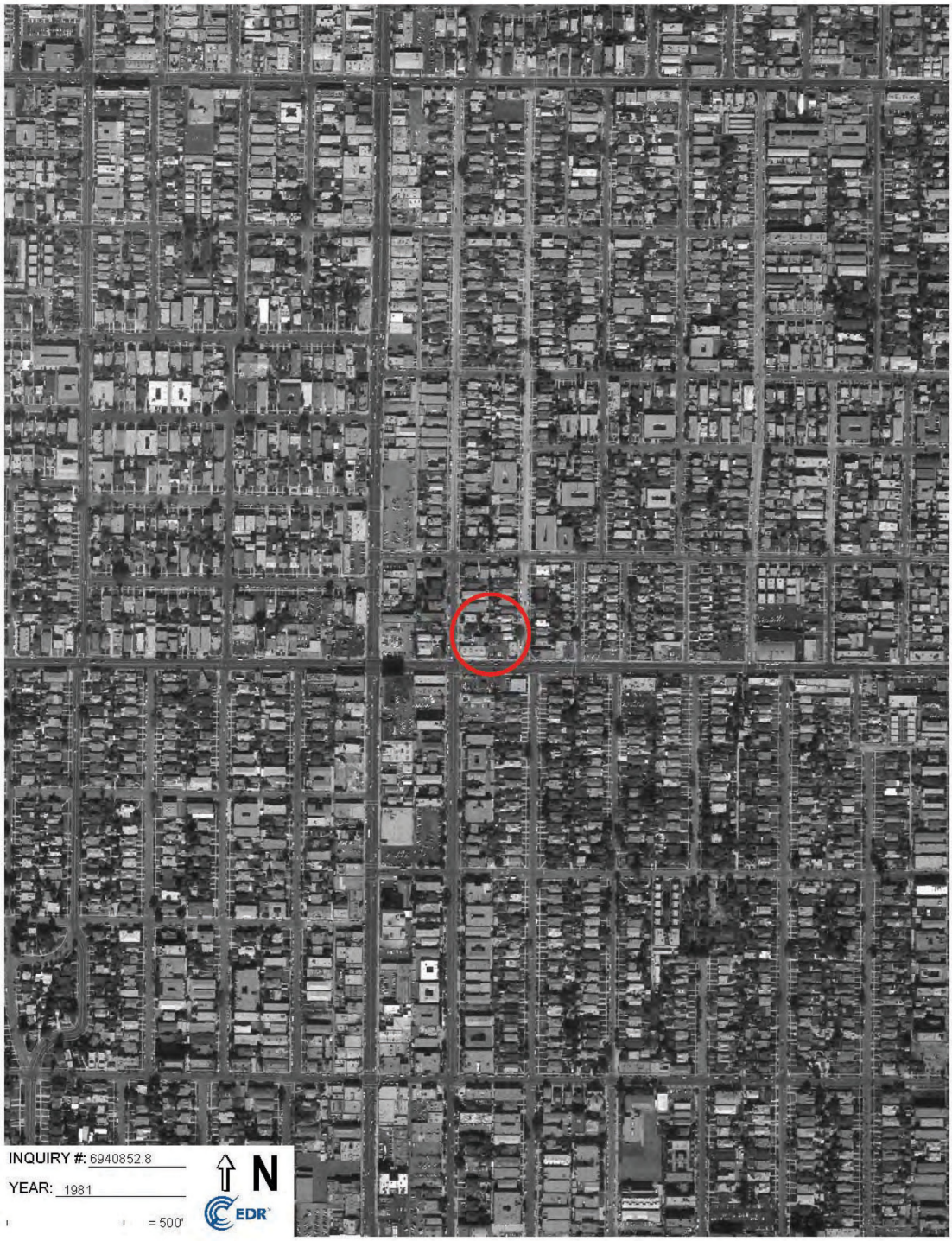
Aerial Photo 1964



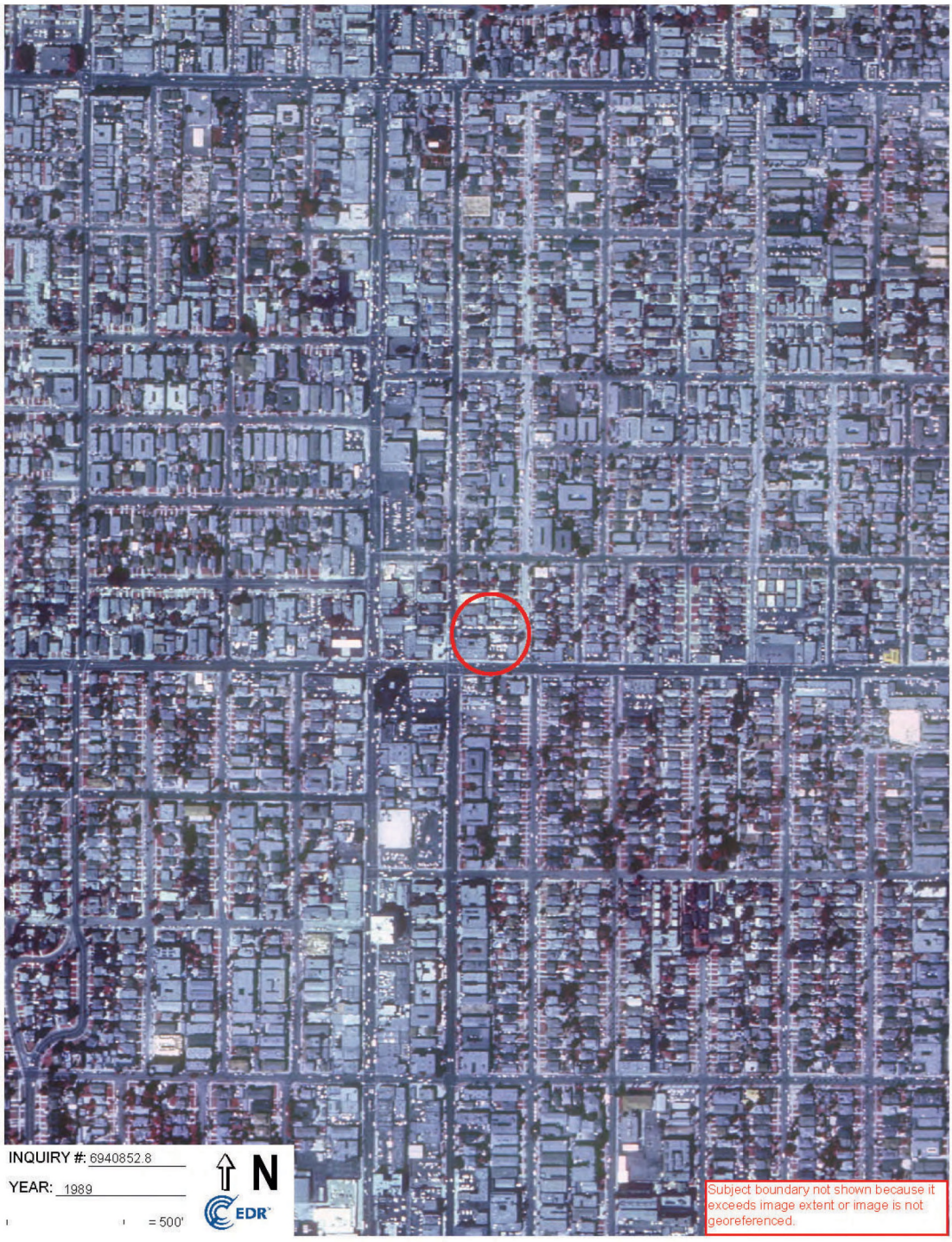
Aerial Photo 1970



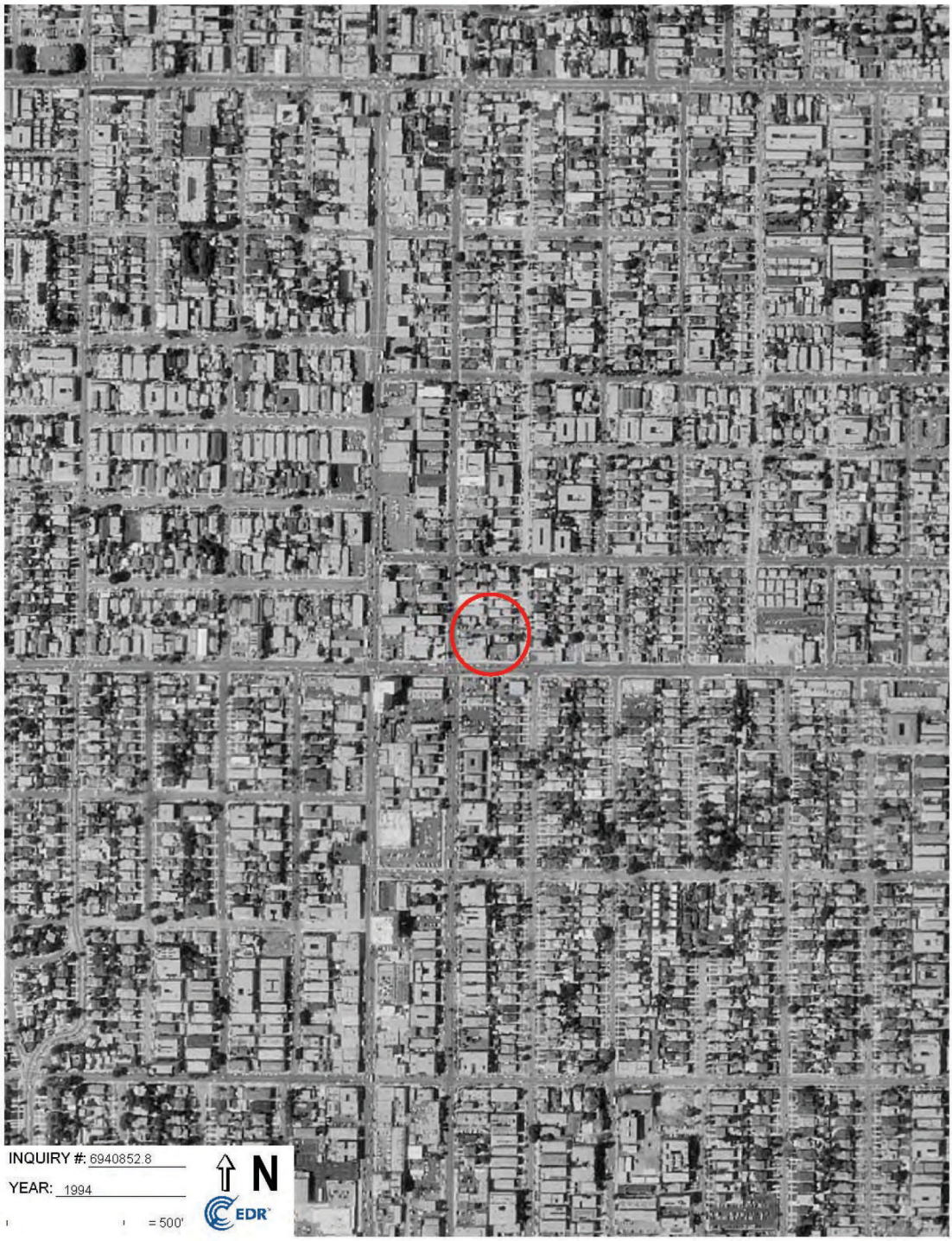
Aerial Photo 1977



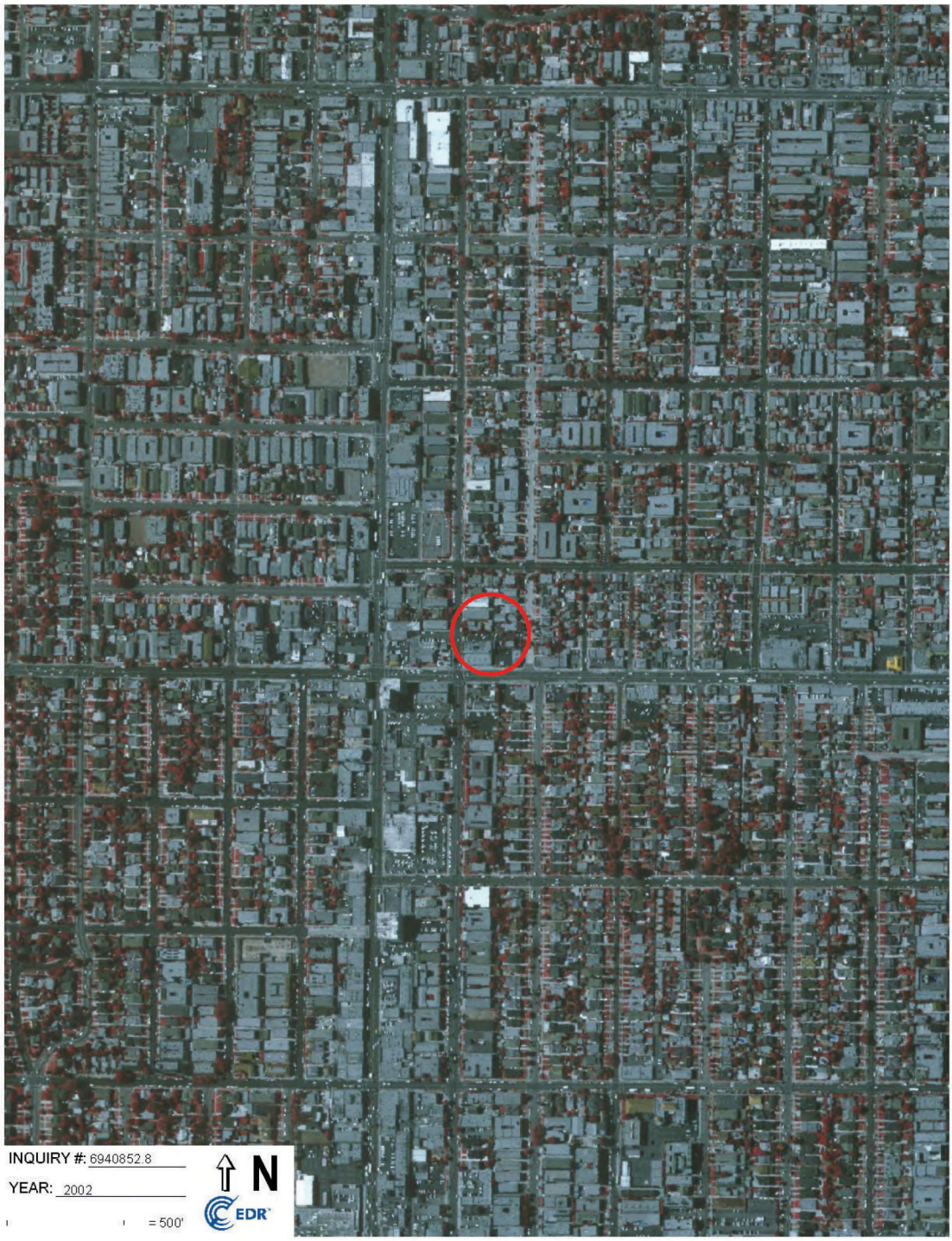
Aerial Photo 1981



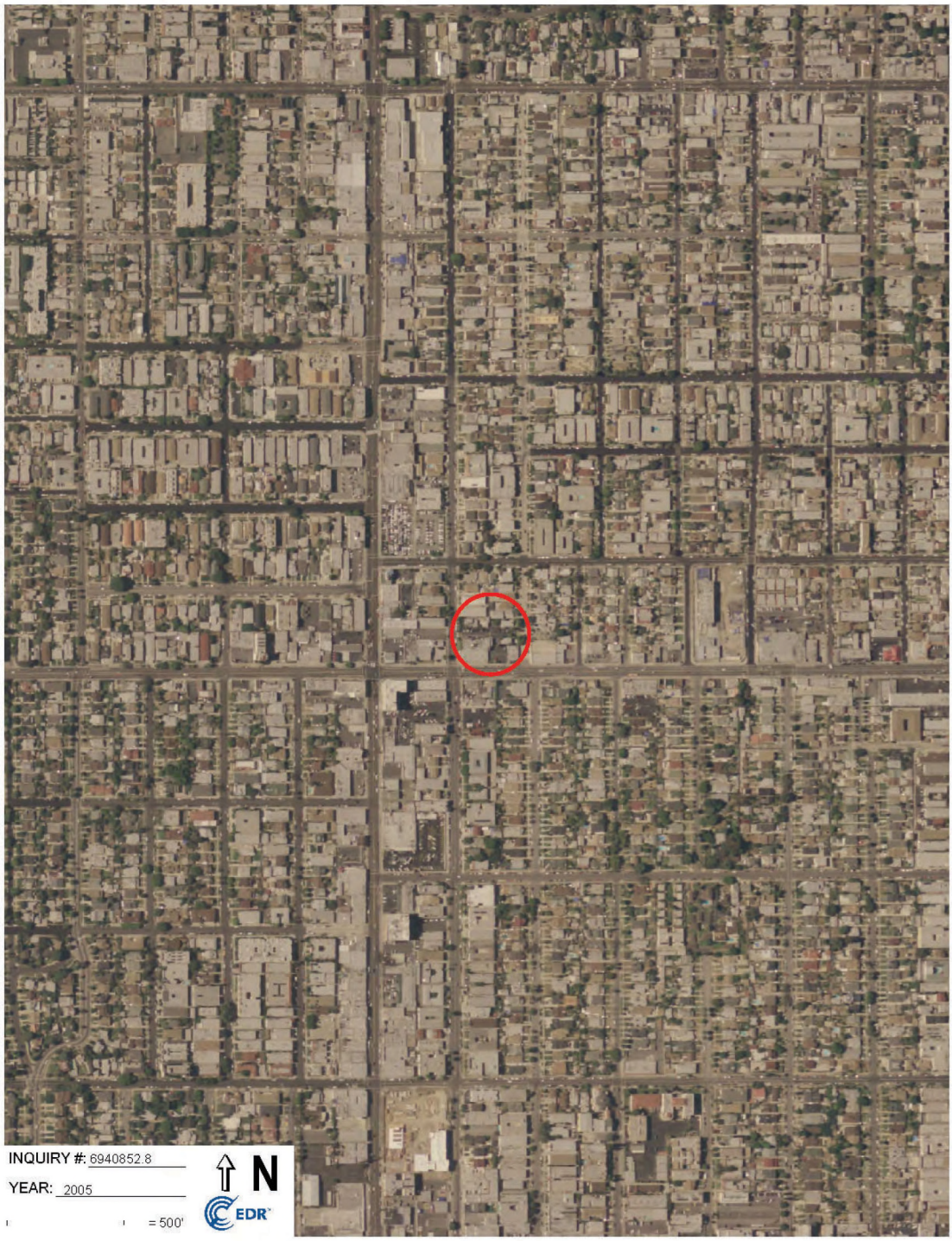
Aerial Photo 1989



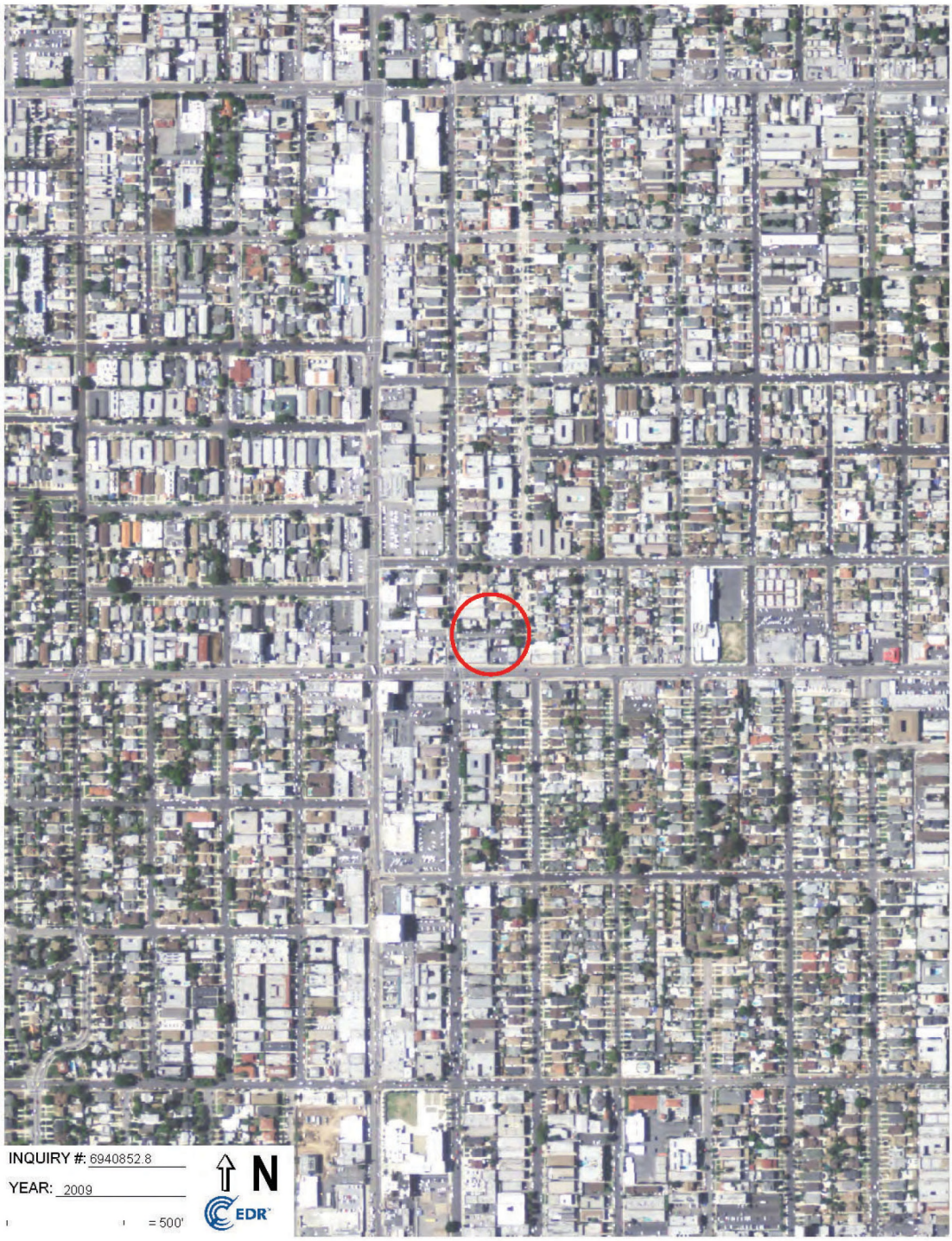
Aerial Photo 1994



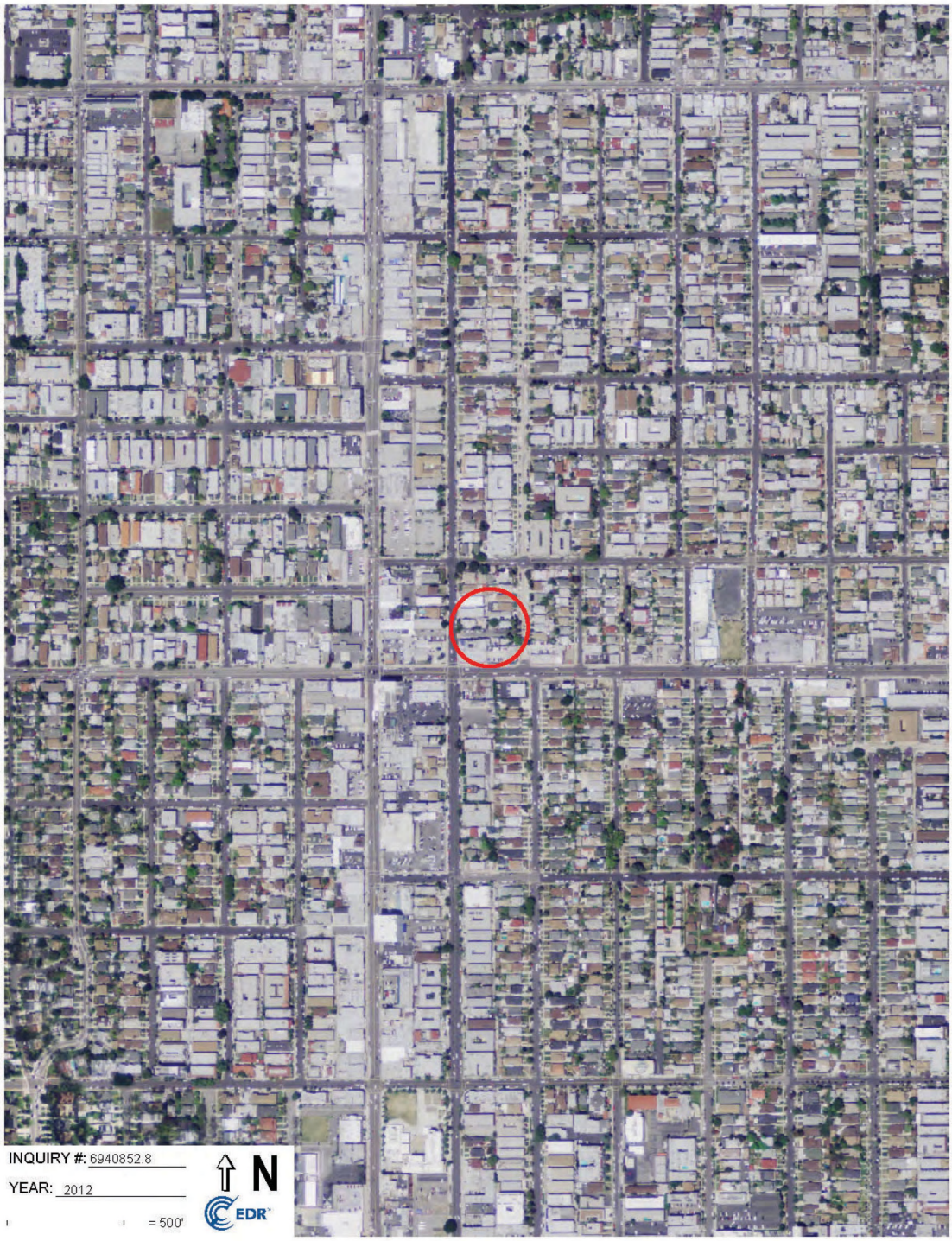
Aerial Photo 2002



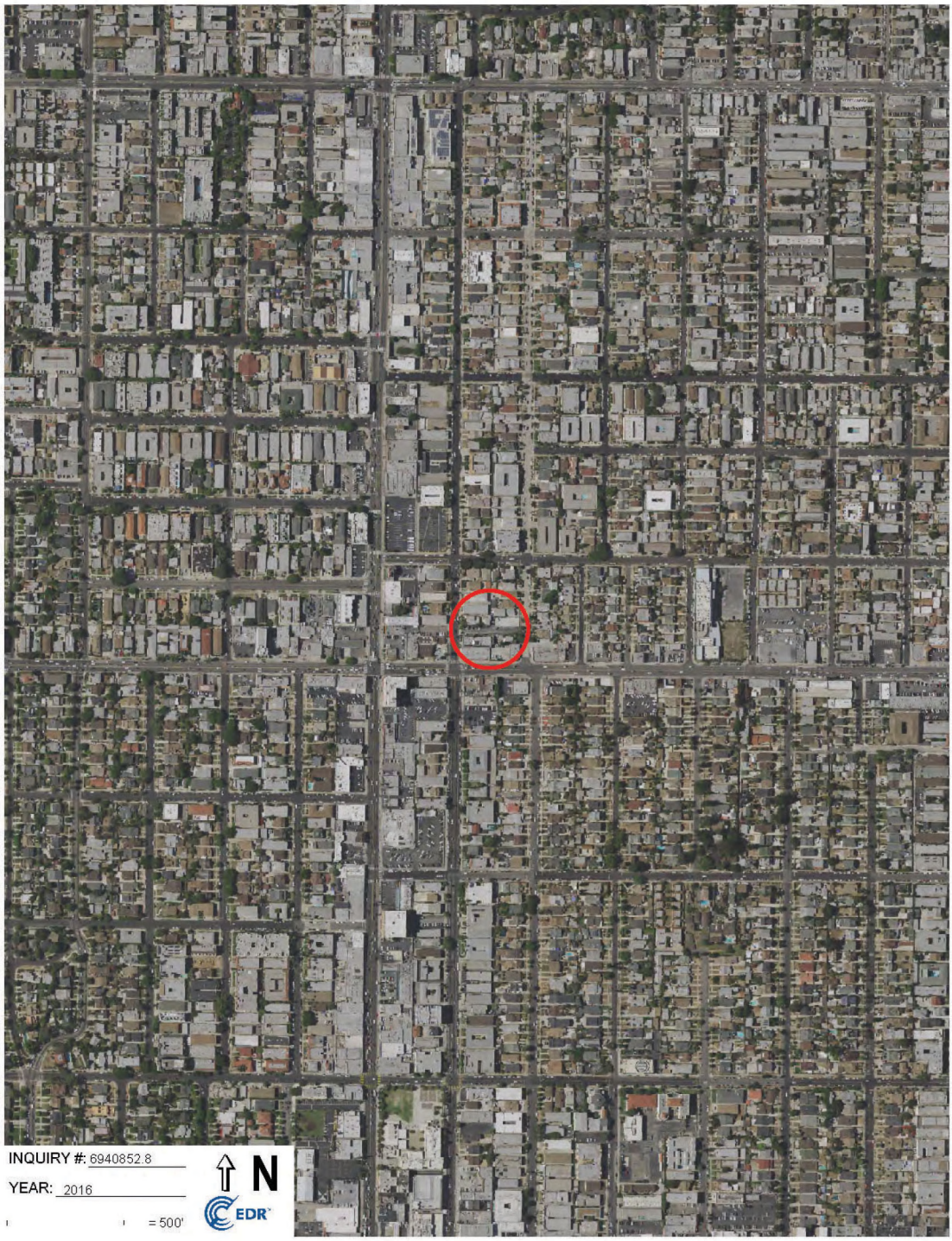
Aerial Photo 2005



Aerial Photo 2009

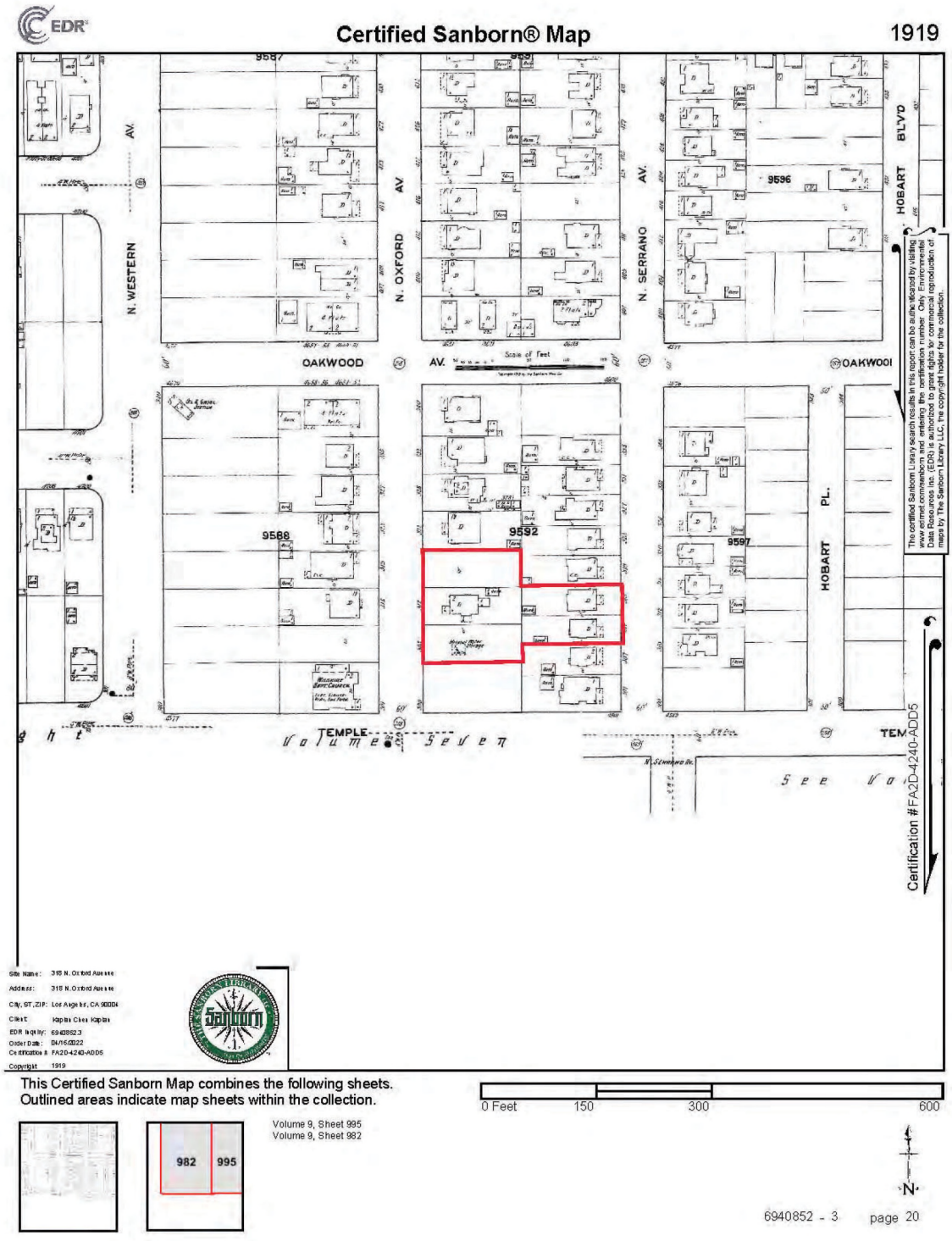


Aerial Photo 2012

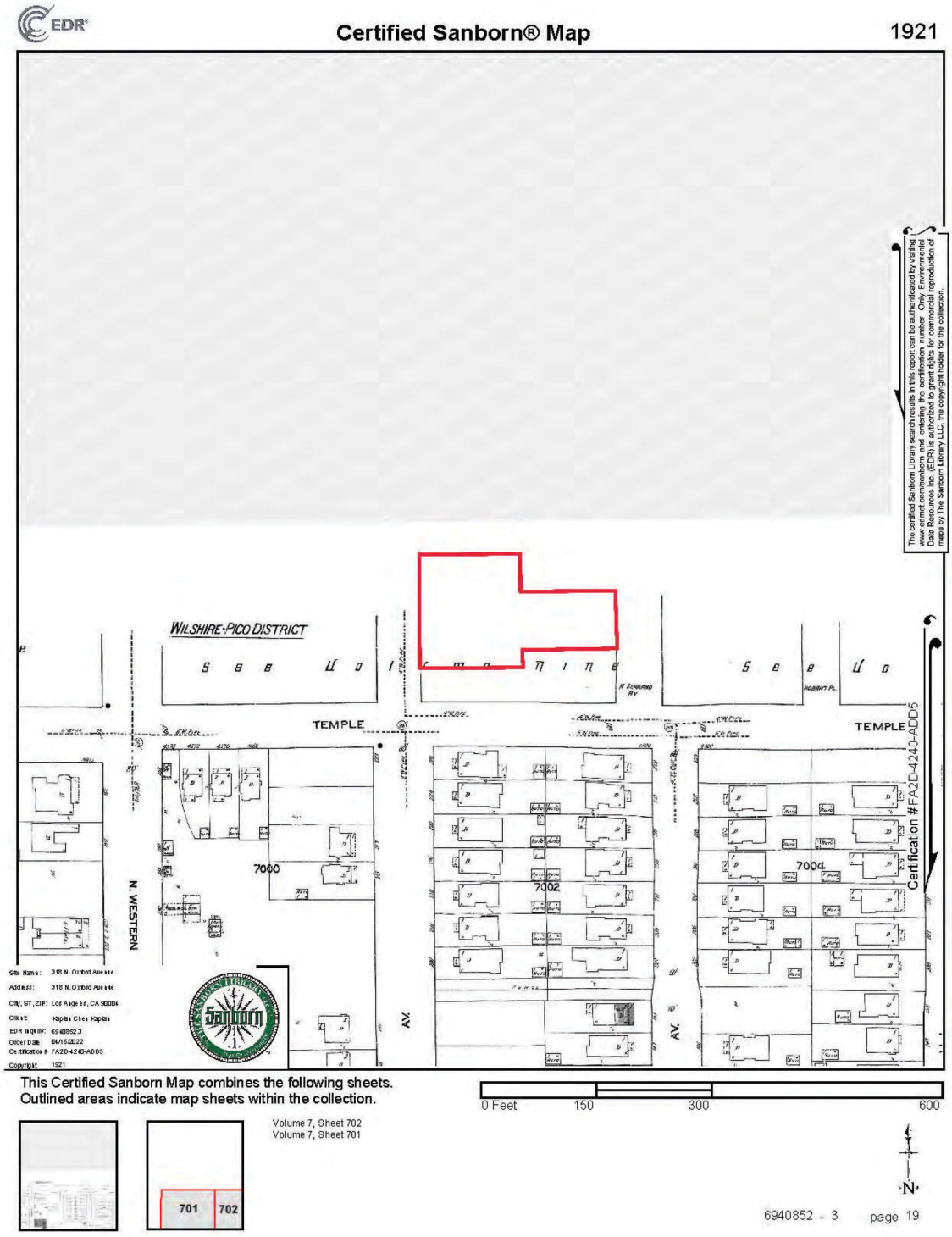


Aerial Photo 2016

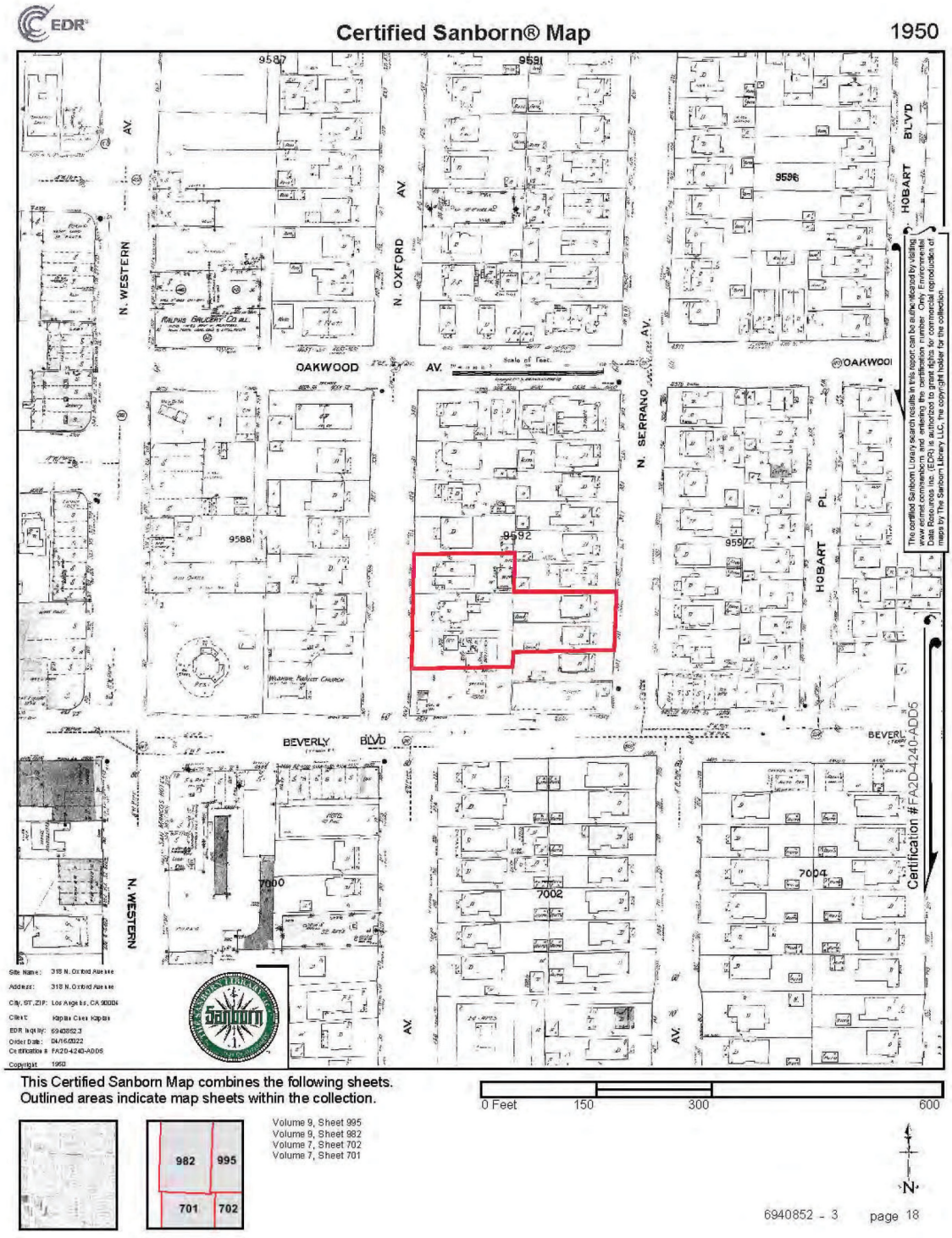
San orn nsurance aps



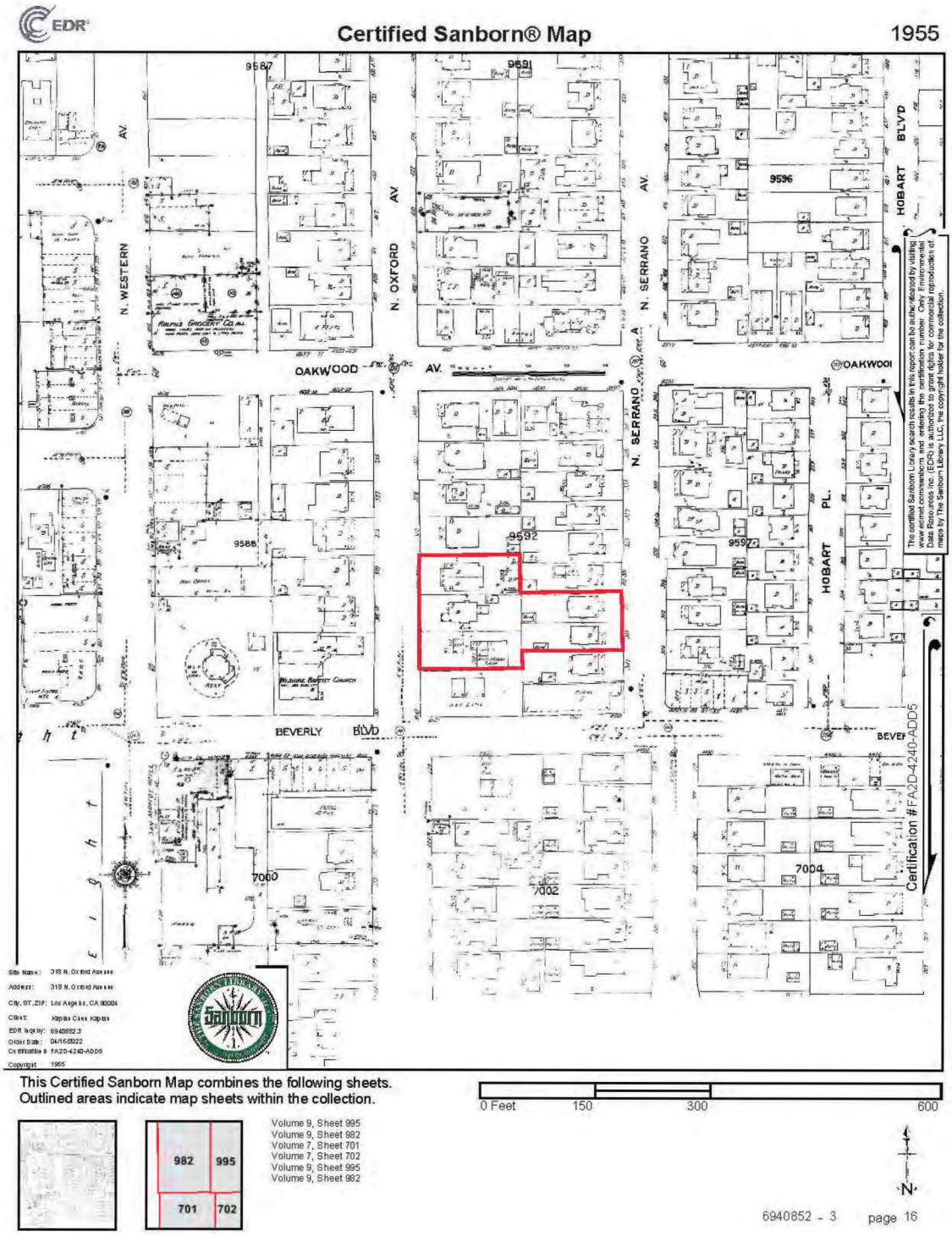
Sanborn Insurance Map 1919



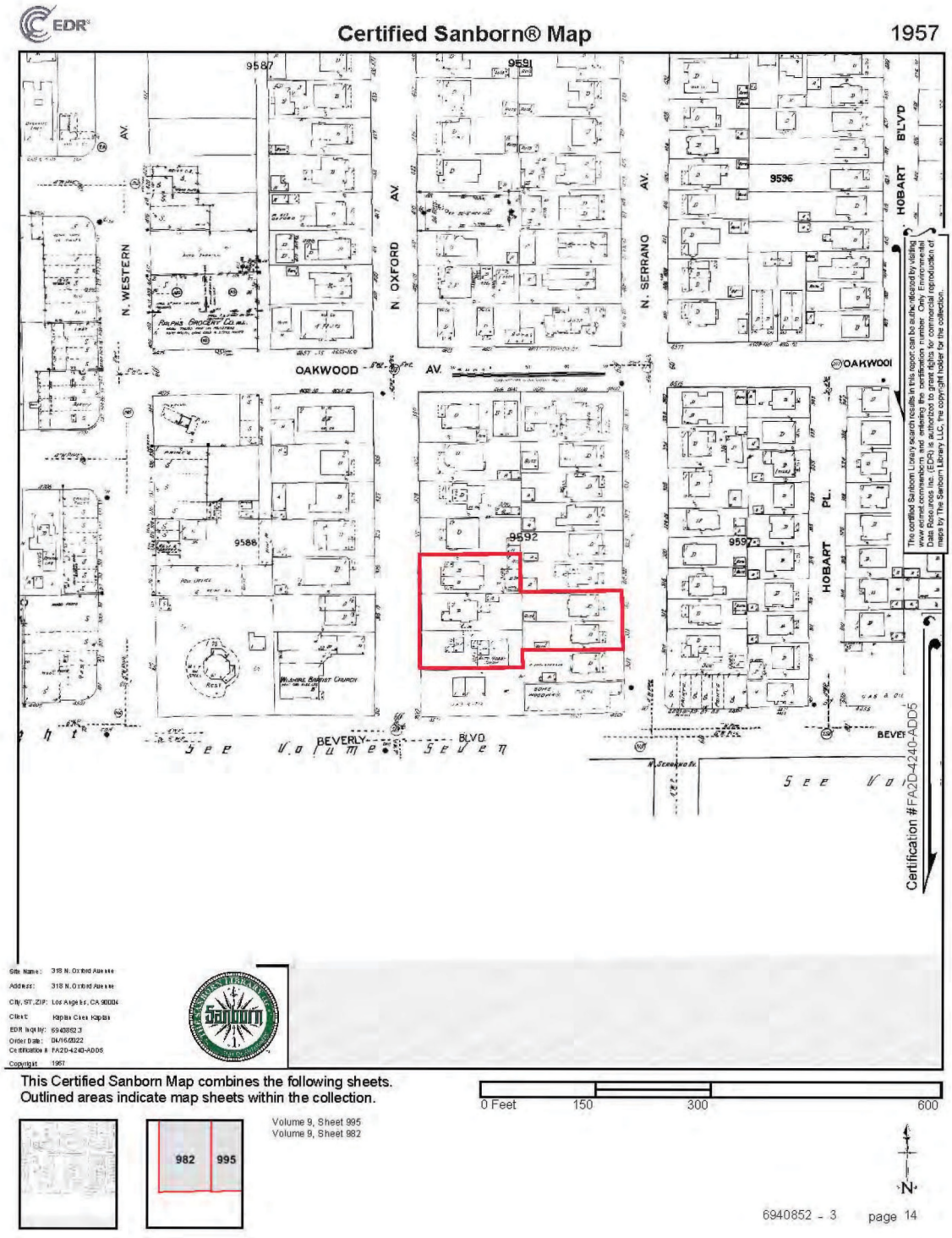
Sanborn Insurance Map 1921



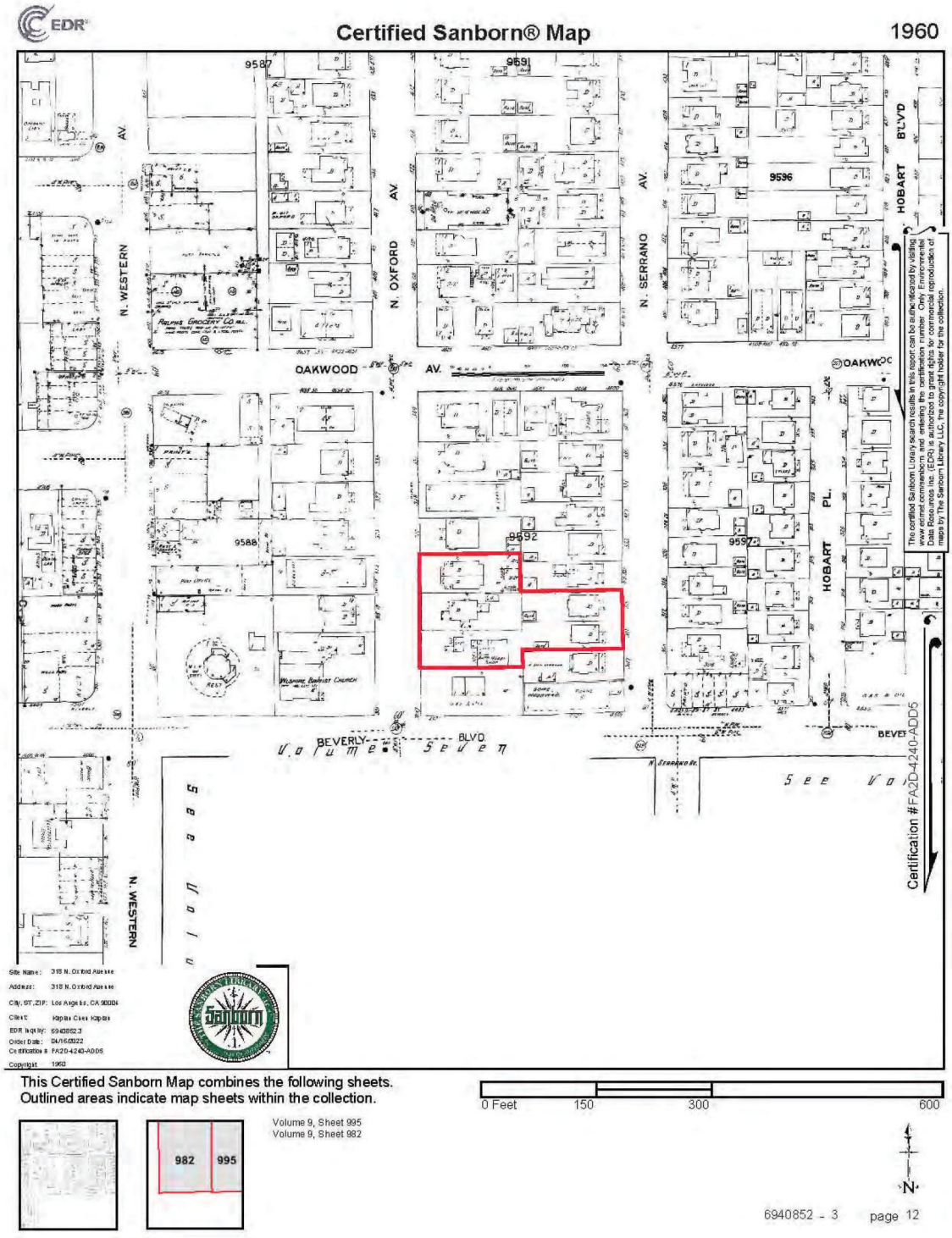
Sanborn Insurance Map 1950



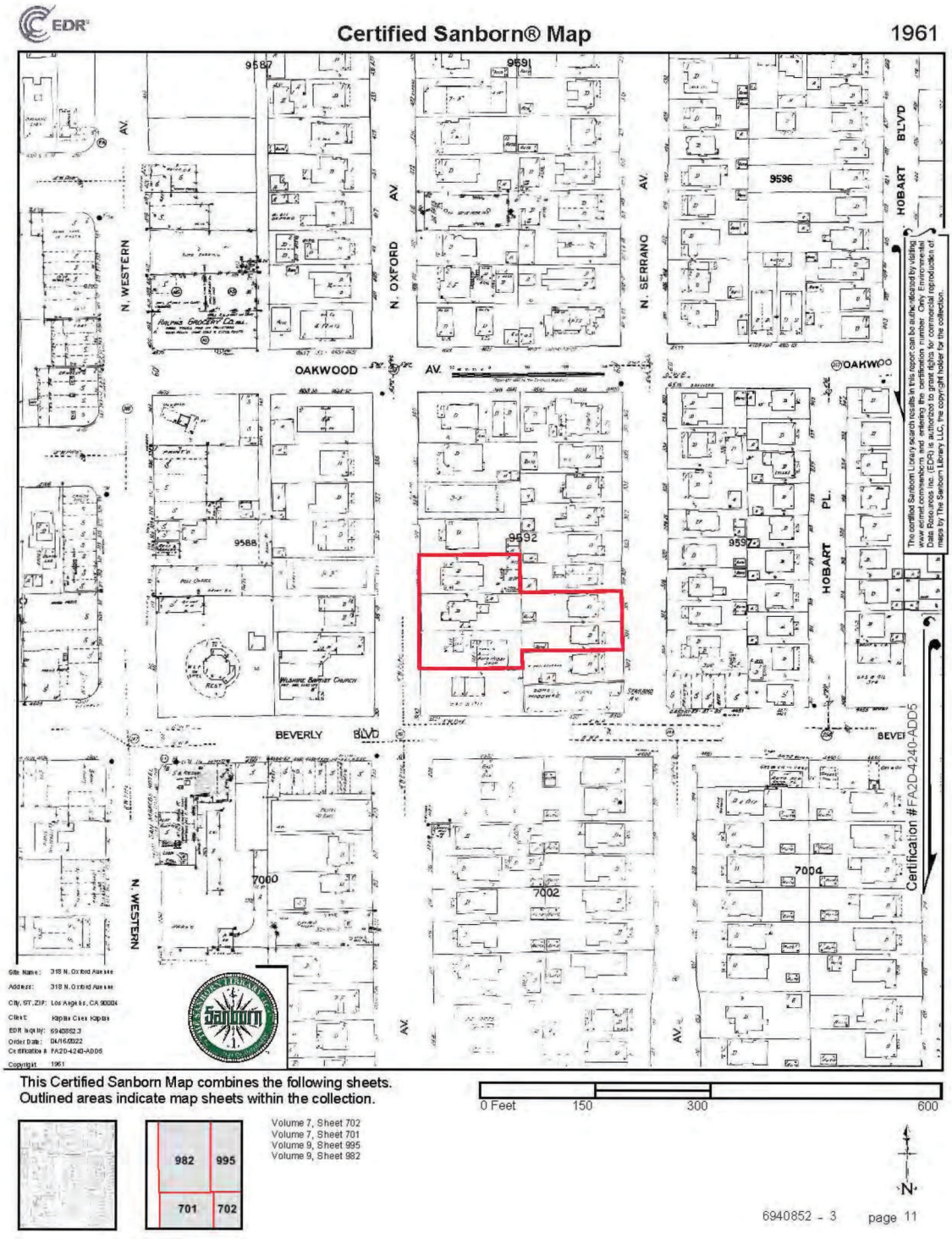
Sanborn Insurance Map 1955



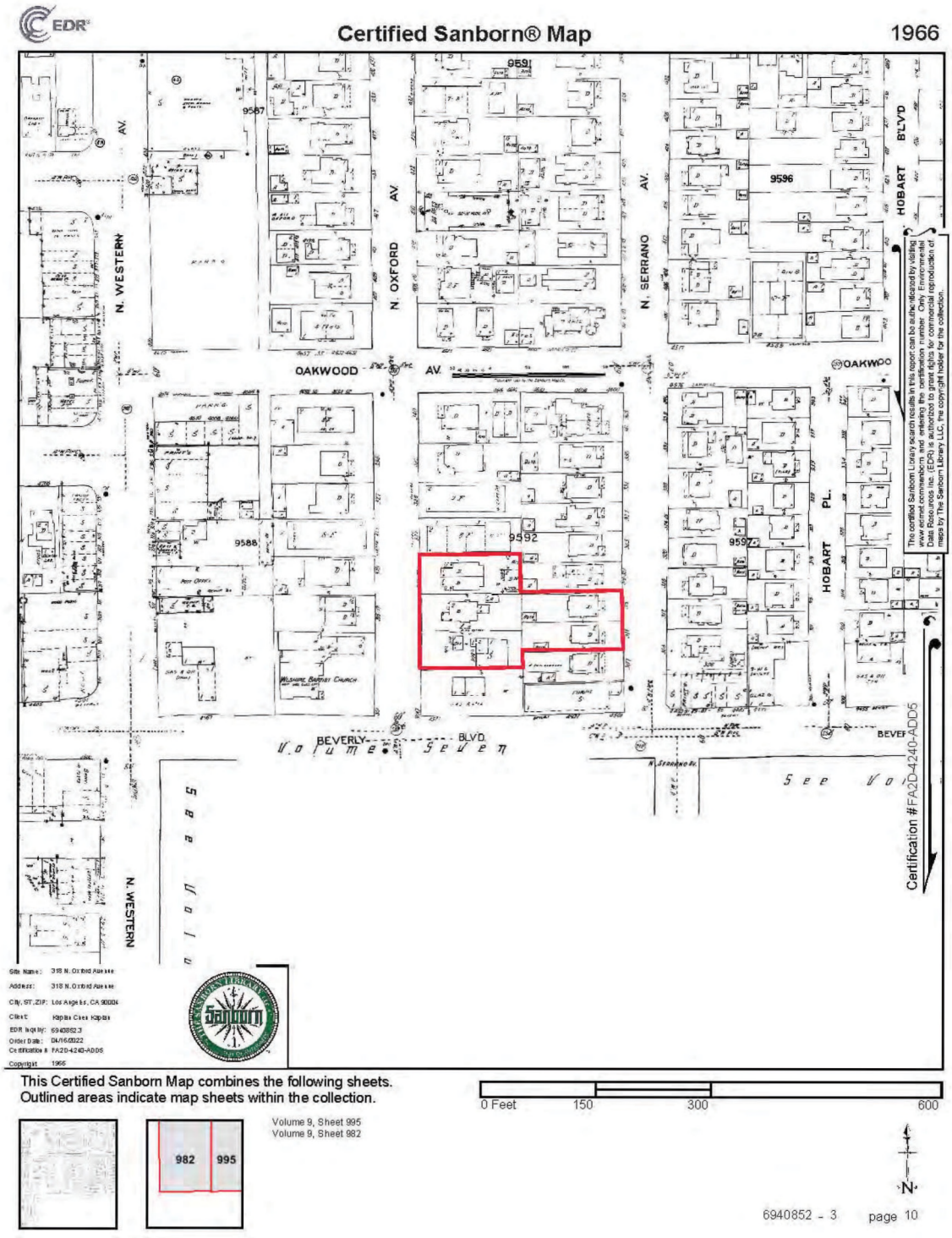
Sanborn Insurance Map 1957



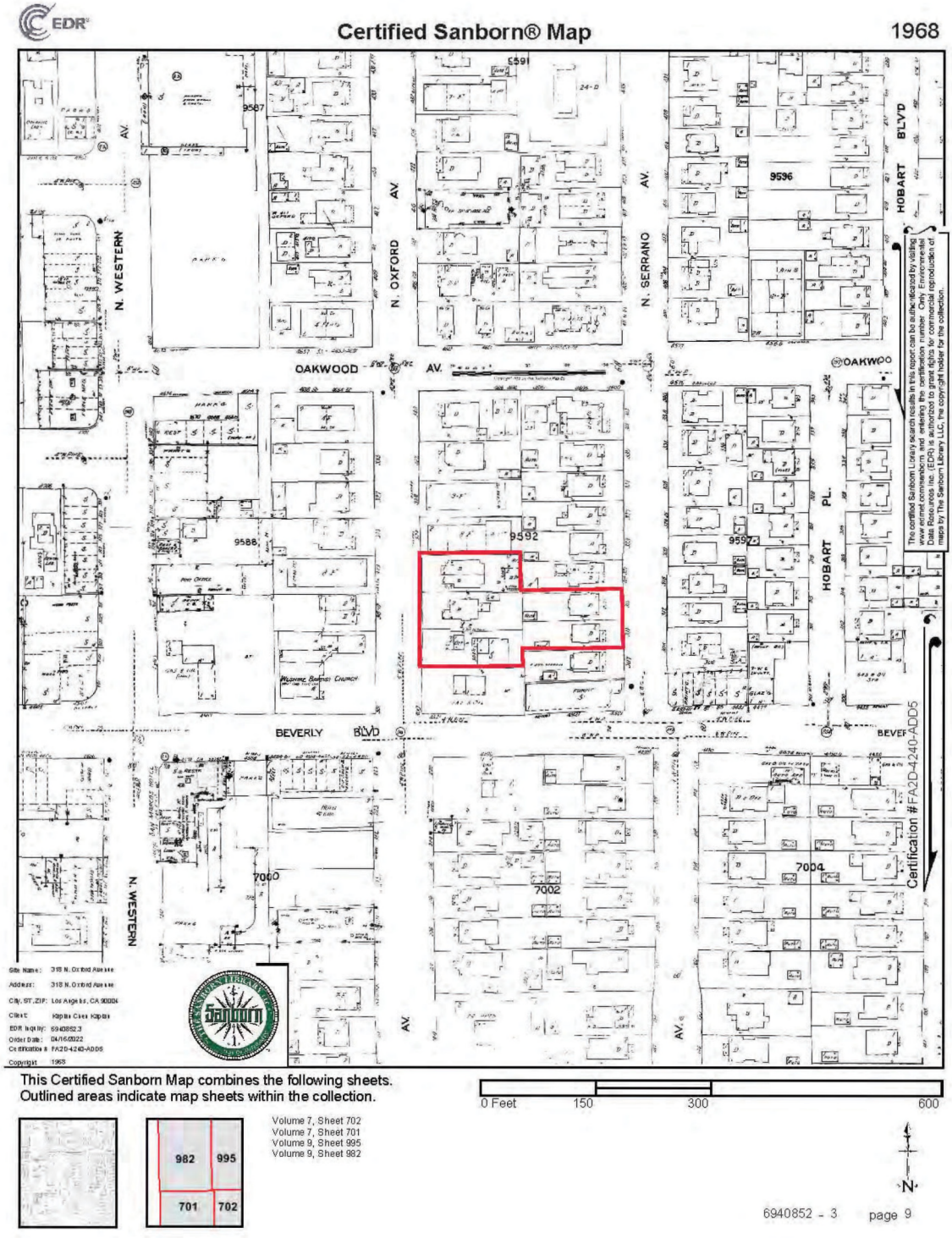
Sanborn Insurance Map 1960



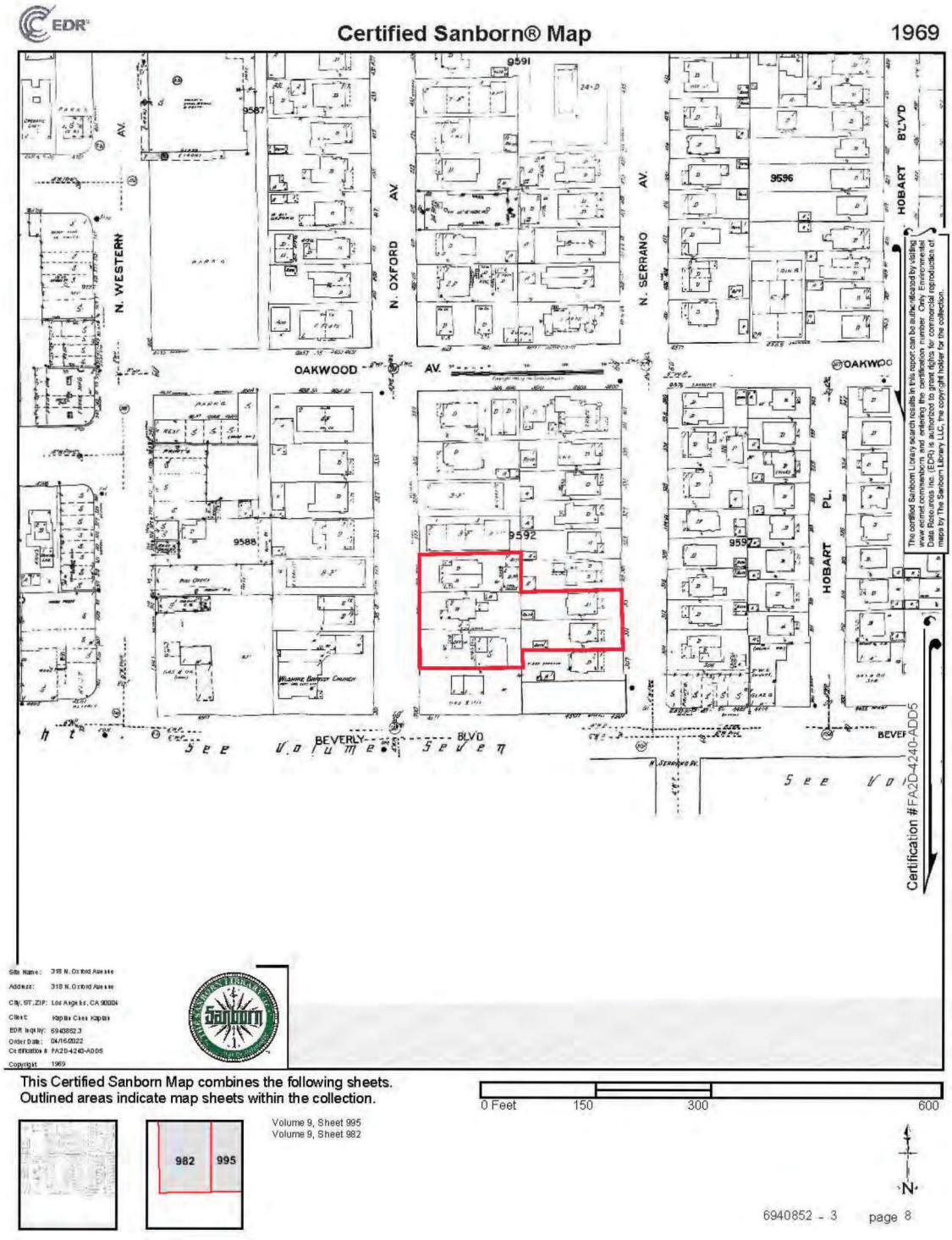
Sanborn Insurance Map 1961



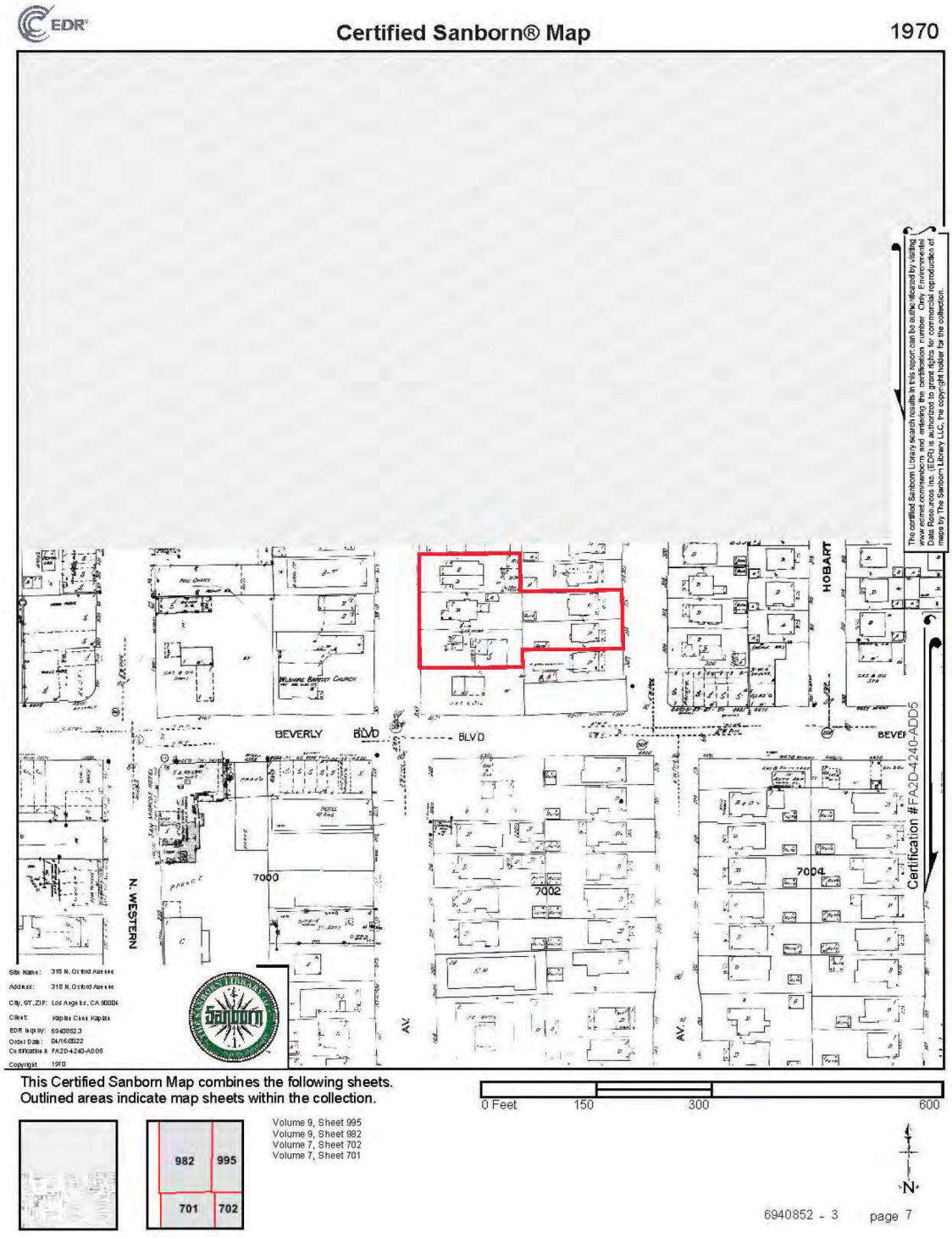
Sanborn Insurance Map 1966



Sanborn Insurance Map 1968



Sanborn Insurance Map 1969



Sanborn Insurance Map 1970

A A : P ecor s

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 _ *Resource Name or #: (Assigned by recorder) 318 N. Oxford Avenue, Los Angeles, CA
P1. Other Identifier: _____

*P2. Location: ☐Not for Publication ☐Unrestricted
*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' QuadDateT; R; ☐ of ☐ of Sec; B.M.
c. Address City 318 N. Oxford Avenue, Los Angeles Zip 90004
d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN
e. Other Locational Data: (eg., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN: 5521-028-014

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The two-story building is 2,485 square feet and two-stories and has influences of the Spanish Colonial Revival architectural style in the design of its front elevation and along a portion of its south elevation. The building has a flat roof. It is stucco-clad however the finish and texture of the stucco does not appear to be original. It is rectangular in plan with a two-story front porch. The two-story porch area is located on the north end of the front elevation. There is an arch that opens onto an upper balcony and below an arched entry to the porch landing with an entry door. There are also arched openings on the north side of the porch, but not on the south side. The porch has corners at the roof parapet that step up and are connected by a short railing. The south side of the front elevation has a window at the upper and lower levels and a vent above the upper window. The windows have metal security bars. A one-story porch is attached to the south end of the front elevation. There are no other architectural details on the front elevation of the building. The north elevation is devoid of architectural details. Windows are arranged to support interior functions. The original windows were replaced in 1985 with aluminum frame windows. The one-story porch projects out on the south elevation and features two arched openings. The porch has a flat roof; the parapet of the porch has three projecting piers, one at each end of the porch and one in the middle. To the east of this porch is a stacked chimney.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. Resource Attributes: (List attributes and codes) HP3

*P4. Resources Present: X ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) March 2022

*P6. Date Constructed/Age and Source: X ☐ Historic ☐ Prehistoric ☐ Both 1920

*P7. Owner and Address:

*P8. Recorded by: (Name, affiliation, and address) Pam O'Connor, Kaplan Chen Kaplan, 2526 18th St., Santa Monica, CA 90405

*P9. Date Recorded: 4/2022 Survey Type: (Describe) Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") *Historic Resources Survey, 308 & 318 N. Oxford Ave., Kaplan Chen Kaplan, 4/2022*

*Attachments: ☐NONE ☐Location 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 ▯ The Resources Agency Primary # DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

1*Resource Name or # (Assigned by recorder) 318 N. Oxford Avenue, Los Angeles _*NRHP Status Code: 6Z

B1Historic Name: B2. Common Name: B3. Original Use: Single-Family Dwelling
B4. Present Use: Duplex
*B5. Architectural Style: Spanish Colonial Revival
*B6. Construction History: (Construction date, alterations, and date of alterations)

The property at 318 N. Oxford Avenue was developed with a duplex residence in 1920 for owner C.R. Richmond. The architect was Thomas Jewell and the owner was the contractor. In 1928 owner Richmond, as architect and contractor, added “two bedrooms one bathroom dressing room closet for clothing and stairway and hall. Also, front porch with cement steps.” In 1931 owner Richmond took out a building permit for interior work including in the kitchen are. In 1985 owner Chang Bum Huh took out a permit to “remove bearing walls to enlarge family and bedrooms and relace with aluminum windows.” The engineer was Philip Ashamallah and the contractor was D.Y. Construction.

*B7. Moved? No Date: Original Location:
*B8. Related Features:
B9a. Architect: Thomas Jewell b. Builder: C.R. Richmond
*B10. Significance: Theme: Spanish Colonial Revival Architecture Area: Architecture and Engineering
Period of Significance: 1915-1942 Property Type: Duplex Applicable Criteria None (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.

ear	*Na e*	*Occupation*
1924	Charles Richman	No occupation listed
1924-2929	Claude Richman Alice Richman	Carpenter No occupation listed
1929	Howard Lawrence Mary Lawrence	Manager, grocery store No occupation listed
1933	Carl Reddick Ida Reddick	Salesman No occupation listed
1933	Chesley Cook Elsie Cook	Clerk No occupation listed
1933	Flora Lipkin	Clerk
1937	Alf Lipsey Clara Lipsey	Gas station attendant No occupation listed
1937	Bert Hall	Restaurant worker
1942	James Shannon	Salesman
1942-1951	Maurice Jacobson	Salesman

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:
Historic Resources Survey, 308 & 318 N, Oxford Ave.,
, Kaplan Chen Kaplan, 0

B13. Remarks:

*B14. Evaluator: Pam O’Connor, Kaplan Chen Kaplan
*Date of Evaluation: 4/2022

(This space reserved for official comments.)



From: Sara Delgadillo
To: jason@localdevinc.com
Cc: DaNeisha Nichols; Adam Norvell
Subject: Re: HRA Submittal
Date: Wednesday, July 13, 2022 8:44:36 AM

Hi Jason,

The OHR concurs with the report findings. The properties at 308 and 318 N Oxford Avenue are not historic resources for purposes of the California Environmental Quality Act (CEQA).

Let me know if you have any remaining questions.

Best,
Sara

Sara Delgadillo
Pronouns: She, Her, *Ella*
Office of Historic Resources
221 N. Figueroa St., Suite 1350
Los Angeles, CA 90012
T: (213) 847-3650

On Tue, Jul 12, 2022 at 1:55 PM <jason@localdevinc.com> wrote:

> Hi Sara,
>
> Thought I'd check in with you here. Let us know when we might be able to receive your review.
>
> Kindly,
>
> Jason
>
> ---
>
> **From:** Sara Delgadillo <Sara.Delgadillo@lacity.org>
> **Sent:** Tuesday, June 21, 2022 9:05 AM
> **To:** Jason Grant <jason@localdevinc.com>
> **Subject:** Re: HRA Submittal

Thanks for understanding!

Sara

On Tue, Jun 21, 2022 at 9:04 AM Jason Grant <jason@localdevinc.com> wrote:

> That works just fine, thank you for getting back to us!
>
> > On Jun 21, 2022, at 9:03 AM, Sara Delgadillo <Sara.Delgadillo@lacity.org> wrote:
> >
> > Hi Jason,
> >
> > Pardon the delayed response. We're a bit behind on reviewing reports due to vacations and several staff being out sick in the last couple weeks. I'm adding a reminder to my calendar to touch base with you in the last week of June. Does that work?
> >
> > Best,
> > Sara
> >
> > **Sara Delgadillo**
> >
> > Pronouns: She, Her, *Ella*
> >
> > **Office of Historic Resources**
> > 221 N. Figueroa St., Suite 1350
> >
> > Los Angeles, CA 90012
> >
> > T: (213) 847-3650
> >
> > On Wed, Jun 15, 2022 at 8:18 PM <jason@localdevinc.com> wrote:

Good Evening Sara,

Just trying to get a sense of where this review is. It's not imminent on our end; just trying to find out when we should expect to receive it.

Kindly,

Jason

From: jason@localdevinc.com <jason@localdevinc.com>
Sent: Tuesday, June 14, 2022 1:07 PM
To: 'Sara Delgadillo' <Sara.Delgadillo@lacity.org>
Cc: 'Adam Norvell' <anorvell@manhattanwest.com>; 'Miguel Sotelo' <miguel.sotelo@lacity.org>; 'DaNeisha Nichols' <dnichols@manhattanwest.com>
Subject: RE: HRA Submittal

Good Afternoon Sara,

Just following up on the below e-mail.

Kindly,

Jason

From: jason@localdevinc.com <jason@localdevinc.com>
Sent: Wednesday, June 8, 2022 1:48 PM
To: 'Sara Delgadillo' <Sara.Delgadillo@lacity.org>
Cc: 'Adam Norvell' <anorvell@manhattanwest.com>; 'Miguel Sotelo' <miguel.sotelo@lacity.org>; 'DaNeisha Nichols' <dnichols@manhattanwest.com>
Subject: RE: HRA Submittal

Hi Sara,

I hope all is well. Just thought I'd check in here to see how the initial review of the report was coming along and if we could expect any feedback in the next couple of weeks.

Kindly let us know

Jason

From: Sara Delgadillo <Sara.Delgadillo@lacity.org>
Sent: Wednesday, May 11, 2022 8:48 AM
To: jason@localdevinc.com
Cc: Adam Norvell <anorvell@manhattanwest.com>; Miguel Sotelo <miguel.sotelo@lacity.org>; DaNeisha Nichols <dnichols@manhattanwest.com>
Subject: Re: HRA Submittal

Hi Jason,

Give us about 4 weeks to review the report.

Thanks,

Sara

Sara Delgadillo

Pronouns: She, Her, *Ella*

Preservation Planner
Office of Historic Resources
221 N. Figueroa St., Suite 1350

Los Angeles, CA 90012

T: (213) 847-3650

On Tue, May 10, 2022 at 3:16 PM <jason@localdevinc.com> wrote:

> Thank you and see attached.
>
> Just so we know, will this review take days, weeks, months, etc?
>
> I know we're low priority but just trying to get a sense of timing.
>
> Kindly,
>
> Jason
>
> ---
>
> **From:** Sara Delgadillo <Sara.Delgadillo@lacity.org>
> **Sent:** Tuesday, May 10, 2022 2:56 PM
> **To:** jason@localdevinc.com
> **Cc:** Miguel Sotelo <miguel.sotelo@lacity.org>; DaNeisha Nichols <dnichols@manhattanwest.com>
> **Subject:** Re: HRA Submittal
>
> You can submit it to me via email attachment.
>
> Sara
>
> **Sara Delgadillo**
>
> Pronouns: She, Her, *Ella*

Preservation Planner
Office of Historic Resources
221 N. Figueroa St., Suite 1350

Los Angeles, CA 90012

T: (213) 847-3650

On Tue, May 10, 2022 at 2:16 PM <jason@localdevinc.com> wrote:

> Understood. I would like to submit it now please. How would I go about that?

From: Sara Delgadillo <Sara.Delgadillo@lacity.org>
Sent: Tuesday, May 10, 2022 2:16 PM
To: Jason Grant <jason@localdevinc.com>
Cc: Miguel Sotelo <miguel.sotelo@lacity.org>; DaNeisha Nichols <dnichols@manhattanwest.com>
Subject: Re: HRA Submittal

Hi Jason,

You can submit your report to the Office of Historic Resources for review ahead of a project application. However, I must warn that review of the report by staff would have the lowest priority as review of reports associated with a project application receive the highest priority by our limited amount of staff.

Let me know how you'd like to proceed.

Best,

Sara

Sara Delgadillo

Pronouns: She, Her, *Ella*

Preservation Planner
Office of Historic Resources
221 N. Figueroa St., Suite 1350

Los Angeles, CA 90012

T: (213) 847-3650

On Mon, May 9, 2022 at 8:40 PM Jason Grant <jason@localdevinc.com> wrote:

> Hi Sara, Miguel,
>
> I have a general question I was wondering if you could help me with.
>
> I am working to redevelop a property in koreatown into a 100-unit mixed use apartment building. The property is mostly surface parking, but there is an office, a retail space and a duplex that was built in the early 1900's.
>
> Due to the age of the duplex we had a Historic Assessment Report done by a City of LA approved Historian who found that the duplex is not historic.
>
> We won't be ready to submit for entitlements for a few months, but with the report ready now, I thought it'd be a good idea to get it into OHR for review now.
>
> Can you please let me know what I need and how to go about submitting the report? Is it ok to submit it now prior to our submittal to the Dept of City Planning for discretionary entitlements?
>
> Please let me know your thoughts.
>
> Kindly,
>
> Jason

Virus-free. www.avast.com

Exhibit C

LAHD Determination Letter

Ann Sewill, General Manager
Tricia Keane, Executive Officer

Daniel Huynh, Assistant General Manager
Anna E. Ortega, Assistant General Manager
Luz C. Santiago, Assistant General Manager

City of Los Angeles

Eric Garcetti, Mayor

LOS ANGELES HOUSING DEPARTMENT
1200 West 7th Street, 9th Floor
Los Angeles, CA 90017
Tel: 213.928.9071

housing.lacity.org

DATE: September 1, 2022

TO: Beverly Hot Springs, Inc., a California corporation (-003 and -021), Yang Cha Huh, aka Yang Cha Kim, a single woman, as her sole and separate property (-005), Yang Cha Kim, a widow and Eddie Huh, a married man as his sole and separate property, as joint tenants (-014), Owner
Jason Grant, Representative

FROM: Marites Cunanan, Senior Management Analyst II p.p.
Los Angeles Housing Department

SUBJECT: **Housing Crisis Act of 2019 (SB 8)**
(DB) Replacement Unit Determination
RE: 308 – 320 North Oxford Avenue, Los Angeles, CA 90004
311 – 321 North Serrano Avenue, Los Angeles, CA 90004

Based on the SB 8 Application for a Replacement Unit Determination (RUD) submitted by Jason Grant (Representative) on behalf of Beverly Hot Springs, Inc., a California corporation (-003 and -021), Yang Cha Huh, aka Yang Cha Kim, a single woman, as her sole and separate property (-005), Yang Cha Kim, a widow and Eddie Huh, a married man as his sole and separate property, as joint tenants (-014) (Owner), for the above referenced property located at 308 – 320 N. Oxford Ave. & 311 – 321 N. Serrano Ave. (APNs 5521-028-003, -021, -005 and -014, Lots 24 (arb 1), 25, 26, 27, 28 (arb 1) and 29) (Property) the Los Angeles Housing Department (LAHD) has made the following determination in regards to the above-referenced application. Three (3) units existed on the property within the last 5 years. Three (3) units subject to the Rent Stabilization Ordinance (RSO) are subject to replacement pursuant to the requirements of California Government Code Section 66300, as "Protected Units" with two (2) of the three (3), subject to replacement as affordable "Protected Units."

PROJECT SITE REQUIREMENTS:

The Housing Crisis Act of 2019, as amended by SB 8 (California Government Code Section 66300 et seq.), prohibits the approval of any proposed housing development project ("Project") on a site ("Property") that will require demolition of existing dwelling units or occupied or vacant "Protected Units" unless the Project replaces those units as specified below. The replacement requirements below apply to the following projects:

- Discretionary Housing Development Projects that receive a final approval from Los Angeles City Planning (LACP) on or after January 1, 2022,
- Ministerial On-Menu Density Bonus, SB 35 and AB 2162 Housing Development Projects that submit an application to LACP on or after January 1, 2022, and
- Ministerial Housing Development Projects that submit a complete set of plans to the Los Angeles Department of Building & Safety (LADBS) for Plan Check and permit on or after January 1, 2022.

Replacement of Existing Dwelling Units
The Project shall provide at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the Property within the past 5 years.

Replacement of Existing or Demolished Protected Units
The Project must also replace all existing or demolished "Protected Units". Protected Units are those residential dwelling units on the Property that are, or were, within the 5 years prior to the owner's application for a SB 8 Replacement Unit Determination (SB 8 RUD): **(1)** subject to a recorded covenant, ordinance, or law that restricts

rents to levels affordable to persons and families of lower or very low income, **(2)** subject to any form of rent or price control through a public entity's valid exercise of its police power within the 5 past years **(3)** occupied by lower or very low income households (an affordable Protected Unit), or **(4)** that were withdrawn from rent or lease per the Ellis Act, within the past 10 years.

Whether a unit qualifies as an affordable Protected Unit, is primarily measured by the INCOME level of the occupants (i.e. W-2 forms, tax return, pay stubs, etc.). The Los Angeles Housing Department (LAHD) will send requests for information to each occupant of the existing project. Requests for information can take two (2) or more weeks to be returned. It is the owner's responsibility to work with the occupants to ensure that the requested information is timely produced.

- ***In the absence of occupant income documentation***: Affordability will default to the percentage of extremely low, very low or low income renters in the jurisdiction as shown in the latest HUD Comprehensive Housing Affordability Strategy (CHAS) database, which as of October 1, 2021, is at 28% extremely low income, 18% very low income and 18% low income for Transit Oriented Communities (TOC) projects and 46% very low income and 18% low income for Density Bonus (DB) projects. In the absence of specific entitlements, the affordability will default to 46% very low income and 18% low income. The remaining 36% of the units are presumed above-low income. All replacement calculations resulting in fractional units shall be rounded up to the next whole number.

Replacement of Protected Units Subject to the Rent Stabilization Ordinance (RSO), Last Occupied by Persons or Families at Moderate Income or Above

The City has the option to require that the Project provide: **(1)** replacement units affordable to low income households for a period of 55 years (rental units subject to a recorded covenant), OR **(2)** require the units to be replaced in compliance with the RSO.

Relocation, Right to Return, Right to Remain:

All occupants of Protected Units (as defined in California Government Code Section 66300(d)(2)(F)(vi)) being displaced by the Project have the right to remain in their units until six (6) months before the start of construction activities with proper notice subject to Chapter 16 (Relocation Assistance) of Division 7, Title I of the California Government Code ("Chapter 16"). However, all **Lower Income Household** (as defined in California Health and Safety Code Section 50079.5) occupants of Protected Units are **also** entitled to: **(a)** Relocation benefits also subject to Chapter 16, and **(b)** the right of first refusal ("Right to Return") to a comparable unit (same bedroom type) at the completed Project. If at the time of lease up or sale (if applicable) of a comparable unit, a returning occupant remains income eligible for an "affordable rent" (as defined in California Health and Safety Code Section 50053) or if for sale, an "affordable housing cost" (as defined in California Health and Safety Code Section 50052.5), owner must also provide the comparable unit at the "affordable rent" or "affordable housing cost", as applicable. This provision does not apply to: **(1)** a Project that consists of a Single Family Dwelling Unit on a site where a Single Family Dwelling unit is demolished, and **(2)** a Project that consists of 100% lower income units except Manager's Unit.

THE PROPOSED HOUSING DEVELOPMENT PROJECT:

Per the statement received by LAHD on June 14, 2022, the Owner plans to demolish the existing structures and construct a new mixed-use building with one hundred and two (102) residential apartment units on the Property using incentives under the Density Bonus.

PROPERTY STATUS (AKA THE "PROJECT SITE"):

Owner submitted an Application for a RUD for the Property on June 14, 2022. In order to comply with the required **5-year** look back period, LAHD collected and reviewed data from June 2017 to June 2022.

Review of Documents:

Per the grant deed and quitclaim deeds, Owner acquired:

- 308 – 312 N. Oxford Ave. & 311 – 315 N. Serrano Ave. (APNs 5521-028-003 and -021) per quitclaim deed recorded on February 3, 2010;
- 319 – 321 N. Serrano Ave. (APN 5521-028-005) per quitclaim deed recorded on June 25, 2008; and
- 318 – 320 N. Oxford Ave. (APN 5521-028-014) per grant deed recorded on December 12, 2012.

Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPAMS), DataTree database, Billing Information Management System (BIMS) database, and the Code, Compliance, and Rent Information System (CRIS) database, indicates a use codes of "1100 – Commercial – Store – One Story" (APN 5521-028-003), "1901 – Commercial – Professional Building" (APN 5521-028-021), "0100 – Residential – Single Family Residence" (APN 5521-028-005) and "0300 – Residential – Three Units (Any Combination) – 4 Stories or Less" (APN 5521-028-014). The RSO Unit confirmed that although the databases show a single family dwelling exists on APN 5521-028-005, it is currently a vacant lot, on which previously sat a duplex which was demolished sometime around October 2012. Google images, an internet search and the RSO Unit supports that the Property has contained commercial structures and three (3) residential units subject to the RSO within the five (5) year look back period.

The LADBS database indicates that the Owner has not applied for a new Building Permit or Demolition Permits.

REPLACEMENT UNIT DETERMINATION:

The Existing Residential Dwelling Units at the Property within the last five years:

ADDRESS	BEDROOM TYPE	"PROTECTED?"	BASIS OF "PROTECTED" STATUS
318 N. Oxford Ave.	2 Bedrooms	Yes	RSO, Affordable Protected Unit
318½ N. Oxford Ave.	2 Bedrooms	Yes	RSO, Affordable Protected Unit
320 N. Oxford Ave.	2 Bedrooms	Yes	RSO, Affordable Protected Unit
Totals: 3 Units	**6 Bedrooms**		

On June 24, 2022, tenant packets were sent to the three (3) existing units on the Property. As of August 30, 2022, LAHD has not received a response from any of the occupants.

Pursuant to SB 8, where incomes of existing or former tenants are unknown, the required percentage of affordability is determined by the percentage of extremely low, very low, and low income rents in the jurisdiction as shown in the HUD Comprehensive Housing Affordability Strategy (CHAS) database. At present, the Comprehensive Housing Affordability Strategy (CHAS) database shows 28% extremely low income, 18% very low income and 18% low income for Transit Oriented Communities (TOC) projects and 46% very low income and 18% low income for Density Bonus projects. In the absence of specific entitlements, the affordability will default to 46% very low income and 18% low income. The remaining 36% of the units are presumed above-low income.

<table>
<tr><td>Number of Existing Residential Dwelling Units within ten (10) years of Owner's application:</td><td>5</td></tr>
<tr><td><u>Number of Protected Units Ellised within the last (10) years:</u></td><td>0</td></tr>
<tr><td>Number of Affordable Replacement Units required per CHAS:
<table>
<tr><th>3 Units x 64%</th><th>2 Units</th></tr>
<tr><td>46% Very Low</td><td>1 Unit</td></tr>
<tr><td>18% Low</td><td>1 Unit</td></tr>
<tr><td>Market Rate RSO units</td><td>1 Unit</td></tr>
</table></td><td>2</td></tr>
<tr><td>Number of Unit(s) presumed to be above-lower income subject to replacement:</td><td>1</td></tr>
</table>

For Rental:

No income documents were received. Pursuant to CHAS, two (2) units need to be replaced with equivalent type units, with one (1) unit restricted to Very Low Income Households and one (1) unit restricted to Low Income Households.

For the one (1) remaining unit presumed to have been occupied by an above-lower income person or household, as permitted by California Government Code §65915(c)(3)(C)(ii), the City has opted to require that those unit(s) be replaced in compliance with the RSO.

Unless tenant income verification documents prove the unit(s) was/were occupied by a lower income or below lower income household(s) at the time of application, the bedroom size of the existing units and the proportionality of the bedroom sizes of the new units, whichever is more restrictive will be considered to determine the bedroom types of the replacement units.

Please note that all the new units may be subject to RSO requirements unless the RSO is not applicable, or an RSO Exemption is filed and approved by the RSO Section. This determination is provisional and subject to verification by the RSO Section.

This RUD only applies if the proposed project is a rental DB project and NOT condominiums. In the event the project changes to condominiums, the owner needs to request a RUD amendment to reflect 100% replacement of the units. In addition, if the project is changed from DB to TOC, a RUD amendment will also be required.

NOTE: This determination is provisional and is subject to verification by LAHD's Rent Division.

If you have any questions about this RUD, please contact Nicholas Kawazoe at nicholas.kawazoe@lacity.org.

cc: Los Angeles Housing Department File
Planning.PARP@lacity.org, Department of City Planning for discretionary projects, or
LADBS.ahs@lacity.org, Department of Building and Safety for by-right projects

MAC:nk

Exhibit D

Public Communications

308 N. Oxford Avenue

Jordan Rubinstejn

Postal Code:

Email Address: jruby87@aol.com

Date of Submission: Tue, 04/25/2023 - 11:51

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Latisha Hodges

Postal Code:

Email Address: Lstanberry25@gmail.com

Date of Submission: Mon, 04/24/2023 - 13:54

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Nancii Synn

Postal Code:

Email Address: nanciisynn@me.com

Date of Submission: Fri, 04/21/2023 - 11:32

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Julian Kim

Postal Code:

Email Address: Juliankim74@yahoo.com

Date of Submission: Fri, 04/21/2023 - 11:15

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Julie Mersola

Postal Code:

Email Address: Julieemersola@yahoo.com

Date of Submission: Fri, 04/21/2023 - 11:04

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

melissa Kim

Postal Code:

Email Address: melkim804@yahoo.com

Date of Submission: Fri, 04/21/2023 - 11:01

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Yana Kendrick

Postal Code:

Email Address: Ycksservicesca@gmail.com

Date of Submission: Fri, 04/21/2023 - 10:58

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Yana Kendrick

Postal Code:

Email Address: Ycksservicesca@gmail.com

Date of Submission: Fri, 04/21/2023 - 10:57

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Jung Whan Lee

Postal Code:

Email Address: tradingpostliquor@gmail.com

Date of Submission: Fri, 04/21/2023 - 10:53

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Steve Yoon

Postal Code:

Email Address: stevesyoon71@gmail.com

Date of Submission: Fri, 04/21/2023 - 10:50

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Janet Yoon

Postal Code:

Email Address: j.yoon@yahoo.com

Date of Submission: Fri, 04/21/2023 - 10:48

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Christina Tayman

Postal Code:

Email Address: taymanchristina@yahoo.com

Date of Submission: Fri, 04/21/2023 - 10:47

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Horacio Martinez

Postal Code:

Email Address: horaciom00@outlook.com

Date of Submission: Fri, 04/21/2023 - 10:44

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Alex Day

Postal Code:

Email Address: alexday98@gmail.com

Date of Submission: Thu, 04/20/2023 - 12:31

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Andy Chen

Postal Code:

Email Address: andychihchen@gmail.com

Date of Submission: Wed, 04/19/2023 - 13:06

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

David Nichols

Postal Code:

Email Address: davidnichols107@gmail.com

Date of Submission: Wed, 04/19/2023 - 12:28

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Martin Mendoza

Postal Code:

Email Address: astonmartinbby@gmail.com

Date of Submission: Wed, 04/19/2023 - 09:52

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

JaNae Clausell

Postal Code:

Email Address: jcuteyes@aol.com

Date of Submission: Wed, 04/19/2023 - 09:27

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Ryan Duitch

Postal Code:

Email Address: ryanduitch@gmail.com

Date of Submission: Wed, 04/19/2023 - 09:03

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Ariel Henderson

Postal Code:

Email Address: mrs.arielhenderson@gmail.com

Date of Submission: Wed, 04/19/2023 - 08:07

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Steven Bimmerman

Postal Code:

Email Address: sbimmerman@gmail.com

Date of Submission: Wed, 04/19/2023 - 07:54

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Kalina Gebeyehou

Postal Code:

Email Address: syntax-muscly01@icloud.com

Date of Submission: Wed, 04/19/2023 - 07:34

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Breaunna Henderson

Postal Code:

Email Address: awwsmylief@gmail.com

Date of Submission: Wed, 04/19/2023 - 07:22

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Kim Pickett

Postal Code:

Email Address: Kaydeepea0630@gmail.com

Date of Submission: Wed, 04/19/2023 - 07:12

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Marc Henderson

Postal Code:

Email Address: mr.marchenderson@gmail.com

Date of Submission: Wed, 04/19/2023 - 06:32

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Emil Gurfinkel

Postal Code:

Email Address: egurfinkel@gmail.com

Date of Submission: Tue, 04/18/2023 - 18:44

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Michael Davidov

Postal Code:

Email Address: mdavidov1988@gmail.com

Date of Submission: Tue, 04/18/2023 - 15:33

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Michael Schwartz

Postal Code:

Email Address: mike.schwartz43@gmail.com

Date of Submission: Tue, 04/18/2023 - 09:39

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Daniel Neman

Postal Code:

Email Address: dneman@gmail.com

Date of Submission: Mon, 04/17/2023 - 21:28

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Ali Leventhal

Postal Code:

Email Address: alileventhal@gmail.com

Date of Submission: Mon, 04/17/2023 - 16:38

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Mallory Weiler

Postal Code:

Email Address: mallorybanks22@yahoo.com

Date of Submission: Mon, 04/17/2023 - 16:06

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Gabriel Shalom

Postal Code:

Email Address: gshalom11@gmail.com

Date of Submission: Mon, 04/17/2023 - 15:58

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Joe Kramer

Postal Code:

Email Address: joedkramer@gmail.com

Date of Submission: Mon, 04/17/2023 - 15:26

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Aria Chomut

Postal Code:

Email Address: aria@ocgdevelopment.com

Date of Submission: Mon, 04/17/2023 - 13:50

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Charles DeSantis

Postal Code:

Email Address: charlesjdesantis@gmail.com

Date of Submission: Mon, 04/17/2023 - 13:48

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

308 N. Oxford Avenue

Shaun Alperin

Postal Code:

Email Address: shaun.alperin@gmail.com

Date of Submission: Mon, 04/17/2023 - 13:44

Submission Letter:
Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

Michelle Carter <michelle.carter@lacity.org>

We Need All the Housing We Can Get 308 N. Oxford

1 message

Alex Day <alexday98@gmail.com> Tue, Apr 25, 2023 at 12:09 PM
To: michelle.carter@lacity.org

Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

Michelle Carter <michelle.carter@lacity.org>

LA Needs More Housing 308 N. Oxford

1 message

Ali Leventhal <alileventhal@gmail.com> Tue, Apr 25, 2023 at 12:09 PM
To: michelle.carter@lacity.org

Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

Michelle Carter <michelle.carter@lacity.org>

More Housing Without Delay 308 N. Oxford

1 message

Andy Chen <andychihchen@gmail.com> Tue, Apr 25, 2023 at 12:09 PM
To: michelle.carter@lacity.org

Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

Michelle Carter <michelle.carter@lacity.org>

Support Housing 308 N. Oxford

1 message

Aria Chomut <aria@ocgdevelopment.com> Tue, Apr 25, 2023 at 12:09 PM
To: michelle.carter@lacity.org

Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

Michelle Carter <michelle.carter@lacity.org>

LA Needs More Housing 308 N. Oxford

1 message

Ariel Henderson <mrs.arielhenderson@gmail.com> Tue, Apr 25, 2023 at 12:09 PM
To: michelle.carter@lacity.org

Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

Michelle Carter <michelle.carter@lacity.org>

Please Approve Housing 308 N. Oxford

1 message

Breaunna Henderson <awwsmylief@gmail.com> Tue, Apr 25, 2023 at 12:09 PM
To: michelle.carter@lacity.org

Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

Michelle Carter <michelle.carter@lacity.org>

We Need All the Housing We Can Get 308 N. Oxford

1 message

Charles DeSantis <charlesjdesantis@gmail.com> Tue, Apr 25, 2023 at 12:09 PM
To: michelle.carter@lacity.org

Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

Michelle Carter <michelle.carter@lacity.org>

LA Needs More Housing 308 N. Oxford

1 message

Daniel Neman <dneman@gmail.com> Tue, Apr 25, 2023 at 12:09 PM
To: michelle.carter@lacity.org

Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

Michelle Carter <michelle.carter@lacity.org>

Support for 308 N. Oxford

1 message

David Nichols <davidnichols107@gmail.com> Tue, Apr 25, 2023 at 12:09 PM
To: michelle.carter@lacity.org

Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

Michelle Carter <michelle.carter@lacity.org>

We Need Housing Like This 308 N. Oxford

1 message

Emil Gurfinkel <egurfinkel@gmail.com> Tue, Apr 25, 2023 at 12:09 PM
To: michelle.carter@lacity.org

Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

Michelle Carter <michelle.carter@lacity.org>

Say Yes to Housing 308 N. Oxford

1 message

Gabriel Shalom <gshalom11@gmail.com> Tue, Apr 25, 2023 at 12:09 PM
To: michelle.carter@lacity.org

Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

Michelle Carter <michelle.carter@lacity.org>

We Need Housing Like This 308 N. Oxford

1 message

Horacio Martinez <horaciom00@outlook.com> Tue, Apr 25, 2023 at 12:09 PM
To: michelle.carter@lacity.org

Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

Michelle Carter <michelle.carter@lacity.org>

Support Housing 308 N. Oxford

1 message

Joe Kramer <joedkramer@gmail.com> Tue, Apr 25, 2023 at 12:09 PM
To: michelle.carter@lacity.org

Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

Michelle Carter <michelle.carter@lacity.org>

We Need Housing Like This 308 N. Oxford

1 message

Jung Whan Lee <tradingpostliquor@gmail.com> Tue, Apr 25, 2023 at 12:09 PM
To: michelle.carter@lacity.org

Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

Michelle Carter <michelle.carter@lacity.org>

We Need All the Housing We Can Get 308 N. Oxford

1 message

Kim Pickett <Kaydeepea0630@gmail.com> Tue, Apr 25, 2023 at 12:09 PM
To: michelle.carter@lacity.org

Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

Michelle Carter <michelle.carter@lacity.org>

LA Needs More Housing 308 N. Oxford

1 message

Latisha Hodges <Lstanberry25@gmail.com> Tue, Apr 25, 2023 at 12:09 PM
To: michelle.carter@lacity.org

Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

Michelle Carter <michelle.carter@lacity.org>

More Housing Now 308 N. Oxford

1 message

Marc Henderson <mr.marchenderson@gmail.com> Tue, Apr 25, 2023 at 12:09 PM
To: michelle.carter@lacity.org

Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

Michelle Carter <michelle.carter@lacity.org>

LA Needs More Housing 308 N. Oxford

1 message

Martin Mendoza <astonmartinbby@gmail.com> Tue, Apr 25, 2023 at 12:09 PM
To: michelle.carter@lacity.org

Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

Michelle Carter <michelle.carter@lacity.org>

Support Housing 308 N. Oxford

1 message

Michael Schwartz <mike.schwartz43@gmail.com> Tue, Apr 25, 2023 at 12:09 PM
To: michelle.carter@lacity.org

Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

Michelle Carter <michelle.carter@lacity.org>

More Housing Without Delay 308 N. Oxford

1 message

Michael Davidov <mdavidov1988@gmail.com> Tue, Apr 25, 2023 at 12:09 PM
To: michelle.carter@lacity.org

Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

Michelle Carter <michelle.carter@lacity.org>

Support Housing 308 N. Oxford

1 message

Ryan Duitch <ryanduitch@gmail.com> Tue, Apr 25, 2023 at 12:09 PM
To: michelle.carter@lacity.org

Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

Michelle Carter <michelle.carter@lacity.org>

We Need All the Housing We Can Get 308 N. Oxford

1 message

Shaun Alperin <shaun.alperin@gmail.com> Tue, Apr 25, 2023 at 12:09 PM
To: michelle.carter@lacity.org

Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

Michelle Carter <michelle.carter@lacity.org>

More Housing Without Delay 308 N. Oxford

1 message

Steve Yoon <stevesyoon71@gmail.com> Tue, Apr 25, 2023 at 12:09 PM
To: michelle.carter@lacity.org

Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.

Michelle Carter <michelle.carter@lacity.org>

More Housing Without Delay 308 N. Oxford

1 message

Steven Bimmerman <sbimmerman@gmail.com> Tue, Apr 25, 2023 at 12:09 PM
To: michelle.carter@lacity.org

Dear Ms. Carter:

RE: CPC-2022-8155-CU-DB-SPR-PHP-VHCA

Los Angeles desperately needs more housing and the proposed development by Manhattan West located at 308 N. Oxford Avenue will create 101-apartment units, 15 of which will be affordable units for very low-income renters. I support this project because in addition to building badly needed housing, the proposed development will enhance the neighborhood by replacing a retail spa, underutilized surface parking, a vacant office, and vacant lot with a thoughtfully designed apartment building in close proximity to transit. The proposed development will be the first larger-scale housing project without any gas appliances and the developer, at their own expense, has rerouted power to this city block which has resulted in the elimination of two nearby power poles. Further, this development will have a positive impact on the abundant retail and other businesses operating along Western Avenue and Beverly Blvd.

I fully support this project for the reasons stated above, the most important of which is that it provides both market-rate and affordable housing in the City of Los Angeles at a time when it is desperately needed. I urge you to approve this housing development without delay.