Appendices

# Appendix A Notice of Preparation and Scoping Meeting Comments

# Appendices

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AMY J. BODEK, AICP Director, Regional Planning DENNIS SLAVIN Chief Deputy Director, Regional Planning

## NOTICE OF PREPARATION OF A DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT AND NOTICE OF PUBLIC SCOPING MEETING

#### DATE: November 16, 2023

**TO:** State Clearinghouse, Responsible Agencies, Trustee Agencies, Organizations, and Interested Parties

**SUBJECT:** Notice of Preparation of a Draft Program Environmental Impact Report and Public Scoping Meeting

The County of Los Angeles (County), as Lead Agency pursuant to the California Environmental Quality Act (CEQA), will prepare a Draft Program Environmental Impact Report (PEIR) for the proposed Westside Area Plan (WSAP or proposed Project). The County has prepared this Notice of Preparation (NOP) to provide agencies, organizations, and other interested parties with sufficient information describing the Project and its potential environmental effects to enable meaningful response to this NOP.

All interested parties, including the public, responsible agencies, and trustee agencies, are invited to provide comments and input on the scope and content of the environmental information contained in the Draft PEIR. Trustees and responsible agencies should provide comments and input related to the agencies' respective areas of statutory responsibilities in connection with the proposed Project. As a responsible or trustee agency, your agency may need to use the PEIR prepared by the County when considering permits that your agency must issue or other approvals for the project.

#### **PROJECT NAME:**

**PROJECT/PERMIT NUMBERS:** 

Los Angeles County Westside Area Plan

Project No. PRJ2023-001700 Advance Planning Case No. RPPL202300244 Environmental Assessment No. RPPL2023002449 General Plan Amendment No. RPPL2023002433 Zone Change No. RPPL2023002450

PROJECT APPLICANT:

Los Angeles County

 Notice of Preparation of Draft PEIR and Notice of Public Scoping Meeting for the Westside Area Plan November 16, 2023 Page 2 of 6

**PROJECT LOCATION:** The Westside Planning Area, in the southwest part of the County, is one of 11 planning areas identified in the Los Angeles County General Plan (General Plan). The Westside Planning Area includes the following unincorporated communities of the County: Ladera Heights, View Park, and Windsor Hills; Marina del Rey; Ballona Wetlands; and Westside Islands, which includes West Los Angeles (Sawtelle Veterans Affairs (VA)), West Fox Hills, Franklin Canyon, Beverly Hills Island, and Gilmore Island. Collectively, these communities are referred to as the "Project area" or Westside Planning Area. The Westside Planning Area and its associated communities are identified in *Figure 1, Project Location*. Marina del Rey, Ballona Wetlands, and West Los Angeles (Sawtelle VA) are governed by separate planning processes and are not anticipated to change. Therefore, the Westside Area Plan will focus primarily on Ladera Heights, View Park, Windsor Hills, and West Fox Hills.

**PROJECT DESCRIPTION:** The Westside Area Plan (proposed Project or WSAP) is a communitybased plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the Project area. The Westside Area Plan is a long-range policy document that will guide long-term growth of the unincorporated communities in the Project area through development of goals, policies, and implementation actions. The proposed Project would amend the General Plan to establish both areawide and community-specific goals and policies to address local land use concerns and issues. The WSAP would also implement land use and zoning updates based on recommendations from the recently approved General Plan's 6th Cycle, Housing Element 2021-2029 (Housing Element) as well as new land use and zone changes to facilitate additional housing opportunities and ensure consistency between zoning and land use designations. The Westside Area Plan includes goals and policies that address topics such as preservation of community character, sustainable growth and land use development, open spaces and natural resources protection, promotion of economic health and prosperity of local businesses, and equitable and safe mobility options.

The unincorporated communities in the Westside Planning Area encompass vibrant neighborhoods that collectively recognize and celebrate history, people, diversity, and culture. The Westside Area Plan furthers the efforts to promote active, healthy, and safe intergenerational neighborhoods where residents are well connected to great places to live, work, shop, recreate, and gather; to foster economic vitality while serving local needs; to protect and preserve natural resources and open spaces; and to support sustainable mobility options in an enhanced built environment. The WSAP will address elements such as land use, mobility, conservation and open space, public services and facilities, economic development, and historic preservation. The WSAP consists of three primary Project components:

Notice of Preparation of Draft PEIR and Notice of Public Scoping Meeting for the Westside Area Plan November 16, 2023 Page 3 of 6

- 1. General Plan Amendment No. RPPL2023002433. The General Plan Amendment would establish the Westside Area Plan as part of the County General Plan. The Westside Area Plan would create goals and policies for the unincorporated area communities of Ladera Heights, View Park, and Windsor Hills, and West Fox Hills. This new area plan includes the following:
  - Areawide goals and policies with respect to the following topics, including but not limited to: Land Use, Mobility, Conservation and Open Space, Public Services and Facilities, Historic Preservation, and Economic Development.
  - Areawide Implementation Programs.
  - Community chapters, as needed, with additional goals, policies, and implementation programs that are community-specific, addressing planning issues unique to the Planning Area that cannot be addressed through areawide goals, policies, and programs.
  - Updates to the land use policy map that utilizes the General Plan Land Use Legend, which at minimum would:
    - Incorporate land use policy changes identified in the Housing Element.
    - Maintain consistency between zoning and land use policy.
    - Redesignate certain areas to facilitate additional housing.
- 2. Zone Change No. RPPL2023002450. The zone change would update the zoning map for the Westside Planning Area to maintain consistency with the updated land use policy map and incorporate proposed rezoning identified in the Housing Element to meet the Regional Housing Needs Assessment goals for Los Angeles County.
- **3.** Advance Planning Case No. RPPL2023002447. Title 22 (Planning and Zoning) of the County code would be updated to establish a Planning Area Standards District to create development standards that are applicable to all unincorporated communities in the Westside Planning Area and would include community-specific standards on an as-needed basis.

**POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT:** As permitted by State CEQA Guidelines Section 15060(d), the County decided not to prepare an Initial Study and will begin work directly on the Draft PEIR because it has determined that a PEIR is required for the proposed Project. The PEIR will evaluate potentially significant environmental effects of the proposed Project, identify Notice of Preparation of Draft PEIR and Notice of Public Scoping Meeting for the Westside Area Plan November 16, 2023 Page 4 of 6

feasible mitigation measures that may lessen or avoid such impacts, and identify a range of reasonable alternatives to the proposed Project. The PEIR will analyze the following environmental topics in comprehensive detail:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality

- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

**NOTICE OF SCOPING MEETING:** Consistent with Assembly Bill 361, which allows teleconference provisions for local agency meetings, the County will conduct one virtual public Scoping Meeting to inform the public and interested agencies about the proposed Project and solicit oral and written comments as to the appropriate scope and content of the PEIR. All interested parties are invited to attend the virtual scoping meeting to assist in identifying issues to be addressed in the Draft PEIR. The Scoping Meeting will involve a presentation about the Westside Area Plan, the environmental review process, and the process schedule. The Project's Scoping Meeting will be held virtually, online via Zoom Webinar, on **Thursday, November 30, 2023, from 5:30 pm to 7:00 pm.** 

The link below will take you to the virtual Scoping Meeting web page. You may register (with your name and email) at the web page below before or the day of the meeting:

# <u>https://planning-lacounty-</u> gov.zoom.us/webinar/register/WN\_sHNneWr6SFGKWs4xUzQmow

**PUBLIC REVIEW PERIOD:** Pursuant to CEQA Guidelines Section 15082, responsible and trustee agencies and other interested parties, including members of the public, must submit any comments in response to this notice no later than 30 days after receipt. The NOP is available for a 30-day public review period beginning **November 16, 2023**, and ending **December 15, 2023**. When submitting written comments, please reference the project name and number and include your contact information. Any comments provided should identify specific topics of environmental concern and your reason for suggesting the study of these topics in the PEIR.

Notice of Preparation of Draft PEIR and Notice of Public Scoping Meeting for the Westside Area Plan November 16, 2023 Page 5 of 6

Responsible and trustee agencies are requested to indicate their statutory responsibilities in connection with this Project when responding. All written responses will be included as appendices in the PEIR, and their contents will be considered in the preparation of the PEIR.

Though email is the preferred form of communication, you may direct your written comments via U.S. Postal Services to:

Julie Yom, AICP Principal Planner County of Los Angeles Department of Regional Planning 320 West Temple Street Los Angeles, CA 90012 Tel: (213) 974-6424

WestsideAreaPlan@planning.lacounty.gov

**DOCUMENT AVAILABILITY:** The NOP is available for public review during regular business hours at the County of Los Angeles Department of Regional Planning address listed above and at the following locations:

- View Park Bebe Moore Campbell Library 3854 W 54th Street Los Angeles, CA 90043
- Baldwin Hills Branch Library 2906 S La Brea Avenue Los Angeles, CA 90016

- Inglewood Public Library 101 W Manchester Blvd Inglewood, CA 90301
- Lloyd Taber Library/Marina del Rey Library 4533 Admiralty Way Marina Del Rey, CA 90292

 Angeles Mesa Branch Library 2700 W 52nd Street Los Angeles, CA 90043

The hours of operation at each library vary. Please see the County library website to confirm this information before visiting: lacountylibrary.org.

**PROJECT WEBSITE.** Visit the Westside Area Plan website for more information:

https://planning.lacounty.gov/long-range-planning/westside-area-plan/



# Figure 1 - Project Location Map

Source: County of Los Angeles 2023; PlaceWorks 2023.

Scale (Miles)

STATE OF CALIFORNIA



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Executive Secretary Raymond C. Hitchcock Miwok, Nisenan

NAHC HEADQUARTERS 1550 Harbor Boulevard Suite 100 West Sacramento, California 95691 (916) 373-3710 <u>nahc@nahc.ca.gov</u> NAHC.ca.gov

November 16, 2023

Julie Yom Los Angeles County 320 West Temple Street, 13<sup>th</sup> Floor Los Angeles, CA 90012

#### **Governor's Office of Planning & Research**

Nov 17 2023 STATE CLEARING HOUSE

Re: 2023110409, Los Angeles County Westside Area Plan Project, Los Angeles County

NATIVE AMERICAN HERITAGE COMMISSION

Dear Ms. Yom:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015. If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). Both SB 18 and AB 52 have tribal consultation requirements. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of <u>portions</u> of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

<u>AB 52</u>

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

a. A brief description of the project.

**b.** The lead agency contact information.

**c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).

**d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. <u>Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a</u> <u>Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report</u>: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

**a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

**3.** <u>Mandatory Topics of Consultation If Requested by a Tribe</u>: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- a. Alternatives to the project.
- **b.** Recommended mitigation measures.
- c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
- 4. <u>Discretionary Topics of Consultation</u>: The following topics are discretionary topics of consultation:
  - **a.** Type of environmental review necessary.
  - **b.** Significance of the tribal cultural resources.
  - c. Significance of the project's impacts on tribal cultural resources.

**d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

**5.** <u>Confidentiality of Information Submitted by a Tribe During the Environmental Review Process:</u> With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. <u>Discussion of Impacts to Tribal Cultural Resources in the Environmental Document:</u> If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

a. Whether the proposed project has a significant impact on an identified tribal cultural resource.

**b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. <u>Conclusion of Consultation</u>: Consultation with a tribe shall be considered concluded when either of the following occurs:

**a.** The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

**b.** A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

**8.** <u>Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:</u> Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

**9.** <u>Required Consideration of Feasible Mitigation</u>: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

**10.** <u>Examples of Mitigation Measures That</u>, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:</u>

- **a.** Avoidance and preservation of the resources in place, including, but not limited to:
  - i. Planning and construction to avoid the resources and protect the cultural and natural context.

**ii.** Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

**b.** Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

- i. Protecting the cultural character and integrity of the resource.
- ii. Protecting the traditional use of the resource.
- iii. Protecting the confidentiality of the resource.

**c.** Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

**e.** Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

**11.** <u>Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource</u>: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

**a.** The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

**b.** The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

**c.** The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: <u>http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation\_CalEPAPDF.pdf</u>

#### <u>SB 18</u>

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09\_14\_05\_Updated\_Guidelines\_922.pdf.

Some of SB 18's provisions include:

**1.** <u>Tribal Consultation</u>: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe. (Gov. Code §65352.3 (a)(2)).

2. <u>No Statutory Time Limit on SB 18 Tribal Consultation</u>. There is no statutory time limit on SB 18 tribal consultation.

**3.** <u>Confidentiality</u>: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).

4. <u>Conclusion of SB 18 Tribal Consultation</u>: Consultation should be concluded at the point in which:

**a.** The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or

**b.** Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <a href="http://nahc.ca.gov/resources/forms/">http://nahc.ca.gov/resources/forms/</a>.

#### NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

**1.** Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page\_id=30331) for an archaeological records search. The records search will determine:

- **a.** If part or all of the APE has been previously surveyed for cultural resources.
- b. If any known cultural resources have already been recorded on or adjacent to the APE.
- c. If the probability is low, moderate, or high that cultural resources are located in the APE.
- **d.** If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

**a.** The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

**b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

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**3.** Contact the NAHC for:

project's APE. consultation with tribes that are traditionally and culturally affiliated with the geographic area of the Sacred Lands File, nor are they required to do so. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the A Sacred Lands File search is not a substitute for

project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the

does not preclude their subsurface existence 4 Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources)

should monitor all ground-disturbing activities certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Lead agencies should include in their mitigation and monitoring reporting program plan provisions for

affiliated Native Americans. for the disposition of recovered cultural items that are not burial associated in consultation with culturally ō Lead agencies should include in their mitigation and monitoring reporting program plans provisions

subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be associated grave goods in a location other than a dedicated cemetery. and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, for the treatment and disposition of inadvertently discovered Native American human remains. Health ? followed in the event of an inadvertent discovery of any Native American human remains and Lead agencies should include in their mitigation and monitoring reporting program plans provisions

If you have any questions or need additional information, please contact me at my email address <u>Andrew.Green@nahc.ca.gov</u>

Sincerely,

Andrew Green

Andrew Green Cultural Resources Analyst

cc: State Clearinghouse

From: Patrick Achis <pachis@beverlyhills.org>
Sent: Tuesday, November 21, 2023 3:01 PM
To: Westside Area Plan <<u>WestsideAreaPlan@planning.lacounty.gov</u>>
Cc: Chloe Chen <<u>cchen@beverlyhills.org</u>>
Subject: Clarifications on Beverly Hills Island and Franklin Canyon - WSAP NOP

CAUTION: External Email. Proceed Responsibly.

Hello—

The City is in receipt of the mailed Notice of Preparation for the Westside Area Plan. I'm writing to clarify information for the project locations adjacent to the city of Beverly Hills.

Beverly Hills Island is referenced under the "Project Location" but does not appear to be identified in Figure 1 – Project Map Location. Could you please confirm whether the project includes Beverly Hills Island (APN 4391036008)?

Could you also please provide any available Project specifics about the proposed changes for Franklin Canyon and Beverly Hills Island?

Thank you, **Patrick Achis** Associate Planner Long Range Planning Community Development Department *p* (310) 285-1129 *e* pachis@beverlyhills.org



The City keeps a copy of all E-mails sent and received for a minimum of 2 years. All retained E-mails will be treated as a Public Record per the California Public Records Act, and may be subject to disclosure pursuant to the terms, and subject to the exemptions, of that Act.

From: Julie Yom
Sent: Tuesday, December 5, 2023 11:34 AM
To: joe.davis@carouselschool.com
Cc: Westside Area Plan <<u>WestsideAreaPlan@planning.lacounty.gov</u>>
Subject: RE: Westside Area Plan CEQA Scoping Meeting Confirmation

Hi Joe,

Thank you for your interest in the Westside Area Plan. For information on the proposed opportunity sites in the unincorporated West Fox Hills, please refer to slide 36 of the slide deck from the 11/9 Community Meeting presentation. <u>https://planning.lacounty.gov/wp-</u> <u>content/uploads/2023/11/WSAP\_opp\_site\_concepts\_presentation\_110923.pdf</u>

The proposed update to the zone would only modify the land use of the selected site(s) and does not mean a development would occur. It is up to the property owner to continue the existing use or change to the new allowable land use.

Sincerely,

Julie

# JULIE YOM, AICP (she/her)

#### PRINCIPAL PLANNER, General Plan and Transit-Oriented Communities

From: joe.davis@carouselschool.com <joe.davis@carouselschool.com> Sent: Thursday, November 30, 2023 7:03 PM To: Westside Area Plan <<u>WestsideAreaPlan@planning.lacounty.gov</u>> Subject: Westside Area Plan CEQA Scoping Meeting Confirmation

CAUTION: External Email. Proceed Responsibly.

Is there proposed zoning map for West Fox Hills? I have listened to a couple Zoom presentations and attended in Marina del Rey presentation but I am not seeing anything specific for West Fox Hills.

Thanks, Joe

Carousel School deems this email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

From: Lin, Alan S@DOT <<u>alan.lin@dot.ca.gov</u>>
Sent: Tuesday, December 5, 2023 2:49 PM
To: Westside Area Plan <<u>WestsideAreaPlan@planning.lacounty.gov</u>>; OPR State Clearinghouse
<<u>State.Clearinghouse@opr.ca.gov</u>>
Subject: SCH # 2023110409-Los Angeles County Westside Area Plan

CAUTION: External Email. Proceed Responsibly.

To Whom It May Concern,

Attached please find the Caltrans comment letter!

Thank you for the opportunity to review this comment!

Alan Lin, P.E. Transportation Engineer, Civil LDR, Division of Planning State of California Department of Transportation Mail Station 16 100 South Main Street Los Angeles, CA 90012 213-269-1124 Mobile DEPARTMENT OF TRANSPORTATION DISTRICT 7 100 S. MAIN STREET, MS 16 LOS ANGELES, CA 90012 PHONE (213) 269-1124 FAX (213) 897-1337 TTY 711 www.dot.ca.gov



Making Conservation a California Way of Life

December 5, 2023

Julie Yom, AICP Department of Regional Planning Los Angeles County 320 West Temple Street, 13<sup>th</sup> Floor Los Angeles, CA 90012

> RE: Los Angeles County Westside Area Plan SCH # 2023110409 Vic. West LA Countywide GTS # LA-2023-04374-NOP

Dear Julie Yom:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. The Westside Area Plan (proposed Project or WSAP) is a community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the Project area. The Westside Area Plan is a long-range policy document that will guide long-term growth of the unincorporated communities in the Project area through development of goals, policies, and implementation actions. The proposed Project would amend the General Plan to establish both areawide and community-specific goals and policies to address local land use concerns and issues. The WSAP would also implement land use and zoning updates based on recommendations from the recently approved General Plan's 6th Cycle, Housing Element 2021-2029 (Housing Element) as well as new land use and zone changes to facilitate additional housing opportunities and ensure consistency between zoning and land use designations. The Westside Area Plan includes goals and policies that address topics such as the preservation of community character, sustainable growth, and land use development, open spaces and natural resources protection, promotion of economic health and prosperity of local businesses, and equitable and safe mobility options.

The unincorporated communities in the Westside Planning Area encompass vibrant neighborhoods that collectively recognize and celebrate history, people, diversity, and culture. The Westside Area Plan furthers the efforts to promote active, healthy, and safe intergenerational neighborhoods where residents are well connected to great places to live, work, shop, recreate, and gather; to foster economic vitality while serving local needs; to protect and preserve natural resources and open spaces; and to support sustainable mobility options in an enhanced built environment. The WSAP will address

Julie Yom, AICP December 5, 2023 Page 2 of 3

elements such as land use, mobility, conservation and open space, public services and facilities, economic development, and historic preservation.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Planning and Research (OPR) for more information:

#### https://opr.ca.gov/ceqa/#guidelines-updates

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

Caltrans is aware of the challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing. Overall, the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). This reference is available online at:

http://ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf

<sup>&</sup>quot;Provide a safe and reliable transportation network that serves all people and respects the environment"

Julie Yom, AICP December 5, 2023 Page 3 of 3

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared in On December 18, 2020. You can review those document at the following link:

https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf

https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf

Potential environmental effects of the Project should include the Transportation section with VMT analysis in the Draft Environmental Impact Report. To address all future large development traffic safety concerns, for the Lead Agency's consideration, Caltrans recommends the Lead Agency include queuing analysis with actual signal timing for existing traffic conditions plus any proposed project trips at the impacted off-ramps on related freeways. A traffic consultant may contact Caltrans to confirm study locations when a proposed project is presented to the Lead Agency.

Caltrans encourages lead agencies to prepare traffic safety impact analysis for any future sizable projects in the California Environmental Quality Act (CEQA) review process using Caltrans guidelines above on the State facilities so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2023-04374-NOP.

Sincerely,

Frances Duong

FRANCES DUONG Acting LDR/CEQA Branch Chief

email: State Clearinghouse

From: Gabrieleno Administration <<u>admin@gabrielenoindians.org</u>>
Sent: Wednesday, December 6, 2023 10:50 AM
To: Westside Area Plan <<u>WestsideAreaPlan@planning.lacounty.gov</u>>
Subject: Los Angeles County Area Plan Project, General Plan Amendment, Zone Change

CAUTION: External Email. Proceed Responsibly.

Hello Julie Yom,

Thank you for your letter dated November 16,2023. Please see the attachment below.

Thank you

Sincerely,

Savannnah Salas

Admin Specialist Gabrieleno Band of Mission Indians - Kizh Nation PO Box 393 Covina, CA 91723 Office: 844-390-0787 website: www.gabrielenoindians.org



The region where Gabrieleño culture thrived for more than eight centuries encompassed most of Los Angeles County, more than half of Orange County and portions of Riverside and San Bernardino counties. It was the labor of the Gabrieleño who built the missions, ranchos and the pueblos of Los Angeles. They were trained in the trades, and they did the construction and maintenance, as well as the farming and managing of herds of livestock. "The Gabrieleño are the ones who did all this work, and they really are the foundation of the early economy of the Los Angeles area ". "That's a contribution that Los Angeles has not recognized--the fact that in its early decades, without the Gabrieleño, the community simply would not have survived."



GABRIELENO BAND OF MISSION INDIANS - KIZH NATION Historically known as The San Gabriel Band of Mission Indians recognized by the State of California as the aboriginal tribe of the Los Angeles basin

December 6, 2023

Project Name: Los Angeles County Area Plan Project, General Plan Amendment, Zone Change

Thank you for your letter dated November 16,2023. Regarding the project above. This is to concur that we agree with the General Plan Amendment, Zone Change. However, our Tribal government would like to request consultation for all future projects within this location.

Chy Sl

Andrew Salas, Chairman Gabrieleno Band of Mission Indians – Kizh Nation

Andrew Salas, Chairman Albert Perez, treasurer I Nadine Salas, Vice-Chairman Martha Gonzalez Lemos, treasurer II Dr. Christina Swindall Martinez, secretary Richard Gradias, Chairman of the council of Elders

PO Box 393 Covina, CA 91723

www.gabrielenoindians@yahoo.com

gabrielenoindians@yahoo.com

From: Horsley, Patricia <phorsley@lacsd.org>
Sent: Tuesday, December 12, 2023 9:36 AM
To: Westside Area Plan <<u>WestsideAreaPlan@planning.lacounty.gov</u>>
Subject: NOP Response to Los Angeles County Westside Area Plan

CAUTION: External Email. Proceed Responsibly.

Dear Ms. Yom:

Attached please find Los Angeles County Sanitation Districts' response to the subject project.

Sincerely, Patricia Horsley Environmental Planner • Wastewater Planning 562-908-4288 ext. 2742 phorsley@lacsd.org





1955 Workman Mill Road, Whittier, CA 90601-1400 Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998 (562) 699-7411 • www.lacsd.org

December 12, 2023

Ref. DOC 7088296

#### VIA EMAIL WestsideAreaPlan@planning.lacounty.gov

Ms. Julie Yom, AICP, Principal Planner County of Los Angeles Department of Regional Planning 320 West Temple Street Los Angeles, CA 90012

Dear Ms. Yom:

#### NOP Response to Los Angeles County Westside Area Plan

The Los Angeles County Sanitation Districts (Districts) received a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the subject project located in the City of Los Angeles on November 20, 2023. We offer the following Comments:

- 1. Ladera Heights, View Park, and Windsor Hills are located within the jurisdictional boundaries of District No. 5. The rest of the proposed project area is located outside the sphere of influence of the Districts, as adopted by the Local Agency Formation Commission (LAFCO). Therefore, until the current sphere of influence for the appropriate Sanitation District has been amended by LAFCO to include this area, the Districts will be unable to annex the area and provide sewerage service.
- 2. The Districts should review all future individual developments within the City to determine whether or not sufficient trunk sewer capacity exists to serve each development and if Districts' facilities will be affected by the development.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2742, or phorsley@lacsd.org.

Very truly yours,

Patricia Horsley

Patricia Horsley Environmental Planner Facilities Planning Department

PLH:plh



Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Los Angeles, CA 90012-2952 213.922.2000 Tel metro.net

December 12, 2023

Julie Yom, AICP County of Los Angeles Department of Regional Planning 320 West Temple Street Los Angeles, CA 90012

Sent by Email: westsideareaplan@planning.lacounty.gov

RE: Los Angeles County Westside Area Plan Notice of Preparation of Environmental Impact Report (EIR)

Dear Ms. Yom:

Thank you for coordinating with the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the proposed Los Angeles County Westside Area Plan (Plan) located in eleven unincorporated communities of Los Angeles County (County). Metro's mission is to provide a world-class transportation system that enhances quality of life for all who live, work, and play within Los Angeles County. As the County's mass transportation planner, builder and operator, Metro is constantly working to deliver a regional system that supports increased transportation options and associated benefits, such as improved mobility options, air quality, health and safety, and access to opportunities.

Per Metro's area of statutory responsibility pursuant to sections 15082(b) and 15086(a) of the Guidelines for Implementation of the California Environmental Quality Act (CEQA: Cal. Code of Regulations, Title 14, Ch. 3), the purpose of this letter is to provide the County with specific detail on the scope and content of environmental information that should be included in the Environmental Impact Report (EIR) for the Project. Effects of a project on transit s3401ystems and infrastructure are within the scope of transportation impacts to be evaluated under CEQA.<sup>1</sup>

## **Project Description**

The Project includes communities of Ladera Heights, View Park, and Windsor Hills; Marina del Rey; Ballona Wetlands; and Westside Islands, which includes West Los Angeles (Sawtelle Veterans Affairs (VA)), West Fox Hills, Franklin Canyon, Beverly Hills Island, and Gilmore Island. The Project would amend the General Plan to establish both areawide and community specific goals and policies to address local land use concerns and issues. The Project includes

goals and policies that address topics such as land use, mobility, conservation and open space, public services and facilities, economic development, and historic preservation.

Recommendations for EIR Scope and Content

#### Transit Services and Facilities

The Plan and EIR should include updated information on existing and planned transit services and facilities within the Plan area. In particular, Metro's NextGen Bus Plan (completed in December 2021) should be used as a resource to determine the location of high-frequency bus services and stops within the Plan area. For more information, visit the NextGen Bus Plan's website at <a href="https://www.metro.net/projects/nextgen/">https://www.metro.net/projects/nextgen/</a>. In addition, the Plan and EIR should include stations for all rail lines that are existing and under construction. Please refer to Metro's 2020 Long Range Transportation Plan and Measure M Expenditure Plan.

#### Adjacency to Metro-owned Right-of-Way (ROW) and Facilities

The Plan area includes Metro-owned ROW and transit facilities for Metro Rail and Metro Bus. These lines include the D Line, K Line, C Line, and E Line. Buses and trains operate 24 hours a day, seven days a week in these facilities.

The EIR's transportation section should analyze potential impacts on Metro facilities within the Plan area, and identify mitigation measures or project design features as appropriate. Metro recommends reviewing the Metro Adjacent Development Handbook (available at <a href="https://www.metro.net/devreview">https://www.metro.net/devreview</a>) to identify issues and best practices for development standards arising from adjacency to Metro infrastructure. In addition, Metro recommends that the Plan include a policy encouraging applicants to coordinate with Metro during County Planning review if the subject parcel is within a 100-foot buffer of Metro infrastructure. Such projects should also comply with the Adjacent Development Handbook.

## Sepulveda Corridor Transit Project

Metro is currently studying several alternatives for high-quality, reliable rail transit service connecting the San Fernando Valley with West LA. This proposed project is currently in the environmental review phase which began with scoping meetings held in late 2021/early 2022. During the environmental review phase, Metro is also working with two private-sector teams, LA SkyRail Express and Sepulveda Transit Corridor Partners, under a first-of-its-kind predevelopment agreement to design project alternatives. In Fall 2023, Metro held community meetings to highlight the travel time and boarding projections for all six alternatives. More information may be found online at: <a href="https://www.metro.net/projects/sepulvedacorridor">https://www.metro.net/projects/sepulvedacorridor</a>.

Transit Supportive Planning: Recommendations and Resources

Considering the Plan area's inclusion or proximity to several Metro Stations and key bus lines, Metro would like to identify the potential synergies associated with transit-oriented development:

- Land Use: Metro supports development of commercial and residential properties near transit stations and understands that increasing development near stations represents a mutually beneficial opportunity to increase ridership and enhance transportation options for the users of developments. Metro encourages the County and Applicant to be mindful of the proximity of future development and capital improvements to Metro rail stations, including orienting pedestrian pathways towards the station.
- 2. <u>Transit Connections and Access</u>: Metro strongly encourages the County to adopt policies that help facilitate safe and convenient connections for pedestrians, people riding bicycles, and transit users to/from the Project site and nearby destinations. These include:
  - a. <u>Walkability</u>: The provision of wide sidewalks, pedestrian lighting, a continuous canopy of shade trees, enhanced crosswalks with ADA-compliant curb ramps, and other amenities along all public street frontages of the development site to improve pedestrian safety and comfort to access Metro Rail stations and Metro Bus stops.
  - b. <u>Bicycle Use and Micromobility Devices</u>: The provision of adequate short-term bicycle parking, such as ground-level bicycle racks, and secure, access-controlled, enclosed long-term bicycle parking for residents, employees, and guests. Bicycle parking facilities should be designed with best practices in mind, including highly visible siting, effective surveillance, ease to locate, and equipment installation with preferred spacing dimensions, so bicycle parking can be safely and conveniently accessed. Similar provisions for micro-mobility devices are also encouraged.
  - c. <u>First & Last Mile Access</u>: The Plan should address first-last mile connections to transit and is encouraged to support these connections with wayfinding signage inclusive of all modes of transportation. For reference, please review the First Last Mile Strategic Plan, authored by Metro and the Southern California Association of Governments (SCAG), available on-line at: <u>http://media.metro.net/docs/sustainability\_path\_design\_guidelines.pdf</u>
- 3. <u>Parking</u>: Metro encourages the incorporation of transit-oriented, pedestrian-oriented parking provision strategies such as the reduction or removal of minimum parking requirements and the exploration of shared parking opportunities. These strategies could be pursued to reduce automobile-orientation in design and travel demand.
- 4. <u>Wayfinding</u>: Any temporary or permanent wayfinding signage with content referencing Metro services or featuring the Metro brand and/or associated graphics (such as

Metro Bus or Rail pictograms) requires review and approval by Metro Signage and Environmental Graphic Design.

5. <u>Art</u>: Metro encourages the thoughtful integration of art and culture into public spaces and will need to review any proposals for public art and/or placemaking facing a Metro ROW. Please contact Metro Arts & Design staff for additional information.

If you have any questions regarding this letter, please contact me by phone at 213.418.3484, by email at <u>DevReview@metro.net</u>, or by mail at the following address:

Metro Development Review One Gateway Plaza, MS 99-22-1 Los Angeles, CA 90012-2952

Sincerely,

Cassie Truong Senior Transportation Planner, Development Review Team Transit Oriented Communities

Attachment and link:

• Adjacent Development Handbook: <u>https://www.metro.net/devreview</u>

From: CEQAReview <<u>ceqareview@dtsc.ca.gov</u>>
Sent: Thursday, December 14, 2023 7:04 AM
To: Westside Area Plan <<u>WestsideAreaPlan@planning.lacounty.gov</u>>; Office of Planning and Research State Clearinghouse <<u>State.clearinghouse@opr.ca.gov</u>>
Cc: Kereazis, Dave@DTSC <<u>Dave.Kereazis@dtsc.ca.gov</u>>; Wiley, Scott@DTSC <<u>Scott.Wiley@dtsc.ca.gov</u>>
Subject: DTSC Comment Letter - LA County Westside Area Plan

CAUTION: External Email. Proceed Responsibly.

Good Morning Julie,

Thank you for the opportunity for the Department of Toxic Substances Control to review and comment on the <u>Los Angeles County Westside Area Plan</u>. Attached you will find DTSC's comments for consideration. If you have any questions or comments, please reply to this email for guidance.

Thank you, **Tamara Purvis** Associate Environmental Planner CEQA Unit-Permitting/HWMP 916-255-3857 <u>Tamara.Purvis@dtsc.ca.gov</u> Department of Toxic Substances Control California Environmental Protection Agency





Department of Toxic Substances Control

Yana Garcia Secretary for Environmental Protection

Meredith Williams, Ph.D., Director 8800 Cal Center Drive Sacramento, California 95826-3200

## SENT VIA ELECTRONIC MAIL

December 14, 2023

Julie Yom, AICP **Principal Planner** County of Los Angeles Department of Regional Planning 320 West Temple Street Los Angeles, CA 90012 WestsideAreaPlan@planning.lacounty.gov

RE: NOTICE OF PREPARATION (NOP) FOR A DRAFT ENIVIRONMENTAL IMPACT REPORT (DEIR) FOR THE LOS ANGELES COUNTY WESTSIDE AREA PLAN, DATED NOVEMBER 15, 2023 STATE CLEARINGHOUSE # 2023110409

Dear Julie Yom,

The Department of Toxic Substances Control (DTSC) received a NOP of a DEIR for the Los Angeles County Westside Plan. The Westside Area Plan (WSAP) is a community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the project area. The WSAP is a long-range policy document that will guide long-term growth of the unincorporated communities in the project area through development of goals, policies, and implementation actions. The proposed project would amend the General Plan to establish both areawide and community- specific goals and policies to address local land use concerns and issues. The WSAP would also implement land use and zoning updates based on recommendations from the recently approved General Plan's 6th Cycle Housing Element 2021-2029 (Housing Element) as well as new land use and zone changes to facilitate additional housing opportunities and ensure consistency between zoning and





Governor



Julie Yom December 14, 2023 Page 2

land use designations.

DTSC has identified that this project may affect multiple sites within the project boundaries therefore, based on our project review, we request the consideration of the following comments:

- The proposed project encompasses multiple active and nonactive mitigation and clean-up sites where DTSC has conducted oversight that may be impacted as a result of this project. This may restrict what construction activities are permissible in the proposed project areas in order to avoid any impacts to human health and the environment.
- 2. Due to the broad scope of the project, DTSC is unable to determine all of the locations of the proposed project site, whether they are listed as having documented contamination, land use restrictions, or whether there is the potential for the project site to be included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. DTSC recommends providing further information on the project site and areas that may fall under DTSC's oversight within the DEIR. DTSC may provide additional comments on the DEIR as further information becomes available. Please review the Los Angeles County project area in EnviroStor; DTSC's public-facing database.

DTSC believes the County of Los Angeles must address these comments to determine if any significant impacts under the California Environmental Quality Act (CEQA) will occur and, if necessary, avoid significant impacts under CEQA. DTSC recommends the department connect with our unit if any hazardous waste projects managed or overseen by DTSC are discovered.

DTSC appreciates the opportunity to comment on the Los Angeles County WSAP. Thank you for your assistance in protecting California's people and environment from the harmful effects of toxic substances. If you have any questions or would like any clarification on DTSC's comments, please respond to this letter or via <u>email</u> for additional guidance. Julie Yom December 14, 2023 Page 3

Sincerely,

Dave Kereazis

Dave Kereazis Associate Environmental Planner HWMP - Permitting Division – CEQA Unit Department of Toxic Substances Control Dave.Kereazis@dtsc.ca.gov

cc: (via email)

Governor's Office of Planning and Research State Clearinghouse <u>State.Clearinghouse@opr.ca.gov</u>

Ms. Tamara Purvis Associate Environmental Planner HWMP – Permitting Division - CEQA Unit Department of Toxic Substances Control <u>Tamara.Purvis@dtsc.ca.gov</u>

Scott Wiley Associate Governmental Program Analyst HWMP – Permitting Division - CEQA Unit Department of Toxic Substances Control <u>Scott.Wiley@dtsc.ca.gov</u> From: Darryl Grayson <<u>dgrayson@uhawhvp.org</u>>
Sent: Friday, December 15, 2023 5:45 PM
To: Julie Yom <<u>JYom@planning.lacounty.gov</u>>; Westside Area Plan <<u>WestsideAreaPlan@planning.lacounty.gov</u>>; Westside Area Plan <<u>WestsideAreaPlan@planning.lacounty.gov</u>>; Cc: Gracian, Isela <<u>IGracian@bos.lacounty.gov</u>>; McGee, Tracy <<u>TMcGee@bos.lacounty.gov</u>>
Subject: Westside Area Plan Draft PEIR

#### CAUTION: External Email. Proceed Responsibly.

Thank you for the opportunity to comment on the Notice of Preparation of the Draft Program Environmental Impact Report (PEIR) for the Westside Area Plan. The United Homeowners Association II's (UHA) ultimate objective is to advocate for thoughtful policy positions and the best possible outcomes with respect to land use, public safety, environmental and economic policies and decisions that directly or indirectly affect residents of the UHA Area. To that end we have reviewed the documents provided on the scope and content of the PEIR and submit this letter.

1. In reviewing information provided we first question the scope of the Westside Area Plan (WSAP) in general as written. The documentation for the WSAP states that planning area includes the following unincorporated communities of the County: Ladera Heights, View Park, and Windsor Hills; Marina del Rey; Ballona Wetlands; and Westside Islands, which includes West Los Angeles (Sawtelle Veterans Affairs (VA)), West Fox Hills, Franklin Canyon, Beverly Hills Island, and Gilmore Island. However, the WSAP Background Brief states "that while all communities will be addressed by the WSAP, its focus will be on Ladera Heights, View Park-Windsor Hills, and West Fox Hills."

a. For the record, why is the primary focus of the WASP Ladera Heights, View Park-Windsor Hills, and West Fox Hills? What is the reason for and how will the PEIR address the lack of primary focus on the 8 other areas?

The PEIR will include the following environmental topics: Aesthetics, Agriculture/Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology/Soils, Greenhouse Gas Emissions, Hazards/Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Mineral Resources, Noise, Population/Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities/Service Systems, and Wildfire. UHA submits the following questions on the PEIR topics.

2. With regards to the PEIR analysis of Land use /Planning UHA is concerned that the WSAP will implement land use and zoning updates based on recommendations from the recently approved General Plan's 6th Cycle, Housing Element 2021-2029 (Housing Element) as well as new land use and zone changes to facilitate additional housing opportunities and ensure consistency between zoning and land use designations. We would like to know how the PEIR will address the following:

a. The WSAP Background Briefing states that from 2018-2022 there were 583 collisions in View Park-Windsor Hills and Ladera Heights. How will the PEIR address changes in zoning designations that could possibly result in increased density, and traffic?

b. Will the PEIR address the increased vehicle traffic, congestion and pollution in View Park and Windsor Hills caused by construction of large multifamily developments adjacent to View Park and Windsor Hills on Crenshaw Blvd.?

c. Will the PEIR review the areas proposed as opportunity sites with the environmental topics defined in mind? Specifically sites 5, 6, and 7 on the Slauson corridor (proposed mixed use), site 8 West 54th Street (proposed mixed use) site 9, Leimert Park Adjacent, behind chase Bank (proposed mixed use), site 10 Angeles vista-Valley Ridge just west of Wayfinder Family Services (Mom & Pop Grocery, Commercial designed to complement homes), to determine if there will be increased traffic, congestion and pollution created by the proposed changes?

d. Secondly, will the PEIR determine what other construction could result on those sites if the zoning is changed? Specifically, site 9 and 10 which are both in residential areas where commercial and multifamily development does not currently exist. Changing the zoning could result in destruction of community character, which is something that your project description states should be preserved.

3. With regards to the PEIR analysis of Air Quality, Greenhouse Gas Emissions, Hazards/Hazardous Materials and Wildfire how will the PEIR address the following?

a. Portions of View Park and Windsor Hills are in the Very High Fire Hazard Severity Zone as designated by Cal Fire. How will the potential of a fire at the Inglewood oil field and the possible exposure to poor air quality and hazardous materials on View Park and Windsor Hills be addressed?

b. Does the consultant have someone on staff that is knowledgeable in this area?

4. Regarding Cultural Resources, how will the PEIR address the following?

a. View Park is on the National Register of Historic Places, however because the district is not on the County's Landmark listing, construction in View Park is not reviewed to determine if a home is of historical significance prior to a permit being issued by Regional Planning or the Landmark commission. How will the PEIR ensure that the View Park Historic District remains intact without the protections offered by the County?

We appreciate your thoughtful consideration of these questions and look forward to your reply.

Sincerely,

Darryl Grayson

Darryl Grayson President United Homeowners' Association II (UHA) 4859 West Slauson Avenue, #333 Los Angeles, CA 90056 dgrayson@uhawhvp.org

www.uhawhvp.org

Appendices

# Appendix B Air Quality and Greenhouse Gas Emissions Modeling
## Appendices

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Air Quality and Greenhouse Gas Appendix

**Assumptions Worksheet** 

#### **CalEEMod Inputs- Westside Area Plan, Operations**

Name:	Westside Area Plan, Operations		
Project Number:	COLA-28		
County/Air Basin:	Los Angeles - South Coast AQMD		
Climate Zone:	11		
Land Use Setting:	Urban		
Operational Year:	2028		
Utility Company:	Los Angeles DWP		
Air Basin:	South Coast Air Basin		
Air District:	South Coast AQMD		
SRA:	2 - Northwest Coastal LA County		
New Population	15,704		
New Households	6,489		
New Employment	610		
New Retail Square Feet	244,000		

Proposed Project						
Project Components	Units	SQFT	Acres			
New Housing Units (Multifamily)	6,757	6,486,720	108.98			
New Retail		244,000	5.59			

#### CalEEMod Land Use Inputs

Land Use Type	Land Use Subtype	Unit Amount	Size Metric	Lot Acreage	Land Use Square Feet
Residential	Apartments High Rise	6,757	1000 sqft	108.98	6,486,720
Retail	Regional Shopping Center	244	1000 sqft	5.60	244,000
				114.59	

#### Los Angeles Department of Water and Power Carbon Intensity Factors

Source: CalEEMod					
	CO <sub>2</sub> :	690.40	pounds per megawatt hour	RPS Year:	2045
	CH₄:	0.0489	pound per megawatt hour		
	N <sub>2</sub> O:	0.0069	pound per megawatt hour		

#### **Trips: Modeled with EMFAC**

	Daily VMT
Project Net Increase	241,488
	<b>A</b> 1

Notes

1 Average Daily VMT multiplied by 347 days per year to approximate annual VMT.

#### **Fireplaces**

#### \*No woodstoves

Land Use	# Wood	# Gas	# Propane	# No Fireplace	Hours/Day	Days/Year <sup>1</sup>
Fireplaces	0	6,757	0	0	3	25
Not	es					

<sup>1</sup> Assumes all homes have one fireplace.

#### Architectural Coating

	Percent Painted	
Interior Painted:	100%	
Exterior Painted:	100%	
Rule 1113		
Interior Paint VOC content:	100	grams per liter
Exterior Paing VOC content:	100	grams per liter

			<b>Total Paintable Surface</b>		
Structures	Land Use Square Feet	CalEEMod Factor <sup>2</sup>	Area	Paintable Interior Area <sup>1</sup>	Paintable Exterior Area <sup>1</sup>
New Housing Units (Multifamily)	6,486,720	2.7	17,514,144	13,135,608	4,378,536
New Retail	244,000	2.0	488,000	366,000	122,000
			488,000	13,501,608	4,500,536

Notes

<sup>1</sup> CalEEMod methodology calculates the paintable interior and exterior areas by multiplying the total paintable surface area by 75 and 25 percent, respectively.

<sup>2</sup> The program assumes the total surface for painting equals 2.7 times the floor square footage for residential and 2 times that for nonresidential square footage defined by the user.

#### Electricity (Buildings)

#### Default CalEEMod Energy Use

		Total Annual Natural	Title-24 Electricity	Title-24 Natural Gas	Nontitle-24 Electricity	Nontitle-24 Natural Gas
	Total Annual Electricity	Gas Consumption	Energy Intensity	Energy Intensity	Energy Intensity	Energy Intensity
Land Use Subtype	Consumption (kWh/year)	(kBTU/year)	(kWhr/size/year)*	(KBTU/size/year)*	(kWhr/size/year)	(KBTU/size/year)
New Housing Units (Multifamily)	22,186,566.76	67,065,650.24	5,564,836.38	56,192,445.85	16,621,730.38	10,873,204.39
New Retail	2,429,394.65	1,201,490.72	1,567,387.81	282,516.80	862,006.84	918,973.92

#### Water Use - CalEEMod Defaults 1

	Indoor (gal/year)	Outdoor (gal/year)	Total
New Housing Units (Multifamily)	251,859,066.60	0.00	251,859,066.60
New Retail	18,073,695.24	0.00	18,073,695.24

Notes

1 Assumes 100% aerobic treatment.

#### Solid Waste - CalEEMod Defaults

Land Use	Total Solid Waste (lb/day) <sup>1</sup>	Total Solid Waste (tons/yr)
New Housing Units (Multifamily)	0.25	3,926.00
New Retail	1.05	256.20

**Emissions Worksheet** 

### **Regional Operation Emissions Worksheet**

<sup>1</sup> CalEEMod, Version 2022.1

Net Increase						
Summer						
_	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Mobile	13.76	86.21	468.07	2.05	42.18	17.31
Area	197.00	116.00	444.00	0.73	9.25	9.21
Energy	1.01	17.30	7.48	0.11	1.39	1.39
Total	211.77	219.51	919.55	2.89	52.82	27.91
Winter						
-	ROG	NOx	СО	SO2	PM10 Total	PM2.5 Total
	13.76	86.21	468.07	2.05	42.18	17.31
Mobile						
Area	162.00	112.00	47.70	0.72	9.06	9.06
Energy	1.01	17.30	7.48	0.11	1.39	1.39
Total	176.77	215.51	523.25	2.88	52.63	27.76
Max Daily						
	ROG	NOx	СО	SO2	PM10 Total	PM2.5 Total
Mobile	14	86	468	2	42	17
Area	197	116	444	1	9	9
Energy	1	17	7	0	1	1
Total	212	220	920	3	53	28
Regional Thresholds (lb/dav)	55	55	550	150	150	55
Exceeds Thresholds?	Yes	Yes	Yes	No	No	No

#### **GHG Emissions - Westside Area Plan**

#### Net Increase

	MTCO <sub>2</sub> e/Year	
	Operations	%
Mobile	39,854	72%
Area	1,737	3%
Energy	11,378	21%
Water	744	1%
Solid Waste	1,305	2%
Refrigerants	8	0%
	55,026	100%
Service Population MTCO2e/SP	16,314 3.4	New residents and employee

Notes

 $\rm MTCO_2 e=metric$  tons of carbon dioxide equivalent. On-road transportation sources modeled with EMFAC 2021

Non-transportation sources modeled with CalEEMod, Version 2022.1

#### Unincorporated County On-Road Emissions - With and Without the Westside Area Plan

Source: EMFAC2021, Web Database. Los Angeles County (South Coast Air Basin) Sub Area. Based on the Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report (AR4) Global Warming Potentials (GWPs)

Note: MTons = metric tons;  $CO_2e$  = carbon dioxide-equivalent. Includes Pavley + California Advanced Clean Car Standards, the Low Carbon Fuel Standard (LCFS), on-road diesel fleet rules, and the Smartway/Phase I Heavy Duty Vehicle Greenhouse Gas Regulation.

Criteria Air Pollutant Emissions									
				lbs/day					
	ROG	NOx	со	SOx	PM10	PM2.5			
Existing (2023)	69	394	2,327	8	127	54			
Future (2045) - No Project	41	256	1,386	6	125	51			
Future (2045) - With Project	55	342	1,854	8	167	69			
Net Change from No Project	14	86	468	2	42	17			
Net Change from Existing	-14	-52.29275225	-472.4401556	-0.247687964	39.77345553	14.81218322			

#### GHG EMISSIONS

	MTons/year						
	CO <sub>2</sub>	CH₄	N <sub>2</sub> O	CO <sub>2</sub> e			
Existing (2023)	1	6	6	1,874			
Future (2045) - No Project	98,967	3	64	118,045			
Future (2045) - With Project	132,377	4	85	157,899			
Net Change from No Project	33,410	1	22	39,854			
Net Change from Existing	132,376	-2	80	156,025			

Note: MTons = metric tons;  $CO_2e$  = carbon dioxide-equivalent.

#### Table: Origin-Destination VMT of Westside Planning Area

Fehr & Peers, January 2024

					Pass	enger Vehicle \	/MT				Truck VMT	_				VMT per
Year	Westside Planning Area	Population	Employment	SP	I-X	X-I	-	TOTAL	% PV	I-X	X-I	I-I	TOTAL	%Т	Total OD VMT	Service Pop
2045	Future No Project	1,217,884	972,259	2,190,143	20,796,954	21,775,388	4,952,499	47,524,841	93%	1,771,070	1,794,557	122,270	3,687,896	7%	51,212,737	23.38
2045	Future With Project	1,233,588	972,869	2,206,457	20,863,829	21,866,217	5,021,150	47,751,196	93%	1,778,124	1,801,796	123,109	3,703,029	7%	51,454,225	23.32
	Net Increase	15,704	610	16,314	66,876	90,829	68,651	226,356	-	7,054	7,239	840	15,133		241,488	14.8

Note:

The numbers represent OD VMT estimated based on 2045 model run outputs using SCAG 2016 RTP/SCS model for the city and unincorporated areas. VMT estimates include 100% of Internal-External (I-X), External-Internal (X-I), and Internal-Internal (I-I) trips and trip lengths.

#### Table: Socio-Economic Data By Unincorporated Community in Westside

Unincorporated Communities with Growth

	Ladera Heights/ViewPark - Windsor Hills					West Fox Hills			
Matrice		2015 No Project	2045 With Project (Area	Change (2045 With	2045 No Project	2045 With Project (Area	Change (2045 With		
	IVIE (IICS	2043 NO Project	Plan Buildout)	Project VS No Project)	2043 NO Project	Plan Buildout)	Project VS No Project)		
	Households	8,079	14,365	6,286	223	426	203		
Socioeconomic	Population	19,585	34,796	15,211	437	930	493		
Data	Employment	4,546	5,156	610	141	141	0		
	Service Population	24,131	39,952	15,821	578	1,071	493		

Other Unincorporated Communities

	West Los Angeles					Marina and Ballona			
Metrics		2045 No Project	2045 With Project (Area	Change (2045 With	2045 No Project	2045 With Project (Area	Change (2045 With		
		2015 110 1 10 jeau	Plan Buildout)	Project VS No Project)	2045 No Project	Plan Buildout)	Project VS No Project)		
	Households	85	85	0	6,565	6,565	0		
Socioeconomic	Population	978	978	0	11,061	11,061	0		
Data	Employment	4,728	4,728	0	6,314	6,314	0		
	Service Population	5,706	5,706	0	17,375	17,375	0		

TOTAL

_		ALL UNINCORPORATED			
Bdatulaa		2045 No Droiget	2045 With Project (Area	Change (2045 With	
	wetrics	2045 NO Project	Plan Buildout)	Project VS No Project)	
	Households	14,952	21,441	6,489	
Socioeconomic	Population	32,061	47,765	15,704	
Data	Employment	15,729	16,339	610	
	Service Population	47,790	64,104	16,314	

#### VMT with and without the Westside Area Plan

Source: Fehr and Peers 2024

	Daily VMT			Total Daily VMT		Service Population	VMT/SP	With RTAC
	IX	XI	II		%	1		
No Project (City + Unincorporated)	22,568,023	23,569,945	5,074,769	51,212,737		2,190,143	23.4	28,143,753
Passenger Vehicles	20,796,954	21,775,388	4,952,499	47,524,841	92.8%			26,238,670
Trucks	1,771,070	1,794,557	122,270	3,687,896	7.2%			1,905,083
With Project (City + Unincorporated)	22,641,953	23,668,013	5,144,259	51,454,225		2,206,457	23.3	28,299,242
Passenger Vehicles	20,863,829	21,866,217	5,021,150	47,751,196	92.8%			26,386,173
Trucks	1,778,124	1,801,796	123,109	3,703,029	7.2%			1,913,069
No Project (Unincorporated Only)				1,117,487		47,790	23.4	
Passenger Vehicles				1,037,015	92.8%			
Trucks				80,472	7.2%			
With Project (Unincorporated Only)				1,494,895		64,104	23.3	
Passenger Vehicles				1,387,311	92.8%			
Trucks				107,584	7.2%			

Notes: Total may not add to 100% due to rounding.

VMT for the unincorporated area only forecasted based on VMT per service population in the SCAG model.

IX = Internal-External

XI = External- Internal

II = Internal-Internal

Modeling of vehicle miles traveled (VMT) provided by Fehr and Peers is based on the Southern California Association of Government's (SCAG) subregional traffic model. VMT from passenger vehicles and trucks that have an origin or destination in the City using a transportation origin-destination methodology. For accounting purposes, there are three types of trips:

» Vehicle trips that originated and terminated within the Plan Area (Internal-Internal, I-I).

» Vehicle trips that either originated or terminated (but not both) within the City (Internal-External or External-Internal, I-X and X-I).

» Vehicle trips that neither originated nor terminated within the City. These trips are commonly called pass-through trips (External-External, X-X). These trips are not counted towards the project's VMT or emissions.

#### Year 2023: Criteria Air Pollutants (Existing)

EMFAC Default		Project				
Passenger Vehicles	Trucks	Passenger Veł	Trucks			
92.25%	7.75%	92.80%	7.20%			

Daily VMT	1,117	,487		lbs/day						
Vehicle Type	Fuel Type	Percent of VMT	Adjusted Percent for Westside Area Plan	ROG	NOx	со	\$Ox	PM10	PM2.5	
All Other Buses	Diesel	0.05%	0.05%	0.01	1.65	0.10	0.01	0.18	0.08	
LDA	Gasoline	53.00%	53.32%	13.70	47.73	901.85	3.50	60.99	25.35	
LDA	Diesel	0.51%	0.51%	0.24	0.81	3.53	0.02	0.67	0.32	
LDA	Electricity	1.35%	1.36%	0.00	0.00	0.00	0.00	1.50	0.59	
LDT1	Gasoline	6.16%	6.20%	4.56	16.09	200.16	0.47	7.21	3.06	
LDT1	Diesel	0.00%	0.00%	0.01	0.05	0.06	0.00	0.01	0.01	
LDT1	Electricity	0.07%	0.07%	0.00	0.00	0.00	0.00	0.08	0.03	
LDT2	Gasoline	18.50%	18.61%	8.41	34.76	437.41	1.51	21.35	8.90	
LDT2	Diesel	0.14%	0.14%	0.08	0.16	0.69	0.01	0.18	0.08	
LDT2	Electricity	0.21%	0.21%	0.00	0.00	0.00	0.00	0.23	0.09	
LHD1	Gasoline	1.35%	1.25%	0.98	5.63	23.61	0.24	2.65	1.11	
LHD1	Diesel	1.03%	0.95%	1.44	24.29	7.19	0.10	2.36	1.11	
LHD2	Gasoline	0.22%	0.21%	0.11	0.93	2.72	0.05	0.50	0.21	
LHD2	Diesel	0.40%	0.37%	0.56	9.12	2.76	0.04	1.06	0.50	
MCY	Gasoline	0.45%	0.45%	28.87	12.58	209.75	0.02	0.20	0.09	
MDV	Gasoline	11.44%	11.51%	7.02	28.14	317.32	1.15	13.23	5.53	
MDV	Diesel	0.29%	0.29%	0.11	0.30	1.96	0.03	0.36	0.16	
MDV	Electricity	0.12%	0.12%	0.00	0.00	0.00	0.00	0.13	0.05	
MH	Gasoline	0.07%	0.06%	0.07	0.45	1.88	0.03	0.22	0.09	
мн	Diesel	0.02%	0.02%	0.03	1.71	0.13	0.00	0.11	0.07	
Motor Coach	Diesel	0.03%	0.03%	0.01	1.57	0.14	0.01	0.12	0.06	
OBUS	Gasoline	0.06%	0.05%	0.07	0.56	1.77	0.02	0.19	0.08	
PTO	Diesel	0.03%	0.03%	0.02	2.66	0.25	0.01	0.00	0.00	
SBUS	Gasoline	0.02%	0.02%	0.02	0.18	0.50	0.00	0.36	0.15	
SBUS	Diesel	0.04%	0.04%	0.10	5.84	0.28	0.01	0.71	0.32	
T6 Ag	Diesel	0.00%	0.00%	0.00	0.00	0.00	0.00	0.00	0.00	
T6 CAIRP heavy	Diesel	0.02%	0.02%	0.00	0.46	0.03	0.00	0.07	0.03	
T6 CAIRP small	Diesel	0.00%	0.00%	0.00	0.07	0.00	0.00	0.01	0.00	
T6 instate construction	h: Diesel	0.06%	0.06%	0.02	2.13	0.12	0.01	0.21	0.09	
T6 instate construction	sr Diesel	0.16%	0.14%	0.03	4.27	0.27	0.03	0.53	0.23	
T6 instate heavy	Diesel	0.52%	0.48%	0.08	13.54	0.87	0.10	1.77	0.78	

#### Year 2023: Criteria Air Pollutants (Existing)

EMFAC Default		Project				
Passenger Vehicles	Trucks	Passenger Veł	Trucks			
92.25%	7.75%	92.80%	7.20%			

Daily VMT	1,117,48	7		lbs/day							
Vehicle Type	Fuel Type	Percent of VMT	Adjusted Percent for Westside Area Plan	ROG	NOx	со	SOx	PM10	PM2.5		
T6 instate small	Diesel	0.70%	0.65%	0.12	18.58	1.19	0.14	2.40	1.05		
T6 OOS heavy	Diesel	0.01%	0.01%	0.00	0.27	0.02	0.00	0.04	0.02		
T6 OOS small	Diesel	0.00%	0.00%	0.00	0.04	0.00	0.00	0.01	0.00		
T6 Public	Diesel	0.02%	0.02%	0.02	2.39	0.08	0.01	0.09	0.05		
T6 utility	Diesel	0.01%	0.01%	0.00	0.11	0.01	0.00	0.02	0.01		
T6TS	Gasoline	0.28%	0.26%	0.35	2.51	8.83	0.11	0.93	0.39		
T7 Ag	Diesel	0.00%	0.00%	0.00	0.00	0.00	0.00	0.00	0.00		
T7 CAIRP	Diesel	0.39%	0.36%	0.16	21.64	1.80	0.11	1.04	0.48		
T7 CAIRP construction	Diesel	0.04%	0.04%	0.02	2.40	0.20	0.01	0.12	0.05		
T7 NNOOS	Diesel	0.47%	0.44%	0.18	22.26	1.96	0.12	1.22	0.55		
T7 NOOS	Diesel	0.15%	0.14%	0.06	8.51	0.71	0.04	0.41	0.19		
T7 POLA	Diesel	0.40%	0.37%	0.23	30.43	2.96	0.13	1.08	0.50		
T7 Public	Diesel	0.04%	0.04%	0.07	7.20	0.29	0.01	0.13	0.07		
T7 Single	Diesel	0.14%	0.13%	0.05	5.75	0.51	0.04	0.35	0.15		
T7 single construction	Diesel	0.11%	0.10%	0.05	5.45	0.44	0.03	0.28	0.12		
T7 SWCV	Diesel	0.02%	0.02%	0.00	7.94	0.01	0.02	0.05	0.02		
T7 SWCV	Natural Gas	0.04%	0.04%	0.29	2.61	12.52	0.00	0.10	0.04		
T7 tractor	Diesel	0.59%	0.55%	0.24	32.87	2.69	0.17	1.58	0.73		
T7 tractor construction	Diesel	0.09%	0.08%	0.04	5.50	0.43	0.03	0.24	0.11		
T7 utility	Diesel	0.00%	0.00%	0.00	0.10	0.01	0.00	0.01	0.00		
T7IS	Gasoline	0.00%	0.00%	0.02	0.18	1.56	0.00	0.00	0.00		
UBUS	Gasoline	0.01%	0.01%	0.01	0.07	0.10	0.01	0.04	0.02		
UBUS	Diesel	0.00%	0.00%	0.00	0.01	0.00	0.00	0.00	0.00		
UBUS	Electricity	0.00%	0.00%	0.00	0.00	0.00	0.00	0.00	0.00		
UBUS	Natural Gas	0.16%	0.14%	0.32	1.72	175.06	0.00	0.00	0.00		
		100.00%	100.00%	69	394	2,327	8	127	54		

### Year 2045: Criteria Air Pollutants (Future - No Project)

EMFAC Default		Project				
Passenger Vehicles	Trucks	Passenger Vehic	Trucks			
90.68%	9.32%	92.80%	7.20%			

Daily VMT	1,117,4	187				lbs/d	day		
Vehicle Type	Fuel Type	Percent of VMT	Adjusted Percent for Westside Area Plan	ROG	NOx	со	\$Ox	PM10	PM2.5
All Other Buses	Diesel	0.07%	0.05%	0.01	1.93	0.11	0.01	0.20	0.09
LDA	Gasoline	48.02%	49.14%	2.52	21.09	512.51	2.45	54.95	22.20
LDA	Diesel	0.60%	0.61%	0.10	0.15	3.29	0.02	0.69	0.28
LDA	Electricity	3.24%	3.31%	0.00	0.00	0.00	0.00	3.65	1.45
LDT1	Gasoline	6.72%	6.87%	0.40	3.29	73.27	0.40	7.70	3.12
LDT1	Diesel	0.00%	0.00%	0.00	0.00	0.01	0.00	0.00	0.00
LDT1	Electricity	0.27%	0.27%	0.00	0.00	0.00	0.00	0.30	0.12
LDT2	Gasoline	18.54%	18.98%	1.43	8.48	230.47	1.08	21.23	8.59
LDT2	Diesel	0.19%	0.20%	0.11	0.18	1.11	0.01	0.24	0.11
LDT2	Electricity	0.61%	0.62%	0.00	0.00	0.00	0.00	0.68	0.27
LHD1	Gasoline	1.24%	0.96%	0.08	2.21	2.87	0.15	2.02	0.85
LHD1	Diesel	1.43%	1.11%	1.16	1.65	5.44	0.10	2.56	1.12
LHD2	Gasoline	0.22%	0.17%	0.01	0.43	0.51	0.03	0.41	0.17
LHD2	Diesel	0.56%	0.43%	0.46	1.05	2.22	0.04	1.22	0.57
MCY	Gasoline	0.49%	0.50%	31.45	13.88	216.71	0.03	0.23	0.11
MDV	Gasoline	11.18%	11.44%	1.00	5.78	142.78	0.80	12.80	5.18
MDV	Diesel	0.40%	0.41%	0.08	0.12	2.51	0.03	0.47	0.19
MDV	Electricity	0.44%	0.45%	0.00	0.00	0.00	0.00	0.50	0.20
MH	Gasoline	0.07%	0.05%	0.01	0.24	0.22	0.02	0.19	0.08
MH	Diesel	0.03%	0.02%	0.03	1.20	0.08	0.00	0.09	0.04
Motor Coach	Diesel	0.04%	0.03%	0.01	1.45	0.13	0.01	0.12	0.06
OBUS	Gasoline	0.05%	0.04%	0.01	0.34	0.22	0.01	0.13	0.05
PTO	Diesel	0.03%	0.02%	0.02	2.74	0.24	0.01	0.00	0.00
SBUS	Gasoline	0.04%	0.03%	0.01	0.09	0.14	0.00	0.51	0.22
SBUS	Diesel	0.04%	0.03%	0.01	1.57	0.11	0.01	0.64	0.28
T6 Ag	Diesel	0.00%	0.00%	0.00	0.00	0.00	0.00	0.00	0.00
T6 CAIRP heavy	Diesel	0.02%	0.02%	0.00	0.47	0.03	0.00	0.07	0.03
T6 CAIRP small	Diesel	0.00%	0.00%	0.00	0.07	0.00	0.00	0.01	0.00
T6 instate constructio	on he Diesel	0.05%	0.04%	0.01	1.38	0.08	0.01	0.14	0.06
T6 instate constructio	on sr Diesel	0.13%	0.10%	0.02	2.92	0.19	0.02	0.37	0.16
T6 instate heavy	Diesel	0.69%	0.53%	0.10	16.76	1.05	0.09	1.97	0.87

#### Year 2045: Criteria Air Pollutants (Future - No Project)

EMFAC Default		Project				
Passenger Vehicles	Trucks	Passenger Vehic	Trucks			
90.68%	9.32%	92.80%	7.20%			

Daily VMT	1,117,48	37		lbs/day							
Vehicle Type	Fuel Type	Percent of VMT	Adjusted Percent for Westside Area Plan	ROG	NOx	со	\$Ox	PM10	PM2.5		
T6 instate small	Diesel	0.90%	0.70%	0.13	20.37	1.32	0.12	2.57	1.13		
T6 OOS heavy	Diesel	0.01%	0.01%	0.00	0.27	0.02	0.00	0.04	0.02		
T6 OOS small	Diesel	0.00%	0.00%	0.00	0.04	0.00	0.00	0.01	0.00		
T6 Public	Diesel	0.03%	0.02%	0.00	0.50	0.04	0.00	0.08	0.03		
T6 utility	Diesel	0.01%	0.01%	0.00	0.10	0.01	0.00	0.02	0.01		
T6TS	Gasoline	0.29%	0.22%	0.05	0.47	1.03	0.07	0.79	0.33		
T7 CAIRP	Diesel	0.47%	0.36%	0.15	19.69	1.73	0.08	1.02	0.46		
T7 CAIRP construction	Diesel	0.04%	0.03%	0.01	1.54	0.13	0.01	0.08	0.04		
T7 NNOOS	Diesel	0.57%	0.44%	0.18	21.88	1.98	0.09	1.22	0.54		
T7 NOOS	Diesel	0.18%	0.14%	0.06	7.75	0.68	0.03	0.40	0.18		
T7 POLA	Diesel	0.83%	0.64%	0.38	48.74	4.93	0.16	1.84	0.84		
T7 Public	Diesel	0.04%	0.03%	0.01	1.47	0.13	0.01	0.09	0.04		
T7 Single	Diesel	0.15%	0.12%	0.05	5.48	0.51	0.03	0.33	0.14		
T7 single construction	Diesel	0.09%	0.07%	0.03	3.13	0.29	0.02	0.19	0.08		
T7 SWCV	Diesel	0.00%	0.00%	0.00	0.32	0.00	0.00	0.00	0.00		
T7 SWCV	Natural Gas	0.07%	0.05%	0.10	0.75	19.14	0.00	0.13	0.05		
T7 tractor	Diesel	0.67%	0.52%	0.22	28.64	2.51	0.11	1.48	0.67		
T7 tractor construction	Diesel	0.07%	0.06%	0.03	3.30	0.28	0.01	0.16	0.08		
T7 utility	Diesel	0.00%	0.00%	0.00	0.08	0.01	0.00	0.01	0.00		
T7IS	Gasoline	0.00%	0.00%	0.02	0.16	1.58	0.00	0.00	0.00		
UBUS	Gasoline	0.01%	0.01%	0.00	0.07	0.08	0.00	0.03	0.01		
UBUS	Diesel	0.00%	0.00%	0.00	0.00	0.00	0.00	0.00	0.00		
UBUS	Natural Gas	0.16%	0.13%	0.28	1.51	153.50	0.00	0.33	0.13		
		100.00%	100.00%	41	256	1,386	6	125	51		

### Year 2045: Criteria Air Pollutants (Future - With Project)

Source: EMFAC2021 Version 1.0.3. Los Angeles County - South Coast Air Basin  $^{\rm l.}$  Based on data provided Fehr & Peers.

EMFAC Default		Project			
Passenger Vehicles	Trucks	Passenger Vehicle	Trucks		
90.68%	9.32%	92.80%	7.20%		

Daily VMT	1,494,8	95				lbs/d	lay		
Vehicle Type	Fuel Type	Percent of VMT	Adjusted Percent for Westside Area Plan	ROG	NOx	со	SOx	PM10	PM2.5
All Other Buses	Diesel	0.07%	0.05%	0.01	2.59	0.15	0.01	0.27	0.12
LDA	Gasoline	48.02%	49.14%	3.37	28.22	685.64	3.27	73.51	29.71
LDA	Diesel	0.60%	0.61%	0.13	0.20	4.40	0.03	0.92	0.37
LDA	Electricity	3.24%	3.31%	0.00	0.00	0.00	0.00	4.88	1.94
LDT1	Gasoline	6.72%	6.87%	0.53	4.41	98.02	0.53	10.30	4.17
LDT1	Diesel	0.00%	0.00%	0.00	0.00	0.01	0.00	0.00	0.00
LDT1	Electricity	0.27%	0.27%	0.00	0.00	0.00	0.00	0.40	0.16
LDT2	Gasoline	18.54%	18.98%	1.92	11.34	308.32	1.45	28.40	11.48
LDT2	Diesel	0.19%	0.20%	0.14	0.24	1.49	0.01	0.32	0.14
LDT2	Electricity	0.61%	0.62%	0.00	0.00	0.00	0.00	0.92	0.36
LHD1	Gasoline	1.24%	0.95%	0.11	2.95	3.83	0.21	2.70	1.13
LHD1	Diesel	1.43%	1.11%	1.55	2.21	7.28	0.13	3.42	1.49
LHD2	Gasoline	0.22%	0.17%	0.02	0.58	0.68	0.04	0.55	0.23
LHD2	Diesel	0.56%	0.43%	0.62	1.40	2.97	0.06	1.63	0.76
MCY	Gasoline	0.49%	0.50%	42.08	18.57	289.91	0.04	0.30	0.14
MDV	Gasoline	11.18%	11.44%	1.34	7.74	191.00	1.06	17.13	6.93
MDV	Diesel	0.40%	0.41%	0.10	0.16	3.36	0.04	0.62	0.25
MDV	Electricity	0.44%	0.45%	0.00	0.00	0.00	0.00	0.67	0.27
MH	Gasoline	0.07%	0.05%	0.02	0.32	0.29	0.02	0.25	0.10
MH	Diesel	0.03%	0.02%	0.03	1.60	0.10	0.01	0.12	0.06
Motor Coach	Diesel	0.04%	0.03%	0.02	1.94	0.18	0.01	0.16	0.07
OBUS	Gasoline	0.05%	0.04%	0.01	0.45	0.30	0.02	0.17	0.07
PTO	Diesel	0.03%	0.02%	0.02	3.66	0.32	0.01	0.00	0.00
SBUS	Gasoline	0.04%	0.03%	0.01	0.12	0.19	0.01	0.68	0.29
SBUS	Diesel	0.04%	0.03%	0.01	2.10	0.14	0.01	0.86	0.37
T6 Ag	Diesel	0.00%	0.00%	0.00	0.00	0.00	0.00	0.00	0.00
T6 CAIRP heavy	Diesel	0.02%	0.02%	0.00	0.63	0.04	0.00	0.09	0.04
T6 CAIRP small	Diesel	0.00%	0.00%	0.00	0.09	0.01	0.00	0.01	0.01
T6 instate construction	on he Diesel	0.05%	0.04%	0.01	1.85	0.11	0.01	0.19	0.09
T6 instate construction	on sr Diesel	0.13%	0.10%	0.02	3.90	0.25	0.02	0.49	0.21
T6 instate heavy	Diesel	0.69%	0.53%	0.13	22.41	1.40	0.12	2.63	1.16

### Year 2045: Criteria Air Pollutants (Future - With Project)

Source: EMFAC2021 Version 1.0.3. Los Angeles County - South Coast Air Basin  $^{\rm l.}$  Based on data provided Fehr & Peers.

EMFAC Default		Project			
Passenger Vehicles	Trucks	Passenger Vehicle	Trucks		
90.68%	9.32%	92.80%	7.20%		

Daily VMT	1,494,8	95	lbs/day								
Vehicle Type	Fuel Type	Percent of VMT	Adjusted Percent for Westside Area Plan	ROG	NOx	со	SOx	PM10	PM2.5		
T6 instate small	Diesel	0.90%	0.70%	0.17	27.23	1.76	0.16	3.44	1.51		
T6 OOS heavy	Diesel	0.01%	0.01%	0.00	0.36	0.02	0.00	0.05	0.02		
T6 OOS small	Diesel	0.00%	0.00%	0.00	0.05	0.00	0.00	0.01	0.00		
T6 Public	Diesel	0.03%	0.02%	0.01	0.67	0.05	0.01	0.11	0.05		
T6 utility	Diesel	0.01%	0.01%	0.00	0.13	0.01	0.00	0.02	0.01		
T6TS	Gasoline	0.29%	0.22%	0.07	0.62	1.38	0.10	1.06	0.44		
T7 CAIRP	Diesel	0.47%	0.36%	0.21	26.32	2.31	0.10	1.37	0.62		
T7 CAIRP construction	Diesel	0.04%	0.03%	0.02	2.06	0.18	0.01	0.11	0.05		
T7 NNOOS	Diesel	0.57%	0.44%	0.24	29.25	2.64	0.12	1.64	0.73		
T7 NOOS	Diesel	0.18%	0.14%	0.08	10.36	0.91	0.04	0.54	0.24		
T7 POLA	Diesel	0.83%	0.64%	0.51	65.17	6.59	0.22	2.45	1.13		
T7 Public	Diesel	0.04%	0.03%	0.02	1.96	0.17	0.01	0.12	0.05		
T7 Single	Diesel	0.15%	0.12%	0.06	7.32	0.68	0.04	0.44	0.19		
T7 single construction	Diesel	0.09%	0.07%	0.03	4.19	0.39	0.02	0.25	0.11		
T7 SWCV	Diesel	0.00%	0.00%	0.00	0.43	0.00	0.00	0.00	0.00		
T7 SWCV	Natural Gas	0.07%	0.05%	0.13	1.01	25.59	0.00	0.18	0.07		
T7 tractor	Diesel	0.67%	0.52%	0.30	38.29	3.35	0.15	1.98	0.90		
T7 tractor construction	Diesel	0.07%	0.06%	0.03	4.42	0.38	0.02	0.22	0.10		
T7 utility	Diesel	0.00%	0.00%	0.00	0.11	0.01	0.00	0.01	0.00		
T7IS	Gasoline	0.00%	0.00%	0.02	0.21	2.11	0.00	0.01	0.00		
UBUS	Gasoline	0.01%	0.01%	0.01	0.09	0.11	0.00	0.04	0.02		
UBUS	Diesel	0.00%	0.00%	0.00	0.00	0.00	0.00	0.00	0.00		
UBUS	Natural Gas	0.16%	0.13%	0.38	2.02	205.21	0.00	0.44	0.17		
		100.00%	100.00%	55	342	1,854	8	167	69		

### Year 2023 GHG Emissions (Existing)

Source: EMFAC2021 Version 1.0.3. Los Angeles County - South Coast Air Basin  $^{\rm l}\cdot$  Based on data provided Fehr & Peers.

EMFAC Default			Project					
Passenger Vehicles		Trucks	Passenger Vehic	Trucks				
	92.25%	7.75%	92.80%	7.20%				
					CO <sub>2</sub> (Pavley)	CH₄	N <sub>2</sub> O	
					AR4 GWP	AR4 GWP	AR4 GWP	
	Annual VMT	387,768,047			1	25	298	
Vehicle Type		Fuel Type	Percent of VMT	Adjusted Percent for Westside Area Plan	CO2	CH₄	N <sub>2</sub> O	CO <sub>2</sub> e
All Other Buses		Diesel	0.05%	0.05%	0	0.00	0.03	8
LDA		Gasoline	53.00%	53.32%	0	0.57	0.89	280
LDA		Diesel	0.51%	0.51%	0	0.00	0.07	19
LDA		Electricity	1.35%	1.36%	0	0.00	0.00	0
LDT1		Gasoline	6.16%	6.20%	0	0.16	0.19	61
LDT1		Diesel	0.00%	0.00%	0	0.00	0.00	0
LDT1		Electricity	0.07%	0.07%	0	0.00	0.00	0
LDT2		Gasoline	18.50%	18.61%	0	0.32	0.46	146
LDT2		Diesel	0.14%	0.14%	0	0.00	0.03	7
LDT2		Electricity	0.21%	0.21%	0	0.00	0.00	0
LHD1		Gasoline	1.35%	1.25%	0	0.03	0.05	17
LHD1		Diesel	1.03%	0.95%	0	0.01	0.27	80
LHD2		Gasoline	0.22%	0.21%	0	0.00	0.01	3
LHD2		Diesel	0.40%	0.37%	0	0.00	0.11	34
MCY		Gasoline	0.45%	0.45%	0	0.66	0.11	51
MDV		Gasoline	11.44%	11.51%	0	0.26	0.35	112
MDV		Diesel	0.29%	0.29%	0	0.00	0.07	20
MDV		Electricity	0.12%	0.12%	0	0.00	0.00	0
MH		Gasoline	0.07%	0.06%	0	0.00	0.00	2
MH		Diesel	0.02%	0.02%	0	0.00	0.01	4
Motor Coach		Diesel	0.03%	0.03%	0	0.00	0.03	8
OBUS		Gasoline	0.06%	0.05%	0	0.00	0.00	1
PTO		Diesel	0.03%	0.03%	0	0.00	0.03	9
SBUS		Gasoline	0.02%	0.02%	0	0.00	0.00	1
SBUS		Diesel	0.04%	0.04%	0	0.00	0.03	8
Tó Ag		Diesel	0.00%	0.00%	0	0.00	0.00	0
T6 CAIRP heavy		Diesel	0.02%	0.02%	0	0.00	0.01	3
T6 CAIRP small		Diesel	0.00%	0.00%	0	0.00	0.00	0
T6 instate construction heavy		Diesel	0.06%	0.06%	0	0.00	0.03	10

### Year 2023 GHG Emissions (Existing)

Source: EMFAC2021 Version 1.0.3. Los Angeles County - South Coast Air Basin  $^{\rm l.}$  Based on data provided Fehr & Peers.

EMFAC Default		Project						
Passenger Vehicles	Trucks	Passenger Vehic	Trucks					
	92.25% 7.75	% 92.80%	7.20%	5				
				_	CO <sub>2</sub> (Pavley)	CH₄	N <sub>2</sub> O	
				-	AR4 GWP	AR4 GWP	AR4 GWP	
	Annual VMT 387,768,04	7			1	25	298	
Vehicle Type	Fuel Type	Percent of VMT	Adjusted Percent for Westside Area Plan		CO2	CH₄	N <sub>2</sub> O	CO <sub>2</sub> e
T6 instate construction small	Diesel	0.16%	0.14%		0	0.00	0.08	25
T6 instate heavy	Diesel	0.52%	0.48%		0	0.00	0.26	77
T6 instate small	Diesel	0.70%	0.65%		0	0.00	0.37	110
T6 OOS heavy	Diesel	0.01%	0.01%		0	0.00	0.01	2
T6 OOS small	Diesel	0.00%	0.00%		0	0.00	0.00	0
T6 Public	Diesel	0.02%	0.02%		0	0.00	0.01	4
T6 utility	Diesel	0.01%	0.01%		0	0.00	0.00	1
T6TS	Gasoline	0.28%	0.26%		0	0.01	0.02	6
T7 Ag	Diesel	0.00%	0.00%		0	0.00	0.00	0
T7 CAIRP	Diesel	0.39%	0.36%		0	0.00	0.28	84
T7 CAIRP construction	Diesel	0.04%	0.04%		0	0.00	0.03	10
T7 NNOOS	Diesel	0.47%	0.44%		0	0.00	0.32	95
T7 NOOS	Diesel	0.15%	0.14%		0	0.00	0.11	33
T7 POLA	Diesel	0.40%	0.37%		0	0.00	0.34	103
T7 Public	Diesel	0.04%	0.04%		0	0.00	0.04	11
T7 Single	Diesel	0.14%	0.13%		0	0.00	0.11	32
T7 single construction	Diesel	0.11%	0.10%		0	0.00	0.08	25
T7 SWCV	Diesel	0.02%	0.02%		0	0.00	0.05	15
T7 SWCV	Natural Gas	0.04%	0.04%		0	0.72	0.10	48
T7 tractor	Diesel	0.59%	0.55%		0	0.00	0.44	130
T7 tractor construction	Diesel	0.09%	0.08%		0	0.00	0.07	21
T7 utility	Diesel	0.00%	0.00%		0	0.00	0.00	1
T7IS	Gasoline	0.00%	0.00%		0	0.00	0.00	0
UBUS	Gasoline	0.01%	0.01%		0	0.00	0.00	0
UBUS	Diesel	0.00%	0.00%		0	0.00	0.00	0
UBUS	Electricity	0.00%	0.00%		0	0.00	0.00	0
UBUS	Natural Gas	0.16%	0.14%		0	3.55	0.23	157
		100.00%	100.00%	0.00	1	6.33	5.75	1,874

### Year 2045 GHG Emissions (Future - No Project)

Source: EMFAC2021 Version 1.0.3. Los Angeles County - South Coast Air Basin  $^{\rm l.}$  Based on data provided Fehr & Peers.

EMFAC Default			Project						
Passenger Vehicles	Truck	s	Passenger Vehic	Trucks					
	90.68%	9.32%	92.80%		7.20%				_
						CO <sub>2</sub> (Pavley)	CH₄	N <sub>2</sub> O	-
						AR4 GWP	AR4 GWP	AR4 GWP	-
Ann	ual VMT 3	87,768,047				1	25	298	
Vehicle Type	F	uel Type	Percent of VMT	Adjusted I Westside	Percent for Area Plan	CO <sub>2</sub>	CH₄	N <sub>2</sub> O	CO <sub>2</sub> e
All Other Buses	Diese	el	0.07%	0.0	5%	167	0.00	0.03	177
LDA	Gas	oline	48.02%	49.1	14%	38,899	1.47	31.33	48,273
LDA	Diese	el	0.60%	0.6	1%	393	0.02	0.39	510
LDA	Elect	ricity	3.24%	3.3	1%	0	0.10	2.11	632
LDT1	Gase	oline	6.72%	6.8	7%	6,312	0.21	4.38	7,623
LDT1	Diese	el	0.00%	0.0	0%	1	0.00	0.00	1
LDT1	Elect	ricity	0.27%	0.2	7%	0	0.01	0.17	52
LDT2	Gase	oline	18.54%	18.9	98%	17,223	0.57	12.10	20,843
LDT2	Diese	el	0.19%	0.2	0%	168	0.01	0.13	205
LDT2	Elect	ricity	0.61%	0.6	2%	0	0.02	0.40	118
LHD1	Gase	oline	1.24%	0.9	6%	2,442	0.03	0.61	2,624
LHD1	Diese	el	1.43%	1.1	1%	1,628	0.03	0.71	1,839
LHD2	Gase	oline	0.22%	0.1	7%	494	0.01	0.11	526
LHD2	Diese	el l	0.56%	0.4	3%	706	0.01	0.28	789
MCY	Gase	oline	0.49%	0.5	0%	435	0.01	0.32	530
MDV	Gase	oline	11.18%	11.4	44%	12,648	0.34	7.29	14,829
MDV	Diese	el 🛛	0.40%	0.4	1%	455	0.01	0.26	534
MDV	Elect	ricity	0.44%	0.4	5%	0	0.01	0.29	87
MH	Gase	oline	0.07%	0.0	5%	274	0.00	0.03	284
MH	Diese	el	0.03%	0.0	2%	70	0.00	0.01	75
Motor Coach	Diese	el	0.04%	0.0	3%	136	0.00	0.02	142
OBUS	Gas	oline	0.05%	0.0	4%	188	0.00	0.02	195
РТО	Diese	el	0.03%	0.0	2%	141	0.00	0.02	145
SBUS	Gase	oline	0.04%	0.0	3%	75	0.00	0.02	80
SBUS	Diese	el	0.04%	0.0	3%	118	0.00	0.02	125
T6 Ag	Diese	ł	0.00%	0.0	0%	0	0.00	0.00	0
T6 CAIRP heavy	Diese	ł	0.02%	0.0	2%	47	0.00	0.01	51
T6 CAIRP small	Diese	ł	0.00%	0.0	0%	7	0.00	0.00	8
T6 instate construction heavy	Diese	el	0.05%	0.0	4%	119	0.00	0.02	127

### Year 2045 GHG Emissions (Future - No Project)

Source: EMFAC2021 Version 1.0.3. Los Angeles County - South Coast Air Basin  $^{\rm l.}$  Based on data provided Fehr & Peers.

EMFAC Default		Project						
Passenger Vehicles	Trucks	Passenger Vehic	Trucks					
90.68	<b>%</b> 9.32%	92.80%	7.20%	5				
					CO <sub>2</sub> (Pavley)	CH₄	N <sub>2</sub> O	
				•	AR4 GWP	AR4 GWP	AR4 GWP	
Annual VM	T 387,768,047				1	25	298	
Vehicle Type	Fuel Type	Percent of VMT	Adjusted Percent for Westside Area Plan		CO2	CH₄	N <sub>2</sub> O	CO <sub>2</sub> e
T6 instate construction small	Diesel	0.13%	0.10%		289	0.00	0.06	308
T6 instate heavy	Diesel	0.69%	0.53%		1,447	0.02	0.34	1,549
T6 instate small	Diesel	0.90%	0.70%		2,022	0.02	0.45	2,156
T6 OOS heavy	Diesel	0.01%	0.01%		27	0.00	0.01	29
T6 OOS small	Diesel	0.00%	0.00%		4	0.00	0.00	5
T6 Public	Diesel	0.03%	0.02%		64	0.00	0.01	68
T6 utility	Diesel	0.01%	0.01%		14	0.00	0.00	15
T6TS	Gasoline	0.29%	0.22%		1,156	0.01	0.14	1,199
T7 CAIRP	Diesel	0.47%	0.36%		1,277	0.01	0.23	1,345
T7 CAIRP construction	Diesel	0.04%	0.03%		110	0.00	0.02	115
T7 NNOOS	Diesel	0.57%	0.44%		1,557	0.01	0.28	1,640
T7 NOOS	Diesel	0.18%	0.14%		502	0.00	0.09	529
T7 POLA	Diesel	0.83%	0.64%		2,685	0.02	0.41	2,807
T7 Public	Diesel	0.04%	0.03%		144	0.00	0.02	150
T7 Single	Diesel	0.15%	0.12%		498	0.00	0.08	521
T7 single construction	Diesel	0.09%	0.07%		286	0.00	0.04	299
T7 SWCV	Diesel	0.00%	0.00%		16	0.00	0.00	16
T7 SWCV	Natural Gas	0.07%	0.05%		537	0.00	0.03	548
T7 tractor	Diesel	0.67%	0.52%		1,890	0.02	0.33	1,990
T7 tractor construction	Diesel	0.07%	0.06%		231	0.00	0.04	242
T7 utility	Diesel	0.00%	0.00%		10	0.00	0.00	11
T7IS	Gasoline	0.00%	0.00%		13	0.00	0.00	13
UBUS	Gasoline	0.01%	0.01%		58	0.00	0.01	60
UBUS	Diesel	0.00%	0.00%		0	0.00	0.00	0
UBUS	Natural Gas	0.16%	0.13%		983	0.00	0.08	1,007
		100.00%	100.00%	0.00	98,967	3.00	63.77	118,045

### Year 2045 GHG Emissions (Future - With Project)

Source: EMFAC2021 Version 1.0.3. Los Angeles County - South Coast Air Basin  $^{\rm l}\cdot$  Based on data provided Fehr & Peers.

EMFAC Default				Project							
Passenger Vehicles		Trucks		Passenger Vehicle	Trucks						
	90.68%		9.32%	92.80%		7.20%					
							CO <sub>2</sub> (Pay	vley)	CH₄	N <sub>2</sub> O	
							AR4 G	WР	AR4 GWP	AR4 GWP	
	Annual VMT	518,2	728,583				1		25	298	
Vehicle Type		Fuel	Гуре	Percent of VMT	Adjust Westsi	ed Percent for ide Area Plan	CO2	2	CH₄	N <sub>2</sub> O	CO₂e
All Other Buses		Diesel		0.07%		0.05%	223	;	0.00	0.05	237
LDA		Gasoline		48.02%		49.14%	52,03	38	1.97	41.92	64,579
LDA		Diesel		0.60%		0.61%	526	)	0.02	0.52	682
LDA		Electricity	/	3.24%		3.31%	0		0.13	2.82	845
LDT1		Gasoline		6.72%		6.87%	8,44	4	0.28	5.86	10,198
LDT1		Diesel		0.00%		0.00%	2		0.00	0.00	2
LDT1		Electricity	/	0.27%		0.27%	0		0.01	0.23	70
LDT2		Gasoline		18.54%		18.98%	23,04	40	0.76	16.19	27,883
LDT2		Diesel		0.19%		0.20%	224	ļ.	0.01	0.17	274
LDT2		Electricity	/	0.61%		0.62%	0		0.02	0.53	158
LHD1		Gasoline		1.24%		0.95%	3,26	5	0.04	0.81	3,508
LHD1		Diesel		1.43%		1.11%	2,17	7	0.04	0.94	2,459
LHD2		Gasoline		0.22%		0.17%	661		0.01	0.14	704
LHD2		Diesel		0.56%		0.43%	944	ļ.	0.02	0.37	1,054
MCY		Gasoline		0.49%		0.50%	582	2	0.02	0.43	709
MDV		Gasoline		11.18%		11.44%	16,92	20	0.46	9.76	19,839
MDV		Diesel		0.40%		0.41%	609	)	0.02	0.35	714
MDV		Electricity	/	0.44%		0.45%	0		0.02	0.39	116
мн		Gasoline		0.07%		0.05%	366	•	0.00	0.04	380
мн		Diesel		0.03%		0.02%	94		0.00	0.02	100
Motor Coach		Diesel		0.04%		0.03%	182		0.00	0.03	190
OBUS		Gasoline		0.05%		0.04%	251		0.00	0.03	260
PTO		Diesel		0.03%		0.02%	188		0.00	0.02	194
SBUS		Gasoline		0.04%		0.03%	100		0.00	0.02	107
SBUS		Diesel		0.04%		0.03%	158	1	0.00	0.03	167
T6 Ag		Diesel		0.00%		0.00%	0		0.00	0.00	0
T6 CAIRP heavy		Diesel		0.02%		0.02%	63		0.00	0.02	68
T6 CAIRP small		Diesel		0.00%		0.00%	10		0.00	0.00	10
T6 instate construction heavy		Diesel		0.05%		0.04%	159	)	0.00	0.03	169

### Year 2045 GHG Emissions (Future - With Project)

Source: EMFAC2021 Version 1.0.3. Los Angeles County - South Coast Air Basin  $^{\rm l.}$  Based on data provided Fehr & Peers.

EMFAC Default			Project						
Passenger Vehicles	1	[rucks	Passenger Vehicle	Trucks					
	90.68%	9.32	% 92.80%	7.20%	6				
						CO <sub>2</sub> (Pavley)	CH₄	N <sub>2</sub> O	
					-	AR4 GWP	AR4 GWP	AR4 GWP	
	Annual VMT	518,728,58	3			1	25	298	
Vehicle Type		Fuel Type	Percent of VMT	Adjusted Percent for Westside Area Plan		CO2	CH₄	N <sub>2</sub> O	CO <sub>2</sub> e
T6 instate construction small	[	Diesel	0.13%	0.10%		386	0.00	0.09	412
T6 instate heavy	[	Diesel	0.69%	0.53%		1,935	0.02	0.45	2,070
T6 instate small	[	Diesel	0.90%	0.70%		2,704	0.03	0.60	2,882
T6 OOS heavy	[	Diesel	0.01%	0.01%		37	0.00	0.01	39
T6 OOS small	[	Diesel	0.00%	0.00%		6	0.00	0.00	6
T6 Public	[	Diesel	0.03%	0.02%		86	0.00	0.02	91
T6 utility	[	Diesel	0.01%	0.01%		19	0.00	0.00	21
T6TS	(	Gasoline	0.29%	0.22%		1,545	0.01	0.19	1,602
T7 CAIRP	[	Diesel	0.47%	0.36%		1,707	0.01	0.31	1,798
T7 CAIRP construction	[	Diesel	0.04%	0.03%		147	0.00	0.02	154
T7 NNOOS	[	Diesel	0.57%	0.44%		2,081	0.02	0.37	2,193
T7 NOOS	[	Diesel	0.18%	0.14%		671	0.01	0.12	707
T7 POLA	[	Diesel	0.83%	0.64%		3,590	0.03	0.54	3,752
T7 Public	[	Diesel	0.04%	0.03%		193	0.00	0.03	201
T7 Single	[	Diesel	0.15%	0.12%		666	0.00	0.10	696
T7 single construction	[	Diesel	0.09%	0.07%		382	0.00	0.06	400
T7 SWCV	[	Diesel	0.00%	0.00%		22	0.00	0.00	22
T7 SWCV	1	Natural Gas	0.07%	0.05%		718	0.00	0.05	732
T7 tractor	[	Diesel	0.67%	0.52%		2,527	0.02	0.44	2,660
T7 tractor construction	[	Diesel	0.07%	0.06%		309	0.00	0.05	323
T7 utility	[	Diesel	0.00%	0.00%		14	0.00	0.00	15
T7IS	(	Gasoline	0.00%	0.00%		17	0.00	0.00	17
UBUS	(	Gasoline	0.01%	0.01%		77	0.00	0.01	80
UBUS	[	Diesel	0.00%	0.00%		0	0.00	0.00	0
UBUS	1	Natural Gas	0.16%	0.13%		1,314	0.01	0.11	1,346
			100.00%	100.00%	0.00	132,377	4.01	85.31	157,899

Source-EMFAC20	21 Version 1.0.3.							80 B	en le						2.2	0.55-03						Brs/Mille			1.05-06					MTens,P	100				
																							co:	Padey+										CO2(Pavley+	
	Calendar					PM10_RUN	4	PM10_PMB	PM2.5	RUNE PM2.5_PM*	AT PM2.5_PMB									PM10_PMB	PM10_RUNE	PM2_5_PMT PM2_5	PHB PH2_5_RUNE AAC	C)_RUNE					PHID_PMB P	MID_RUNE	PM2_5_5	PMT PM2_5_PMB	PM2_5_RUNE	AACC)_RUNE	
Region	Year Vehicle Category	Fuel	ROG_RUNEX	NO <sub>X</sub> ,RUNEX	CO_RUNEX SOX	RUNEX X	PM10_PMT	TW W PM10,	Total X	w	w	PM2_5_Tenal CO2_RUN	EX CHI_RINER	N2O_RUNEX	VMT Total 1% of %	WT ROG_RUNE	X NOX_RUNEX	CO_RUNEX	SOX_RUNEX PH1	10_9MTW W	X	PM10_Total W W	X PM2_5_Tanal X	CH4_RU	NEX N2O_RUNEX	ROG_RUNEX NOv_RUNEX	CO_RUNEX	SON_RUNEX I	dis10_PasTW W ¥	PM10_Tr	and W	w	X PM2,1	5_Total X CHr	4_RUNEX N2O_RUNEX
Los Angeles (SC)	2022 All Other Buses	Diesel	0.00789215	1.2709902	5 0.08125923 0.0	903422 0.0082453	25 0.0	12 0.13034004 1.	S1E-01 0.007	/88856 0.0	003 0.05586002	6.675-02 0.00788	155 0.0003665	0.15020987	148,348 0.00	26% 1.7405-0.5	5 2.0225-02	1,7916-04	1,9925-05 1.	8185-05 2,6455-00	2.8735-04	2.2205-04 1.7295-05 6.61	E-06 1.221E-04 1.472E-04 1.2	295-05 8.0816	E-07 2.314E-04	7.8925-09 1.2715-06	8,1265-08	9.0345-09	8.2455-09 1.2005-08	1.3035-07 1.506F	6-07 7,889*	5-09 2.0005-09	5.5866-08 6.67	55-08 7.8895-09 2/	4555-10 1.5035-07
Los Ascalas (SC)	2023 ID4	Canaline	0.01042222	0.0362382	5 0.68660921 0.00	2266633 0.0031686	45 0.0	00 0.03625001 4	A4E-02 0.00	315466 0.0	002 0.01575	1935-02 0.0015	0.00022322	0.00421223	149 418 106 52 9	22006-04	20.3(10.9	15146-03	54286.05 3	71/6/06 176/6/09	0.0000 0.000	10245-04 34145-05 440	EAK 3,423EAS 4355EAS 3.	145-06 6-0265	E.04 9 502E.04	10436-09 34346-08	A 8442.07	26445.09	14846-09 8,0006-09	24755.00 44430	1.00 1.549	0.30002 90.3	1.6766.08 1.92	115,00 1 5405,00 21	7336.09 4.3136.09
Los Ascalas (SC)	2022 104	Natal	0.018272	0.0547415	8 0.28115824 0.0	100111 0.000345	63 0.0	00 0.03625000 5	315.02 0.00	1798.44 0.0	002 0.01575	2 \$25.00 0.0079	0.0008721	0.000004019	1,436,245 0.55	150% A 140E-0.5	5 1.4725-04	A 1995/04	4 3680.05	B/0E/05 175/E/05	# 102C-05	11716-04 17406-05 440	EAA 2423EAS 5473EAS 1	M0E-05 1 9210	E04 7.242E.05	1 9766.09 6.4746.08	2 81 26.07	1.9915.09	8 3456-02 8 0006-02	2 4755.00 \$ 2100	1.08 7.085	2,000 2,0006,09	15756.08 2.5	7000 70050.00 0	7225-10 1 2945-08
in trade if C	2022 (24	Country of the			0 0	0	4 0.0	00 0.03/7/000	100.000		000 0.01/77/	3 745 00	0		2,024,242, 1,24	018/ 0.0007/02	0.0000-00	0.0000.000	0.0007.00	1000-00 3740.00	41000.00	0.0007.07 0.0007.00 1.00	CAL 2 (2) ( 0) 200 X AL 00	000-00-0.0000	1.00 0.0007.100	0.0007.000 0.0007.000	0.00000-000	0.0000.000	0.0007.000 0.0007.00	21202.00 110700	00 0.0000	2,00 0,0000 00	107000 17	101 00 0.0000 00 0/	0005-00 0.0005-00
an Argan (Ac)	2023 605	Contractory	0.00000110	0.1073430	1 1 21 04 44 12 0.00	0.000.000	000	00 0.03475000	200.002	1000	000 001073	0.000 00 0.00000	00047004	0.000000443	17,020,012 6.20	1000 4 (010.00	0 00000000	2,6000,02	1.000000000	1744-05	11002003	10415.04 6.00200 4.00		125.04	100 0000000	0.0000000000000000000000000000000000000	1.3135.05	3.0000.000	2.0000000 2.0000000	2122000 12220	00 00000	5.00 2.000E 00	1.6766.00 0.00	3200 0000000 000	2000 00 20000 00
ran weighten (ac.)	2023 (01)	Change of the second	0.16246316	0.10034222	1.07440044 0.04	000207	110 0.0	00 0.03475000 1	2101 0102	27392 0.00	002 001575	1 485 601 0 100027	00000/010	0.000 44303	17,012,003 9.19	0000 100000 000	2 21225-01	2,2405.02	0.0007.01 3	1744-00	100200	2017200 430		1.01/1		1.4245.02 0.4245.02	1.07/10/04	12/06/07	13/2017 8000000	24726-06 1.600	08 2.2705	2000000	1.0700 00 1.0	22/08/22/08/07 02	79209 7.99009
Los Argenes (SC)	2023 0201	Jaiol	0.19260066	0.98/355	4 1.07464054 0.00	3435442 0.13575	0.0	04 0.034/5001 1.	#1E-01 0.12V	4/423 0.00	307 0.015/5	1.481-01 0.12VU/	V21 0.00044812	5 0.0/240/VE	5,123 0.00	22% 4.0266-04	4 217/1-01	1394-01	V.60V5-06 J.	W36-04 17646-05	1.1005-05	2.9/96-04 2.8636-04 4.40	6-66 14/11-03 12556-04 21	1270	E-05 1.3VIE-04	1.11.266-0/ V.11/86-0/	1.0754-05	4.3586-09	1.358-67 8.0008-09	JA/35-08 1.8054-	-07 1.2Ws	-0/ 2.000E-0V	13/56-08 1.4/	31-0/ 1.2WE-0/ 1.2	4111-0V 7.22/1-04
Los Angelies (SL)	2023 0201	decivities a			0 0	0	0 0.00	08 0.035/2001 4	411-02	0 0.00	302 0.01575	1.788-00	0	0	196/102 0.00	WP% 0.0005+00	0.0006+00	0000000	0.0006+00 0.1	1764-00	F 1002-02	V.8655-05 0.0006+00 4.40	6-06 14/18-05 UK	006+00 0.0006	+00 0.0006+00	00006+00 0.0006+00	0.0006+00	00006+00	3.0006+00 8.0006-04	10/36-08 4.4/36-	-08 0.0005-	+00 2.000E-0V	13736-08 1.77	22-08 01000+00 0.0	3006+00 0.0006+00
Los Angeles (SC)	2023 (202	Gassline	0.01822741	0.0758112	2 0.9529169 0.0	0.0018058	0.0	08 0.03675001 4	466-02 0.001-	.66041 0.00	.002 0.01575	1.945-02 0.00166	341 0.0045017	4 0.0062834	52,162,943 18.9	4.0436-03	\$ 1.4716-04	2.1035-03	7.2556-05 1	9816-06 17646-05	8.1025-05	1.0265-04 2.6615-05 4.40	6-06 2.4726-05 4.2796-05 2.4	615-06 9.9255	E-06 1.407E-05	1.8245-08 7.5815-08	9.5396-07	3.2916-09	1.8065-09 8.0005-09	3.6755-08 4.6566	08 1.6609	1-09 2.0006-09	1.5756-08 1.94	16-08 1.6606-09 4.5	5025-09 6.3845-09
Los Angeles (SC)	2023 (202	Cliesel	0.022513	0.0454151	4 0.19207509 0.0	0.0059064	61 0.0	08 0.03675001 5.	075-02 0.005	.65109 0.00	.002 0.01575	2.345-02 0.00565	0.0010456	9 0.04477303	404,272 0.14	34% 4.9635-05	\$ 1.0016-04	4.2575-04	5.9366-06 1.	3026-05 17646-05	8.1025-05	1.1176-04 1.2466-05 4.40	6-06 2.6726-05 5.1596-05 1.	1455-05 2.3055	E-06 9.871E-05	2.2516-08 4.5426-08	1.9216-07	2.6935-09	5.9072-09 8.0006-09	3.6755-08 5.0665	-08 \$.6516	1-09 2.0006-09	1.5756-08 2.34	.05-08 5.6515-09 1.0	.0455-09 4.4775-08
Los Angeles (SC)	2023 (202	Gectóday	0		0 0	Ó	0.0	08 0.03675001 4	486-02	0 0.0	.002 0.01575	1785-02	0	¢ (	584,569 0.20	0.0005+00	0.0006+00	0.0006+000	0.0006+00 0.1	0006+00 17646-05	8.1025-05	9.8665-05 0.0005+00 4.40	6-06 2.6726-05 2.9126-05 0.0	3000.0 00+200	00+2000.0 00+2	0.0005+00 0.0005+00	0.0006+00	0.0005+00	90-2000.8 00+2000.0	3.6755-08 4.4755	2000.0 \$0.0	2.000E-09	1.5756-08 1.77	35-08 0.0006+00 0.0	.0004-2000.0 00+2006.
Los Angeles (SC)	2023 UHD1	Gasaline	0.02176793	0.1825113	7 0.76546556 0.0	0.001 2453	IS1 0.0	08 0.07644002 8	SEE-02 0.001	.23715 0.01	.002 0.03276001	3.605-02 0.00123	715 0.0066183	0.0111964	3,800,052 1.34	79% 7.0045-05	4.0245-04	1.44995-03	1.7495-05 2:	9665-06 17645-05	1.6855-04	1.8915-04 2.7275-05 4.40	6-06 7.2226-05 7.9266-05 2.	275-06 1.4595	E-05 2.468E-05	2.1775-08 1.8255-07	7.6555-07	7.9345-09	1.3455-09 8.0005-09	7.6445-08 8.5795	-08 1.2375	2-09 2.0006-09	3.2765-08 3.60	/05-08 1.2275-09 6/	.6185-09 1.1205-08
Los Angeles (SC)	2023 UHD1	Ciesel	0.06166171	1.0345584	2 0.3060369 0.0	0.0120863	122 0.0	112 0.07644002 1.	0.011-01 0.011	-56339 0.0/	.003 0.03276001	4,735-02 0.01156	329 0.0028538	\$ 0.07191859	2,892,383 1.03	62% 1.2555-04	6 2.2815-03	67.05-04	9.5355-05 2.	4655-05 2.6465-05	1.6655-04	2.2165-04 2.5495-05 6.61	E-06 7.222E-05 1.042E-04 2.	495-05 6.2925	E-06 1.586E-04	6.1445-08 1.0255-06	2.0606-07	4.3255-09	1.2095-08 1.2005-08	7.6445-08 1.0055	e-07 1.156F	£-08 2.000£-09	3.2765-08 4.7?	1.1565-08 2/	3545-09 7.1925-08
Los Angeles (SC)	2023 0402	Gasaline	0.02119781	0.1832372	2 0.53642405 0.0	0.001 2212	124 0.0	08 0.08918003 9.	245-02 0.001	(12288 0.0/	.002 0.03822001	4.135-02 0.00112	288 0.0048128	3 0.01200007	625,879 0.22	20% 4.6735-05	4.0406-04	1.1835-03	2.0075-05 2.	6925-06 17645-05	1.9665-04	2.1695-04 2.4745-05 4.40	E-06 8.426E-05 9.114E-05 2.	765-06 1.0615	E-05 2.645E-05	2.1205-08 1.8225-07	5.3545-07	9.1055-09	1.2215-09 8.0005-09	8.9185-08 9.8405	+OB 1.1225	.6-09 2.0006-09	3.8225-08 4.12	46-08 1.1236-09 4/	J8135-09 1.2006-08
Las Angeles (SC)	2022 0402	Diesel	0.0606608	0.9978901	6 0.30192274 0.0	3478605 0.014296-	MB 0.0	12 0.08918002 1.	155-01 0.013	367802 0.0	003 0.03822001	5,495-02 0.01267	0.0028268	6 0.07957822	1.126.564 0.39	96% 1.3425-04	6 2,2006-03	6.6565-04	1.0555-05 2	1525-05 2,6465-00	1.9666-04	2.566E-04 2.015E-05 6.61	E-06 8.436E-05 1.210E-04 2J	155-05 6.2225	E-06 1.754E-04	6.0665-08 9.9795-07	2.0195-07	47865-09	1,4305-08 1,2005-08	8.9185-08 1.155F	£-07 1.368°	5-08 2.0005-09	2,8225-08 5.45	05-08 1.3685-08 2/	8275-09 7.9585-08
Los Angeles (SC)	2023 MCY	Gasoline	2.59571666	1,1209027	5 18,8609178 0.0	0.002479	0.0	0.01176 1.	825-02 0.002	221598 0.01	001 0.00504	8.365-02 0.00231	S98 0.3793828	0.06539295	1,265,085 0.66	87% \$7225-03	2.4925-02	4.1595-02	4.8795-06 5.	4675-06 8.8185-00	2.5925-05	4.0216-05 5.1046-06 2.20	E-06 1,111E-05 1,842E-05 5.	065-06 8.2645	E-04 1.642E-04	2.5965-06 1.1215-06	1.8866-05	2,2125-09	2.4805-09 4.0005-09	1.1765-08 1.824F	608 2.316	6-09 1.0006-09	5.0406-09 8.31	455-09 2,2165-09 2."	7945-07 6.5395-08
The Associate March	2022 #51	Country.	0.0017.001	0.00003383	A 111870104 0.0	0.001.000	0.0	00 0.03/3/000 1	K45.00 0.00	017101 0.0	000 001/77/	1000.00	00000000	0.00000000	202010200 1110	1.000 1.000 0.0	0.1846.04	2.000.00	0.0007-04	10/00/ 17/00/00	A 1000 O.C.	10005.01 3.8.07.01 1.00	COL 2 (201 01 12000 01 2)	07.04	17/7/04	0.00076.00	11100.04	10.07.00	1 2025 00 2 20005 00	31302.00 11100	100 1740	2.00 0.00000.00	1/3/2 08 1.00	001 00 1 7 417 00 1	ALEE 00 3 000E 00
Los Association (CC)	2022 (021)	Street.	0.03 (5700)	0.041106	0.0001000000 0.00	0.00.783	0.0	00 0.03476001 4	0.00 0.000	1774 46 44	000 001/77/	0.000 000 0.000 0077	110 00004748	0.04704001	433 (04) 0.34	2010/ 2 2010/ 24	0.0426.06	60000.04	71105.01	100000 120000	4 1000 00	10007.01 10007.07 110	COL 2 (2010) 10000 01 11	AND 04 1 1000	10705.04	1 4675 00 41116 00	0.71116.07	3,7207,000	1 3337 00 3 0007 00	34305.00 40636	100 100	2.00 0.0000 00	1 / 7// 08 0.02	137.00 1.7717.00 1.	7105.10 575.5 05
an volume (vol	2023 (#21	U.P.B.	0.01627.285	0.041100	9 0.27112781 Stat	200 878 0004782	0.0	NE 002872001 B	P2002 0.000	3/942 0.00	202 0.01373	2.2.28102 0.001.0	141 00000708	9.007.81202	822,080 0.25	3118 2.4128.92	4.0028-03	3.4778-94	7.0076550 1.0	1744-03	E.1008-03	104200 100400 430	100 20200 122200 12	1.6725	1.27 36-04	1.427FOR KITTEOR	27111-00	2.8798.59	1071232-07 E0000-07	200726-04 1.1226	08 6.0705	204 20006-04	1.37.26.54 4.24	32.08 123.08-04 83	7998-10 37888-08
Los Argenes (SC)	2023 MDV	directionly.	5		0 0	0	0 0.00	04 0.034/5001 4	411-02	0 0.00	302 0.015/5	1.782-00	0	0	342,100 0.12	12% 0.0001+00	0.0006+00	01000+00	0.0006+00 0.1	0006+00 1764-05	11002-05	V.8551-05 0.0006+00 4.40	6-66 14/11-05 UU	006+00 0.0006	+03 0.003£+00	0.0001+00	0.0006+00	00006+00	3.0006+00 8.0006-04	3.6/56-08 4.4/56-	08 0.0001-	+00 2.000E-0V	13/56-08 1.77	31-08 01000+00 0.0	3006+00 0.0006+00
Los Angelies (SL)	2021 MH	Crassiline	0.022/19//9	0.3411423	4 1.212235V3 0.0	0.001405	0.0	12 0.13034004 1.	221-01 0.001	242.24 0.00	201 0102289001	6.038-02 G.D012V	234 0.0105606	1 GD1W368/	191,392 0.06	V8/4-03	5 6.4206-04	7.6756-03	790/F-02 T	DVV6-06 2.6466-00	28/35-04	2.1699-04 2.8499-06 6.61	E-06 1.231E-04 1.3266-04 23	2328	E-05 4.3V3E-05	4.4/%-08 2.9126-07	1.2128-05	10-4141	1.4056-09 1.2006-08	1.3036-07 1.4376-	-0/ 1.2925	-0V 1000E-0V	22805-08 9'01	25-08 1.2926-09 1.0	3365-08 1.9985-08
Los Angeles (SC)	2023 MH	Diesel	0.06453084	1 2.2715.492	9 0.25364823 0.0	0.0685921	197 0.0	116 0.13034004 2	156-01 0.065	.62471 0.00	.004 0.05586003	1.255-01 0.06562	01 0.0029972	3 0.14990305	64,319 0.03	28% 1.4235-04	4 7.2126-03	5.5926-04	1.9885-05 1.	\$126-04 2.5276-05	2.8735-04	47285-04 1.4475-04 9.81	E-06 1.221E-04 2.766E-04 1,	102-04 6.6085	E-06 2.305E-04	6.4535-08 3.2725-06	2.5366-07	90-3610.9	6.8595-08 1.6005-08	1.3035-07 2.1495	-07 6.5629	1-08 4.0006-09	5.5866-08 1.25	.55-07 6.5625-08 2.9	.9975-09 1.4995-07
Los Angelies (SL)	2023 Mater Coath	Javiel	0.01636/33	2.0436880	4 0.17WIS14 0.0	1393241 010126MA	/14 0.0	12 0.13034004 1.	285-01 00	31302 0.00	201 0.02289001	7.299-02 0.01	002 0.0007555	0.226863/1	V2/44 0.00	24% 3.5866-03	2 47245-01	3.V664-04	10066-05 1	4616-05 2.6466-05	28/35-04	24846-04 21116-02 4.61	E-06 1.231E-04 1.6396-04 2.	118-05 1.6666	5-05 5.00 Ib-04	1.52/6-08 2.0846-06	1.79%-07	1398-56	1.3/08-08 1.2006-08	1.3036-07 1.5406-	-0/ 1.50%	-CE 1000E-0V	2/2809-08 1/38	41-08 1.50/4-08 7.5	3366-10 2.36WE-07
Los Angeles (SC)	2023 CBUS	Gassline	0.05572754	0.4362003	4 1.35489405 0.0	1659142 0.0009963	127 0.0	12 0.13034004 1.	426-01 0.000	.91603 0.00	.003 0.05586003	5.985-02 0.00091	603 0.0116352	3 0.02161401	159,343 0.05	45% 1.22%-04	4 9.6146-04	3.00%-03	2.6585-05 2	1965-06 2.6465-05	2.8735-04	2.1605-04 2.0195-05 4.61	E-06 1.221E-04 1.218E-04 2.1	195-06 2.5655	E-05 4.765E-05	5.5726-08 4.3626-07	1.3656-06	1.6596-08	9.9635-10 1.2005-08	1.3035-07 1.4335	.47 9.1609	2-10 2.0006-09	5.5866-08 5.97	95-09 9.1605-10 1.1	1645-08 2.1615-08
Los Angeles (SC)	2023 PTO	Cliesel	0.02457485	4.243771	4 0.29279926 0.0	860511 0.004448	112	0 0 4	456-03 0.004	.35571	0 0	4.365-03 0.00425	\$71 0.0011414	4 0.30954884	77,199 0.00	74% \$.4186-05	9.3566-03	8.4925-04	4.1025-05 9.	8065-06 0.0005+00	0.0006+00	9.8065-06 9.3825-05 0.00	E+00 0.000E+00 9.392E-06 9.	1825-06 2.5165	E-05 6.924E-04	2.4575-08 4.2445-06	2.9286-07	100-3168.1	4.4485-09 0.0006+00 /	3.0005+00 4.4485	.09 4.2555	2-09 0.0006+00	0.0006+00 4.25	.46-09 4.2566-09 1.1	.1416-09 1.0956-07
Los Angeles (SC)	2023 SBUS	Gasoline	0.04889368	0.2842745	7 1.03853355 0.0	0.001129	0.0	08 0.7448002 7.	S4E-01 0.001	.04813 0.01	.002 0.31920009	3.225-01 0.00104	113 0.0099147	0.02256301	58,916 0.00	09% 1.0785-04	4 8.025-04	2.2906-03	1.8735-05 2.	\$126-06 1.7646-05	1.6425-03	1.6625-03 2.3115-05 4.40	E-06 7.037E-04 7.104E-04 2.	116-06 2.1865	E-05 4.97.4E-05	4.8895-08 2.8425-07	1.0395-05	8.4945-09	1.1405-09 8.0005-09	7.4485-07 7.5395	-07 1.0495	2-09 2.0005-09	3.1925-07 3.27	25-07 1.0485-09 9.5	.9155-09 2.2565-08
Los Angeles (SC)	2023 SBUS	Cliesel	0.10764039	6.5065.690	4 0.31711845 0.0	140515 0.0278560	101 0.0	112 0.74480021 7.	955-01 0.035	v21838 0.0 <sup>4</sup>	.003 0.31920009	2.585-01 0.02621	3999960.00 828	0.18975701	110,638 0.03	92% 2.3736-04	4 1.4246-02	6.9915-04	2.5146-05 8.	2465-05 2.6465-05	1.6425-03	1.7525-02 7.9855-05 6.61	E-06 7.037E-04 7.902E-04 7.1	855-05 1.1026	6-05 4.1836-04	1.0766-07 6.5075-06	2.1716-07	1.1416-08	2.7865-08 1.2005-08	7.4485-07 7.9475	-07 3.6225	2-08 2.0006-09	3.1925-07 3.59	46-07 3.6226-08 5.5	.0005-09 1.8985-07
Los Angeles (SC)	2023 Té Ag	Ciesel	0.00925778	1.9072873	3 0.0963499 0.0	0.0114203	373 0.0	12 0.13034004 1.	S4E-01 0.010	.92568 0.0/	003 0.05586002	6.985-02 0.01092	558 0.0004246	6 0.17026765	97 0.00	00% 2.0535-05	\$ 4.2055-03	2.1245-04	2.2565-05 2.	5185-05 2.6465-05	2.8735-04	2.3905-04 2.4095-05 6.61	E-06 1.231E-04 1.539E-04 2/	9.5829	E-07 2.754E-04	9.3585-09 1.9075-06	9.6355-08	1.0235-08	1.1425-08 1.2005-08	1.3035-07 1.5385	6-07 1.0925	£-08 2.000£-09	5.5865-08 6.97	*. 80-2001 80-29	.3465-10 1.7035-07
Las Angeles (SC)	2022 16 CARP heavy	Diesel	0.00681742	1.0269136	2 0.07019256 0.0	0.005871	107 0.0	12 0.13034004 1.	485-01 0.005	\$\$1674 0.0	003 0.05586002	6.455-02 0.00561	\$74 0.0003166	0.12455889	\$4,871 0.01	95% 1.5035-05	5 2,2866-02	1.5476-04	1,7826-05 1.	2945-05 2,6465-00	2.8735-04	2.2675-04 1.2285-05 6.61	E-06 1.221E-04 1.421E-04 1.	285-05 6.9816	E-07 2.965E-04	6.8175-09 1.0275-06	7.0195-08	8.0995-09	5.8716-09 1.2006-08	1.2025-07 1.4825	6-07 5.6171	5-09 2.0005-09	5.5866-08 6.44	485-08 5.6175-09 2."	1676-10 1.2466-07
Los Angeles (SC)	2022 T6 CARP small	Diesel	0.00685877	1.0490022	7 0.07061937 0.0	0.0059629	97 0.0	12 0.13034004 1.	485-01 0.005	\$70502 0.0	003 0.05586002	6.455-02 0.00570	502 0.00031ES	0.14215834	7,691 0,00	27% 1.5125-05	5 2,3135-03	1.5576-04	1.8846-05 1.	2155-05 2.6465-00	2.8735-04	2.2695-04 1.2585-05 6.61	E-06 1.221E-04 1.422E-04 1.	585-05 7.0226	E-07 2,124E-04	6.8595-09 1.0495-06	7.0625-08	8.546-09	5.9532-09 1.2006-08	1.2025-07 1.4825	6-07 \$705	5-09 2.0005-09	5.5866-08 6.4"	75-08 \$7055-09 2."	1865-10 1.4225-07
Los Ascalas (SC)	2022 16 instate construction hereor	Natal	0.012/216/	1 5376812	0.0001103 01	0.0002001 0.00000	M2 0.0	12 013334004 1	\$25,01 0,009	242103 0.0	002 0.05584002	6.935.02 0.009/2	0.0005768	5 014854764	120,799 0.04	04% 27395.05	5 2 2906-02	10452-04	19480.05 2	1716-05 2 6466-00	2 9716-04	33556.04 20276.05 4.41	EAS 1231EA4 1505EA4 21	225.05 1.2226	LOS 3 2755-04	1.2426.09 1.5286.04	0.0110.00	0.0000.00	9.8475.09 1.0006.08	1 2026-07 1 5226	£.07 9.4210	20,2000 0 20,3	< CONC.00 A.9"	100.00 9.4210.00 5	2206-10 1 4656-02
Los Ascalas (SC)	2022 16 instate construction and	Natal	0.0074773	1 197422	2 0.02565323 0.0	0002026	41 0.0	12 013034004 1	495.01 0.005	A22281 0.0	002 0.05584002	6.545.00 0.00472	283 0.000247	0.146.99479	439,649 0.19	50% 1 Av02.05	\$ 2,6406-02	14406-04	19480.05	\$496.05 2 AME.05	2 9716-04	144 20.3094 1 40.3090 0	E06 1201E04 144604 1	26570	C/07 3 2416-04	7 4775 09 1 1975 04	7.5655.00	0.0252.00	7.0275.09 1.2005.08	1 2025-07 1 4945	107 67230	0.0012000	2.4 90.34922	GE.08 A7236.09 3	(236-10 1/206-02
in trade if C	2022 M Instance In case	Direct	0.00713744	1 107(334	£ 0.033,0004 0.04	0000000	100	10 01000 100	100.01	004004 04	003 0.00000000	4 525 52 0.001	0.00003334	0.13640374	1 464 2000 0.47	0110 1 1710 00	0.0000.00	14000.04	1.0337.07	100.00 21.000.00	24776.04	3 2027 01 1 2207 07 1 4 1	CAL 1201000 1 100000 11	AME OF 1 2 2000	107 307/7.01	71346.00 11346.04	7.3+00.00	4.3316.00	1 (33)( 00 ) 3 2007 03	1 2020 02 1 4000	107 1000	2 00 2 0000 00	11011.00 11	11 00 1 00 1 00 D	2107.10 1.2047.02
an Argan (Ac)	2023 to include receivy	Contract of	0.00710700	1.1273228	0.07.000 0.0	0.004274	0.0	12 012024004 1	100.01 0.001	10000	003 0.055840003	6.525.000 0.0001.00	222 0.0002212	0.12600279	1,000,200 0.22	0114 1.0744-03	2.2242.03	142/04/04	1.0337.07	100.00 21.00.00	2473604	2201501 1.210505 6.01	100 1.231F01 1.230F01 1.	100 7.2010	200400	7.124000 1.124000	7.1116.00	121100	1.31/2.00 1.3002.03	1.0000 07 1.4000	0 0.5744	2000 2000000	11000 00 0.1C	3200 0.2702.07 2.2	313610 1.3666.07
an volume (vol	2023 10 10020 0101	STEVE .	0.000/14/78	1.12.0 122	a consider an	0.000716	0.0	12 0.1222000 1.	ATE 01 0.000	42400 0.00	202 0.00289002	0.0001	0.0002262	0.162800797	1,985,182 525	GR/S 1.26/ 85/2	2.3428-03	1.0.316.51	1.9328-03	2040-03	2.87.2805	2.200-04 1.4166-03 0.21	100 1.2318 OK 1.4348 OK 12	198902 7.4708	2.21162-016	7.1462.04	2.4118-08	82018107	0.7132-07 1.3002-08	1.303850 1.3418	00 0.0200	207 2000007	2,7806.578 0.72	100 0.010.04 2.3	3426-10 1.4266-07
an Argan (Ac)	2023 10 000 mml	Contract of	0.000011731	1.0247410	1 0.07071124 024	000110 0001007	20 0.0	12 012024004 1	100 01 0.005	(33363) 0.0	003 0055840003	6.445.00 0.00170	0.00003180	0.120040022	1,002 0,00	1216 1.002003	2.2426.03	1,000,04	1.0000000	2000.00	2473604	2.20/0/01 1.222003 0.01		1221-02 0.4726	2.10200	1.01111000 1.012100	7,0736.08	2.5 000 000	1000100 100000	1,0000 07 1,4000	0 2004	2000 2000000	11000000 0.00	100 100 00 0	1000.10 1.000.07
an volume (vol	2023 10 003 010	STEVE .	0.000000771	1.0018913	1 GUEVITAN DA	0003442	0.0	12 0.1222000 1.	ABE 01 0.003	72342 0.00	203 000389002	0.00000	191 0.000011EF	9.16226192	8,603 0.00	1016 00	2.1146-03	1.2.276.576	1.8828-02	2146-02 2.0406-02	2.8738.04	2.2/06/06 1.2020/03 0.01	1.2318-04 1.4218-04 1.	7.022	21202-04	0.0000 000 10000000	2/47 18:08	8.2576.57	3.9832-09 1.3002-08	1.3928-50 1.4828	0 27200	207 2000007	3,7806.54 0.43	100 1770-04 11	1906-10 1.6228-07
Los Argenes (SC)	2023 10 9606	Jaiol	0.03865008	2.100295	4 0.136565V/ 0.D	W5/004 0.0214/0.	0.0	12 0.13034004 1.	466-01 0.023	45501 0.00	203 0.055860003	ET36-00 0.00245	501 0.0017VS	0.15922475	70,742 0.00	4V% E.521E-03	S V.73VE-03	10111-04	21106-05 5.	1746-05 2.6466-05	210/16-04	26536-04 4.4506-05 6.61	L-G6 1.231L-G4 1.7V,L-G4 4.5	002-05 1V945	23106-04	1.8651-08 2.1VIL-08	1.3566-07	A210F/0A	2.32/1-00 1.2006-00	1.3036-00 1.4586	-0/ 2.2665	-CE 1000E-0V	22805-08 K13	31-08 2.2666-08 12	7452-0V 1.5V22-07
Los Angelies (SL)	2023 16 dilly	Javiel	0.00597056	0.8304233	2 0.0514/433 0.00	3881/05 0.003V/1	124 0.0	12 0.13034004 1.	466-01 0.001	40146 0.00	201 0.02289001	6.276-02 0.00.080	45 0.0003773	0.15/02/35	16,954 0.00	60% 1.1166-03	5 1.4126-01	1,3356-04	1.9485-05 IL	7606-06 2.6466-05	28/35-04	3.2266-04 8.3816-06 6.61	E-06 1.231E-04 1.381E-04 E.	A114	E-07 3.2416-04	274/18-04 87108-01	6.14/1-08	8181/2-04	74/31-04 1.2001-08	1.3038-07 1.4638-	-0/ 318015	-0V 1000E-0V	22805-08 0132	9F-08 TROIF-0A 57	7/36-10 1.4/06-07
Los Angeles (SC)	2023 1615	Gassline	0.05429021	0.3992812	\$ 1.35485685 0.0	1639014 0.001107:	24 0.0	12 0.13034004 1.	426-01 0.001	.01816 0.00	.003 0.05586003	5.995-02 0.00101	14 0.0113157	0.02030652	297,300 0.26	28% 1.1975-04	4 8.5506-04	3.00%-03	2.6136-05 2.	4416-06 2.6466-05	2.8735-04	2.1625-04 2.2455-05 4.61	E-06 1.221E-04 1.320E-04 2.	455-06 2.4955	E-05 4.477E-05	5.4296-08 3.8836-07	1.3656-06	1.6396-08	1.1072-09 1.2005-08	1.3035-07 1.4345	.47 1.0185	1-09 2.0006-09	5.5866-08 5.98	46-08 1.0186-09 1.1	1325-08 2.0315-08
Los Angeles (SC)	2023 17 Ag	Cliesel	0.01984012	2.297625	2 0.21943067 0.0	1572109 0.022812	126 0.026000	01 0.06174002 1.	215-01 0.021	.92541 0.00	.009 0.02646001	\$735-02 0.02182	541 0.0009215	0.26156498	90 0.00	00% 4.37.45-05	5 7.2706-03	4.8295-04	2.4555-05 5	0296-05 7.9376-05	1.3615-04	2.6595-04 4.8125-05 1.98	E-05 5.823E-05 1.263E-04 4.1	125-05 2.0325	E-06 5.766E-04	1.9845-08 2.2985-06	2.1945-07	1.3726-08	2.2816-08 3.6006-08	6.1745-08 1.2065	07 2.1835	2-08 9.0006-09	2.6-666-08 5.72	.95-08 2.1825-08 9.2	2156-10 2.6166-07
Los Angeles (SC)	2023 17 CARP	Cliesel	0.01842391	2.4554365	3 0.20287718 0.0	1214295 0.020253	141 0.026000	01 0.06174002 1.	185-01 0.019	/27726 0.01	.009 0.02545001	5.485-02 0.01937	735 0.0008562	0.20204904	1,085,857 0.36	4.0545-05	5.4126-03	4.4955-04	2.6775-05 4	4655-05 7.9375-05	1.3615-04	2.6016-04 4.2726-05 1.98	E-05 5.823E-05 1.209E-04 4.1	725-05 1.8886	6-06 4.4545-04	1.8435-08 2.4555-06	2.0395-07	1.2145-08	2.0255-08 2.6005-08	6.17.45-08 1.1806	-07 1.9285	2-08 9.0005-09	2.6-655-08 5.47	46-08 1.9285-08 8.5	.5625-10 2.0205-07
Los Angeles (SC)	2023 17 CARP construction	Cliesel	0.01818092	2.405659	9 0.20107913 0.0	0.01972	0.026000	01 0.06174002 1.	175-01 0.018	A7276 0.0°	.009 0.02545001	5.435-02 0.01897	276 0.0008444	6 0.20845652	122,679 0.04	4.0085-05	5.3046-03	4.4235-04	2.7625-05 4.	3496-05 7.9376-05	1.3615-04	2.5905-04 4.1615-05 1.98	E-05 5.822E-05 1.198E-04 4.	616-05 1.8629	6-06 4.5966-04	1.8185-08 2.4065-06	2.0115-07	1.2535-08	1.9735-08 3.6006-08	6.17.45-08 1.1755	-07 1.8971	2-08 9.0005-09	2.6-655-08 5.47	-25-08 1.8875-08 8.º	_445E-10 2.085E-07
Los Angeles (SC)	2023 17 NNOOS	Ciesel	0.01649793	2.0721607	7 0.18246548 0.0	126288 0.0162210	0.026000	01 0.05174002 1.	146-01 0.015	JS1924 0.0/	009 0.02545001	\$105-02 0.01551	P24 0.0007662	9 0.18905279	1,322,678 0.46	95% 2.6376-05	4.5585-03	4.0235-04	2.5056-05 1.	5765-05 7.9375-05	1.3615-04	2.5126-04 2.4216-05 1.98	E-05 5.823E-05 1.124E-04 2.	1.6899	6-06 4.1685-04	1.6506-08 2.0726-06	1.8255-07	1.1265-08	1.6225-08 3.6005-08	6.17.45-00 1.1.406	· 07 1.552F	£-08 9.000£-09	2.6-655-08 5.07	46-08 1.5526-08 77	A\$35-10 1.8915-07
Los Angeles (SC)	2023 17 NOOS	Ciesel	0.0184479	2.4589761	1 0.20403192 0.1	0.020281	0.026000	01 0.05174002 1.	185-01 0.019	#83452 0.0 <sup>r</sup>	009 0.02545001	5.495-02 0.01940	452 0.0008568	6 0.20215303	426,649 0.15	12% 4.0575-03	5.4216-03	4.4985-04	2.6795-05 4.	4715-05 7.9375-05	1.3615-04	2.6025-04 4.2785-05 1.98	E-05 5.823E-05 1.210E-04 4.1	785-05 1.8899	6-06 4.4576-04	1.8455-08 2.4595-06	2.0406-07	1.2155-08	2.0285-08 3.6005-08	6.1745-08 1.1806	· 07 1.940F	6-08 9.0006-09	2.6-655-08 5.47	1.9405-08 8.1	_559E-10 2.022E-07
Las Angeles (SC)	2022 17 POLA	Diesel	0.02496512	2.2129621	6 0.22225357 0.0	422209 0.019768	12 0.026000	01 0.05174002 1.	185-01 0.018	#91297 0.01	009 0.02646001	5.445-02 0.01891	297 0.0011595	0.22845497	1.121.929 0.40	15% \$.5046-03	5 7.3046-03	7.1046-04	2.1605-05 4	3585-05 7.9375-05	1.361E-04	2.5916-04 4.1706-05 1.98	E-05 5.822E-05 1.199E-04 4.	705-05 2.5566	E-06 5.257E-04	2.4975-08 2.3125-06	2.2225-07	1,4225-08	1.9775-08 2.6005-08	6.17.45-08 1.175F	6-07 1.8911	5-08 9.0005-09	24-66-08 5.4"	75-08 1.8915-08 1.1	1605-09 2,3855-07
Los Angeles (SC)	2022 17 Public	Diesel	0.0715553	7,8991414	9 0.32270691 0.0	479652 0.0472900	0.026000	01 0.05174002 1.	455-01 0.045	\$24421 0.01	009 0.02545001	8.075-02 0.04524	421 0.0022225	6 0.24618234	112,265 0.03	99% 1.5785-04	4 1.7416-02	7.1146-04	2,2625-05 1.	D42E-04 7.937E-05	1.361E-04	2.1975-Dd 9.9755-DS 1.98	E-05 5.822E-05 1.279E-04 92	755-05 7.3276	E-06 5.427E-04	7.1565-08 7.8985-06	2.2275-07	1,4905-08	4,7295-08 2,6005-08	6.17.45-08 1.4505	6-07 6.524	5-08 9.0005-09	24-66-08 8.07	05-08 4.5245-08 2.1	24625-07 2.4625-07
Los Ascalas (SC)	2022 17 Suela	Natal	0.01460903	1 021 4556	0.14157459 0.0	208822 0.0122222	0.024000	01 0.05174002 1	106-01 0.011	149455 0.0	008 0.02545001	4735.03 0.01149	455 0.0006785	0.21776921	388 788 0.11	79% 3.2216.05	4.0146-02	15626-04	20846-05 2	4055.05 7.9775.05	1.1616.04	24246.04 25286.05 1.98	EAS 5833EAS 1040EA4 21	785.05 1 4945	C/06 A 901C/04	1.4616.09 1.9216.04	1.6162.07	1.1095-08	1.2226-08 3.6006-08	61745-08 11000	4.07 1.1690	c.ne 9 00000.00	264608 47	SE.08 11695.08 A	7846-10 21786-02
Los Ascalas (SC)	2022 17 decis contaction	Natal	0.02011175	2 2051199	1 012813654 0.0	200615 0.014821	153 0.024000	01 0.05174002 1	116.01 0.014	419993 0.0	008 0.02545001	#946.00 0.01410	221 0.0002241	0.27629434	204.245 0.10	79% 4.4346-05	C0.3148.1	19275-04	28425.05 3	2206-05 2 9326-05	1.1616.04	2,4925,04 21265,05 1.99	CAS 5033605 1095604 3	205.05 2.0595	C/06 #7716-04	20116-08 2:0056-04	1 2815-02	1.1016-08	1.4836-08 3.6006-08	61745-00 11246	4.07 1.4190	0.000 9.0000 90.0	2646.08 4.94	91,000 1,4195,08 9	2416-10 21646-02
in trade if C	2022 17 04/07	Direct	0.0000074	10.003174	0.0000000000000000000000000000000000000		0.001000	000007-0000	100.01	04334 04	000 0.004 44000	£0.5 m 0.00101	314 0.00033330	0.77012460	(1200 0.00	ADD/ 1 0007 04	6 6 20 27 02	6001606	100000 01 0	10 K 06 7037 00	1.2415.04	2/4// 222// 0/ 100	CAL ( A331 OF ) 11// A1 33	300.00 0.0000	1 2020 02	10007.00 10007.07	0.70 15 00	111100	1 7717 00 3 4007 00	1170.00 1100	207 3404	0.00000000	24.00.00 122	25.00 1.00.5.00 0	2200.10 2.2000.02
an Argan (Ac)	2022 17 20101	Carson Co.	0.00040783	2 021 2200	1 12 6 10 20 20	0.0001701	22 0.004000	004174000 1	0.010	1001731 010	201 0.02010001	1100000000	110 0.00000000	0.45405434	112002 000	0.00 1.002000	1 1 2200 02	3,4012-03	0.0007-00	2012/02 20222/02	1.3416.04	2,303000 1,302000 1,40		226-03 2.0022	1002003	21045 07 20215 04	13000 00	0.00000.000	1371208 24002.08	11742-04 1.0300	07 1.0744	5 00 0 00000 00	2446.00 424	32.00 1.0012.00 1	0000000 0000000000000000000000000000000
an volume (vol	2023 17 3000	Parioral On	0.31028783	2.0212288	2 12.358/ 123	0 0.000172	0.000000	N1 0.04174002 1.	01007	P2271 0.00	207 0.02010001	8.18P92 0.0070	471 16944444	0.00073131	112,632 924	NV/5 0.000 0.00	6 0.2208-0.3	2.48/11/22	0.0004400 1.	2010/02 7.42/0/02	2 Lawrence	2.2410-04 1.2020-03 1.46	103 X833F03 K114F03 1.	1.0426	Elos Tarloelos	2.1000 00 2.0310-00	1.2226-00	0.0008100	0.1732-07 3.0000-08	2174654 1.0246	07 2.4005	207 7.0000.07	2.0906.578 5.12	7808 334008-04 8.4	1111-00 9.8208-97
Los Argenes (SC)	2023 17 Sector	Jaiol	0.01794024	2.4321144	7 0.1V180022 0.0	236004 0.019251	111 0.008000	01 0.06174000 1.	171-01 0.011	41905 0.00	30V 0.02555001	5.396-00 0.D1841	V05 0.000#351	4 0.2056451	1,665,218 0.54	0.05% 3.V&EL-05	2 2723-01	4384-04	2/251-05 4	2242-05 7.91/2-03	1.3611-04	2.5/94-04 4.05 14-05 1.94	LOS SEDILOS LIENLOS D	SIL-05 1.8415	4-06 4-3346-04	1744-08 2.4324-06	1.9896-02	1,2386-08	1.9255-08 1.6006-08	2.1746-08 1.1706-	47 1.8424	+-DE V.DOCE-OV	2.6466-08 5.38	41-00 13424-04 127	3518-10 20566-07
Sas Angeles (SC)	2023 17 tractor condruction	(Jacob)	0.02088244	2.6978542	3 0.31028952 0.0	0.020975	23 0026000	0.06174002 1.	199-01 0.020	05/V2 0.00	JOY 0.02646001	3.338-52 0.02006	CV2 0.0009699	6 0.21/05286	231,058 0.06	M75 4.6045-05	> 7A486-03	40-366-04	2.8/68-05 4	8248-05 7.9375-05	50-3fat.r (	2.61/3-04 4.4245-05 1.98	8-05 S.8238-05 1.2246-04 4.	2.1366	6-06 4.7836-04	2.0885-08 2.6985-06	2.1026-07	1305-3201-1	2.0V81-08 1.6006-08	6.1746-58 1.1875	-0/ 2.0075	+-DE V.0006-09	2.6406-08 5.55	JE-08 2207E-08 9.4	4999-10 2.171E-07
Los Angeles (SC)	2023 17 utility	Diesel	0.01252949	1.5495592	6 0.1385752 0.0	427889 0.007895	174 0.026000	01 0.06174002 1.	065-01 0.007	55417 0.01	.009 0.02646001	4.305-02 0.00755	417 0.0005819	6 0.2392337	8,304 0.00	27625-05	5 2.4145-03	3.0555-04	2.1706-05 1.	741E-05 7.937E-05	1.3615-04	2.2296-04 1.6656-05 1.98	E-05 5.822E-05 9.482E-05 1.	655-05 1.2936	E-06 5.27.4E-04	1.2535-08 1.5495-06	1.2866-07	1.4285-08	7.8965-09 3.6005-08	6.1745-00 1.0565	.07 7.5545	2-09 9.0006-09	2.6465-08 4.37	16-08 7.5546-09 55	.8205-10 2.3925-07
Los Angeles (SC)	2023 1715	Gasoline	0.47204146	2.0495844	7 32.5702087 0.0	0.0012711	117 0.020000	01 0.06174000 8	306-02 0.00	J1688 0.0'	205 0.02646001	3.245-02 0.0011	588 0.0951943	0.14350974	5,905 0.00	1.0415-03	3 8.4855-03	7.1806-02	4.4455-05 2	\$025-06 4.4095-00	1.3615-04	1.8305-04 2.5775-06 1.10	E-05 5.833E-05 7.193E-05 2.	775-06 2.0995	E-04 2.164E-04	47206-07 2.8495-06	2.2575-05	2.0165-08	1.2716-09 2.0006-08	6.1745-08 8.3015	-08 1.1695	2-09 5.0005-09	2.6-665-08 2.26	35-08 1.1695-09 9.1	.5195-08 1.4355-07
Los Angeles (SC)	2023 UBUS	Gasaline	0.01973224	0.2731504	4 0.35312775 0.0	950953 0.001438	6011341	28 0.12356175 1.	365-01 0.001	.32257 0.002835	.532 0.05295504	\$716-02 0.00122	357 0.0059352	8 0.02280803	32,184 0.01	18% 4.3505-05	5 6.0225-04	77856-04	4.3016-05 2.	1716-06 2.5006-05	2.7245-04	2.0065-04 2.9165-05 6.25	E-06 1.167E-04 1.259E-04 2/	146-06 1.3086	E-05 5.028E-05	1.9735-08 2.7325-07	2.5316-07	1.9516-08	1.4385-09 1.1245-08	1.2346-07 1.3436	-07 1.3235	2-09 2.8355-09	\$2965-08 \$.77	16-08 1.3236-09 5.1	.9355-09 2.2815-08
Los Angeles (SC)	2023 UBUS	Questel	0.00115928	0.8323917	4 0.13802729 0.0	698923 0.006127	41 0.026000	02 0.06174004	0.005	A7191 0.0090007	4001 0.02646002	0.00587	0.0811352	0.20248188	1,191 0.00	04% 2.5565-04	6 1.8355-03	3.0425-04	2.7456-05 1.	3535-05 7.9375-05	1.3615-04	0.0005+00 1.2955-05 1.98	E-05 5.833E-05 0.000E+00 1.	955-05 1.7895	6-04 6-2285-04	1.1595-09 8.2245-07	1.2806-07	1.6/995-08	6.1375-09 3.6005-08	6.1745-08 0.0006	+00 5.8725	2-09 9.0006-09	2.6-665-08 0.02	36+00 5.8725-09 8.*	.1145-08 2.8255-07
Los Angeles (SC)	2023 UBUS	Gecticity			0 0	0	0.012000	01 0.13034008		0 0.0*	003 0.05586003		0	0	1,070 0.00	0.0005+00	0.0006+00	0.0006+00	0.0006+00 0.1	2.6455-05	2.8735-04	0.0006+00 0.0006+00 6.61	E-06 1.231E-04 0.000E+00 0.0	005+00 0.0006	00+2000.0 00+2	0.0006+00 0.0006+00	0.0006+00	0.0006+00	0.0005+00 1.2005-08	1.3035-07 0.0006/	+00 0.0005	+00 3.0006-09	5.5865-08 0.02	2.0 00+3000.0 00+35	.0006+00 0.0006+00
Los Accedes (SC)	2022 8 5	Network Co.	w 0.09053/0/	0.493022	2 49/0564711	0 00002400	005 0.022462	56 0.0687395	0.001	100000 0.0000000	32240C00 1422	0.00219	CGL A 3141204	0.40640941	439,712 0.19	X000 1 00XE 0 X	1.0655.03	1.0016-01	0.0006+00 2	1616.06 7.1775.00	1 (1)(0)(0)	0.00054-00 7.0455-05 1.84	E05 A #24E.05 0.000E4.00 71	LASS.06 1 1010	L03 89545.04	9.0536.09 4.9306.07	20.3509.5	0.0006+00	2.3435.02 3.3445.08	6.9735-08 0.0005	100 21940	2.00 0 3642.00	20.00 90.000	05400 31945.09 41	2145-05 4 0645-02

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Los Angeles (XL)	2045 824	Javal	0.00660304 0.01012411 0.2185566/	0.00156/23 0.00082828 0	0.008 0.035/5001 4.566-0	02 0.000/9264	0.002 0.015/3	185/91344 0.00//3V5/ 0.1644523	6 1,812,841 0.39755	§ 1.4566-05 2.2328-05 4.8186-04 2.4556-0	6 1.8266-06 1.7648-05	#1005-05	1.0056-04 1.74/6-05 4.40%-05	14/21-05 40898-05 2.6558-0	1 1./064-03 3.6268-08	8.8035-0V 1.0125-08	2.1866-0/ 1.56/s-0V	8.2856-10	ED00E-0V 2.6/SE-08	422282-04	7.9266-10 2.0006-09	× 1.5/58-08 1.8548	1.6588-04 7	7.7436-04	1.6456-07
Los Angeles (SC)	2045 IDA	Gectricity	0 0 0	0 0 0	0.008 0.03675001 4.486-0	02 0	0.002 0.01575	5 1785-02 0 0.00773957 0.1644523	6 9,815,936 3,22511	6 0.0005+00 0.0005+00 0.0005+00 0.0005+0	0 0.0006+00 1.7645-05	8.1025-05	9.8665-05 0.0006+00 4.4096-06	2.4725-05 1.9126-05 0.0006+0	0 1.7066-05 3.6266-04	0.0006+00 0.0006+00	0.0006+00 0.0006+00	0.0006+00	8.0006-09 2.6755-08	4.4756-08	0.0005+00 2.0005-0*	9 1.5755-00 1.2755	E-08 0.000E+00 7	7.7406-09	1.4456-07
Los Angeles (SC)	2045 (011	Gasaline	0.00225195 0.01944976 0.43280108	0.00234411 0.00071269 0	0.008 0.03675001 4.556-1	02 0.0006553	0.002 0.01575	1.845-02 236.878568 0.00773957 0.1664523	6 20,375,125 6,71521	6 5.185E-06 4.288E-05 9.542E-04 5.168E-0	6 1.571E-06 1.764E-05	8.1025-0.5	1.0025-04 1.4455-06 4.4096-06	2.4725-05 4.0586-05 5.2226-0	1 1.7066-05 2.6266-04	2.3525-09 1.9455-08	4.3285-07 2.3445-09	7.1275-10	8.0006-09 2.6755-08	4.5466-08	6.5536-10 2.0006-07	9 1.5755-08 1.8415	2.3695-04 7	7.7436-09	1.6456-07
Los Angeles (SC)	2045 (01)	Dietel	0.02369578 0.0615999 0.25225359	0.00304119 0.00587565 0	0.008 0.03675001 5.0664	02 0.00562147	0.002 0.01575	2.345-02 221.696918 0.00773957 0.1644523	6 2.895 0.00101	6 5.224E-05 1.358E-04 5.562E-04 6.705E-0	6 1.2956-05 1.7646-05	8.1025-05	1.1165-04 1.2295-05 4.4095-05	2.4725-05 5.1525-05 7.0925-0	1 1.7066-05 2.6266-04	2.3706-08 6.1605-08	2.5246-07 2.0416-09	5.8766-09	8,0006-09 2,6755-08	5.0625-08	5.6216-09 2.0006-01	2.3375-08 2.3375	E-08 2.217E-04 7	7.7406-09	1.6455-07
Los Angeles (SC)	2045 (01)	Section	0 0 0	0 0 0	0.008 0.03675001 4.486-1	02 0	0.002 0.01573	0 0.00773957 0.1664522	6 812,903 0,26791	6 0.0005+00 0.0005+00 0.0005+00 0.0005+0	0 0.0006+00 1.7645-05	8.1025-05	9.8665-05 0.0006+00 6.4096-06	2.4725-05 2.9126-05 0.0005+0	0 1.7066-05 2.6266-04	0.0006+00 0.0006+00	0.0006+00 0.0006+00	0.0006+00	8.0005-09 2.6755-08	4.4755-08	0.0005+00 2.0005-01	9 1.5755-00 1.2755	E-08 0.0005+00 7	7.7406-09	1.4456-07
Los Acceles (SC)	2045 (012	Canadiana	0.0030444 0.01813732 0.49301714	0.00231429 0.00044871 0	000 0.03475001 4 5464	02 0.00061486	0.002 0.01 579	1845.02 234.049181 0.00223957 0.1444523	4 54 150 072 18 5422	5 67615.06 3 9995.05 1 0975.03 5 1075.0	A 147/6/06 176/6/05	0.1026-05	10016-04 113546-05 4 4096-05	24236-05 4.0496-05 5.1406-0	1 12046-05 3 4346-04	3.0476-09 3.0146-09	49306.07 23146.09	6.6875-10	8,0006,09 3,4756,09	A \$456.08	61/95.10 2,0005.07	1 5755.00 1 0162	C/08 2341E/04 7	7.7416-09	14452.02
sa Argan (A.)	2012 002	Concelline Street	0.0000000 0.01812/22 0.09201/18	0.00000178 0.00000000 1	000 0.03475001 4.0451	0.0000000000000000000000000000000000000	0.003 0.01.07	230,000101 0.00773077 0.144402	· · · · · · · · · · · · · · · · · · ·		1.0700.00 17000.00	1102203	1001504 1001505 1100505	2.032.05 1.032.06 1.002.0	1 17040-05 24240-04	200/200 21/200	2302007 2310207	100070-10	000000000000000000000000000000000000000	10105.08	2,1492.10 2,0002.0	1.070000 1.0000	2.00 2.0000.01 7	7.7406.00	14400.00
res vertices (vc)	2013 1012	U.P.B.	0.02224363 0.03042303 0.22023000	000000000000000000000000000000000000000	001 0031 3001 1.9661	0.00100000	0.003 0.013/3	224602 220,00127 0.00773427 0.106032	a 381,317 G.14101	Evolution according apprendent apprendent	1.0000-03 17.048-05	8.1028-03	10742-04 10242-03 424042-04	20300 10300 00110	1 1.7066103 2.0206106	22248-08 2.0428-08	2,303107 2,0831-04	1.1775-07	2000004	A VECE OF	10120-07 2000-07	1.37.38508 2.2216	22008-04 7	7.5 424-04	Landerst
Los Arigenes (SC)	2045 (2012	rectivity	0 0 0	0 0 0	2012/2001 4.441-1	02	0.002 0.015/3	0 0.007/395/ 0.166452.	6 1,840,366 0.80651	5 0.0005+00 0.0005+00 0.0005+00	0 01006+00 1764-05	8.1025-05	V.8555-05 0.0006+00 4.40%-06	14/21-05 19126-05 0.0008+0	0 1.7064-05 3.6256-04	0.0006+00 0.0006+00	0.0006+00 0.0006+00	0.0006+00	\$1000-0V 14/51-08	4.4/36-08	0.0006+00 2.0006-09	¥ 1.5/34-08 1.7/34	LOS 0.0001+00 7	7.7406-04	1.6454-07
Los Angeles (SC)	2045 UHD1	Gasoline	0.0035017 0.09371167 0.1218577	0.00652372 0.00126587 0	0.008 0.07644002 8.575-	02 0.00116392	0.002 0.03276001	2.596-02 459.240945 0.00773957 0.1644523	6 3,750,434 1.22615	§ 7.720E-06 2.066E-04 2.686E-04 1.428E-0	5 2791E-06 1764E-05	1.6655-0.4	1.8995-04 2.5545-05 4.4095-05	7.2226-05 7.9206-05 1.4536+0	0 1.7066-05 2.6266-04	1.5025-09 9.3715-08	1.2196-07 6.5246-09	1.3566-09	8.0006-09 7.6445-08	8.5716-08	1.1646-09 2.0006-07	9 2.2765-08 2.5925	6.5925-04 7	7.7.636-09	1.6456-07
Los Angeles (SC)	2045 UHD1	Cliesel	0.04245724 0.0606364 0.19948559	0.00358373 0.00545305 0	0.012 0.07644002 9.395-0	02 0.00521716	0.003 0.0327600	4.105-02 379.086545 0.00773957 0.1644523	6 4,348,150 1.42311	6 9.360E-05 1.337E-04 4.398E-04 7.901E-0	6 1.2026-05 2.6466-05	1.6655-0.4	2.0705-04 1.1505-05 6.6145-06	7.2225-05 9.0245-05 8.3576-0	1 1.7065-05 3.6265-04	4.2465-08 6.0545-08	1.9955-07 2.5845-09	5.4526-09	1.2006-08 7.6446-08	9.3895-08	5.2176-09 3.0006-07	9 3.2765-08 4.0985	E-08 2.791E-04 7	7.7406-09 1	1.6455-07
Los Angeles (SC)	2045 UHD2	Gasaline	0.00345067 0.10402351 0.12167314	0.00748727 0.00126368 0	0.008 0.08918003 9.845-1	02 0.00116191	0.002 0.03822001	4.145-02 756.610.47 0.00773957 0.164.4523	6 661,485 0.21801	6 7.607E-06 2.293E-04 2.682E-04 1.651E-0	5 2.7865-06 1.7645-05	1.9665-0.4	2.1705-04 2.5525-05 4.4095-05	8.4265-05 9.1225-05 1.6685+0	0 1.7065-05 3.6265-04	3.4516-09 1.0406-07	1.2176-07 7.4876-09	1.2645-09	8.0005-09 8.9185-08	9.8445-08	1.1625-09 2.0005-07	9 3.9225-08 4.1385	E-08 7.566E-04 7	7.7406-09 1	1.6456-07
Los Angeles (SC)	2045 UHD2	Diesel	0.04346008 0.09817579 0.20787014	0.0039673 0.01282274 0	0.012 0.08918000 1.146-	01 0.0122776	0.003 0.03822001	5355-02 419,660848 0.00773957 0.1664522	6 1.702.781 0.56121	6 9.581E-05 2.164E-04 4.582E-04 8.746E-0	6 2.8295-05 2.6465-05	1.9665-0.6	2.5145-04 2.7075-05 6.6145-06	8.4365-05 1.1795-04 9.2525-0	1 1.7066-05 2.6266-04	4.2466-08 9.8185-08	2.0795-07 2.9675-09	1.2825-08	1,2006-08 8,9185-08	1.1405-07	1.2285-08 2.0006-0"	9 3.8225-08 5.3506	6-08 6.1975-04 7	7.7406-09	1.6455-07
Los Acceles (SC)	2045 MCY	Gaudine	2 \$4222005 1 12087212 17 4522545	0.00222632 0.00280202 0	0.004 0.01176 1.865.0	02 0.00363682	0.001 0.0050	BAKE 01 224 990428 0.00221957 0.1444521	6 1.427.376 0.4869	5 5 495 01 2 4915 01 1 8925 02 4 9185 0	A 100C/06 0.010C/06	2 5916-05	4.0935-05 5.7495-05 2.2055-05	11116.05 1 9086.05 4 9406.01	1 17046-05 2 6266-04	2 5626.06 1 1216.06	17655.05 2.2365.09	2 0175-02	40006-09 11746-09	1.0576.08	2 6125-09 1 0005-0	2 50405-02 8 4575	2.09 2.2506.04 7	7.7416-09	14452.02
Los faceles (C)	20 st where	Country .	0.0007 (212) 0.00072240 0.00472400	0.000000000 0.0000000000000000000000000	000 0.03/7/001 1/1/	00 0 0004 38 77	0.000 0.01/78	10/200 00/100001/ 0.00000000 0.14/4/00	1 11 17 11 17 11 17 10	X 7011004 403400 1111700 400000	100000 170000	4 1000 00	100701	3 (3)( 0) 10( 4 0) 10( 7)	1 17045 05 31045 01	3 ( ) 3 ( ) 3 ( ) 3 ( ) 3 ( )	101703 0.00000 00	10/77.10	8 0000 00 3 x 3 x 7	10100.00	4 3887 30 3 20007 0	1 / 7// / 0 1 43//	100 00000 0x 3	7.7.07.00	14400.00
sa Argan (A.)	2013 907	Concelline Street	0.00754412 0.01052264 0.00672008	0.00040711 0.000000120	000 0.03475001 45751	0.0000000000000000000000000000000000000	0.003 0.01.07	10007307 010031	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 7.411E-06 1.224E-03 1.117E-03 0.222E-0	1332000 130200	1102203	1.0020-01 0.0000 01 1.0000 01	2,032,05 4332,05 4332,05	1 17040-05 24240-04	7,000 00 000000	2,225,02 2,005,00	0.0626.10	20002.00 212717.00	1/7// 08	0.000010 200000	1.070000 1.0200	00 200000 7	7.7406.00	14400.00
cas voltane (sc)	2013/#27	(PVP)	0.000/20012 0.01121221 0.2072022	0.00208471 0.00044214	1008 0.0327 2001 R3721	0.00043313	0.003 0.01373	1.000073407 0.104032	<ul> <li>1,222,000 (School)</li> </ul>	1.004-02 2.338-03 2.838-04 2.838-0	2.1918-00 12.048-02	8.1048-04	1.008006 2.00000 8.400000	24/2000 11/2000 02/200	1.7066-03 2.0206-06	7.3666.09 1.1318-06	2373207 23902-04	7.7228-10	ED00E-04 2.673E-08	147.0050	43310-10 2.000e 04	1.37 38 08 1.37 08	2.652.05 7	7.7 808.97	LANASSI
Los Argeles (SC)	2045 MDV	Dectricity	0 0 0	0 0 0	0.008 0.03675001 4.486-0	02 0	0.002 0.01575	0 0.00773957 0.1644523	6 1,345,577 0.44351	6 0.0005+00 0.0005+00 0.0005+00 0.0005+0	0 0.0006+00 17645-05	8.1025-05	9.8665-05 0.0006+00 4.4096-06	2.6725-05 1.9125-05 0.0005+0	0 1.7066-05 3.6266-04	0.000+2000.0 00+2000.0	0.0006+00 0.0006+00	0.0006+00	8.0006-09 2.6755-08	4.4752-04	0.0005+00 2.0005-07	9 1.5755-08 1.2756	E-08 0.000E+00 7	7.7406-09	1.4456-07
Los Angeles (SC)	2045 MH	Gasaline	0.00966497 0.1877.4997 0.16695843	0.01231654 0.00124239 0	0.012 0.13034004 1.446-1	01 0.00114325	0.003 0.05586003	6.006-02 1345.67474 0.00773957 0.1644523	6 206,240 0.06801	6 2.131E-05 4.139E-04 3.681E-04 2.936E-0	5 2.7416-06 2.6466-05	2.8735-04	2.1655-04 2.5205-06 6.6145-06	1.2316-04 1.3236-04 2.9676+0	0 1.7066-05 3.6266-04	9.6656-09 1.8776-07	1.6706-07 1.3326-08	1.2435-09	1.2006-08 1.2026-07	1.4366-07	1.1435-09 3.0006-09	P 5.5865-08 6.0006-	E-08 1.346E-02 7	7.7436-09	1.6456-07
Los Angeles (SC)	2045 MH	Cliesel	0.04628324 2.12325754 0.13495468	0.00750277 0.01878774 0	0.016 0.12024004 1.656-0	01 0.017975	0.004 0.05586003	7.785-02 793.641616 0.00773957 0.1664523	6 99,787 0.02961	§ 1.020E-04 4.681E-03 2.975E-04 1.654E-0	5 4.1426-05 2.5276-05	2.8735-04	2.6405-04 2.9635-05 8.8185-06	1.2215-04 1.7165-04 1.7505+0	0 1.7065-05 2.6265-04	4.6285-08 2.1235-06	1.3506-07 7.5036-09	1.8795-08	1.6005-08 1.3035-07	1.6516-07	1,7975-08 4.0006-0*	9 5.5865-08 7.7845	E-08 7.936E-04 7	7.7406-09 1	1.6456-07
Los Angeles (SC)	2045 Mater Ceads	Cliesel	0.01580314 1.91967778 0.17675695	0.01079186 0.01442967 0	0.012 0.13034004 1.5754	01 0.01380545	0.003 0.05586003	7.275-02 1141.23866 0.00773957 0.1644523	6 120,714 0.03981	§ 2.4845-05 4.2325-03 3.8975-04 2.3775-0	5 2.1816-05 2.6466-05	2.8735-04	2.4565-04 2.0445-05 6.6145-06	1.2315-04 1.6025-04 2.5165+0	0 1.7065-05 2.6265-04	1.5806-08 1.9206-06	1.7645-07 1.0795-08	1.4425-08	1.2006-08 1.2026-07	1.5685-07	1.3815-08 3.0006-0*	9 5.5865-08 7.3675	E-08 1.141E-02 7	7.7406-09 1	1.6456-07
Los Acceles (SC)	2045 0815	Gaudine	0.01252215 0.27813458 0.25034041	0.01222828 0.00122264 0	012 012024004 14464	01000112241	0.003 0.05586003	A005.02 1346.91148 0.00773957 0.1644523	6 141 190 0.04650	27416-05 8 2346-04 5 5196-04 2 9286-0	5 27106.06 26466.05	2 8216.04	21655.04 2.4995.05 6.61.45.05	1 2216-04 1 2226-04 2 949640	0 12046-05 24246-04	1 2525.08 2 7815.07	2 5036-07 1 2226-08	1 2236.09	1 2005-08 1 2025-07	1 4346.02	11225-09 10005-0	c couc.ne c oppo.	13/75/02 7	7.7416-09	14452.02
Los Acceles (SC)	2045 220	Netal	0.02586703 4.69536346 0.41450573	0.01445847 0.00505374	0 0 5050	02 0.00483511	0 0	AB45.03 1530.40135 0.00223957 0.1444523	6 92.952 0.030W	\$ 200E.05 1.035E.02 9.139E.04 3.199E.0	5 11146-05 0.0006+00	0.0006+00	11145-05 1.0445-05 0.00054-00	0.0005+00 1.0645-05 2.2745+0	0 12046.05 2.6266.04	2 5875.08 A 49 55.04	41455.07 14445.00	\$0546.09	0.0005+00 0.0005+00	\$0546.09	49355-09 0.0006+0	0.0006400 4.9356	1.09 1.5306-03 7	7.7416-09	14452.02
Los ferencies (C)	20 of filler	Constant of	0.0118/08 0.13/1/031 0.31003008	0.00107 0.00141402	000 07440000 7645	0.0014840	0.000 0.0100000	202000 00 202017414 0.007732077 0.1444402	100,000 0,000,000	2017 04 2007 04 142/F 04 142/F 04	1 300000 370000	14426.00	14120 00 00000 01 14000 04	707704 711404 144540	0 170/04 210/04	1 16/2 02 1 2/22 02	3102 03 4000 00	14147.00	8.0000 00 7 4487 007	711000	3 4847 00 3 20000 0	3 1007 07 3 3 307	107 7000CAx 7	7.7.07.00	14400.00
cas Angeles (AC)	2013 2003	(Fernande	0.0118328 0.13010021 0.21033848	0.000143 0.00101047 0	0.7448003 7.3481	000111107	0.003 0.31720001		a 108,200 000001	201203 200206 623206 1.33200	3 33666-06 13 666-03	1.0022-03	1202003 3274200 4201400	7.0272/01 7.1112/01 1.2022+0	0 1.7000.03 3.0300.00	1.1838-08 1.36328-00	2103207 8.4302.04	12125-07	2000-04 7.4422-00	7.2616107	1.4432-04 2.0004-04	2.1920.00 2.2270	102202 7	7.7424-04	1 APRIL 10
cas voltane (sc)	2013 3003	(PVP)	0.01000133 1.83819893 0.12782139	0.00007311	2012 00 4440001 234141	0100404747	0.003 0.3172000	220000 880/1/281 0.00//282/ 0.104032	a 134,460 Gabriers	1. 2.004-02 KOV/E03 2.2016-04 1.8012-0	3 9.37 18:00 2.0 498:00	1.012102	1.00 80 02 8.7988 00 9.0118 00	7.227 FOR 7.1928-04 1.9236-0	1.7068-03 2.0208-08	1.0448-04 1.0048-00	1.2742-07 8.2782-04	52728507	1.2008-04 7.4488-00	2400697	6.0282-04 1.000e 04	2.1928-00 3.2838	Eleose of 7	7.7 808.97	LANASSI
Los Angeles (SC)	2045 Té Ag	Cliesel	0.01161915 2.49859356 0.12117841	0.01024252 0.01589428 0	0.012 0.12024004 1.586-	01 0.0152067	0.003 0.05586003	7,416-02 1084.15064 0.00773957 0.1644523	6 5 0.00001	§ 2.562E-05 5.508E-03 2.671E-04 2.258E-0	5 3.504E-05 2.646E-05	2.8735-04	2.4985-04 2.3522-05 6.6146-06	1.2316-04 1.6336-04 2.3956+0	0 1.7066-05 2.6266-04	1.1625-08 2.4995-06	1.2125-07 1.0245-08	1.5896-08	1.2006-08 1.2026-07	1.5826-07	1.5216-08 3.0006-07	9 5.5865-08 7.4075	E-08 1.084E-02 7	7.7.636-09	1.6456-07
Los Angeles (SC)	2045 T6 CARP heavy	Cliesel	0.00685747 1.04631935 0.0715177	0.00529.497 0.00577185 0	0.012 0.12024004 1.486-1	01 0.00552216	0.003 0.05586003	6.445-02 666.310.479 0.00773957 0.1644523	6 71,746 0.02361	§ 1.512E05 2.307E-03 1.577E-04 1.388E-0	5 1.2725-05 2.6465-05	2.8735-04	2.2655-04 1.2175-05 6.6145-06	1.2215-04 1.4195-04 1.4595+0	0 1.7065-05 2.6265-04	6.857E-09 1.046E-06	7.1525-08 6.2955-09	5.7726-09	1.2005-08 1.2025-07	1.4815-07	5.5225-09 3.0006-05	9 5.5865-08 6.4385	6.6636-04 7	7.7406-09	1.4456-07
Los Angeles (SC)	2045 Té CAIRP small	Cliesel	0.00698176 1.08248361 0.07281398	0.00698339 0.00604193 0	0.012 0.13034004 1.486-0	01 0.00578055	0.003 0.05586003	6.445-02 739.178034 0.00773957 0.1644523	6 10,074 0.00331	6 1.539E-05 2.384E-03 1.605E-04 1.540E-0	5 1.3326-05 2.6466-05	2.8735-04	2.2716-04 1.2746-05 6.6146-06	1.2316-04 1.4256-04 1.6306+0	0 1.7065-05 3.6265-04	6.9825-09 1.0825-06	7.2815-08 6.9835-09	6.0425-09	1.2005-08 1.2025-07	1.4845-07	57816-09 3.0006-07	P 5.5865-08 6.4645	E-08 7.392E-04 7	7.7406-09 1	1.6455-07
Los Angeles (SC)	2045 16 instate construction heavy	Diesel	0.00830872 1.44718552 0.08588121	0.00749131 0.0087499 0	0.012 0.12024004 1.5164	01 0.00837139	0.003 0.05584003	6725-02 792.941086 0.00773957 0.1664522	6 152,163 0,05021	6 1,8225-05 2,1905-02 1,8925-04 1,6525-0	5 1.9295-05 2.6465-05	2,8725-04	2.2215-04 1.8465-05 6.6145-06	1.2215-04 1.4825-04 1.7485+0	0 1.7066-05 2.6266-04	8.3095-09 1.6475-06	8.5885-08 7.4915-09	8,7505-09	1,2005-08 1,2025-07	1.511E-07	8.2715-09 2.0006-0"	9 5.5865-08 6.7225	5-08 7.9295-04 7	7.7406-09	1.4456-07
Los Angeles (SC)	2045 16 instate construction small	Diesel	0.0072393 1.18623869 0.07652934	0.0070529 0.00681522 0	0.012 0.12024004 1.4954	01 0.0065204	0.003 0.05584003	6.545-02 746.53544 0.00773957 0.1644522	6 291,720 0,12911	6 1.618E05 2.615E02 1.687E-04 1.555E-0	5 1.5025-05 2.6465-05	2,8725-04	2.2885-04 1.4275-05 6.6145-06	1.2215-04 1.4415-04 1.6455+0	0 1.7066-05 2.6266-04	7.2296-09 1.1866-06	7.6525-08 7.0525-09	6.8155-09	1,2006-08 1,2026-07	1.4925-07	6.5205-09 2.0005-0"	9 5.586E-08 6.528E	5-08 7.4655-04 7	7.7406-09	1.4456-07
The America State	to st to be an in the second	Alexand	0.0074-701 1.07704-340 0.077074104	0.00001333 0.00300300 0	010 01000 1000	00000000000	0.000 0.00000000		A 0.001 717 0 4400 4	1 (0) C (0)	1 10000 20000	3 6336 0 4	10000 01 10000 01 101000	1201000 100000 100000	1 10/00/ 10/00/	34/37/00 10337/04	7,0707 03 4,4177 00	7 41 47 00	1 2007 08 1 2027 07	1 1040 00	7.1407.00 3.0007.0	5 F F 6 F 6 F 1 1 1 1 1 1 1 1 1 1 1 1 1 1	700 700 701 7	7.7.00.00	2 4 407 02
sa Argan (A.)	2013 to insule nearly	Contract Inc.	0.00730300 1.10313843 0.07438010	0.00001/21 0.000/2020/2	012 012234004 1.4004	0.00713776	0.003 0.05584000		1 2745000 000500	11111101 2411103 11738004 1.43400		2.6735.04	2.3032.01 1.3722.03 0.4142.04	1,2215 04 1,4415 04 1,5465 0	0 1704003 242400	7.50/200 1.107/200	7.4726 01 2.0172-04	1.32/17.00	1 2000 00 1 2020 07	1.0010.07	1.000.00 3.0000.0	1 1010 00 10000	100 7.00m.04 7	7.7406.00	14400.00
res vertices (vc)	2013 TE MODE END	U.P.B	0.00032389 1.18213883 0.07638212	0.000/0444 0.000/2443	1012 0.13030000 13441	0.0000091101	0.003 0.00388000		a 2,742,408 0.4030	1010100 200400 104404 1.00400	3 1.4466-03 2.0466-03	2.87.28505	2.200-04 1.4210-05 0.2110-06	1.23TEOL LARTEOL LARGEFO	0 1.7066-03 2.0206-06	7.2248-09 1.1828-00	7.6381 01 7.0651-04	07828-07	1.2006-08 1.2038-00	1.4418547	0.0710-07 2.0000-07	9 2.2001-04 0.2220	208 7.50/1996 7	7.7406-04	Landerst
Les Argenes (%)	2045 16 OUS Neavy	Jaiol	0.00682443 1.0434/404 0.0/14338/	01002/9356 0.00575439 0	1012 0.13034004 1.444-1	01 0.00350546	0.003 0.0558600.	6.666-02 666.160657 0.00773957 0.166452.	6 41,560 0012/1	1310L05 2302-03 13/5L04 1.3L/L0	3 1.26W-05 2.6466-05	28735-04	1.2654-04 1.2144-05 6.6144-06	1.2316-04 1.41%-04 1.45%+0	0 1.7064-05 3.6264-04	4.88%-0V 1.0141-06	7.1435-01 6.2465-04	37341-04	1.3034-07	1.4816-07	5.5052-0V 10002-0V	× 5.5861-08 6.43/1	100 1002-04 7	7.7406-04	1.6454-07
Los Angelies (24.)	2045 16 COS enell	Javiel	0.00000000 1.0000332/1 0.0230/602	07095621 0100904638 0	3.012 0.13034008 1.486-0	01 0:00281382	0.003 0.05588005	6.676-02 740.482563 0.00773957 0.166452.	5 3/75 GB019	§ 1.5456-05 2.4026-03 1.6116-04 1.5426-0	5 1.3646-05 2.6466-05	2.8735-04	3.2/26-04 1.2886-05 6.6146-06	1.2316-04 1.4266-04 1.5326+0	0 1.7084-05 3.6284-04	7.00/1-04 1.0401-06	7.3065-08 8.9965-09	0.0455-04	1.3036-08 1.3036-07	1.4646-07	SHIR-0V 1000E-0V	× 5.5865-08 6.46%	L-08 7.805L-04 7	7.7436-04	1.6456-07
Los Angeles (SC)	2045 16 Public	Cliesel	0.00735719 0.93221364 0.06744198	0.00720653 0.00485831 0	0.012 0.12024004 1.475-1	01 0.00464815	0.003 0.05586003	6.355-02 762.797628 0.00773957 0.1664523	6 85,210 0.02811	6 1.622E-05 2.055E-03 1.487E-04 1.589E-0	\$ 1.071E-05 2.646E-05	2.8735-0.4	2.2455-04 1.0255-05 6.6145-05	1.2215-04 1.4005-04 1.6825+0	0 1.7065-05 2.6265-04	7.3575-09 9.3225-07	6.7445-08 7.2075-09	4.8585-09	1.2005-08 1.2025-07	1.4725-07	4.6485-09 2.0005-05	3122.6 00-2605.2 9	E-08 7.628E-04 7	7.7406-09	1.6456-07
Los Angeles (SC)	2045 T6 utility	Cliesel	0.00590381 0.76883015 0.06157182	0.00597835 0.00369972 0	0.012 0.13034004 1.446-1	01 0.00352967	0.003 0.05586003	6.245-02 738.645993 0.00773957 0.1644523	6 19784 0.00651	6 1.3026-05 1.6956-03 1.3576-04 1.5386-0	5 8.156E-06 2.646E-05	2.8735-04	2.2205-04 7.9045-06 6.6145-06	1.2215-04 1.2765-04 1.6285+0	0 1.7066-05 2.6266-04	5.904E-09 7.688E-07	6.1575-08 6.9785-09	3.7006-09	1.2006-08 1.2026-07	1.4606-07	3.5406-09 3.0006-07	9 5.5865-08 6.2406	E-08 7.386E-04 7	7.7406-09	1.6456-07
Los Angeles (SC)	2045 1615	Gasaline	0.00968686 0.08489265 0.18808691	0.01221101 0.00124822 0	0.012 0.13034004 1.4464	01 0.00114779	0.003 0.05586003	6.006-02 1225.01024 0.00773957 0.1644522	6 876,719 0,28891	6 2.1265-05 1.8725-04 4.1475-04 2.9125-0	5 2.7526-06 2.6466-05	2.8735-04	2.1655-04 2.5205-05 6.6145-05	1.2215-04 1.2225-04 2.9435+0	0 1,7066-05 3,6266-04	9.6875-09 8.4995-08	1.8816-07 1.2216-08	1.2466-09	1,2006-08 1,2036-07	1.4366-07	1.1485-09 2.0005-01	\$.5865-08 6.001E	E-08 1.225E-02 7	7.7406-09	1.6455-07
Los Angeles (SC)	2045 17 CARP	Diesel	0.01743523 2.22301465 0.19501165	0.00865172 0.01777088 0.0260	0001 0.05174002 1.166-0	01 0.01700212	0.009 0.02646001	\$255-02 915.767382 0.00773957 0.1664522	6 1.411.427 0.46521	6 2.844E-05 4.901E-02 4.299E-04 1.907E-0	5 2.9185-05 7.9375-05	1.3615-04	2.5476-04 2.7486-05 1.9846-05	5,8225-05 1,1575-04 2,0195+0	0 1.7066-05 2.6266-04	1.7646-08 2.2235-06	1.9506-07 B.6525-09	1,2225-08	2.6006-08 6.1745-08	1.1555-07	1,7005-08 9,0005-01	2.6655-00 5.2665	E-08 9.158E-04 7	7.7406-09	1.4456-07
Los Acceles (SC)	2045 TZ CARR contaction	Netal	0.01755767 2.2456469 0.19638121	0.0095914 0.01802147 0.0240	0001 0.05174002 1.1464	01 0.0173/206	0.009 0.02646001	5925.00 1015 25199 0.0022 1957 0.14.4452	6 109 300 0.03400	1071E05 4951E02 4120E04 2115E0	5 19736.05 7.9326.05	1.3636.04	20.34921 20.3109.0 40.3022.0	58336.05 1.1636.04 2.23864.0	0 12046-05 24246-04	17446.08 22446.04	1.9646.07 9.5935.09	1 8025-08	24005-08 61745-09	11506.02	17345-00 9:0005-0	2 2 6 65 6 10 5 2206	0.00 10156-01 7	7.7406-09	14452.02
Los Acceles (SC)	2045 17 NHOOS	Netal	0.01637792 2.02645345 0.18318467	0.00045478 0.01540419 0.0240	0001 0.05174002 1.1364	01 0.01/22100	0.009 0.02646001	5045.00 916.091329 0.00223957 0.164452	6 1230 414 0.56700	201000 40000 400004 19000	5 14416-05 7.9326-05	1.7616-04	2.4995.04 2.2925.05 1.9946.05	58336.05 11116.04 2.0306+0	0 12046-05 24246-04	1.6166.08 2.0246.06	1 8335.07 8 4555.09	1.5610.00	24005-08 61745-09	1.1226.02	1/225.00 2.0005.0	2 2 4445-00 5 0 195	C.08 9161E.04 7	7.7406-09	1 6452.02
res vertices (vc)	2013 17 144003	U.P.B	0.01607782 2.02063363 0.18218607	020803678 0.01360614 0.0300	0001 000170002 1.1321	01 0.011043104	0.007 0.02000000	2010/02 410/41224 0.00/72427 0.100022	a 1,720,414 0.36701	1. Server and the server of th	3 24416-03 7.4276-03	1.3018594	2.00000 2.2002003 1.200003	2000+0	0 1.7066-03 2.0206-06	1.6388-08 2.0248-00	1.8332.07 8.0332-04	1.3918-08	2,0008-08 0.1748-08	1.1226507	124720-04 9.0004-07	9 2.000P08 2.0246	POB KINIESSE Z	7.7406-04	Landerst
Les Argenes (%)	2043 17 NOUS	Jaiol	0.01745641 2.22/05315 0.19524858	0.008555 0.01781415 0.0380	0001 0.05174000 1.1461	01 0.01/04152	0.007 0.02666001	5.256-02 V16.1/8441 0.00//345/ 0.166452.	6 554,621 0.18281	4 JAMES AVIOLOJ 4304-04 1.904-0	3 19274-05 7.9174-05	1.3611-04	2.588-04 1/5/1-05 1.984-05	5.4111-05 1.15/1-04 2.0004+0	0 1.7064-05 3.6264-08	1.7466-04 2.2276-06	1.9524-07 E.6566-0V	17416-04	1.6006-08 8.1746-08	1.1564-07	1./04L-08 V.000L-04	7.5651-CE 5.JSCE	LOB V.1824-04 7	7.7406-04	1.6454-07
Los Angelies (24.)	2045 17 POLA	Javiel	0.03434934 310443481 0.3139144	0.01024751 0.01842404 0.0260	0001 0.05174002 1.1764	01 0.01813414	0.007 0.02545001	5.366-02 T064.6/WE3 0.00//395/ 0.166452.	6 2,506,290 0.82601	5.3565-05 6.8326-03 6.9146-04 2.2595-0	5 4.17VE-05 7.V1/E-05	1.3618-04	2/3/3E-04 TAMEP-02 17AB4E-02	3.833E-05 1.1E2E-04 2.391E+0	0 1.7084-05 3.6284-04	2.4306-08 3.0996-06	11384-07 1.0256-08	1.8926-08	18006-08 6.1765-08	1.16/1-07	13135-08 9.0006-09	¥ 2.6465-08 5.1595	1.0856-03 7	7.7406-04	1.6456-07
Los Angeles (SC)	2045 17 Public	Cliesel	0.01781238 1.7605424 0.15226395	0.01036724 0.01018123 0.0260	0001 0.05174000 1.085-	01 0.00974079	0.009 0.02646001	4.525-02 1097.35271 0.00773957 0.1644523	6 132,878 0.04391	6 2.927E-05 2.881E-03 3.379E-04 2.286E-0	5 2.2455-05 7.9375-05	1.3615-04	2.3795-04 2.1475-05 1.9845-05	5.8235-05 9.9655-05 2.4195+0	0 1.7065-05 2.6265-04	1.7816-08 1.7616-06	1.5226-07 1.0276-08	1.0185-08	3.6005-08 6.1745-08	1.0795-07	97415-09 9.0005-05	2.6665-08 4.5205	E-08 1.097E-02 7	7.7406-09	1.6456-07
Los Angeles (SC)	2045 17 Single	Cliesel	0.015403 1.86385429 0.17228144	0.0101766 0.01359482 0.0260	0001 0.06174002 1.1164	01 0.01300671	0.009 0.02646001	4.855-02 1077.17316 0.00773957 0.1644523	6 468,127 0.15421	6 2.3965-05 4.1095-03 3.7985-04 2.2445-0	5 2.997E-05 7.937E-05	1.3615-04	2.4545-04 2.8675-05 1.9845-05	5.8226-05 1.0686-04 2.3756+0	0 1.7066-05 2.6266-04	1.5406-08 1.8646-06	1.7226-07 1.0185-08	1.3595-08	2.6005-08 6.1745-08	1.1126-07	1.3016-08 9.0006-07	2.6655-08 4.8475	E-08 1.077E-03 7	7.7406-09	1.6455-07
Los Angeles (SC)	2045 17 single construction	Dietel	0.01535822 1.84013787 0.17113859	0.01007728 0.01228698 0.0260	0001 0.06174002 1.11E4	01 0.01280787	0.009 0.02646001	##35-02 1066.66087 0.00773957 0.16-64523	6 271.154 0.09945	6 2,2865-05 4,0575-02 3,7736-04 2,2225-0	5 2.9516-05 7.9376-05	1.3615-04	2.4505-04 2.8245-05 1.9845-05	5.8225-05 1.06-65-04 2.3525+0	0 1,7066-05 2,6266-04	1.5366-08 1.8405-06	1,7116-07 1.0086-08	1.2295-08	3,6006-08 6,1745-08	1,1116-07	1,2815-08 9,0005-01	2.6455-08 4.8275	E-08 1.067E-02 7	7.7406-09	1.6455-07
Los Angeles (SC)	2045 17 SWCV	Diesel	0.01127223 14.9656313 0.0272028	0.045758 0.01375122 0.0260	0001 0.05174002 1.1164	01 0.01215636	0.009 0.02646001	4845-02 4843.39554 0.00773957 0.1644522	6 3,391 0,00111	6 2.4855-05 2.2995-02 8.2245-05 1.0095-0	4 2.0225-05 7.9375-05	1.3615-04	2.4585-04 2.9005-05 1.9846-05	5,8225-05 1.0725-04 1.0685+0	1 1.7066-05 2.6266-04	1.1275-08 1.4975-05	2,7206-08 4,5765-08	1.2755-08	2.6006-08 6.1745-08	1.1155-07	1,2165-08 9,0005-01	2.6655-00 4.8625	5-08 4.8425-02 7	7.7406-09	1.6456-07
Los Ascalas (SC)	2045 17 SWCV	Network Gos	0.0761020 0.07516033 14 5046606	0 00032424 0.0340	0001 0.05124002 1.0154	0.00031031	0.009 0.03646001	3845.03 340287834 0.00773957 0.144452	6 309.040 0.0699	1 4905.04 1 3485.02 1 2185.02 0.000540	0 71506.06 7.9726.05	1.1616-04	2 2245-04 6 8415-05 1 9845-05	58336.05 8 5036.05 5 2386.40	0 12066.05 2.6266.04	7.6155.08 \$7535.07	14595.05 0.0005400	3 3435.09	14005-08 61745-08	1.0106-02	21035.09 20005.0	2446.00 28546	24026-02 7	7.7406-09	16452.02
sa Argan (A.)	2013 17 31101	Contract of the	0.01744073 0.00370040 0.10430740	0.0000 (17) 0.0072020 0.00300	0001 0.04174000 1.1454	000000000000000000000000000000000000000	0.000 0.000 44000	200200 200200 000773007 0144402	5 0044011 04727	1.000 00 1.000 00 1.000 00 1.000 00	C 2022 06 7.0275.05	1.3410.04	2.220000 0.201000 1.000000	(433) 01 11/05 04 201/540	0 1704003 242400	17/07/08 20322/04	1.0545.03 0.0000000	120100	2,000 02 1,1742 08	12545.02	1,7020-04 0,00000 0	2000000 20000	00 000000 7	7.7406.00	14400.00
res vertices (vc)	2013 17 9160	U.P.B	0.01740473 2.22274044 0.14234732	0.0000000000000000000000000000000000000	0001 0.0017 0002 1.1001	0.01700007	0.007 0.02000000	222000 *3030043 0.00773427 0.104032	a 2,000,211 0.00 0.01	1.43260 1.43260 1.43260	3 14116-03 7.41/6-03	1.301804	2,568-04 2,5626-05 1,486-05	20041+0	0 1.7066-03 2.0206-06	17678-08 2.2338-00	1.4242-07 8.6002-04	12868-08	2,0008-08 0.1748-08	1.1266-57	12 078108 9.0008109	9 20000-00 3.2220	100 100000 7	7.7406-07	1.416.06.507
See Angeles (SC)	2043 17 tractor condituction	(Jacob	GDIBITIVE 2.35326637 0.20248266	0.00MH#223 0.01912969 0.0260	0001 0.05174002 1.1754	01 0.01830215	0.00V 0.0264600	5.386-02 1046.01 evid 0.00773957 0.1644523	<ul> <li>223,678</li> <li>6,07375</li> </ul>	5 2.W36-03 3.1888-03 4.666E-04 2.179E-0	5 4.21/3-05 7.9376-05	1.3616-04	2.5//8-04 4.0336-05 1.9846-05	5.8336-05 1.1856-04 2.3066+0	0 1.7064-05 3.6265-04	1.8128-08 2.3535-06	2.0234-07 9.8825-09	1.9126-08	34006-08 6.1745-08	1.1696-07	1.8.308-08 9.0006-07	¥ 2.6666-08 5.3766	LOB 1.0655-03 7	/./406-09	1.6436-07
Los Angeles (SC)	2045 17 utility	Cliesel	0.01270637 1.38354477 0.14211984	0.01028966 0.00807254 0.0260	0001 0.05174002 1.046-0	01 0.00772333	0.009 0.02646001	4.325-02 1089.14045 0.00773957 0.1644523	6 9717 0.0032	§ 2.8016-05 3.0506-03 3.1236-04 2.3686-0	5 1.7806-05 7.9376-05	1.3616-04	2.2226-04 1.7026-05 1.9846-05	5.8335-05 9.5206-05 2.4016+0	0 1.7066-05 2.6266-04	1.2716-08 1.39.45-06	1.4216-07 1.0296-08	8.0735-09	3.6006-08 6.1745-08	1.0595-07	77236-09 9.0006-07	9 2.6655-08 4.3185	E-08 1.089E-02 7	7.7406-09	1.4456-07
Los Angeles (SC)	2045 1715	Gasaline	0.34016686 3.13247213 30.9090627	0.01545221 0.00125104 0.0200	0001 0.06174002 8.305-1	02 0.00115028	0.005 0.02646001	2.246-02 1561.5912 0.00773957 0.1644522	6 8,150 0.00271	6 7.499E-04 6.904E-03 6.814E-02 2.407E-0	5 2.7585-06 4.4095-05	1.3615-04	1.8305-04 2.5365-05 1.1025-05	5.8335-05 7.1896-05 2.4436+0	0 1.7065-05 2.6265-04	3.4025-07 2.1325-06	3.0916-05 1.5456-08	1.2516-09	2.0006-08 6.1746-08	8.2996-08	1.1505-09 5.0005-0*	2.6665-08 3.2615	6-08 1.5626-03 7	7.7406-09 1	1.6456-07
Los Angeles (SC)	2045 UBUS	Gasaline	0.0196099 0.28621486 0.35484663	0.015(9128 0.00220289 0.0112	4128 0.12356175 1.375-	01 0.00202548 0.1	00283532 0.0529550	\$785-02 1565.43793 0.00773957 0.1664522	6 37,666 0,01221	6 4.2226-05 6.2106-04 7.8226-04 2.4156-0	5 4.8565-06 2.5005-05	27245-04	2.0225-04 4.4555-05 6.2515-06	1.1475-04 1.2755-04 2.4515+0	0 1.7066-05 2.6266-04	1.961E-08 2.862E-07	2.5486-07 1.5496-08	2.2035-09	1.1245-08 1.2355-07	1.2715-07	2.0255-09 2.8355-0"	9 5.2965-08 5.7825	E-08 1.565E-02 7	7.7406-09	1.4456-07
Los Angeles (SC)	2045 1815	Diesel	0 0 0	0 0	0 0.000++	00 0	0 0	0.005+00 0 0.00773957 0.1644522	6 0.00007	6 0.0005+00 0.0005+00 0.0005+00 0.0005+0	0 0.0006+00 0.0006+00	0.0006+00	0.0005+00 0.0005+00 0.0005+00	0.0005+00 0.0005+00 0.0005+0	0 1.7066-05 2.6266-04	0.0006+00 0.0006+00	0.0005+00 0.0005+00	0.0006+00	0.0006+00 0.0006+00	0.0006+00	0.0005+00 0.0005+0	0.0005+00 0.0005-	+00 0.0005+00 7	7.7406-09	1.6455-07
The Associate of Co.	2041 Mart	distant Car	0.00051033 0.00333484 0.003311108	0.000000000 0.00000	1734 0.04844003 1.045			1000 01100 000000 00000 011000 0110000		10015.01 10115.02 10015.01 0.0005.0	0 734 6 04 7367 04	1.0100.01	1000001 70000 100000	1 1041 OF 0.0477 OF 1004710	1 1 2017 07 3 1017 01	0.0424.00 1.0224.02	10007.07 0.0007.000	33,00,00	33/2004	10000.00	21045.00 23645.0	20011000 11000	100 100 0 0 7	7.7400.00	14400.00
sas regenti (K.)	a state of the sta	manufaction Crists	UNTOFTE UNE 2266 49.0211108	A 100336063 (00036	17.24 0004840000 13266-1	un nonsilazat (1			<ul> <li>www.vviii 0.1645/</li> <li>0.01645/</li> </ul>	a communication communication conductor	V 7.3878-05		A 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.000000 1.0020-05 4.7958+0		Astrony Astro-Or	a.ruseus 0.0005+00	2.2m2-0V		1.0006-07	A. PROV 13542-07	a. a. a. a. a. a. 1006		CONCERN OF	1414/07
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# **CalEEMod Outputs**

# Westside Area Plan Custom Report

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# 1. Basic Project Information

# 1.1. Basic Project Information

Data Field	Value
Project Name	Westside Area Plan
Operational Year	2045
Lead Agency	
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	20.2
Location	34.02909630651288, -118.42599944852739
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4455
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.22

# 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 High Rise	6,757	Dwelling Unit	109	6,486,720	0.00	0.00	15,704	—					
	B-31 5 / 22												

Regional Shopping	244	1000sqft	5.60	244,000	0.00	0.00	_	—
Center								

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	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)		—	—	—	—		—	—	—	—	—	—	—	—	—	_	—	_
Unmit.	52.2	198	133	451	0.84	10.6	0.00	10.6	10.6	0.00	10.6	2,829	215,259	218,088	235	2.08	47.6	224,638
Daily, Winter (Max)		_			_								_			—	_	
Unmit.	15.1	163	129	55.2	0.83	10.5	0.00	10.5	10.5	0.00	10.5	2,829	214,190	217,019	235	2.07	47.6	223,565
Average Daily (Max)		-	_	_	_			_	_	_	_	_	-	_	_	_	-	
Unmit.	28.3	181	27.4	282	0.17	2.14	0.00	2.14	2.11	0.00	2.11	2,829	82,392	85,222	233	1.83	47.6	91,633
Annual (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unmit.	5.16	33.1	5.00	51.4	0.03	0.39	0.00	0.39	0.39	0.00	0.39	468	13,641	14,109	38.5	0.30	7.89	15,171

### 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	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
									<b>B</b> 00									

Daily, Summer (Max)			_	_	_	_	_	_	_	_	_	_			_			
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Area	50.2	197	116	444	0.73	9.25	—	9.25	9.21	—	9.21	0.00	143,343	143,343	2.72	0.28	—	143,494
Energy	2.02	1.01	17.3	7.48	0.11	1.39	—	1.39	1.39	—	1.39	—	68,440	68,440	5.23	0.51	_	68,722
Water		—	—	—	—	—	—	—	—	—	—	577	3,476	4,053	2.23	1.29	—	4,494
Waste	_	—	—	—	—	—	—	—	—	—	—	2,252	0.00	2,252	225	0.00	—	7,880
Refrig.	—	—	—	-	—	—	—	-	—	_	-	—	—	—	-	—	47.6	47.6
Total	52.2	198	133	451	0.84	10.6	0.00	10.6	10.6	0.00	10.6	2,829	215,259	218,088	235	2.08	47.6	224,638
Daily, Winter (Max)			_	-	-	-	_	-	_	-	-	-			_			_
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	13.1	162	112	47.7	0.72	9.06	_	9.06	9.06	_	9.06	0.00	142,275	142,275	2.68	0.27	_	142,421
Energy	2.02	1.01	17.3	7.48	0.11	1.39	_	1.39	1.39	_	1.39	_	68,440	68,440	5.23	0.51	_	68,722
Water	_	_	_	_	_	_	_	_	_	_	_	577	3,476	4,053	2.23	1.29	_	4,494
Waste	_	_	_	_	_	_	_	-	_	_	_	2,252	0.00	2,252	225	0.00	_	7,880
Refrig.	_	_	_	-	_	_	_	-	_	_	_	_	_	_	_	_	47.6	47.6
Total	15.1	163	129	55.2	0.83	10.5	0.00	10.5	10.5	0.00	10.5	2,829	214,190	217,019	235	2.07	47.6	223,565
Average Daily	_	_	_	-	_	-	_	-	—	-	-	-	_	_	_	_	_	_
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Area	26.3	180	10.2	274	0.06	0.75	_	0.75	0.72	_	0.72	0.00	10,477	10,477	0.21	0.02	—	10,489
Energy	2.02	1.01	17.3	7.48	0.11	1.39	—	1.39	1.39	_	1.39	-	68,440	68,440	5.23	0.51	—	68,722
Water	_	_	—	-	-	—	—	-	—	_	-	577	3,476	4,053	2.23	1.29	—	4,494
Waste	_	—	—	-	-	—	—	-	—	_	-	2,252	0.00	2,252	225	0.00	—	7,880
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	47.6	47.6
Total	28.3	181	27.4	282	0.17	2.14	0.00	2.14	2.11	0.00	2.11	2,829	82,392	85,222	233	1.83	47.6	91,633

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	4.80	32.9	1.85	50.1	0.01	0.14	—	0.14	0.13	—	0.13	0.00	1,735	1,735	0.04	< 0.005	—	1,737
Energy	0.37	0.18	3.15	1.36	0.02	0.25	—	0.25	0.25	—	0.25	—	11,331	11,331	0.87	0.08	—	11,378
Water	—	—	—	—	—	—	—	—	—	—	—	95.5	575	671	0.37	0.21	—	744
Waste	—	—	—	—	—	—	—	—	—	—	—	373	0.00	373	37.3	0.00	—	1,305
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	_	7.89	7.89
Total	5.16	33.1	5.00	51.4	0.03	0.39	0.00	0.39	0.39	0.00	0.39	468	13,641	14,109	38.5	0.30	7.89	15,171

# 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

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)								_			—	—	—			_		—
Apartme nts High Rise								_					41,966	41,966	2.97	0.42		42,165
Regional Shopping Center								_					4,595	4,595	0.33	0.05		4,617

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Total	—	—	—	—	—	—	—	—	—	—	—	—	46,561	46,561	3.30	0.47	—	46,782
Daily, Winter (Max)			-															_
Apartme nts High Rise			_										41,966	41,966	2.97	0.42		42,165
Regional Shopping Center			_										4,595	4,595	0.33	0.05		4,617
Total	_		—	—	—	—	—	—	—	—	—	—	46,561	46,561	3.30	0.47	—	46,782
Annual	_	—	—	—	—	—	—	—	_	_	—	—	—	_	-	—	—	—
Apartme nts High Rise			—										6,948	6,948	0.49	0.07		6,981
Regional Shopping Center			-			_				_			761	761	0.05	0.01	_	764
Total	_	_	_	_	_	_	_	_	_	_	—	—	7,709	7,709	0.55	0.08	_	7,745

### 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	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)														—				—
Apartme nts High Rise	1.98	0.99	16.9	7.21	0.11	1.37		1.37	1.37		1.37	_	21,494	21,494	1.90	0.04		21,553
Regional Shopping Center	0.04	0.02	0.32	0.27	< 0.005	0.02		0.02	0.02		0.02	_	385	385	0.03	< 0.005		386
Total	2.02	1.01	17.3	7.48	0.11	1.39	_	1.39	1.39 <sub>35</sub>	_	1.39	_	21,879	21,879	1.94	0.04	_	21,939
Daily, Winter (Max)					_					—			—					
--------------------------------	------	---------	------	------	---------	---------	---	---------	---------	---	---------	---	--------	--------	------	---------	---	--------
Apartme nts High Rise	1.98	0.99	16.9	7.21	0.11	1.37		1.37	1.37		1.37		21,494	21,494	1.90	0.04		21,553
Regional Shopping Center	0.04	0.02	0.32	0.27	< 0.005	0.02		0.02	0.02		0.02		385	385	0.03	< 0.005		386
Total	2.02	1.01	17.3	7.48	0.11	1.39	—	1.39	1.39	—	1.39	—	21,879	21,879	1.94	0.04	—	21,939
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_		_	_	_	_
Apartme nts High Rise	0.36	0.18	3.09	1.32	0.02	0.25		0.25	0.25		0.25		3,559	3,559	0.31	0.01		3,568
Regional Shopping Center	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005		< 0.005	< 0.005		< 0.005		63.8	63.8	0.01	< 0.005		63.9
Total	0.37	0.18	3.15	1.36	0.02	0.25	_	0.25	0.25	_	0.25	_	3,622	3,622	0.32	0.01	_	3,632

# 4.3. Area Emissions by Source

#### 4.3.1. Unmitigated

Source	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)																		—
Hearths	13.1	6.56	112	47.7	0.72	9.06	—	9.06	9.06	—	9.06	0.00	142,275	142,275	2.68	0.27	—	142,421
Consum er Products		144	_	_	_	_		-		_	_	-		_			-	_

Architect ural Coatings		11.7	-	-	-	-	—	—	-	-						—		—
Landsca pe Equipme nt	37.1	35.0	3.63	396	0.02	0.19		0.19	0.14	_	0.14		1,069	1,069	0.04	0.01		1,072
Total	50.2	197	116	444	0.73	9.25	_	9.25	9.21	_	9.21	0.00	143,343	143,343	2.72	0.28	_	143,494
Daily, Winter (Max)		_	-	—	-	—	—	_	—	-	_	_			_	—		_
Hearths	13.1	6.56	112	47.7	0.72	9.06	—	9.06	9.06	—	9.06	0.00	142,275	142,275	2.68	0.27	—	142,421
Consum er Products		144	_	-	_	-		_	-	-						_		_
Architect ural Coatings		11.7	—	-	—	_			_	_						_		
Total	13.1	162	112	47.7	0.72	9.06	—	9.06	9.06	—	9.06	0.00	142,275	142,275	2.68	0.27	—	142,421
Annual	—	—	-	_	-	—	—	—	—	_	-	-	—	—	-	—	—	—
Hearths	0.16	0.08	1.40	0.60	0.01	0.11	_	0.11	0.11	_	0.11	0.00	1,613	1,613	0.03	< 0.005	_	1,615
Consum er Products		26.3	-	-	-	-	-	—	_	-	_	_			_	-		_
Architect ural Coatings	_	2.14	-	-	-	-	-	-	-	-	_	_	_		_	-		_
Landsca pe Equipme nt	4.63	4.38	0.45	49.5	< 0.005	0.02		0.02	0.02		0.02		121	121	0.01	< 0.005		122
Total	4.80	32.9	1.85	50.1	0.01	0.14	_	0.14	0.13	_	0.13	0.00	1,735	1,735	0.04	< 0.005	_	1,737
								5								5	-	

4.4. Water Emissions by Land Use

### 4.4.1. Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	_	—	—	—	—	—	—	_	_	—	—	—	—	—	—
Apartme nts High Rise	_	_	_	_	_	_	_	_	_	_	_	538	3,243	3,781	2.08	1.21	_	4,193
Regional Shopping Center	_		_	_	_	_	_		_		_	38.6	233	271	0.15	0.09	_	301
Total	—	—	—	—	—	—	—	—	—	—	—	577	3,476	4,053	2.23	1.29	—	4,494
Daily, Winter (Max)			_	_	_	_			_		-	_	_		_	_	_	—
Apartme nts High Rise			_	-	_	_			_		-	538	3,243	3,781	2.08	1.21	_	4,193
Regional Shopping Center	_	_	-	-	-	-	-	_	-	-	-	38.6	233	271	0.15	0.09	-	301
Total	—	—	—	—	—	—	—	—	—	—	—	577	3,476	4,053	2.23	1.29	—	4,494
Annual	—	_	—	—	_	—	—	—	—	_	—	—	_	_	—	_	—	—
Apartme nts High Rise	_	_	-	-	_	-	_	_	-	_	-	89.1	537	626	0.34	0.20	-	694
Regional Shopping Center		_	_	_	_	_	_	_	_	_	-	6.39	38.5	44.9	0.02	0.01	_	49.8
Total	_	_	_	_	_	_	_	_	_	_	_	95.5	575	671	0.37	0.21	_	744

# 4.5. Waste Emissions by Land Use

#### 4.5.1. Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts High Rise	_		_	_	_						_	2,114	0.00	2,114	211	0.00		7,397
Regional Shopping Center			_	_	_						_	138	0.00	138	13.8	0.00		483
Total	—	—	—	—	—	—	—	—	—	—	—	2,252	0.00	2,252	225	0.00	—	7,880
Daily, Winter (Max)			_	_	_							_						_
Apartme nts High Rise			—	—	_	_			_		—	2,114	0.00	2,114	211	0.00		7,397
Regional Shopping Center			-	-	-	_	_		_		-	138	0.00	138	13.8	0.00		483
Total		_	_	_	_	_	_	_	_	_	_	2,252	0.00	2,252	225	0.00	_	7,880
Annual		_	_	_	_	—	_	_	—	_	—	_	_	—	_	_	—	_
Apartme nts High Rise	_	_	-	-	-	_	_	_	_		-	350	0.00	350	35.0	0.00	_	1,225
Regional Shopping Center			_	_	_							22.9	0.00	22.9	2.28	0.00		80.0
Total		_	_	_	_	_	_	_	— <sub>В-39</sub>	_	_	373	0.00	373	37.3	0.00	_	1,305
									13/22									

# 4.6. Refrigerant Emissions by Land Use

#### 4.6.1. Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	—	—	_	—	_	_	_		—	—		_	_	_	—	_
Apartme nts High Rise																	46.5	46.5
Regional Shopping Center	_																1.17	1.17
Total	_	—	—	—	—	—	—	—	—	—	—	—	—	—	—	_	47.6	47.6
Daily, Winter (Max)																		
Apartme nts High Rise	_	_	_	_		_					_	_					46.5	46.5
Regional Shopping Center	_	-	-	_		_					-	_					1.17	1.17
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	47.6	47.6
Annual	_	—	—	—	—	—	—	_	_	—	—	—	_	—	—	_	—	_
Apartme nts High Rise		_	-	_		—					-	_					7.69	7.69
Regional Shopping Center			_								_						0.19	0.19
Total	_	_	_	_	_	_	_	_	— <sub>В-40</sub>		_	_	_	_	_	_	7.89	7.89
									14 / 22									

# 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)

Equipme nt Type	TOG	ROG	NOx	СО	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

Equipme nt Type	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)					_							_						_
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)			_		_				— B-41			_						

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)

Equipme nt Type	TOG	ROG	NOx	со	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

Daily,	Vegetatio n	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
(Max)	Daily, Summer (Max)									— B 42		—	_					_	

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	со	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

Species	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—		—	—	—	—			—		—	—					
Avoided	—	_	_	-	-	-	_	—	—	_	—	_	_	_	—	—	—	_

Subtotal	—	—	—	—	—	—	—	—	_	—	—	—	—	—	—	—	—	—
Sequest ered	—		—	—		—		—			—	—	—	—	—	—	—	—
Subtotal	_		_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Remove d	_			_				—								—		
Subtotal	_		—	—	—	—	—	—	_	—	—	—	—	—	—	—	_	—
_	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	_				_			_									_	
Avoided	_		—	—	—	—	—	—		—	—	_	—	—	—	—	_	_
Subtotal	—	—	—	—	—	—	—	—	_	—	—	—	—	—	—	—	_	—
Sequest ered	-		—	—	—	—	—	—	—	—	_	—	_	—	_	—	—	
Subtotal	_		—	—	—	—	—	—		—	—	_	—	—	—	—	_	_
Remove d	-		—	—	—	—		—	—	—	—	—	—	—	—	—	—	_
Subtotal	_		—	—	—	—	—	—	_	—	—	_	_	—	_	—	_	_
_	_		_	—	_	_	_	—		_	_	_	_	_	_	—	_	_
Annual	_		—	—	—	—	—	—		—	—	_	—	—	—	—	—	_
Avoided	_		—	—	—	—	—	—		—	—	_	_	—	—	—	_	_
Subtotal	—		—	—	—	—	—	—	—	—	—	_		—	—	—	—	—
Sequest ered	_		—	—		—		—			—	—	—	—	—	—	_	
Subtotal	_		_	_				_			_	_	_	_	_	_		_
Remove d	-		—	—	—	—	—	—	_	—		_	_	—		-	-	
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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

# 5.10. Operational Area Sources

#### 5.10.1. Hearths

#### 5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments High Rise	-
Wood Fireplaces	0
Gas Fireplaces	6757
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
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)
13135608	4,378,536	366,000	122,000	—

#### 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 High Rise	22,186,567	690	0.0489	0.0069	67,065,650
Regional Shopping Center	2,429,395	690	0.0489	0.0069	1,201,491

## 5.12. Operational Water and Wastewater Consumption

#### 5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments High Rise	251,859,067	0.00
Regional Shopping Center	18,073,695	0.00

# 5.13. Operational Waste Generation

#### 5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments High Rise	3,923	
Regional Shopping Center	256	_

# 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 High 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 High Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Regional Shopping Center	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
--	----------------	-----------

# 8. User Changes to Default Data

Screen	Justification
Land Use	Adjusted to match population increase from project description
Operations: Hearths	assumes no woodburning fireplaces to be installed. assumes all homes have one fireplace
Operations: Water and Waste Water	assumes 100% aerobic treatment for most conservative estimates

# **Energy Calculations**

#### **Operation-Related Vehicle Fuel/Energy Usage**

			PF	ROJECT LAND	JSE COMMUT	E						
	Ga	s		Die	sel		CN	IG		Electi	ricity	
venicie rype	VMT	Gallons	Mile/Gal	VMT	Gallons	Mile/Gal	VMT	Gallons	Mile/Gal	VMT	kWh	Mile/kWh
Existing (2023)	352,956,165	14,596,275	24.18	19,084,376	2,286,493	8.35	1,187,486	266,407	4.46	14,540,021	5,325,542	2.73
Future (2045) - No Project	326,088,022	10,418,821	31.30	14,706,298	1,532,697	9.60	446,710	48,958	9.12	46,527,017	16,174,727	2.88
Future (2045) - With Project	436,217,421	13,937,559	31.30	19,673,042	2,050,334	9.60	597,577	65,492	9.12	62,240,543	21,637,402	2.88
Net Change from Existing 2023	83,261,257	(658,716)	7.12	588,666	(236,159)	1.25	(589,909)	(200,915)	4.67	47,700,522	16,311,859	0.15
Net Change from No Project 2045	110,129,399	3,518,738	0	4,966,744	517,636	0	150,867	16,534	0	15,713,525	5,462,675	0

#### Land Use

	Existing	(2023)	
Vehicle type	Fleet percent	VMT	
	All Vehicles	All Vehicles	Total
HHD	2.35%	9,120,798	9,120,798
LDA	55.18%	213,979,158	213,979,158
LDT1	6.27%	24,317,815	24,317,815
LDT2	18.97%	73,542,342	73,542,342
LHD1	2.20%	8,550,153	8,550,153
LHD2	0.58%	2,238,534	2,238,534
MCY	0.45%	1,750,408	1,750,408
MDV	11.93%	46,254,641	46,254,641
MH	0.08%	326,644	326,644
MHD	1.72%	6,660,471	6,660,471
OBUS	0.05%	203,544	203,544
SBUS	0.06%	216,588	216,588
UBUS	0.16%	606,953	606,953
	100.00%	387,768,047	387,768,047

#### PROPOSED CONDITIONS

Vehicle type	Gas percent	Diesel percent	CNG percent	Electricity percent
LDA	93.61%	0.19%	0.00%	6.20%
LDT1	99.67%	0.02%	0.00%	0.31%
LDT2	98.80%	0.32%	0.00%	0.88%
MDV	97.65%	1.15%	0.00%	1.20%
LHD1	67.85%	32.15%	0.00%	0.00%
LHD2	41.02%	58.98%	0.00%	0.00%
MHD	24.49%	74.29%	1.21%	0.02% <
HHD	0.05%	94.71%	5.20%	0.04% <
OBUS	45.14%	49.10%	5.76%	0.00% <
UBUS	6.89%	0.28%	92.30%	0.53%
MCY	100.00%	0.00%	0.00%	0.00%
SBUS	45.96%	25.87%	28.15%	0.01%
MH	73.61%	26.39%	0.00%	0.00%

10078 10278 << Equal to T6 (https://www.arb.ca.gov/msei/downloads/emfac2014/emfac2014-vol3-technical-documentation-052015.pdf) 10478 << Equal to T7 (https://www.arb.ca.gov/msei/downloads/emfac2014/emfac2014-vol3-technical-documentation-052015.pdf) 1009 << Motor coach, all other buses, and OBUS (https://www.arb.ca.gov/msei/downloads/emfac2014/emfac2014-vol3-technical-documentation-052015.pdf) 1538

#### PROPOSED CONDITIONS

Mahiala Avea		Gasoline			Diesel			CNG			Electricity	
venicie type	VMT	mpg	Gallons	VMT	mpg	Gallons	VMT	mpg	Gallons	VMT	m/kWh	kWh
LDA	200,308,370	28.38	7,057,563	414,440	39.58	10,471	0	0.00	0	13,256,348	2.72	4,871,893
LDT1	24,237,291	23.74	1,020,982	5,582	22.95	243	0	0.00	0	74,942	2.73	27,423
LDT2	72,663,154	23.10	3,145,271	233,431	30.71	7,602	0	0.00	0	645,757	2.92	221,195
MDV	45,167,829	18.83	2,398,405	531,674	23.06	23,059	0	0.00	0	555,137	2.79	199,022
LHD1	5,801,594	13.13	441,735	2,748,559	20.24	135,787	0	0.00	0	0	0.00	0
LHD2	918,281	11.50	79,864	1,320,252	17.02	77,584	0	0.00	0	0	0.00	0
MHD	1,631,192	5.09	320,167	4,947,840	8.87	557,928	80,270	8.09	0	1,169	0.00	0
ннр	4,371	3.95	1,106	8,638,726	5.98	1,443,876	474,306	5.75	82,454	3,395	0.57	6,009
OBUS	91,887	4.99	18,401	99,936	7.34	13,608	11,720	8.61	0	0	0.00	0
UBUS	41,791	4.58	9,129	1,702	5.85	0	560,219	3.05	183,953	3,241	0.48	0
MCY	1,750,408	40.95	42,748	0	0.00	0	0	0.00	0	0	0.00	0
SBUS	99,555	8.90	11,180	56,030	7.30	7,678	60,971	4.16	0	32	0.86	0
МН	240,441	4.84	49,724	86,202	9.96	8,657	0	0.00	0	0	0.00	0
	352,956,165		14,596,275	19,084,376		2,286,493	1,187,486		266,407	14,540,021		5,325,542

#### Land Use

#### Future (2045) - No Project

	All Vehicles	All Vehicles	Total
HHD	2.52%	9,764,517	9,764,517
LDA	53.06%	205,743,782	205,743,782
LDT1	7.15%	27,714,329	27,714,329
LDT2	19.79%	76,746,195	76,746,195
LHD1	2.06%	7,998,783	7,998,783
LHD2	0.60%	2,335,131	2,335,131
MCY	0.50%	1,932,171	1,932,171
MDV	12.30%	47,707,886	47,707,886
МН	0.08%	292,379	292,379
MHD	1.71%	6,623,407	6,623,407
OBUS	0.04%	139,450	139,450
SBUS	0.06%	240,164	240,164
UBUS	0.14%	529,853	529,853
	100.00%	387,768,047	387,768,047

#### PROPOSED CONDITIONS

Vehicle type	Gas percent	Diesel percent	CNG percent	Electricity percent
LDA	85.70%	0.05%	0.00%	14.25%
LDT1	95.77%	0.00%	0.00%	4.23%
LDT2	95.43%	0.36%	0.00%	4.21%
MDV	93.06%	0.99%	0.00%	5.96%
LHD1	31.68%	23.43%	0.00%	44.89%
LHD2	16.03%	40.45%	0.00%	43.52%
MHD	7.01%	43.57%	0.88%	48.53%
HHD	0.01%	81.38%	3.30%	15.30%
OBUS	15.63%	59.29%	8.02%	17.06%
UBUS	1.79%	0.00%	0.61%	97.60%
MCY	100.00%	0.00%	0.00%	0.00%
SBUS	31.55%	7.70%	21.34%	39.41%
MH	64.76%	35.24%	0.00%	0.00%

1527% 1533% << Equal to T6 (https://www.arb.ca.gov/msei/downloads/emfac2014/emfac2014-vol3-technical-documentation-052015.pdf) 130% << Equal to T7 (https://www.arb.ca.gov/msei/downloads/emfac2014/vol3-technical-documentation-052015.pdf) 106% << Motor coach, all other buses, and OBUS (https://www.arb.ca.gov/msei/downloads/emfac2014/vol3-technical-documentation-052015.pdf)

PROPOSED CONDITIONS

Mahiala Aura		Gasoline			Diesel			CNG			Electricity	
venicie type	VMT	mpg	Gallons	VMT	mpg	Gallons	VMT	mpg	Gallons	VMT	m/kWh	kWh
LDA	176,313,880	35.71	4,937,195	102,327	52.80	1,938	0	0.00	0	29,327,575	2.69	10,913,972
LDT1	26,541,104	30.75	863,225	302	28.38	11	0	0.00	0	1,172,922	2.78	422,427
LDT2	73,236,043	29.83	2,454,890	275,816	38.31	7,199	0	0.00	0	3,234,336	2.81	1,150,358
MDV	44,394,582	24.55	1,808,275	471,929	29.45	16,026	0	0.00	0	2,841,376	2.75	1,032,221
LHD1	2,533,919	16.41	154,394	1,874,290	21.51	87,147	0	0.00	0	3,590,574	1.78	0
LHD2	374,406	14.59	25,663	944,446	18.41	51,304	0	0.00	0	1,016,279	1.78	0
MHD	464,596	5.98	77,743	2,886,124	9.92	290,797	58,452	8.31	0	3,214,236	0.00	0
HHD	932	5.27	177	7,946,846	7.53	1,055,628	322,583	6.62	48,723	1,494,156	0.56	2,655,749
OBUS	21,795	5.74	3,798	82,677	8.22	10,058	11,184	9.68	0	23,794	0.00	0
UBUS	9,487	15.20	624	0	0.00	0	3,248	13.81	235	517,118	0.48	0
MCY	1,932,171	41.87	46,143	0	0.00	0	0	0.00	0	0	0.00	0
SBUS	75,773	10.00	7,576	18,495	8.32	2,222	51,243	4.64	0	94,653	0.86	0
MH	189,334	4.84	39,118	103,045	9.94	10,368	0	0.00	0	0	0.00	0
	326,088,022		10,418,821	14,706,298		1,532,697	446,710		48,958	46,527,017		16,174,727

#### Land Use

Vehicle two

Future (2045) - With Project
Fleet percent VMT

	All Vehicles	All Vehicles	Total
HHD	2.52%	13,062,278	13,062,278
LDA	53.06%	275,229,435	275,229,435
LDT1	7.15%	37,074,263	37,074,263
LDT2	19.79%	102,665,615	102,665,615
LHD1	2.06%	10,700,204	10,700,204
LHD2	0.60%	3,123,772	3,123,772
MCY	0.50%	2,584,721	2,584,721
MDV	12.30%	63,820,225	63,820,225
MH	0.08%	391,124	391,124
MHD	1.71%	8,860,324	8,860,324
OBUS	0.04%	186,547	186,547
SBUS	0.06%	321,274	321,274
UBUS	0.14%	708,800	708,800
	100.00%	518,728,583	518,728,583

#### PROPOSED CONDITIONS

Vehicle type	Gas percent	Diesel percent	CNG percent	Electricity percent
LDA	85.70%	0.05%	0.00%	14.25%
LDT1	95.77%	0.00%	0.00%	4.23%
LDT2	95.43%	0.36%	0.00%	4.21%
MDV	93.06%	0.99%	0.00%	5.96%
LHD1	31.68%	23.43%	0.00%	44.89%
LHD2	16.03%	40.45%	0.00%	43.52%
MHD	7.01%	43.57%	0.88%	48.53%
HHD	0.01%	81.38%	3.30%	15.30%
OBUS	15.63%	59.29%	8.02%	17.06%
UBUS	1.79%	0.00%	0.61%	97.60%
MCY	100.00%	0.00%	0.00%	0.00%
SBUS	31.55%	7.70%	21.34%	39.41%
MH	64.76%	35.24%	0.00%	0.00%

1.52% 1533% << Equal to T6 (https://www.arb.ca.gov/msei/downloads/emfac2014/emfac2014-vol3-technical-documentation-052015.pdf) 130% << Equal to T7 (https://www.arb.ca.gov/msei/downloads/emfac2014/vol3-technical-documentation-052015.pdf) 106% << Motor coach, all other buses, and OBUS (https://www.arb.ca.gov/msei/downloads/emfac2014/vol3-technical-documentation-052015.pdf)

#### PROPOSED CONDITIONS

Vahida tuna		Gasoline			Diesel			CNG		Electricity			
venicie type	VMT	mpg	Gallons	VMT	mpg	Gallons	VMT	mpg	Gallons	VMT	m/kWh	kWh	
LDA	235,860,200	35.71	6,604,629	136,886	52.80	2,592	0	0.00	0	39,232,350	2.69	14,599,937	
LDT1	35,504,806	30.75	1,154,762	405	28.38	14	0	0.00	0	1,569,052	2.78	565,093	
LDT2	97,969,982	29.83	3,283,978	368,968	38.31	9,630	0	0.00	0	4,326,665	2.81	1,538,867	
MDV	59,387,922	24.55	2,418,982	631,313	29.45	21,439	0	0.00	0	3,800,991	2.75	1,380,832	
LHD1	3,389,697	16.41	206,537	2,507,292	21.51	116,579	0	0.00	0	4,803,215	1.78	0	
LHD2	500,854	14.59	34,330	1,263,412	18.41	68,631	0	0.00	0	1,359,506	1.78	0	
MHD	621,503	5.98	103,998	3,860,851	9.92	389,007	78,193	8.31	0	4,299,776	0.00	0	
HHD	1,247	5.27	236	10,630,727	7.53	1,412,144	431,528	6.62	65,178	1,998,775	0.56	3,552,673	
OBUS	29,156	5.74	5,081	110,600	8.22	13,454	14,961	9.68	0	31,830	0.00	0	
UBUS	12,692	15.20	835	0	0.00	0	4,345	13.81	315	691,764	0.48	0	
MCY	2,584,721	41.87	61,727	0	0.00	0	0	0.00	0	0	0.00	0	
SBUS	101,364	10.00	10,134	24,742	8.32	2,973	68,549	4.64	0	126,620	0.86	0	
MH	253,278	4.84	52,329	137,846	9.94	13,870	0	0.00	0	0	0.00	0	
	436,217,421		13,937,559	19,673,042		2,050,334	597,577		65,492	62,240,543		21,637,402	

Vehicle type		GAS		DSL			NG		ELEC			
venicie type	VMT/day	Gallons/day	Miles/gallon	VMT/day	Gallons/day	Miles/gallon	VMT/day	Gallons/day	Miles/gallon	VMT/day	kWh/day	Miles/kWh
All other buses	0	0	0.00	82,728	8,978	9.21	19,541	2,271	8.61	0	0	0.00
LDA	135,140,035	4,761,455	28.38	279,606	7,064	39.58	0	0	0.00	8,943,527	3,286,871	2.72
LDT1	11,506,129	484,689	23.74	2,650	115	22.95	0	0	0.00	35,577	13,019	2.73
LDT2	63,471,961	2,747,424	23.10	203,904	6,640	30.71	0	0	0.00	564,075	193,216	2.92
LHD1	4,875,651	371,234	13.13	2,309,885	114,116	20.24	0	0	0.00	0	0	0.00
LHD2	707,424	61,525	11.50	1,017,094	59,769	17.02	0	0	0.00	0	0	0.00
MCY	942,493	23,017	40.95	0	0	0.00	0	0	0.00	0	0	0.00
MDV	35,435,034	1,881,595	18.83	417,109	18,090	23.06	0	0	0.00	435,516	156,136	2.79
MH	150,959	31,219	4.84	54,121	5,435	9.96	0	0	0.00	0	0	0.00
Motor coach	0	0	0.00	83,894	15,253	5.50	0	0	0.00	0	0	0.00
OBUS	153,202	30,680	4.99	0	0	0.00	0	0	0.00	0	0	0.00
PTO	0	0	0.00	105,926	21,634	4.90	0	0	0.00	49	101	0.48
SBUS	59,009	6,627	8.90	33,210	4,551	7.30	36,139	8,685	4.16	19	22	0.86
T6	818,409	160,636	5.09	2,482,453	279,926	8.87	40,273	4,978	8.09	586	613	0.96
17	3,231	818	3.95	6,385,711	1,067,307	5.98	350,605	60,950	5.75	2,510	4,442	0.57
UBUS	31,153	6,805	4.58	1,269	217	5.85	417,623	137,130	3.05	2,416	5,071	0.48
Total	253,294,692	10,567,724	23.97	13,459,561	1,609,097	8.36	864,182	214,013	4.04	9,984,275	3,659,491	2.73

Source: EMFAC2021 (v1.0.2) Emissions Inventory

Region Type: Sub-Area Region: Los Angeles (SC)

Calendar Year: 2023

Season: Annual

Vehicle Classification: EMFAC202x Categories

Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	Total VMT	CVMT	EVMT	Trips	Fuel Consumption	Energy Consumption
Los Angeles (SC)	2	2023 All Other Buses	Aggregate	Aggregate	Diesel	1475.194739	82728.49796	82728.49796	0	13129.23318	8.978276931	0
Los Angeles (SC)	2	2023 All Other Buses	Aggregate	Aggregate	Natural Gas	319.8885181	19541.02621	19541.02621	0	2847.007811	2.270823151	0
Los Angeles (SC)	2	2023 LDA	Aggregate	Aggregate	Gasoline	3363325.814	133132108	133132108	0	15650234.76	4688.007701	0
Los Angeles (SC)	2	2023 LDA	Aggregate	Aggregate	Diesel	9465.936918	279606.0153	279606.0153	0	38923.81519	7.064261604	0
Los Angeles (SC)	2	2023 LDA	Aggregate	Aggregate	Electricity	149786.3595	6967760.765	0	6967760.765	750975.1138	0	2690130.736
Los Angeles (SC)	2	2023 LDA	Aggregate	Aggregate	Plug-in Hybrid	84855.73206	3983693.819	2007927.363	1975766.456	350878.4521	73.44775691	596740.3568
Los Angeles (SC)	2	2023 LDT1	Aggregate	Aggregate	Gasoline	316618.4734	11498860.94	11498860.94	0	1394223.797	484.4224711	0
Los Angeles (SC)	2	2023 LDT1	Aggregate	Aggregate	Diesel	130.6972397	2649.862279	2649.862279	0	380.5267117	0.115446626	0
Los Angeles (SC)	2	2023 LDT1	Aggregate	Aggregate	Electricity	737.9430578	27045.91094	0	27045.91094	3402.440206	5 O	10441.95384
Los Angeles (SC)	2	2023 LDT1	Aggregate	Aggregate	Plug-in Hybrid	305.3619056	15799.36792	7268.198583	8531.16934	1262.67148	0.266803592	2576.66741
Los Angeles (SC)	2	2023 LDT2	Aggregate	Aggregate	Gasoline	1534013.272	63204640.7	63204640.7	0	7216719.715	2737.584197	0
Los Angeles (SC)	2	2023 LDT2	Aggregate	Aggregate	Diesel	4672.025415	203904.1794	203904.1794	0	22591.39192	6.6400753	0
Los Angeles (SC)	2	2023 LDT2	Aggregate	Aggregate	Electricity	7316.504913	271839.3938	0	271839.3938	37572.13556	i 0	104952.4421
Los Angeles (SC)	2	2023 LDT2	Aggregate	Aggregate	Plug-in Hybrid	11176.08817	559555.6037	267320.0773	292235.5263	46213.1246	9.840078762	88263.83897
Los Angeles (SC)	2	2023 LHD1	Aggregate	Aggregate	Gasoline	123582.2629	4875651.462	4875651.462	0	1841191.58	371.233764	0
Los Angeles (SC)	2	2023 LHD1	Aggregate	Aggregate	Diesel	52370.85258	2309885.271	2309885.271	0	658759.4429	114.1155095	0
Los Angeles (SC)	2	2023 LHD2	Aggregate	Aggregate	Gasoline	18992.20879	707424.2091	707424.2091	0	282955.6126	61.52516871	0
Los Angeles (SC)	2	2023 LHD2	Aggregate	Aggregate	Diesel	23383.97043	1017094.138	1017094.138	0	294140.931	59.76930672	0
Los Angeles (SC)	2	2023 MCY	Aggregate	Aggregate	Gasoline	143314.4155	942493.4885	942493.4885	0	286628.8309	23.0171675	0
Los Angeles (SC)	2	2023 MDV	Aggregate	Aggregate	Gasoline	930000.0312	35296866.04	35296866.04	0	4305992.452	1876.436347	0
Los Angeles (SC)	2	2023 MDV	Aggregate	Aggregate	Diesel	10587.09868	417108.5847	417108.5847	0	50133.20648	18.09042921	0
Los Angeles (SC)	2	2023 MDV	Aggregate	Aggregate	Electricity	7870.579333	292645.8028	0	292645.8028	40427.05271	0	112985.4333
Los Angeles (SC)	2	2023 MDV	Aggregate	Aggregate	Plug-in Hybrid	6232.488765	281038.1518	138168.2151	142869.9367	25771.34105	5.15879783	43150.9791
Los Angeles (SC)	1	2023 MH	Aggregate	Aggregate	Gasoline	15543.05122	150959.242	150959.242	0	1554.926844	31.21883005	0
Los Angeles (SC)	2	2023 MH	Aggregate	Aggregate	Diesel	5175.528798	54121.46359	54121,46359	0	517,5528798	5.43523898	0
Los Angeles (SC)	2	2023 Motor Coach	Aggregate	Aggregate	Diesel	588.8354422	83893,72533	83893.72533	0	13531,43846	15,25330866	0
Los Angeles (SC)	-	2023 OBUS	Aggregate	Aggregate	Gasoline	3808.788003	153201.689	153201.689	0	76206.23037	30.6795829	0
Los Angeles (SC)	-	2023 PTO	Aggregate	Aggregate	Diesel	0	105925.7735	105925.7735	0	(	21.63440519	0
Los Angeles (SC)	-	2023 PTO	Aggregate	Aggregate	Flectricity	0	48.8251688	0	48.8251688		0	101.1422535
Los Angeles (SC)		2023 SBUS	Aggregate	Aggregate	Gasoline	1333 830023	59008 65529	59008 65529	0	5335 320093	6 626552175	0
Los Angeles (SC)		2023 SBUS			Diesel	1641 865076	33210 41415	33210 41415	0	23774 2063	4 550703273	0
Los Angeles (SC)	-	2023 SBUS			Electricity	1 644084418	19 09632517	0	19 09632517	23 80634238	4.550705275	22 08110642
Los Angeles (SC)	-	2023 SBUS			Natural Gas	1//7 068317	36139 19841	36139 198/1	15.05052517	20953 5492/	8 685035105	22.00110042
Los Angeles (SC)	-	2023 TE CAIRE Class 4	Aggregate	Aggregate	Diecel	26 6515/111	1700 702118	1700 702118	0	612 4524149	0.106586528	0
Los Angeles (SC)	4		Aggregate	Aggregate	Electricity	0.022161572	1 222592519	1/30.703118	1 222592519	012.4524140	. 0.150580528	1 292299102
Los Angeles (SC)	4		Aggregate	Aggregate	Discol	25 75920225		2456 776702	1.2255055510	0.7020323	0 200274429	1.202300103
Los Angeles (SC)	4	2023 TO CAIRP Class 5	Aggregate	Aggregate	Diesei	35./5830225	2450.770702	2450.770702	1 424502454	821.7257857	0.2093/4438	1 402062747
LOS Angeles (SC)	4		Aggregate	Aggregate	Electricity	0.03/301/46	1.424502151	0	1.424502151	0.85/194116	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.492962/4/
Los Angeles (SC)	4		Aggregate	Aggregate	Diesei	112.9342461	6415.644096	6415.644096	7 705070 101	2595.228976	0.69327/012	0
Los Angeles (SC)	2	2023 TO CAIRP Class 6	Aggregate	Aggregate	Electricity	0.261949426	/./059/8424	0	7.705978424	6.019597799	0	8.07632246
Los Angeles (SC)	2	2023 T6 CAIRP Class 7	Aggregate	Aggregate	Diesel	194.6886565	40229.91644	40229.91644	0	4473.945327	4.09381301	0

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Los Angeles (SC)	2023 16 CAIRP Class 7	Aggregate	Aggregate	Electricity	0.215824961	22.56156156	0	22.56156156	4.959657609	0	23.64585473
Los Angeles (SC)	2023 T6 CAIRP Class 7	Aggregate	Aggregate	Natural Gas	0.191111078	38.02037272	38.02037272	0	4.391732566	0.003937761	0
Los Angeles (SC)	2023 T6 Instate Delivery Class 4	Aggregate	Aggregate	Diesel	3774.976897	127730.108	127730.108	0	53868.92032	14.4699939	0
Los Angeles (SC)	2023 T6 Instate Delivery Class 4	Aggregate	Aggregate	Electricity	2.446208079	44.76302906	0	44.76302906	34.90738928	0	46.76886219
Los Angeles (SC)	2023 T6 Instate Delivery Class 4	Aggregate	Aggregate	Natural Gas	13.27297117	471.347353	471.347353	0	189.4052986	0.05990266	0
Los Angeles (SC)	2023 T6 Instate Delivery Class 5	Aggregate	Aggregate	Diesel	3826.469277	132608.0345	132608.0345	0	54603.71659	15.09669253	0
Los Angeles (SC)	2023 T6 Instate Delivery Class 5		Aggregate	Flectricity	1 86589/219	34 01962767	0	34 01962767	26 62631051	0	35 54404855
Los Angeles (SC)	2023 TO Instate Delivery Class 5	Aggregate	Aggregate	Network Con	10 50451427	34.01302707	270 0415507	34.01302707	151 0410201	0.04724425	33.34404833
Los Angeles (SC)	2023 To Instate Delivery Class 5	Aggregate	Aggregate	Natural Gas	10.58451457	3/0.041550/	376.0415507	0	151.0410201	0.04/34435	0
Los Angeles (SC)	2023 16 Instate Delivery Class 6	Aggregate	Aggregate	Diesei	11/72.40959	405510.7394	405510.7394	0	167992.2849	45.97419937	0
Los Angeles (SC)	2023 T6 Instate Delivery Class 6	Aggregate	Aggregate	Electricity	7.51666475	137.1273199	0	137.1273199	107.262806	0	143.2720006
Los Angeles (SC)	2023 T6 Instate Delivery Class 6	Aggregate	Aggregate	Natural Gas	35.36133975	1241.582046	1241.582046	0	504.6063182	0.156845307	0
Los Angeles (SC)	2023 T6 Instate Delivery Class 7	Aggregate	Aggregate	Diesel	2931.591762	161949.4146	161949.4146	0	41833.81444	17.9017285	0
Los Angeles (SC)	2023 T6 Instate Delivery Class 7	Aggregate	Aggregate	Electricity	0.93840441	20.21344545	0	20.21344545	13.39103093	0	21.11921075
Los Angeles (SC)	2023 T6 Instate Delivery Class 7	Aggregate	Aggregate	Natural Gas	86.03903782	4781.035313	4781.035313	0	1227,77707	0.584200298	0
Los Angeles (SC)	2023 T6 Instate Other Class 4	Aggregate	Aggregate	Diesel	4707 887806	194317 3213	194317 3213	0	54423 18304	22 03580312	0
Los Angeles (SC)	2023 TC Instate Other Class 1	Aggregate	Aggregate	Fleetricity	0 720722177	15 20102510	10101710210	15 20102510	0 551100000	22:00000012	10 0007045
LOS Aligeles (SC)		Aggregate	Aggregate	Electricity	0.733722177	13.39192310	0	13.39192310	0.331100309	0	10.0657245
Los Angeles (SC)	2023 16 Instate Other Class 4	Aggregate	Aggregate	Natural Gas	14.4899031	638.637223	638.637223	0	167.5032799	0.080622677	0
Los Angeles (SC)	2023 T6 Instate Other Class 5	Aggregate	Aggregate	Diesel	10314.00608	453243.291	453243.291	0	119229.9103	51.54124645	0
Los Angeles (SC)	2023 T6 Instate Other Class 5	Aggregate	Aggregate	Electricity	5.565438602	115.8638402	0	115.8638402	64.33647024	0	121.0714102
Los Angeles (SC)	2023 T6 Instate Other Class 5	Aggregate	Aggregate	Natural Gas	27.16879291	1198.098792	1198.098792	0	314.071246	0.148126174	0
Los Angeles (SC)	2023 T6 Instate Other Class 6	Aggregate	Aggregate	Diesel	9328.84955	401790.5002	401790.5002	0	107841.5008	45.57773495	0
Los Angeles (SC)	2023 T6 Instate Other Class 6	Aggregate	Aggregate	Electricity	4 853467761	101 2613359	0	101 2613359	56 10608732	0	105 8125876
Los Angolos (SC)	2023 T6 Instate Other Class 6	Aggrogato	Aggrogato	Natural Car	25 055107702	1125 452012	1125 452012	10112013535	200 0411946	0 141422152	100.01200.0
Los Angeles (SC)	2023 To Instate Other Class 0	Aggregate	Aggregate	Natural Gas	23.33311378	1155.452615	1155.452615	0	300.0411840	0.141422132	0
Los Angeles (SC)	2023 16 Instate Other Class 7	Aggregate	Aggregate	Diesei	4117.528532	201239.8476	201239.8476	0	47598.62983	22.48097088	0
Los Angeles (SC)	2023 T6 Instate Other Class 7	Aggregate	Aggregate	Electricity	1.496559908	46.77540481	0	46.77540481	17.30023254	0	48.87775353
Los Angeles (SC)	2023 T6 Instate Other Class 7	Aggregate	Aggregate	Natural Gas	118.6563362	5956.448287	5956.448287	0	1371.667246	0.734481819	0
Los Angeles (SC)	2023 T6 Instate Tractor Class 6	Aggregate	Aggregate	Diesel	127.4290108	6703.456591	6703.456591	0	1473.079365	0.751691625	0
Los Angeles (SC)	2023 T6 Instate Tractor Class 6	Aggregate	Aggregate	Electricity	0.106383948	2.894903141	0	2.894903141	1.229798441	0	3.025016305
Los Angeles (SC)	2023 T6 Instate Tractor Class 6	Aggregate	Aggregate	Natural Gas	0 374526998	20 1422852	20 1422852	0	4 329532102	0 002443924	0
Los Angeles (SC)	2022 T6 Instate Tractor Class 7	Aggregate	Aggregate	Diecel	1580 26527	07225 02	07225 02	0	18260 02268	10 20275087	0
Los Angeles (SC)	2023 TO Instate Tractor Class 7	Aggregate	Aggregate	Electricity	0.270001044	12 02200100	57555.55	12 02200100	4 202705722	10.25575587	14 50025210
LOS Angeles (SC)	2023 TO INSTALE TRACTOR Class 7	Aggregate	Aggregate	Electricity	0.379991844	13.93398198	0	13.93398198	4.392705722	0	14.56025319
Los Angeles (SC)	2023 16 Instate Tractor Class 7	Aggregate	Aggregate	Natural Gas	45.94560097	2880.768181	2880.768181	0	531.1311472	0.347952612	0
Los Angeles (SC)	2023 T6 OOS Class 4	Aggregate	Aggregate	Diesel	15.31650101	1020.05756	1020.05756	0	351.9731932	0.111946277	0
Los Angeles (SC)	2023 T6 OOS Class 5	Aggregate	Aggregate	Diesel	20.46322336	1399.335542	1399.335542	0	470.2448729	0.153391857	0
Los Angeles (SC)	2023 T6 OOS Class 6	Aggregate	Aggregate	Diesel	64.83612449	3656.503807	3656.503807	0	1489.934141	0.394861345	0
Los Angeles (SC)	2023 T6 OOS Class 7	Aggregate	Aggregate	Diesel	105.28737	26587.3295	26587.3295	0	2419.503763	2.690655852	0
Los Angeles (SC)	2023 T6 Public Class 4		Aggregate	Diesel	714 1898549	25127 7/955	25127 74955	0	3663 793956	2 959703332	0
Los Angeles (SC)	2023 T6 Public Class 4	Aggrogato	Aggregate	Electricity	0.012217027	0 241422277	20127.74000	0 241422277	0.069220502	2.555705552	0 252690464
Los Angeles (SC)	2023 TO Public Class 4	Aggregate	Aggregate	Electricity	0.015517657	0.241452577	2760.040425	0.241452577	0.008520505	0 2540005555	0.232069404
Los Angeles (SC)	2023 16 Public Class 4	Aggregate	Aggregate	Natural Gas	67.37917516	2769.848435	2769.848435	0	345.6551686	0.351006565	0
Los Angeles (SC)	2023 T6 Public Class 5	Aggregate	Aggregate	Diesel	484.5433605	17013.89641	17013.89641	0	2485.70744	2.03538049	0
Los Angeles (SC)	2023 T6 Public Class 5	Aggregate	Aggregate	Electricity	0.017611541	0.319291732	0	0.319291732	0.090347204	0	0.334179108
Los Angeles (SC)	2023 T6 Public Class 5	Aggregate	Aggregate	Natural Gas	62.16815122	2536.636205	2536.636205	0	318.9226158	0.321224291	0
Los Angeles (SC)	2023 T6 Public Class 6	Aggregate	Aggregate	Diesel	619.6155192	20835.20168	20835.20168	0	3178.627613	2.511273923	0
Los Angeles (SC)	2023 T6 Public Class 6	Aggregate	Aggregate	Electricity	0.197962805	3.593247893	0	3,593247893	1.01554919	0	3,760787566
Los Angeles (SC)	2023 T6 Public Class 6		Aggregate	Natural Gas	59 50831005	2378 252735	2278 252725	0	305 2776306	0 305638862	0
Los Angeles (SC)	2023 T6 Public Class 0	Aggrogato	Aggregate	Diocol	2664 005007	115700 2506	115700 2506	0	12671 420	12 62422605	0
Los Angeles (SC)	2023 TO Public Class 7	Aggregate	Aggregate	Diesei	2004.993907	113766.2390	113766.2390	40.05444225	150/1.429	15.02422005	11 20051202
Los Angeles (SC)	2023 T6 Public Class 7	Aggregate	Aggregate	Electricity	0.378782471	10.85441335	0	10.85441335	1.943154079	0	11.36051393
Los Angeles (SC)	2023 T6 Public Class 7	Aggregate	Aggregate	Natural Gas	253.1373471	13549.87518	13549.87518	0	1298.594591	1.657089615	0
Los Angeles (SC)	2023 T6 Utility Class 5	Aggregate	Aggregate	Diesel	640.1812675	26023.60966	26023.60966	0	8194.320224	2.813014437	0
Los Angeles (SC)	2023 T6 Utility Class 5	Aggregate	Aggregate	Natural Gas	3.880549317	155.7462229	155.7462229	0	49.67103125	0.018355797	0
Los Angeles (SC)	2023 T6 Utility Class 6	Aggregate	Aggregate	Diesel	121.1336603	4889.490714	4889.490714	0	1550.510851	0.52626879	0
Los Angeles (SC)	2023 T6 Utility Class 6	Aggregate	Aggregate	Natural Gas	1.46334689	57.87760757	57.87760757	0	18,7308402	0.00679256	0
Los Angeles (SC)	2023 T6 Utility Class 7		Aggregate	Diesel	138 1520634	6789 727125	6789 727125	0	1768 346412	0 728764721	0
Los Angeles (SC)	2023 TO Utility Class 7	Aggregate	Aggregate	Fleetricity	0.217800452	6 219925044	0/05//2/125	C 210025044	2 700112090	020701.21	C E0070E007
LOS Angeles (SC)		Aggregate	Aggregate	Electricity	0.217899452	0.218835044	0	0.218835044	2./89112986	0	0.508795997
Los Angeles (SC)	2023 16 Utility Class 7	Aggregate	Aggregate	Natural Gas	1.966822801	87.48677629	87.48677629	0	25.1/533185	0.010141222	0
Los Angeles (SC)	2023 T6TS	Aggregate	Aggregate	Gasoline	15094.86549	818409.0416	818409.0416	0	302018.0688	160.6355235	0
Los Angeles (SC)	2023 T7 CAIRP Class 8	Aggregate	Aggregate	Diesel	6435.828117	1323608.7	1323608.7	0	147895.3301	216.3914574	0
Los Angeles (SC)	2023 T7 CAIRP Class 8	Aggregate	Aggregate	Electricity	14.53463948	1531.582599	0	1531.582599	334.0060152	0	2712.073822
Los Angeles (SC)	2023 T7 CAIRP Class 8	Aggregate	Aggregate	Natural Gas	27.63052145	5633.680626	5633.680626	0	634.949383	1.03243525	0
Los Angeles (SC)	2023 TZ NNOOS Class 8		Aggregate	Diesel	5773 529562	1572770 608	1572770 608	0	132675 7093	254 4510404	0
Los Angeles (SC)	2022 T7 NOOS Class 8	Aggregato	Aggregate	Diesel	2/17 /22200	571074 6226	571074 6226	0	55552 50200	02 52126011	0
		Aggregate	Aggregate	Diesel	2417.432288	100 5424550	100 5424550	0	10 020020	32.22120811	0
LUS Aligeles (SC)		Aggregate	Aggregate	Diesei	1.103143008	108.5424559	108.5424559	0	19.0290304	0.019311/68	0
Los Angeles (SC)	2023 T7 POLA Class 8	Aggregate	Aggregate	Diesel	8313.558238	1084548.738	1084548.738	0	136009.8128	181.1303929	0
Los Angeles (SC)	2023 T7 POLA Class 8	Aggregate	Aggregate	Electricity	3.127934898	170.7967038	0	170.7967038	51.17301494	0	302.0216528
Los Angeles (SC)	2023 T7 POLA Class 8	Aggregate	Aggregate	Natural Gas	104.2847166	13464.97476	13464.97476	0	1706.097964	2.441309708	0
Los Angeles (SC)	2023 T7 Public Class 8	Aggregate	Aggregate	Diesel	3741.056562	149663.9061	149663.9061	0	19191.62016	26.30419602	0
Los Angeles (SC)	2023 T7 Public Class 8	Aggregate	Aggregate	Electricity	1.668389431	47.86777059	0	47.86777059	8.558837782	0	84.637816
Los Angeles (SC)	2023 T7 Public Class 8	Aggregate	Aggregate	Natural Gas	1171 95601	58685 39317	58685 39317	0	6012 134329	10 09490464	0
Los Angeles (SC)	2023 T7 Single Concrete/Trancit Mix	ClAggregate	Aggregate	Diesel	704 452917	48752 06151	48752 06151	0	6635 05/054	8 120277540	0
Los Angeles (SC)	2020 T7 Single Concrete/Transit Mix	ClAggregate	Aggregate	Electricity	1 001007033	-0/02.00101	-37.52.00151	20 00 470 40	0.420242200	0.120377340	67 31755 444
Los Angeles (SC)	2020 T7 Single Concrete/ transit Mix	CIAggregate	Aggregate	Electricity	1.00108/833	30.004/0049	0	30.06470049	3.43024/389	0	07.21755441
LOS Angeles (SC)	2023 17 Single Concrete/Transit Mix	CIAggregate	Aggregate	Natural Gas	65.8062684	4808.107512	4808.107512	0	619.8950483	0.847905659	0

0	18.94944797	18005.86463	0	113250.6944	113250.6944	1911.450598	Diesel	Aggregate	Aggregate	2023 T7 Single Dump Class 8	Los Angeles (SC)
16.48565667	0	2.327324209	9.340586715	0	9.340586715	0.247062018	Electricity	Aggregate	Aggregate	2023 T7 Single Dump Class 8	Los Angeles (SC)
0	1.456328892	1152.700595	0	7866.104109	7866.104109	122.3673668	Natural Gas	Aggregate	Aggregate	2023 T7 Single Dump Class 8	Los Angeles (SC)
0	55.53194181	54486.10988	0	333857.5575	333857.5575	5784.088097	Diesel	Aggregate	Aggregate	2023 T7 Single Other Class 8	Los Angeles (SC)
350.2858734	0	57.2517543	198.4680162	0	198.4680162	6.077680923	Electricity	Aggregate	Aggregate	2023 T7 Single Other Class 8	Los Angeles (SC)
0	4.443684618	3841.689952	0	24928.84292	24928.84292	407.8227126	Natural Gas	Aggregate	Aggregate	2023 T7 Single Other Class 8	Los Angeles (SC)
0	32.37980749	5967.984645	0	84243.13249	84243.13249	1297.387966	Diesel	Aggregate	Aggregate	2023 T7 SWCV Class 8	Los Angeles (SC)
93.16567108	0	8.986673466	52.85602879	0	52.85602879	1.953624666	Electricity	Aggregate	Aggregate	2023 T7 SWCV Class 8	Los Angeles (SC)
0	33.98816564	14145.02249	0	198827.1073	198827.1073	3075.004889	Natural Gas	Aggregate	Aggregate	2023 T7 SWCV Class 8	Los Angeles (SC)
0	177.142381	196556.3525	0	1083164.637	1083164.637	13527.62233	Diesel	Aggregate	Aggregate	2023 T7 Tractor Class 8	Los Angeles (SC)
809.5023946	0	158.3898834	457.1278569	0	457.1278569	10.90088667	Electricity	Aggregate	Aggregate	2023 T7 Tractor Class 8	Los Angeles (SC)
0	6.644899225	6407.689516	0	36390.67059	36390.67059	440.9972137	Natural Gas	Aggregate	Aggregate	2023 T7 Tractor Class 8	Los Angeles (SC)
0	3.355504004	5756.043217	0	20667.97054	20667.97054	449.6908764	Diesel	Aggregate	Aggregate	2023 T7 Utility Class 8	Los Angeles (SC)
6.316977807	0	1.604968777	3.572630519	0	3.572630519	0.125388186	Electricity	Aggregate	Aggregate	2023 T7 Utility Class 8	Los Angeles (SC)
0	0.817685124	1049.230985	0	3231.284725	3231.284725	52.44057302	Gasoline	Aggregate	Aggregate	2023 T7IS	Los Angeles (SC)
0	6.805144169	1754.903039	0	31153.4128	31153.4128	438.7257597	Gasoline	Aggregate	Aggregate	2023 UBUS	Los Angeles (SC)
0	0.216797099	38.97186138	0	1269.074735	1269.074735	9.742965344	Diesel	Aggregate	Aggregate	2023 UBUS	Los Angeles (SC)
5070.782408	0	214.1231532	2415.769471	0	2415.769471	53.5307883	Electricity	Aggregate	Aggregate	2023 UBUS	Los Angeles (SC)
0	137.1303086	15522.39487	0	417623.3217	417623.3217	3880.598718	Natural Gas	Aggregate	Aggregate	2023 UBUS	Los Angeles (SC)

Vehicle type		GAS			DSL			NG			ELEC	
venicie type	VMT/day	Gallons/day	Miles/gallon	VMT/day	Gallons/day	Miles/gallon	VMT/day	Gallons/day	Miles/gallon	VMT/day	kWh/day	Miles/kWh
All other buses	0	0	0.00	78,419	7,571	10.36	23,381	2,416	9.68	0	0	0.00
LDA	108,117,528	3,027,540	35.71	62,748	1,188	52.80	0	0	0.00	17,983,978	6,692,562	2.69
LDT1	9,370,264	304,759	30.75	107	4	28.38	0	0	0.00	414,097	149,137	2.78
LDT2	72,406,574	2,427,086	29.83	272,693	7,118	38.31	0	0	0.00	3,197,704	1,137,329	2.81
LHD1	3,031,543	184,715	16.41	2,242,373	104,262	21.51	0	0	0.00	4,295,710	2,409,511	1.78
LHD2	412,342	28,263	14.59	1,040,139	56,502	18.41	0	0	0.00	1,119,250	628,137	1.78
MCY	1,104,114	26,368	41.87	0	0	0.00	0	0	0.00	0	0	0.00
MDV	39,650,934	1,615,057	24.55	421,502	14,314	29.45	0	0	0.00	2,537,769	921,926	2.75
MH	136,858	28,276	4.84	74,485	7,494	9.94	0	0	0.00	0	0	0.00
Motor coach	0	0	0.00	94,426	14,650	6.45	0	0	0.00	0	0	0.00
OBUS	45,564	7,940	5.74	0	0	0.00	0	0	0.00	49,743	52,362	0.95
PTO	0	0	0.00	86,774	14,880	5.83	0	0	0.00	83,559	173,095	0.48
SBUS	42,808	4,280	10.00	10,449	1,255	8.32	28,949	6,233	4.64	53,474	61,832	0.86
T6	324,385	54,281	5.98	2,015,120	203,037	9.92	40,812	4,914	8.31	2,244,211	2,354,184	0.95
17	1,109	210	5.27	9,452,790	1,255,671	7.53	383,713	57,956	6.62	1,777,301	3,159,019	0.56
UBUS	11,850	780	15.20	0	0	0.00	4,057	294	13.81	645,880	1,357,376	0.48
Total	234,655,872	7,709,555	30.44	15,852,024	1,687,947	9.39	480,913	71,813	6.70	34,402,677	19,096,470	1.80

Source: EMFAC2021 (v1.0.2) Emissions Inventory

Region Type: Sub-Area

Region: Los Angeles (SC)

Calendar Year: 2045

Season: Annual

Vehicle Classification: EMFAC202x Categories

Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumptio

Region Calendar Year Vehicle Category Model Year Speed Fuel Population Total VMT CVMT EVMT	Trips	Fuel Consumption	Energy Consumption
Los Angeles (SC) 2045 All Other Buses Aggregate Aggregate Diesel 1566.468058 78418.78404 78418.78404 0	13941.56572	7.570922049	0
Los Angeles (SC)         2045 All Other Buses         Aggregate         Aggregate         Natural Gas         454.7827908         23381.39909         23381.39909         0	4047.566838	2.415885198	0
Los Angeles (SC) 2045 LDA Aggregate Aggregate Gasoline 2814427.421 106056173.9 106056173.9 0	13143318.46	2951.51673	0
Los Angeles (SC) 2045 LDA Aggregate Aggregate Diesel 1795.526224 62747.89427 62747.89427 0	8123.381643	1.188300724	0
Los Angeles (SC) 2045 LDA Aggregate Aggregate Electricity 382921.1284 15000880.37 0 15000880.37	1809533.524	. 0	5791577.913
Los Angeles (SC) 2045 LDA Aggregate Aggregate Plug-in Hybrid 131778.1697 5044452.052 2061354.261 2983097.791	544902.7317	76.0231063	900984.4436
Los Angeles (SC) 2045 LDT1 Aggregate Aggregate Gasoline 259917.9196 9282487.489 9282487.489 0	1174745.943	301.5005572	0
Los Angeles (SC) 2045 LDT1 Aggregate Aggregate Diesel 2.866037182 106.770131 106.770131 0	13.32570258	0.003761626	0
Los Angeles (SC) 2045 LDT1 Aggregate Aggregate Electricity 7356.239999 286332.4888 0 286332.4888	34703.58093	0	110547.973
Los Angeles (SC) 2045 LDT1 Aggregate Aggregate Plug-in Hybrid 5623.180904 215540.5053 87776.13273 127764.3726	23251.85304	3.2588151	38588.64852
Los Angeles (SC) 2045 LDT2 Aggregate Aggregate Gasoline 1911088.049 71609426.54 71609426.54 0	8875043.956	2397.396819	0
Los Angeles (SC) 2045 LDT2 Aggregate Aggregate Diesel 7230.623887 272692.5905 272692.5905 0	33745.09251	7.117588956	0
Los Angeles (SC) 2045 LDT2 Aggregate Aggregate Electricity 74994.05199 2040708.166 0 2040708.166	355121.4823	0	787881.7808
Los Angeles (SC) 2045 LDT2 Aggregate Aggregate Plug-in Hybrid 51509.8284 1954142.793 797147.1766 1156995.616	212993.1404	29.68925089	349447.1601
Los Angeles (SC) 2045 LHD1 Aggregate Aggregate Gasoline 87404.51141 3031542.972 3031542.972 0	1302196.987	184.7146186	0
Los Angeles (SC) 2045 LHD1 Aggregate Aggregate Diesel 65755.33342 2242372.95 2242372.95 0	827119.3742	104.261678	0
Los Angeles (SC) 2045 LHD1 Aggregate Aggregate Electricity 100267.979 4295709.801 0 4295709.801	1397011.162	0	2409510.804
Los Angeles (SC) 2045 LHD2 Aggregate Aggregate Gasoline 12503.63157 412342.2107 412342.2107 0	186285.48	28.26292289	0
Los Angeles (SC) 2045 LHD2 Aggregate Aggregate Diesel 31657.6563 1040139.044 1040139.044 0	398213.4909	56.50203115	0
Los Angeles (SC) 2045 LHD2 Aggregate Aggregate Electricity 27262.50846 1119250.442 0 1119250.442	360788.2671	. 0	628136.8075
Los Angeles (SC) 2045 MCY Aggregate Aggregate Gasoline 198119.7994 1104113.555 1104113.555 0	396239.5989	26.36792342	0
Los Angeles (SC) 2045 MDV Aggregate Aggregate Gasoline 1110676.861 39175764.64 39175764.64 0	5117549.392	1597.072111	0
Los Angeles (SC) 2045 MDV Aggregate Aggregate Diesel 11954.31847 421502.098 421502.098 0	55150.53789	14.31385935	0
Los Angeles (SC) 2045 MDV Aggregate Aggregate Electricity 68822.17417 1849363.86 0 1849363.86	324417.6345	0	714007.0862
Los Angeles (SC) 2045 MDV Aggregate Aggregate Plug-in Hybrid 32590.38838 1163574.075 475168.9692 688405.1058	134761.2559	17.98530859	207918.8597
Los Angeles (SC) 2045 MH Aggregate Aggregate Gasoline 12978.671 136858.188 136858.188 0	1298.386246	28.27588334	0
Los Angeles (SC) 2045 MH Aggregate Aggregate Diesel 7803.790392 74484.82661 74484.82661 0	780.3790392	7.494474774	0
Los Angeles (SC) 2045 Motor Coach Aggregate Aggregate Diesel 743.5206953 94426.05915 94426.05915 0	17086.10558	14.65019655	0
Los Angeles (SC) 2045 OBUS Aggregate Aggregate Gasoline 1725.048415 45564.26637 45564.26637 0	34514.76868	7.939901316	0
Los Angeles (SC) 2045 OBUS Aggregate Aggregate Electricity 934.8738575 49743.45942 0 49743.45942	18704.95614	0	52361.56604
Los Angeles (SC) 2045 PTO Agregate Agregate Diesel 0 86774.24943 86774.24943 0	0	14.88001556	0
Los Angeles (SC) 2045 PTO Aggregate Aggregate Electricity 0 83559,42403 0 83559,42403	0	0	173094.9151
Los Angeles (SC) 2045 SBUS Aggregate Aggregate Gasoline 1037.720981 42807.76107 42807.76107 0	4150.883924	4.279963527	0
Los Angeles (SC) 2045 SBUS Aggregate Aggregate Diesel 501.0257817 10448.90789 10448.90789 0	7254.853319	1,255499589	0
Los Angeles (SC) 2045 SBUS Aggregate Aggregate Electricity 1771.16981 53473.8869 0 53473.8869	19653.63794	0	61831.92721
Los Angeles (SC) 2045 SBUS Aggregate Aggregate Autural Gas 1405 553761 28949 4655 28949 4656 0	20352.41846	6.233357512	0
Los Angeles (SC) 2045 T6 CAIRP Class 4 Agregate Agregate Diesel 16,76691609 1205 844944 1205 844944 0	385.3037316	0.11782607	0
Los Angeles (SC) 2045 T6 CAIRP Class 4 Aggregate Aggregate Electricity 22.1120823 1700.405894 0 1700.405894	508.135652	0	1787.047553

Los Angeles (SC)	2045 T6 CAIRP Class 5	Aggregate	Aggregate	Diesel	20.62259728	1657.217467	1657.217467	0	473.9072855	0.161865363	0
Los Angeles (SC)	2045 T6 CAIRP Class 5	Aggregate	Aggregate	Electricity	27.08509357	2329.704729	0	2329.704729	622.4154503	0	2448.411376
Los Angeles (SC)	2045 T6 CAIRP Class 6	Aggregate	Aggregate	Diesel	93.41587666	4309.279838	4309.279838	0	2146.696846	0.422314229	0
Los Angeles (SC)	2045 T6 CAIRP Class 6	Aggregate	Aggregate	Electricity	124 1931978	6108 661928	0	6108 661928	2853 959686	0	6419 919729
Los Angeles (SC)	2045 T6 CAIRP Class 7	Aggregate	Aggregate	Diecel	242 0202254	49585 03027	49585 03027	01001001520	5605 289078	1 257/22587	01151515725
Los Angeles (SC)	2045 TO CAIRP Class 7	Aggregate	Aggregate	Electricity	74 26047995	45585.05027	45585.05027	15729 02202	1709 902904	4.257422587	16520 27725
LOS Angeles (SC)	2045 TO CAIRP Class 7	Aggregate	Aggregate	Electricity	74.36047885	15/28.95292	0	15728.95292	1708.803804	0	10550.57755
Los Angeles (SC)	2045 T6 CAIRP Class 7	Aggregate	Aggregate	Natural Gas	0.16061549	32.63336028	32.63336028	0	3.690943962	0.003145191	0
Los Angeles (SC)	2045 T6 Instate Delivery Class 4	Aggregate	Aggregate	Diesel	3004.158813	98933.70774	98933.70774	0	42869.34627	10.12555932	0
Los Angeles (SC)	2045 T6 Instate Delivery Class 4	Aggregate	Aggregate	Electricity	3047.545235	108313.2221	0	108313.2221	43488.4705	0	113612.5888
Los Angeles (SC)	2045 T6 Instate Delivery Class 4	Aggregate	Aggregate	Natural Gas	22.75230286	753.8204767	753.8204767	0	324.6753618	0.09088905	0
Los Angeles (SC)	2045 T6 Instate Delivery Class 5	Aggregate	Aggregate	Diesel	3112.352681	102544.4436	102544.4436	0	44413.27275	10.51257728	0
Los Angeles (SC)	2045 T6 Instate Delivery Class 5	Aggregate	Aggregate	Electricity	3161.53139	112433.117	0	112433.117	45115.05293	0	117934.0549
Los Angeles (SC)	2045 T6 Instate Delivery Class 5	Aggregate	Aggregate	Natural Gas	22 01705120	762 6300168	762 6300168	0	327 0263210	0.001785540	0
Los Angeles (SC)	2045 TO Instate Delivery Class 5	Aggregate	Aggregate	Diesel	0524 609952	212740 7016	212740 7016	0	125017 4526	22 14847042	0
LOS Aligeles (SC)	2045 To Instate Delivery Class 6	Aggregate	Aggregate	Diesei	9524.098855	515749.7910	313/49./910	0	135917.4520	32.14847043	0
Los Angeles (SC)	2045 T6 Instate Delivery Class 6	Aggregate	Aggregate	Electricity	9678.455775	343835.7519	0	343835.7519	138111.5639	0	360658.3677
Los Angeles (SC)	2045 T6 Instate Delivery Class 6	Aggregate	Aggregate	Natural Gas	70.46508782	2342.770124	2342.770124	0	1005.536803	0.282031477	0
Los Angeles (SC)	2045 T6 Instate Delivery Class 7	Aggregate	Aggregate	Diesel	3252.973597	164782.7139	164782.7139	0	46419.93324	16.94119614	0
Los Angeles (SC)	2045 T6 Instate Delivery Class 7	Aggregate	Aggregate	Electricity	1876.236637	101504.7949	0	101504.7949	26773.89682	0	106471.0503
Los Angeles (SC)	2045 T6 Instate Delivery Class 7	Aggregate	Aggregate	Natural Gas	82.87967629	4163.06291	4163.06291	0	1182.692981	0.489227895	0
Los Angeles (SC)	2045 T6 Instate Other Class 4	Aggregate	Aggregate	Diesel	3769 430844	146070 7844	146070 7844	0	43574 62056	14 8478022	0
Los Angeles (SC)	2045 T6 Instate Other Class 4	Aggregate	Aggregate	Electricity	3823 254057	160030 7607	0	160030 7607	44196 8169	1101/0022	177255 //702
Los Angeles (SC)	2045 TO Instate Other Class 4	Aggregate	Aggregate	Network	3823.234037	103030.7007	1110 701050	105050.7007	44150.0105	0 1221202 11	177255.4705
Los Angeles (SC)	2045 T6 Instate Other Class 4	Aggregate	Aggregate	Natural Gas	28.39685652	1119.764959	1119.764959	0	328.26/6613	0.132138341	0
Los Angeles (SC)	2045 T6 Instate Other Class 5	Aggregate	Aggregate	Diesel	8799.764316	340809.6285	340809.6285	0	101725.2755	34.67159388	0
Los Angeles (SC)	2045 T6 Instate Other Class 5	Aggregate	Aggregate	Electricity	8899.70149	393852.0052	0	393852.0052	102880.5492	0	413016.0815
Los Angeles (SC)	2045 T6 Instate Other Class 5	Aggregate	Aggregate	Natural Gas	64.95899981	2578.426767	2578.426767	0	750.9260377	0.303589665	0
Los Angeles (SC)	2045 T6 Instate Other Class 6	Aggregate	Aggregate	Diesel	7802.170106	302177.7993	302177.7993	0	90193.08642	30.73312517	0
Los Angeles (SC)	2045 T6 Instate Other Class 6	Aggregate	Aggregate	Electricity	7897.507276	349196.0061	0	349196.0061	91295,18411	0	366187,2079
Los Angeles (SC)	2045 T6 Instate Other Class 6			Natural Gas	57 76174883	2290 404128	2290 404128	0	667 7258165	0 269776667	0
Los Angeles (SC)	2045 To Instate Other Class 0	Aggregate	Aggregate	Discal	4702 55527	120007 6112	120007 6112	0	CE401 04007	10.44525004	0
LOS Angeles (SC)		Aggregate	Aggregate	Diesei	4/92.55557	189097.0113	109097.0113	0	55401.94007	19.44535004	0
Los Angeles (SC)	2045 T6 Instate Other Class 7	Aggregate	Aggregate	Electricity	2580.627749	142396.248	0	142396.248	29832.05678	0	149324.9738
Los Angeles (SC)	2045 T6 Instate Other Class 7	Aggregate	Aggregate	Natural Gas	121.3724083	4630.783333	4630.783333	0	1403.06504	0.556982203	0
Los Angeles (SC)	2045 T6 Instate Tractor Class 6	Aggregate	Aggregate	Diesel	104.7851826	4927.040487	4927.040487	0	1211.316711	0.49720176	0
Los Angeles (SC)	2045 T6 Instate Tractor Class 6	Aggregate	Aggregate	Electricity	105.2205584	5945.306083	0	5945.306083	1216.349655	0	6234.59317
Los Angeles (SC)	2045 T6 Instate Tractor Class 6	Aggregate	Aggregate	Natural Gas	0.771429788	37.25973603	37.25973603	0	8.917728348	0.00429197	0
Los Angeles (SC)	2045 T6 Instate Tractor Class 7	Aggregate	Aggregate	Diesel	2215 437144	128697 0652	128697 0652	0	25610 45339	11 85072257	0
Los Angeles (SC)	2045 T6 Instate Tractor Class 7	Aggregate	Aggregate	Electricity	432 1692691	30736 34614	0	30736 34614	4005 877007	11.05072257	22221 01725
Los Angeles (SC)	2045 To Instate Tractor Class 7	Aggregate	Aggregate	Electricity	432.1093091	30730.34014	2420 250047	30730.34014	4333.877307	0 2521 42602	52251.91/25
Los Angeles (SC)	2045 T6 Instate Tractor Class 7	Aggregate	Aggregate	Natural Gas	55.01520117	3129.250917	3129.250917	0	635.9757256	0.353143683	0
Los Angeles (SC)	2045 T6 OOS Class 4	Aggregate	Aggregate	Diesel	22.50323242	1654.417109	1654.417109	0	517.124281	0.1516561	0
Los Angeles (SC)	2045 T6 OOS Class 5	Aggregate	Aggregate	Diesel	27.67960795	2269.56277	2269.56277	0	636.0773906	0.208045092	0
Los Angeles (SC)	2045 T6 OOS Class 6	Aggregate	Aggregate	Diesel	125.3254073	5930.432451	5930.432451	0	2879.977859	0.544707905	0
Los Angeles (SC)	2045 T6 OOS Class 7	Aggregate	Aggregate	Diesel	154.5231194	43121.61834	43121.61834	0	3550.941284	3.537957889	0
Los Angeles (SC)	2045 T6 Public Class 4	Aggregate	Aggregate	Diesel	383 0423523	12932 02653	12932 02653	0	1965 007267	1 384703017	0
Los Angeles (SC)	2045 T6 Public Class 4	Aggregate	Aggregate	Electricity	314 5461205	12/12 /0536	0	12412 40536	1613 621508	1.50 17 05017	12022 75007
Los Angeles (SC)	2045 TO Public Class 4	Aggregate	Aggregate	Network	314.5401205	12412.40550	2425 277406	12412.40550	1013.021338	0 205 4705 22	13035.73557
Los Angeles (SC)	2045 T6 Public Class 4	Aggregate	Aggregate	Natural Gas	/1.3516656/	2425.377196	2425.377196	0	366.0340449	0.305479533	0
Los Angeles (SC)	2045 T6 Public Class 5	Aggregate	Aggregate	Diesel	266.1683131	8998.12313	8998.12313	0	1365.443446	0.966879679	0
Los Angeles (SC)	2045 T6 Public Class 5	Aggregate	Aggregate	Electricity	220.184689	8692.910786	0	8692.910786	1129.547454	0	9128.070614
Los Angeles (SC)	2045 T6 Public Class 5	Aggregate	Aggregate	Natural Gas	52.49556274	1770.094123	1770.094123	0	269.3022369	0.22344445	0
Los Angeles (SC)	2045 T6 Public Class 6	Aggregate	Aggregate	Diesel	318.8432592	10751.32038	10751.32038	0	1635.66592	1.148696286	0
Los Angeles (SC)	2045 T6 Public Class 6	Aggregate	Aggregate	Electricity	260 7693153	10276 41854	0	10276 41854	1337 746588	0	10790 84744
Los Angeles (SC)	2045 T6 Public Class 6	Aggregate	Aggregate	Natural Gas	61 7428765	2082 750753	2082 750753	102/01/12051	316 7409564	0 263253540	10750101711
Los Angeles (SC)	2045 TO Public Class 0	Aggregate	Aggregate	Natural Gas	01.7428705	2002.733733	2002.733733	0	0142 45 4470	6.203233343	0
LUS Angeles (SC)	2045 TO PUDIIC Class /	Aggregate	Aggregate	Diesel	1587.418027	05313.8692	05313.8692	0	8143.4544/8	0.807995573	0
Los Angeles (SC)	2045 T6 Public Class 7	Aggregate	Aggregate	Electricity	1052.116997	50838.2427	0	50838.2427	5397.360196	0	53383.16252
Los Angeles (SC)	2045 T6 Public Class 7	Aggregate	Aggregate	Natural Gas	306.0171353	12603.26168	12603.26168	0	1569.867904	1.53480043	0
Los Angeles (SC)	2045 T6 Utility Class 5	Aggregate	Aggregate	Diesel	272.8435329	10774.34306	10774.34306	0	3492.397222	1.074087146	0
Los Angeles (SC)	2045 T6 Utility Class 5	Aggregate	Aggregate	Electricity	369.9967895	15222.93515	0	15222.93515	4735.958905	0	15984.98252
Los Angeles (SC)	2045 T6 Utility Class 5	Aggregate	Aggregate	Natural Gas	1 56838004	61 9339019	61 9339019	0	20 07526451	0.006911932	0
Los Angeles (SC)	2045 TO Othery Class 5	Aggregate	Aggregate	Discal	1.50050004	2027.04719	2027.04719	0	660 510143	0.0000011002	0
Los Angeles (SC)	2045 TO Utility Class 6	Aggregate	Aggregate	Diesei	51.60297992	2037.04718	2037.04718	2075 000001	000.518145	0.203085985	2010 07220
LUS Angeles (SC)	2045 TO UTILITY Class 6	Aggregate	Aggregate	Electricity	09.89844136	28/5.906891	0	28/5.906891	894.7000494	0	3019.87238
Los Angeles (SC)	2045 T6 Utility Class 6	Aggregate	Aggregate	Natural Gas	0.296628191	11.70951022	11.70951022	0	3.79684085	0.001306872	0
Los Angeles (SC)	2045 T6 Utility Class 7	Aggregate	Aggregate	Diesel	57.48714477	2789.493591	2789.493591	0	735.8354531	0.276439256	0
Los Angeles (SC)	2045 T6 Utility Class 7	Aggregate	Aggregate	Electricity	78.02190766	4046.314529	0	4046.314529	998.6804181	0	4248.869643
Los Angeles (SC)	2045 T6 Utility Class 7	Aggregate	Aggregate	Natural Gas	0.330451997	16.03478016	16.03478016	0	4.229785565	0.001756044	0
Los Angeles (SC)	2045 T6TS	Aggregate	Aggregate	Gasoline	6921 078713	324385 2908	324385 2908	n	138476 9429	54 28060005	n
Los Angeles (SC)	2045 T6TS	Aggregate	Aggregate	Electricity	53/12 719627	356734 8832	0	356724 8822	106917 1225	n	371187 6660
Los Angeles (CC)		Aggregate	Aggregate	Diese	0020 072007	1000520.01	1800530.01	550754.0052	207205 0057	252 5777257	5/4462.0008
LUS Angeles (SC)	2045 T/ CAIKP Class 8	Aggregate	Aggregate	Diesel	9020.673007	1899530.61	1899230.61	0	207295.0657	253.577/357	0
Los Angeles (SC)	2045 T7 CAIRP Class 8	Aggregate	Aggregate	Electricity	2537.220482	554014.3214	0	554014.3214	58305.32668	0	985470.2506
Los Angeles (SC)	2045 T7 CAIRP Class 8	Aggregate	Aggregate	Natural Gas	33.00739418	6950.252201	6950.252201	0	758.5099182	1.133146284	0
Los Angeles (SC)	2045 T7 NNOOS Class 8	Aggregate	Aggregate	Diesel	10008.80315	2907927.726	2907927.726	0	230002.2965	368.8921792	0
Los Angeles (SC)	2045 T7 NOOS Class 8	Aggregate	Aggregate	Diesel	4310.903217	1055871.545	1055871.545	0	99064.55593	135.4635023	0

Los Angeles (SC)	2045 T7 POLA Class 8	Aggregate	Aggregate	Diesel	8727.226923	1431143.222	1431143.222	0	142777.4325	196.8024176	0
Los Angeles (SC)	2045 T7 POLA Class 8	Aggregate	Aggregate	Electricity	1618.980179	262322.0942	0	262322.0942	26486.51572	0	466327.2853
Los Angeles (SC)	2045 T7 POLA Class 8	Aggregate	Aggregate	Natural Gas	344.0521319	56408.31138	56408.31138	0	5628.692878	8.348610361	0
Los Angeles (SC)	2045 T7 Public Class 8	Aggregate	Aggregate	Diesel	1430.027159	54353.37354	54353.37354	0	7336.039327	8.565370548	0
Los Angeles (SC)	2045 T7 Public Class 8	Aggregate	Aggregate	Electricity	1681.661047	79286.44298	0	79286.44298	8626.921172	0	140895.9109
Los Angeles (SC)	2045 T7 Public Class 8	Aggregate	Aggregate	Natural Gas	1808.901459	73800.96255	73800.96255	0	9279.664484	11.79578563	0
Los Angeles (SC)	2045 T7 Single Concrete/Transit N	∕lix Cl Aggregate	Aggregate	Diesel	364.7792526	23918.43081	23918.43081	0	3436.220559	3.46728724	0
Los Angeles (SC)	2045 T7 Single Concrete/Transit N	∕lix Cl Aggregate	Aggregate	Electricity	471.0305918	33752.44234	0	33752.44234	4437.108175	0	59922.16493
Los Angeles (SC)	2045 T7 Single Concrete/Transit N	∕lix Cl Aggregate	Aggregate	Natural Gas	28.59819273	1871.008791	1871.008791	0	269.3949755	0.295219349	0
Los Angeles (SC)	2045 T7 Single Dump Class 8	Aggregate	Aggregate	Diesel	1403.39651	67774.6051	67774.6051	0	13219.99513	10.24972474	0
Los Angeles (SC)	2045 T7 Single Dump Class 8	Aggregate	Aggregate	Electricity	955.5042281	61518.7199	0	61518.7199	9000.849829	0	109216.8336
Los Angeles (SC)	2045 T7 Single Dump Class 8	Aggregate	Aggregate	Natural Gas	108.7554405	5264.757947	5264.757947	0	1024.47625	0.880789546	0
Los Angeles (SC)	2045 T7 Single Other Class 8	Aggregate	Aggregate	Diesel	7414.149175	313674.3614	313674.3614	0	69841.28523	47.28566913	0
Los Angeles (SC)	2045 T7 Single Other Class 8	Aggregate	Aggregate	Electricity	6008.913264	325550.7993	0	325550.7993	56603.96295	0	577964.3586
Los Angeles (SC)	2045 T7 Single Other Class 8	Aggregate	Aggregate	Natural Gas	579.5456046	24509.30081	24509.30081	0	5459.319596	4.135811774	0
Los Angeles (SC)	2045 T7 SWCV Class 8	Aggregate	Aggregate	Diesel	80.07580593	5198.37118	5198.37118	0	368.3487073	1.940209144	0
Los Angeles (SC)	2045 T7 SWCV Class 8	Aggregate	Aggregate	Electricity	1682.144066	108674.3056	0	108674.3056	7737.862703	0	192734.1782
Los Angeles (SC)	2045 T7 SWCV Class 8	Aggregate	Aggregate	Natural Gas	2591.062411	167951.0946	167951.0946	0	11918.88709	23.51793672	0
Los Angeles (SC)	2045 T7 Tractor Class 8	Aggregate	Aggregate	Diesel	26211.34763	1681420.433	1681420.433	0	380850.8811	227.6425796	0
Los Angeles (SC)	2045 T7 Tractor Class 8	Aggregate	Aggregate	Electricity	4797.875464	342436.2956	0	342436.2956	69713.1305	0	609172.9963
Los Angeles (SC)	2045 T7 Tractor Class 8	Aggregate	Aggregate	Natural Gas	735.3069311	46957.15715	46957.15715	0	10684.00971	7.848229578	0
Los Angeles (SC)	2045 T7 Utility Class 8	Aggregate	Aggregate	Diesel	295.6355721	11977.31597	11977.31597	0	3784.135322	1.784564589	0
Los Angeles (SC)	2045 T7 Utility Class 8	Aggregate	Aggregate	Electricity	181.0304523	8599.360194	0	8599.360194	2317.18979	0	15281.48624
Los Angeles (SC)	2045 T7IS	Aggregate	Aggregate	Gasoline	9.692067137	1108.506875	1108.506875	0	193.9188793	0.210279495	0
Los Angeles (SC)	2045 T7IS	Aggregate	Aggregate	Electricity	7.136562826	1146.354944	0	1146.354944	142.788349	0	2033.90996
Los Angeles (SC)	2045 UBUS	Aggregate	Aggregate	Gasoline	204.0812423	11849.73521	11849.73521	0	816.3249694	0.779784021	0
Los Angeles (SC)	2045 UBUS	Aggregate	Aggregate	Electricity	6147.779423	645879.5614	0	645879.5614	24591.11769	0	1357376.332
Los Angeles (SC)	2045 UBUS	Aggregate	Aggregate	Natural Gas	58.26445875	4057.036256	4057.036256	0	233.057835	0.293783032	0

Appendices

# Appendix C Westside Area Plan Biological Resources

# Appendices

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# Biological Resources Report for the West Side Area Plan Project

# Los Angeles County, California

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# April 2024

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#### LIST OF ACRONYMS AND ABBREVIATIONS

Term	Definition
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CRA	Coastal Resource Areas
CRPR	California Rare Plant Rank
CWA	Clean Water Act
EO	Executive Order
ESA	Endangered Species Act
FHWA	Federal Highway Administration
HCP	Habitat Conservation Plan
HUC	Hydrologic Unit Code
MBTA	Migratory Bird Treaty Act
NEPA	National Environmental Policy Act
NRCS	Natural Resources Conservation Service
NWI	National Wetland Inventory
NWPR	Navigable Waters Protection Rule
OWCMP	Oak Woodland Conservation Management Plan
RWQCB	Regional Water Quality Control Board
SAA	Streambed Alteration Agreement
SEA	Significant Ecological Areas
SSC	Species of Special Concern
USACE	U.S. Army Corps of Engineers
USC	U.S. Code

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#### Term Definition

- USDA U.S. Department of Agriculture
- USEPA U.S. Environmental Protection Agency
- USFWS U.S. Fish and Wildlife Service
- USGS U.S. Geological Survey

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### 1.0 BIOLOGICAL RESOURCES

This section identifies and evaluates the biological resources to determine whether the implementation of the 7.39 square mile Westside Area Plan (Plan) would result in significant impacts to special-status plant and wildlife species, sensitive vegetation communities, jurisdictional resources, wildlife corridors, and native woodlands (Appendix A, Figure 1). This section summarizes the regulatory setting, provides information about special-status species and sensitive habitats that are known or can potentially occur in the area, identifies potential biological and future-related constraints to development, and identifies potential avoidance, minimization, and/or mitigation measures for addressing such constraints. The Study Area for this analysis consists of the 4.8 square mile Ladera Heights/View Park-Windsor Hills Area and the 0.07 square mile West Fox Hills Area that comprise the southernmost portions of the Plan (Appendix A, Figures 2a and 2b). The Ballona Wetlands Area is not included in this analysis; only a summary of existing conditions is included.

This assessment does not include reconnaissance-level site visits or field surveys conducted according to agency protocols. The conclusions and recommendations presented in the report are based upon a review of the available literature and data only.

#### 1.1 Regulatory Setting

#### 1.1.1 Federal Policies and Regulations

#### 1.1.1.1 Clean Water Act

The U.S. Army Corps of Engineers (USACE) regulates discharge of dredged or fill material into Waters of the U.S. under Section 404 of the Clean Water Act (CWA). *Discharges of fill material* is defined as the addition of fill material into Waters of the U.S., including, but not limited to the following: placement of fill necessary for the construction of any structure, or impoundment requiring rock, sand, dirt, or other material for its construction; site development fills for recreational, industrial, commercial, residential, and other uses; causeways or road fills; and fill for intake and outfall pipes, and subaqueous utility lines [33 Code of Federal Regulations Section 328.2(f)]. In addition, Section 401 of the CWA (33 U.S. Code [USC] 1341) requires any applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into Waters of the U.S. to obtain a certification that the discharge will comply with the applicable effluent limitations and water quality standards. Section 401 Certification, "gives states and authorized tribes the authority to grant or waive certification of proposed federal licenses or permits that may discharge into Waters of the U.S." (33 USC 1251).

In 2008, the U.S. Environmental Protection Agency (USEPA) and USACE issued a memorandum providing guidance on the definition of Waters of the U.S. to include traditional navigable waters and their adjacent wetlands, and water that met either the *relatively permanent* or *significant nexus* standards (USACE and USEPA 2007). The USEPA and USACE have defined Waters of the U.S. several times, with three new definitions since 2015, including the Navigable Waters Protection Rule (NWPR), which became effective on June 22, 2020. In August 2021, a judge in the U.S. District Court for the District of Arizona ruled to vacate the NWPR. Following this order, the USEPA and USACE halted implementation of the NWPR nationwide and began interpreting *Waters of the United States* consistent with the pre-2015 regulatory regime.

On December 22, 2022, the USEPA and Department of the Army (Agencies) announced a final rule defining Waters of the U.S. The definition was founded upon the pre-2015 *Rapanos* decision, updated to reflect consideration of Supreme Court decisions, the science, and the Agencies' technical expertise. The final rule was published in the Federal Register on January 18, 2023, and became effective as of March 20, 2023. Under this rule, Waters of the U.S. are defined as follows:

- 1. Traditional navigable waters, the territorial seas, and interstate waters.
- 2. Impoundments of Waters of the United States.
- 3. Tributaries of waters identified in paragraphs 1 and 2 of this section when the tributaries meet either the relatively permanent standard or significant nexus standard.
- 4. Wetlands adjacent to traditional navigable waters, the territorial seas, and interstate waters; wetlands adjacent to and with a continuous surface connection to relatively permanent waters identified in paragraphs 2 and 3; and wetlands adjacent to waters identified in paragraphs 2 and 3 when the wetlands meet the significant nexus standard.
- 5. Intrastate lakes and ponds, streams, or wetlands not identified in paragraphs 1 through 4 that meet either the relatively permanent standard or significant nexus standard.

On May 25, 2023, the Supreme Court of the United States adopted a narrower definition of Waters of the U.S. in the case Sackett v. Environmental Protection Agency. Under the majority opinion, Waters of the U.S. refers to "geographical features that are described in ordinary parlance as 'streams, oceans, rivers, and lakes' and to adjacent wetlands that are "indistinguishable" from those bodies of water due to a continuous surface connection." At this time, it is unclear if or when the Agencies will issue guidance interpreting the court's opinion.

#### 1.1.1.2 Federal Endangered Species Act

The federal Endangered Species Act (ESA) protects plants and animals that are listed as endangered or threatened by the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service. Section 9 of ESA prohibits the "take" of endangered wildlife, where take is defined as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in such conduct" (50 Code of Federal Regulations [CFR] 17.3). For plants, this statute governs removing, possessing, maliciously damaging, or destroying any endangered plant on federal land and removing, cutting, digging up, damaging, or destroying any endangered plant on non-federal land in knowing violation of state law (16 U.S Code [USC] 1538). Under Section 7 of ESA, federal agencies are required to consult with the USFWS if their actions, including permit approvals or funding, could adversely affect a listed (or proposed) species (including plants) or its critical habitat. Through consultation and the issuance of a biological opinion, the USFWS may issue an incidental take statement allowing take of the species that is incidental to an otherwise authorized activity provided the activity will not jeopardize the continued existence of the species. Section 10 of ESA provides for issuance of incidental take permits where no other federal actions are necessary provided a Habitat Conservation Plan (HCP) is developed.

Critical Habitat is defined in Section 3 of the Endangered Species Act (ESA) as:

1. the specific areas within the geographical area occupied by a species, at the time it is listed in accordance with the ESA, on which are found those physical or biological features essential to the

conservation of the species and that may require special management considerations or protection; and

2. specific areas outside the geographical area occupied by a species at the time it is listed, upon a determination that such areas are essential for the conservation of the species.

Critical Habitat designations identify, to the extent known and using the best scientific data available, habitat areas that provide Primary Physical and Biological Features essential to the conservation of the species and that may require special management considerations or protection. These include but are not limited to the following:

Space for individual and population growth and for normal behavior; Food, water, air, light, minerals, or other nutritional or physiological requirements; Cover or shelter; Sites for breeding, reproduction, or rearing (or development) of offspring; and

Habitats that are protected from disturbance or are representative of the historic, geographical, and ecological distributions of a species.

### 1.1.1.3 Federal Rivers and Harbors Act

The federal Rivers and Harbors Act requires permits in navigable Waters of the U.S. for all structures, such as riprap, and activities, such as dredging. Navigable waters are defined as those that are subject to the ebb and flow of the tide and are susceptible for use in their natural condition or by reasonable improvements as means to transport interstate or foreign commerce. USACE grants or denies permits based on the effects on navigation.

This regulatory law is becoming more prominent on projects involving impacts to isolated Waters of the state (non-404/401 waters). The Regional Water Quality Control Board (RWQCB) is increasingly requiring waste discharge requirement permits for impacts to Waters of the state, where there are no associated Waters of the U.S.

### 1.1.1.4 Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) implements international treaties between the U.S. and other nations devised to protect migratory birds, any of their parts, eggs, and nests from activities such as hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations or by permit (USFWS 1918). As authorized by the MBTA, the USFWS issues permits to qualified applicants for the following types of activities: falconry, raptor propagation, scientific collecting, special purposes (e.g., rehabilitation, education, migratory game bird propagation, and salvage), take of depredating birds, taxidermy, and waterfowl sale and disposal. The regulations governing migratory bird permits can be found in 50 CFR Part 13 General Permit Procedures and 50 CFR Part 21 Migratory Bird Permits.

#### 1.1.1.5 Executive Order 11990 – Protection of Wetlands

President Carter signed Executive Order (EO) 11990 on May 24, 1977, requiring federal agencies to avoid, to the extent possible, the long- and short-term adverse impacts associated with the destruction or modification of wetlands and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative. The term "wetlands" is defined as those areas that are inundated by surface or ground water with a

frequency sufficient to support and under normal circumstances does or would support a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction. Examples of wetlands are also provided in the EO: wetlands generally include swamps, marshes, bogs, and similar areas, such as sloughs, potholes, wet meadows, river overflows, mud flats, and natural ponds. An Individual EO 11990 "Wetlands Only Practicable Alternative Finding" is required from the Federal Highway Administration (FHWA) if a state project is federally aided and involves fill in wetlands requiring an USACE Section 404 Individual or Nationwide Permit. An additional requirement is to provide early public involvement in projects affecting wetlands.

### 1.1.1.6 Executive Order 13112 – Invasive Species Protection

President Clinton signed EO 13112 on February 3, 1999, requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as "...any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health." Federal Highway Administration (FHWA) guidance issued August 10, 1999, directs the use of the state's noxious weed list to define the invasive plants that must be considered as part of California Environmental Quality Act (CEQA) analysis for a proposed project.

### 1.1.1.7 Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act requires "any person discharging waste, or proposing to discharge waste, within any region that could affect the Waters of the State to file a report of discharge" with the RWQCB through State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (Procedures) (California Code of Regulations [CCR], title 23, § 3855) (State Water Resources Control Board 2021). Waters of the State is defined as any surface water or groundwater, including saline waters, within the boundaries of the State (California Water Code § 13050[e]). Pollution is defined as an alteration of the quality of the Waters of the state by waste to a degree that unreasonably affects its beneficial uses (California Water Code § 13050) and includes filling in Waters of the State. Note that CCR, title 23, § 3855 applies only to individual water quality certifications, but the new Procedures extend the application of § 3855 to individual waste discharge requirements for discharges of dredged or fill material to Waters of the State and waivers thereof.

A permit for impacts to Waters of the State would likely be required under the CWA and/or Porter-Cologne Water Quality Control Act. To determine whether a project should be regulated pursuant to the Porter-Cologne Water Quality Control Act, the RWQCB considers whether project activities could impact the quality of Waters of the State.

### 1.1.1.8 National Environmental Policy Act

Signed into law on January 1, 1970, the National Environmental Policy Act (NEPA) requires all federal agencies to analyze the environmental impacts related to their proposed actions prior to making and implementing decisions or actions. This framework for evaluation of environmental and associated economic and social effects of proposed actions, described in 42 USC 4321, also provides the public opportunity to review and comment. Actions

that are covered by NEPA include decision-making related to publicly owned facilities such as highways, permit applications, and federal land management.

#### 1.1.2 State Policies and Regulations

#### 1.1.2.1 California Environmental Quality Act

CEQA establishes several other criteria by which public agencies determine whether a proposed activity may affect the quality of the environment. For biological resources, CEQA identifies potentially significant impacts as those that would have a substantial adverse impact on special-status species, riparian habitats or other sensitive natural communities, wetlands, or fish or wildlife migration corridors or nursery sites. CEQA also identifies potentially significant impacts to include those that would conflict with a local policy or ordinance protecting biological resources (such as a tree preservation policy) or an adopted habitat conservation plan or natural community conservation plan.

#### 1.1.2.2 California Endangered Species Act

The California Department of Fish and Wildlife (CDFW) administers the California ESA, prohibits the take of plant and animal species that the California Fish and Game Commission (California Fish and Game Code Section 2050– 2097) identifies as either threatened or endangered in the state. "Take" means to hunt, pursue, catch, capture, or kill or attempt to hunt, pursue, catch, capture, or kill. California ESA Sections 2091 and 2081 allow CDFW to authorize exceptions to the prohibition of take of the state-listed threatened or endangered plant and animal species for purposes, such as public and private development. CDFW requires formal consultation to ensure that these actions would not jeopardize the continued existence of any listed species or destroy or adversely modify Critical Habitat.

#### 1.1.2.3 California Fish and Game Code Section 1600 et seq.

Pursuant to Section 1602 of the California Fish and Game Code, a Streambed Alteration Agreement (SAA) application must be submitted for "any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake" (CDFW 2023a). In Title 14 of the California Code of Regulations, Section 1.72, the CDFW defines a stream (including creeks and rivers) as "a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation." In Chapter 9, Section 2785 of the Fish and Game Code, "riparian habitat" is defined as "lands which contain habitat which grows close to, and which depends upon soil moisture from a nearby freshwater source."

The CDFW's jurisdiction includes drainages with a definable bed, bank, or channel and areas associated with a drainage channel that support intermittent, perennial, or subsurface flows; supports fish or other aquatic life; or supports riparian or hydrophytic vegetation. It also includes areas that have a hydrologic source.

The CDFW will determine if the proposed actions will result in diversion, obstruction, or change of the natural flow, bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. If warranted, the CDFW will
issue an SAA that includes measures to protect affected fish and wildlife resources; this SAA is the final proposal agreed upon by the CDFW and the applicant.

#### 1.1.3 County Regulations

#### 1.1.3.1 Los Angeles County Oak Woodland Conservation Management Plan / CEQA Policy

The purpose of the Los Angeles County Oak Woodland Conservation Management Plan (OWCMP) is to meet the requirements of the California Oak Woodlands Conservation Act (Assembly Bill 242 2001). The Act established requirements for the preservation and protection of oak woodlands and trees, and allocated funding managed by the Wildlife Conservation Board. To be eligible for project funding under this bill, counties must create an Oak Woodland Management Plan. This plan contains two parts; Part I presents a voluntary oak woodlands conservation strategy for Los Angeles County and Part II provides recommendations for planning and implementation elements of the OWCMP for incorporation into relevant county regulations and planning documents. The implementation strategy in Part II promotes three components: preservation, where oak woodland remains intact and functional; conservation, where woodlands are integrated into land development; and, mitigation, where loss of oak woodlands in one area is mitigated off-site through restoration, creation, or purchase for preservation in another area.

As of April 2022, California Public Resources Code Section 21083.4 (2022 Senate Bill 1404) requires that when a county is determining the applicability of the California Environmental Quality Act to a project, it must determine whether that project "may result in a conversion of oak woodlands that will have a significant effect on the environment." If such effects (either individual impacts or cumulative) are identified, the law requires that they be mitigated. Acceptable mitigation measures include, but are not limited to, conservation of other oak woodlands through the use of conservation easements and planting replacement trees, which must be maintained for seven years.

#### 1.1.4 Los Angeles County Oak Tree Ordinance

The County has established an ordinance requiring protection of native oak trees subject to various conditions and limitations as set forth in Sections 22.174.010 through 22.174.110 of the municipal code. The ordinances recognize oak trees as significant historical, aesthetic, and ecological resources, and require permits prior to removing or damaging oaks as set forth in Section 22.174.030 Subsection A unless subject to exemptions described in Subsection B (e.g., emergency, utility maintenance, tree maintenance, and for trees planted in road rights-of-way to maintain line-of-site or to relocate trees causing damage to roadway improvements). Otherwise, in unincorporated areas, native oak trees that are at least 8" in diameter (or, for trees with multiple trunks with a combined diameter measuring at least 12") at 4.5' above mean grade, shall not be cut, destroyed, removed, relocated, or damaged, unless an oak tree permit is first obtained as provided in the ordinance. The ordinance also extends to include encroachment within the protected zone of such trees. "Damage," as defined in the ordinance, includes any act causing or tending to cause injury to the root system or other parts of a tree, including, but not limited to, burning, application of toxic substances, operation of equipment or machinery, or by paving, changing the natural grade, trenching, or excavating within the protected zone of an oak tree. The "protected zone," is that area within the dripline of an oak tree and extending therefrom to a point at least five feet outside the dripline, or 15 feet from the trunks of a tree, whichever distance is greater.

#### 1.2 Literature Review

Information regarding biological resources within the Study Area was obtained from a search of sensitive species databases, a review of pertinent literature, prior environmental documents, and aerial photographs. The main sources of information are listed below. Biological information obtained from these sources was utilized to perform a programmatic evaluation of existing biological conditions and identify sensitive biological resources that have the potential to occur. Literature reviews were not conducted for the Ballona Wetlands Area.

#### 1.2.1 Databases

Databases reviewed for this report included:

- Calflora Plant Database (Calflora 2023)
- CDFW California Natural Diversity Database (CNDDB, CDFW 2023b)
- California Native Plant Society's (CNPS) Electronic Inventory (CNPS 2023)
- U.S. Department of Agriculture (USDA) Region 5 Classification and Assessment with Landsat of Visible Ecological Groupings (CalVeg, USDA 2023)
- USDA Natural Resources Conservation Web Soil Survey (USDA 2023)
- USFWS Information Planning and Consultation (IPaC) System (USFWS 2023a)
- USFWS National Wetland Inventory (NWI, USFWS 2023b)
- U.S. Geological Survey (USGS) Science in Your Watershed (USGS 2023)

Literature reviewed for this report included:

- Ballona Creek Watershed Notice of Intent (Ballona Creek Watershed, July 2013)
- Ballona Wetlands Ecological Reserve Comprehensive 5-Year Monitoring Report (Johnston, K.K., et. al, 2015).
- Birds of the Baldwin Hills (Garrett, Kimball L. 2001)
- CDFW's List of California Terrestrial Natural Communities (CDFW 2023c)
- California Terrestrial Habitat Connectivity Figure (CDFW, August 2019)
- Urban Biodiversity Assessment: Baldwin Hills Biota Update (Longcore, T., et al, 2016).
- Westside Planning Area, Figures 5.45 and 5.46 (Department of Regional Planning, October 2014).

### 1.3 Results

### 1.3.1 Hydrology and Climate

The Study Area is located within the Ballona Creek Subwatershed (12-digit Hydrologic Unit Code [HUC] 180701040300). Ballona Creek, a nine-mile flood protection channel, drains from the Santa Monica Mountains to the north, Interstate 10 (I-110, Harbor Freeway) to the east, and Baldwin Hills to the south. Ballona Creek and its major tributaries, including Centinela Creek, Sepulveda Canyon Channel, and Benedict Canyon Channel drain approximately 130 square miles of the Los Angeles Basin. The Ballona Creek Watershed ultimately drains into the Pacific Ocean through the Ballona Wetlands, located at the mouth of Ballona Creek. The temperature is mild, averaging between 55 to 71 degrees Fahrenheit (°F) annually. Precipitation averages 13.93 inches per year with the rainy season occurring in winter.

### 1.3.2 Special-Status Biological Resources

For the purposes of this assessment, special-status species are defined as plants or animals that:

have been designated as either rare, threatened, or endangered by CDFW, CNPS, or the USFWS, and/or are protected under either the federal or California ESAs; are candidate species being considered or proposed for listing under these same acts; are fully protected by the California Fish and Game Code, Sections 3511, 4700, 5050, or 5515; and/or, are of expressed concern to resource and regulatory agencies or local jurisdictions.

### 1.3.3 Special-Status Plants

Special-status plant species include those classified as endangered or threatened, proposed or candidate species for listing by the USFWS or CDFW, and monitored by CNPS and considered to be those of greatest conservation need. A CNDDB query was conducted for the surrounding nine topographic quadrangles to identify special-status plant species known to occur or have occurred within five miles of the Study Area. Forty-four special-status plant species were identified including multiple species listed under the Federal and/or California ESAs. In addition, one species, Gambel's watercress (*Nasturtium gambelii*), whose range includes the Study Area was identified by the informal USFWS IPaC search (USFWS 2023a). Appendix B summarizes the special-status plant species, associated habitats, general location information for previously documented occurrences in the Study Area, and probability of occurrence within the Study Area. However, this table should not be considered a complete list of special-status plant species that may occur within the Study Area. Other species not identified in the literature review may occur in the Study Area presently or in the future. For each special-status plant species, a determination was made regarding potential for the species to occur within the Study Area based on information gathered during the literature review, such as habitat associations, preferred soil substrate, and elevation present. Plant species listed under Federal Endangered Species Act (ESA) and/or California ESA are discussed in more detail below.

### 1.3.3.1 Marsh sandwort (Arenaria paludicola)

Marsh sandwort (*Arenaria paludicola*) is a state and federally listed endangered species and a California Rare Plant Rank (CRPR) 1B.1 listed species. Marsh sandwort is a perennial stoloniferous herb that flowers between May and

August and is known to occur in sandy openings of marshes, swamps, and areas that are wet year-round. This species is found at elevations between 3 and 170 meters.

#### 1.3.3.2 Braunton's milk-vetch (Astragalus brauntonii)

Braunton's milk-vetch (*Astragalus brauntonii*) is a federally listed endangered species and a CRPR 1B.1 listed species. Braunton's milk-vetch is a perennial herb that flowers between January and August and is known to occur in disturbed coastal sage scrub, closed-cone pine forest, chaparral, and valley grassland. It is found at elevations between 4 and 640 meters.

#### 1.3.3.3 Ventura marsh milk-vetch (Astragalus pycnostachyus var. lanosissimus)

Ventura marsh milk-vetch (*Astragalus pycnostachyus* var. *lanosissimus*) is a state and federally listed endangered species and a CRPR 1B.1 listed species. Ventura marsh milk-vetch is a perennial herb that flowers between August and October and is known to occur in coastal dunes, coastal scrub, marshes, and swamps. It is found at elevations between 1 and 35 meters.

#### 1.3.3.4 Coastal dunes milk-vetch (Astragalus tener var. titi)

Coastal dunes milk-vetch (*Astragalus tener* var. *titi*) is a state and federally listed endangered species and is a CRPR 1B.1 listed species. Coastal dunes milk-vetch is an annual herb that flowers between March and May and is known to occur in sandy soils of coastal bluff scrub, coastal dunes, and coastal prairie. It is found at elevations between 1 and 50 meters.

#### 1.3.3.5 Nevin's barberry (Berberis nevinii)

Nevin's barberry (*Berberis nevinii*) is a state and federally listed endangered species and a CRPR 1B.1 listed species. Nevin's barberry is a perennial evergreen shrub that flowers between March and June and is known to occur in chaparral, cismontane woodland, coastal scrub, and riparian scrub. It is found at elevations between 70 and 825 meters.

#### 1.3.3.6 Salt marsh bird's-beak (Chloropyron maritimum ssp. maritimum)

Salt marsh bird's-beak (*Chloropyron maritimum* ssp. *maritimum*) is a state and federally listed endangered species and a CRPR 1B.2 listed species. Salt marsh bird's-beak is a hemi parasitic annual herb that flowers between May and October and is known to occur in coastal dunes, and coastal salt marshes and swamps. It is found at elevations between 0 and 30 meters.

#### 1.3.3.7 San Fernando Valley spineflower (Chorizanthe parryi var. fernandina)

San Fernando Valley spineflower (*Chorizanthe parryi* var. *fernandina*) is a state listed endangered species and a CRPR 1B.1 listed species. San Fernando Valley spineflower is an annual herb that flowers between April and July and is known to occur in sandy soils of coastal scrub and valley and foothill grassland. It is found at elevations between 150 and 1220 meters.

#### 1.3.3.8 Santa Susana tarplant (Deinandra minthornii)

Santa Susana tarplant (*Deinandra minthornii*) is a state listed rare species and a CRPR 1B.2 listed species. Santa Susana tarplant is a perennial deciduous shrub that flowers between July and November and is associated with chaparral and coastal scrub. This species is found at elevations between 280 and 760 meters.

#### **1.3.3.9** Beach spectaclepod (Dithyrea maritima)

Beach spectaclepod (*Dithyrea maritima*) is a state listed threatened species and a CRPR 1B.1 listed species. Beach spectaclepod is a perennial rhizomatous herb that flowers between March and May and is known to occur in coastal dunes and sandy soils of coastal scrub habitat. This species is found at elevations between 3 and 50 meters.

#### 1.3.3.10 Santa Monica dudleya (Dudleya cymosa ssp. Ovatifolia)

Santa Monica dudleya (*Dudleya cymosa* ssp. *ovatifolia*) is a federally listed threatened species and a CRPR 1B.1 listed species. Santa Monica dudleya is a perennial herb that flowers between March and June and is known to be found in chaparral and coastal scrub. It is found at elevations between 150 and 1675 meters.

#### 1.3.3.11 San Diego button-celery (Eryngium aristulatum var. parishii)

San Diego button-celery (*Eryngium aristulatum* var. *parishii*) is a state and federally listed endangered species and a CRPR 1B.1 listed species. San Diego button-celery is an annual/perennial herb that flowers between April and June and is known to occur in coastal scrub, valley and foothill grassland, and vernal pools. It is found at elevations between 20 and 620 meters.

#### 1.3.3.12 Gambel's watercress (Nasturtium gambelii)

Gambel's watercress (*Nasturtium gambelii*) is a federally listed endangered species, state listed threatened species, and a CRPR 1B.1 listed species. Gambel's watercress is a perennial rhizomatous herb that is associated with freshwater or brackish marshes and swamps. This species is found at elevations between 5 and 330 meters.

#### 1.3.3.13 Spreading navarretia (Navarretia fossalis)

Spreading navarretia (*Navarretia fossalis*) is a federally listed threatened species and a CRPR 1B.1 listed species. Spreading navarretia is an annual herb that flowers between April and June and is known to be found in chenopod scrub, shallow freshwater marshes and swamps, playas, and vernal pools. It is found at elevations between 30 and 655 meters.

#### 1.3.3.14 California Orcutt grass (Orcuttia californica)

California Orcutt grass (*Orcuttia californica*) is a state and federally listed endangered species and a CRPR 1B.1 listed species. California Orcutt grass is an annual grass that is native to California. This species is associated with deep, ephemeral vernal pools underlain by clay soils and is found at elevations between 10 and 660 meters.

### 1.3.3.15 Lyon's pentachaeta (Pentachaeta lyonii)

Lyon's pentachaeta (*Pentachaeta lyonii*) is a state and federally listed endangered species and a CRPR 1B.1 listed species. Lyon's pentachaeta is an annual herb that is endemic to California. This species is associated with openings in chaparral, coastal scrub, and valley and foothill grassland habitats and is found at elevations between 30 and 670 meters. It typically occurs in compact soil and exposed, rocky clay soils.

### 1.3.4 Special-Status Wildlife

Special-status wildlife species include those classified as endangered or threatened, proposed or candidate species for listing by the USFWS or CDFW, or considered a CDFW Fully Protected (FP) or Species of Special Concern (SSC).

Thirty special-status wildlife species known to occur or have occurred in the vicinity of the Study Area were identified by the CNDDB and USFWS IPaC searches. Of the thirty special-status species, five were identified by an informal review of the IPaC database. Appendix C summarizes the special-status wildlife species, their associated habitats, general location information for previously documented occurrences in the Study Area, and probability of occurrence within the Study Area. However, this table should not be considered a complete list of special-status wildlife species that may occur within the Study Area. Other species not identified in the literature review may occur in the Study Area presently or in the future. For each special-status wildlife species listed, a determination was made regarding potential use within the Study Area based on information gathered during the literature review, such as location of the Study Area, vegetation communities and soils potentially present, and each species' known range, habitat preferences, and knowledge of the species' distributions in the area. Wildlife species listed or proposed for listing under federal and/or California ESAs are discussed in more detail below.

### 1.3.4.1 Riverside fairy shrimp (Streptocephalus woottoni)

Riverside fairy shrimp (*Streptocephalus woottoni*) was listed as federally endangered in 1993. Riverside fairy shrimp are associated with coastal scrub and grassland habitats and are found in moderately deep vernal pools or ephemeral ponds. Riverside fairy shrimp are found in Ventura, Riverside, Orange, and San Diego Counties and therefore, have not been recorded in the Study Area.

### 1.3.4.2 Crotch bumble bee (Bombus crotchii)

Crotch bumble bee (*Bombus crotchii*) is a state candidate endangered species as of 2019. This species is known to inhabit open grassland and scrub habitats. It occurs primarily in California, including the Mediterranean region, Pacific Coast, Western Desert, Great Valley, and adjacent foothills through most of southwestern California (Williams et al. 2014). The Study Area occurs within the current range for this species.

### 1.3.4.3 *Monarch butterfly (*Danaus plexippus)

Monarch butterfly *(Danaus plexippus)* is a USFWS candidate federally listed butterfly species. The monarch is currently slated to be listed in 2024. Monarchs occur throughout a variety of habitats in North America and can be found along roadsides, open areas, and urban gardens. Key habitat requirements of monarchs include their host plant for reproduction, nectar sources for adults, and forested groves providing a suitable microclimate that

protects from the elements during the winter. Milkweed (Asclepias sp.) is the host plant for this species and is used for sheltering eggs and feeding larvae.

### 1.3.4.4 El Segundo blue butterfly (Euphilotes allyni)

El Segundo blue butterfly *(Euphilotes allyni)* was listed as endangered in 1976 with threats to the species including urban development and invasion of exotic species. It is endemic to coastal sand dunes, which have declined severely due to coastal development. They are restricted to coastal Los Angeles County, extending from the Ballona Wetlands south to the Palos Verdes Peninsula.

### 1.3.4.5 Tricolored blackbird (Agelaius tricolor)

Tricolored blackbird (*Agelaius tricolor*) was listed by CDFW as threatened in March of 2019 and is currently a California SSC. The tricolored blackbird is a medium-sized songbird exhibiting sexually dimorphic characteristics in both size and plumage coloration. The males are larger and have a black plumage with a bright red and white shoulder patch, while females are smaller and have a sooty brown-black plumage and a smaller reddish shoulder-patch. In California, tricolored blackbird breeding habitat primarily consists of wetlands with cattails (Typha spp.), bulrushes (Scirpus spp. and/or Typha spp.), and willows, but they have also been documented nesting in agricultural fields, upland shrubs, and thistles. There have been historic observations of colonies in the Study Area.

### 1.3.4.6 Swainson's hawk (Buteo swainsoni)

Swainson's hawk (*Buteo swainsoni*) is a state-listed threatened species as determined by the California Fish and Game Commission in 1983. It prefers savanna, open woodlands, and cultivated lands. Its diet consists mainly of mammals and other vertebrates, but it will also eat various insects during the non-breeding season. It prefers to nest in open, riparian habitat with scattered trees or small groves in sparsely vegetated flatlands.

#### 1.3.4.7 Swainson's hawk (Buteo swainsoni)

Swainson's hawk (*Buteo swainsoni*) is currently listed as a threatened species under the federal Endangered Species Act (1993) but is not listed under the California Endangered Species Act. The coastal and interior populations are considered CDFW SSC. As of June 2018, the species listing is currently under a five-year review by the USFWS. Along the Pacific Coast, snowy plovers breed from southern Washington to Baja Sur, Mexico south to coastal Ecuador and Chile. Nesting occurs on barren to sparsely vegetated sand beaches, dry salt flats, dredge spoils deposited on beach or dune habitat, levees and flats at salt-evaporation ponds, and sand/cobble river bars. Nesting occurs during March through September. The Study Area does not provide suitable habitat for this species.

### 1.3.4.8 Southwestern willow flycatcher (Empidonax traillii extimus)

Southwestern willow flycatcher (*Empidonax traillii extimus*) is a state and federally listed endangered species that breeds in dense riparian vegetation along rivers and streams in the southwestern United States from May through September. This species is associated with riparian woodland and forests. They construct nests in dense thickets of willows, mulefat, and other trees and shrubs approximately four to seven meters in height. They virtually always

nest near surface water or saturated soil. Southwestern willow flycatchers have not been recorded in the Study Area or vicinity of the Study Area.

### 1.3.4.9 California black rail (Laterallus jamaicensis coturniculus)

California black rail (*Laterallus jamaicensis coturniculus*) is listed as threatened and a federally protected species (FP) under the California Endangered Species Act. It is one of two subspecies of the Black Rail. It winters in California, along the Gulf coast in salt marsh habitat. It is a tiny, blackish rail, with a small black bill, a back speckled with white, and a chestnut nape.

### 1.3.4.10 Belding's savannah sparrow (Passerculus sandwichensis beldingi)

**Belding's savannah sparrow** (*Passerculus sandwichensis beldingi*) is listed as endangered under the California Endangered Species Act and is a USFWS Bird of Conservation Concern. This ground dwelling species is a yearround resident of the coastal marshes of southern California. It nests in pickleweed (Salicornia spp.) and forages on mudflats, beaches, rocks, and vegetation within salt marshes. The species is present in the Ballona Wetlands but does not occur throughout the Study Area.

### 1.3.4.11 Coastal California gnatcatcher (Polioptila californica californica)

Coastal California gnatcatcher (*Polioptila californica californica*) is a federally listed threatened species and a CDFW SSC. Coastal California gnatcatcher is an obligate permanent resident of sage scrub habitat below 765 meters in southern California. This species is found in sage scrub in arid washes, on mesas, and on slopes. Coastal California gnatcatcher has been documented in several locations throughout the Study Area, particularly in the Kenneth Hahn State Recreation Area.

#### 1.3.4.12 Bank swallow (Riparia riparia)

Bank swallow (*Riparia riparia*) is a state-listed threatened species. Bank swallow is a colonial nester and is associated with riparian and lowland habitats west of the desert. It requires vertical banks or cliffs with fine-textured, sandy soils near streams, rivers, lakes, or ocean for nesting. Bank swallows have not been documented in the Study Area.

### 1.3.4.13 California least tern (Sterna antillarum browni)

California least tern (*Sterna antillarum browni*) is a federally listed endangered species. The species has a short, forked tail, and a long, slightly decurved, tapered bill. Males and females have a black cap, gray wings with black wingtips, orange legs, and a black-tipped yellow bill. They breed along the Pacific coast from northern California to Baja California Sur and nest from mid-April to mid-September in colonies of typically 15 to 300 pairs.

### 1.3.4.14 Least Bell's vireo (Vireo bellii pusillus)

Least Bell's vireo (*Vireo bellii pusillus*) is a state- and federally listed endangered species. This species inhabits riparian woodland habitats consisting of cottonwoods, willows, and mulefat. Least Bell's vireo is found in areas with a dense shrub cover and a dense, stratified canopy. Nests occur in dense thickets of willow or mulefat, one or

two meters from the ground. Least Bell's vireo has been documented in the Ballona Wetlands, but not in the Study Area.

#### 1.3.4.15 Pacific pocket mouse (Perognathus longimembris pacificus)

Pacific pocket mouse (*Perognathus longimembris pacificus*) is a federally endangered species with four distinct populations within California. It is primarily associated with sandy soils in a range of habitats with open vegetation structures such as dunes, strands, mesas, and drainages. They are threatened by habitat fragmentation and small population sizes.

### 1.4 Ladera Heights/View Park-Windsor Hills

#### 1.4.1 Environmental Setting

This Study Area consists of portions of the Cities of Ladera Heights, View Park, and Windsor Hills in western Los Angeles County. As shown in Appendix A, Figure 2a, the Study Area is generally bounded to the south by the City of Inglewood and I-405, to the east by Crenshaw Boulevard, to the north by the Cities of Culver City and Baldwin Hills, and to the west by I-405, Jefferson Boulevard, and Ballona Creek. Kenneth Hahn State Recreation Area is located in the northern portion of the Study Area. The Study Area is 4.8 square miles and is depicted on the USGS Beverly Hills, Hollywood, Venice, and Inglewood 7.5-minute topographic quadrangles. The majority of the Study Area is developed; however, there are undeveloped portions of the Study Area consisting of annual grassland, coast live oak woodland, coastal sage scrub, and mixed chaparral vegetation.

#### 1.4.2 Results

#### 1.4.2.1 Soils

Soil types were determined using the Natural Resources Conservation Service (NRCS) Web Soil Survey (USDA 2023). A total of 10 soil types (Table 1) were identified in the Study Area (Appendix A, Figure 3a). None of the mapped soils are listed as hydric soils.

Series Series/Soil Name Number				
1005	Urban land-Biscailuz-Hueneme, drained complex, 0 to 2 percent slopes	No		
1010	Cropley-Urban land complex, 0 to 5 percent slopes			
1118	Longshore-Pachic haploxerolls complex, 20 to 55 percent slopes	No		
1119	Urban land-Sepulveda-Longshore, graded complex, 3 to 12 percent slopes	No		
1124	Urban land-Wind fetch-Centinela complex, 0 to 5 percent slopes	No		
1125	Urban land-Typic Xerorthents, terraced-Wind fetch complex, 2 to 9 percent slopes	No		
1128	Urban land-Anthraltic Xerorthents, loamy substratum-Grommet complex, 0 to 5 percent slopes	No		

Table 1. NRCS Soil Types Mapped in the Study Area – Ladera Heights/View Park Windsor Hills			
Series Number	Series/Soil Name	Hydric (Yes/No)	
1134	Urban land-Ballona-Typic Xerorthents, fine substratum complex, 0 to 5 percent slopes	No	
1218	Urban land-Typic Xerorthents, terraced complex, 10 to 35 percent slopes	No	
9997	Mined land, oil wells	No	

Note: NRCS = Natural Resources Conservation Service

#### 1.4.2.2 Vegetation Communities and Other Land Cover Types

Vegetation communities were identified based on aerial photograph interpretation and review of existing available literature. A review of the CalVeg vegetation communities layer was conducted to determine general vegetation communities that occur within the Study Area limits. The mapping layer uses the currently accepted vegetation classification system (the National Vegetation Classification Standard [NVCS]) in the *Manual of California Vegetation*, *2nd edition* (Sawyer et al. 2009). A field verification survey of vegetation communities and land cover types was not conducted. Table 2 lists the vegetation communities within the Study Area, other land cover types, and the State Conservation Ranking (CA Rank). The generalized communities and land cover types are shown in Appendix A, Figure 4a and described below in alphabetical order.

Scientific Name	Common Name	CA Rank
Chapa	rral	
Ceanothus spinosus	Greenbark ceanothus chaparral	-
Heteromeles arbutifolia	Toyon chaparral	-
Prunus ilicifolia - Heteromeles arbutifolia - Ceanothus spinosus Shrubland Alliance	Holly leaf cherry - toyon - greenbark ceanothus chaparral	S4
Develo	ped	
N/A	Developed	-
N/A	Urban/disturbed or built-up	-
Distur	bed	
N/A	Cleared land	-
N/A	Urban – herbaceous/cleared	_
Eucalyptus V	Voodland	
Eucalyptus spp.	Eucalyptus groves	-
Grassla	and	
Brassica spp.	Upland mustards	_

# Table 2. Vegetation Communities and Other Land Cover Types Mapped in the Study Area Area – Ladera Heights/View Park Windsor Hills

Heights/View Park Windsor Hills				
Scientific Name	Common Name	CA Rank		
<i>Brassica nigra - Centaurea (solstitialis, melitensis</i> ) Herbaceous Semi-Natural Alliance	Upland mustards or star-thistle fields	_		
Elymus condensatus	Giant wild rye grassland	S3		
Elymus condensatus Herbaceous Alliance	Giant wild rye grassland	S3		
Mixed Se	crub			
Artemisia californica	California sagebrush scrub	S4		
Artemisia californica – Eriogonum fasciculatum	<i>ifornica – Eriogonum fasciculatum</i> California sagebrush – California buckwheat scrub			
Baccharis pilularis	Coyote brush scrub	S5		
Baccharis pilularis Alliance	Coyote brush scrub	S5		
Eriogonum fasciculatum var. fasciculatum	California buckwheat scrub	S5		
Malosma laurina	Laurel sumac scrub	S4		
Malosma laurina Alliance	Laurel sumac scrub	S4		
<i>Opuntia littoralis</i> Alliance	Coast prickly pear scrub	S3		
Opuntia spp.	Coast prickly pear scrub	S3		
Rhus integrifolia Lemonade berry scrub		S3		
Salvia apiana	White sage scrub	S3		
Salvia apiana Alliance	White sage scrub	S3		
Sambucus mexicana	Blue elderberry stands	-		
Oak Woodland				
Quercus agrifolia	Coast live oak woodland and forest	S4		
Quercus agrifolia Alliance	Coast live oak woodland and forest	S4		
Open W	ater			
N/A	Water	-		
Ornamental				
Cortaderia selloana	Pampas grass patches	-		
<i>Mesembryanthemum</i> spp <i>Carpobrotus</i> sppHerbaceous Semi- Natural Alliance	Ice plant mats	_		
Myoporum laetum	Myoporum groves	-		
Schinus molle	is molle Pepper tree groves			
Schinus (molle, terebinthifolius) - Myoporum laetum Forest & Woodland Semi-Natural Alliance	Pepper tree or Myoporum groves	_		
Landscaped				
N/A	Urban - lawn	_		
N/A	Urban - shrub	_		

Heights/View Park Windsor Hills			
Scientific Name	Common Name	CA Rank	
Riparian			
Arundo donax	Giant reed marsh	_	
Baccharis salicifolia	Mulefat thickets	S4	
Baccharis salicifolia Alliance	Mulefat thickets	S4	
Juglans californica	Southern California walnut groves	S3	
Juglans californica Forest & Woodland Alliance	Southern California walnut groves	S3	
Platanus racemosa	California sycamore woodlands	S3	
Platanus racemosa Alliance	California sycamore woodlands	S3	
Salix laevigata – Salix lasiolepis	Willow riparian woodlands	_	
Salix lasiolepis	Arroyo willow thickets	S4	
N/A	Unknown riparian	_	

Table 2. Vegetation Communities and Other Land Cover Types Mapped in the Study Area Area – Ladera Heights/View Park Windsor Hills

State Rank Designations:

S1: Critically Imperiled – extreme rarity (often 5 or fewer populations) or because of factors, such as very steep declines, making it especially vulnerable to extirpation from California.

S2: Imperiled – rarity due to very restricted range, very few populations (often 20 or fewer), steep declines, or other factors making it vulnerable to extirpation from California.

S3: Vulnerable – restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors making it vulnerable to extirpation from California.

S4: Apparently Secure – uncommon, but not rare in California

S5: Secure – common, widespread, and abundant in California

Note: CA = California

#### <u>Chaparral</u>

Areas mapped as chaparral are present in small patches throughout the Study Area. The chaparral vegetation community is mainly dominated by toyon (*Heteromeles arbutifolia*) and greenbark ceanothus (*Ceanothus spinosus*).

#### **Developed**

Much of the Study Area is mapped as developed. These areas consist of commercial, industrial, and residential structures and associated landscaping. Paved roads are also included in this mapping unit.

#### <u>Disturbed</u>

Disturbed areas occur throughout the Study Area, particularly in the Inglewood Oil Field and Windsor Hills. They primarily comprise areas with exposed soil with little or no vegetation. Some of these areas have been disturbed in the past and are now vegetated with nonnative herbaceous plant and grass species including pampas grass (*Cortaderia selloana*) and ice plant (*Mesembryanthemum* spp.).

#### **Eucalyptus Woodland**

Eucalyptus woodland occurs in multiple locations within the Study Area. The trees occur throughout residential areas, in much of Kenneth Hahn State Recreation Area, and around the Southern California Edison La Cienega Substation. Eucalyptus groves were planted for landscaping and are now naturalized adjacent to streams, lakes, or levees.

#### **Grassland**

This group includes native and nonnative annual forb/grass vegetation, as well as native perennial grasslands growing within the California Mediterranean climate. Areas mapped as grassland are located throughout the Study Area and are dominated by giant wild rye (*Elymus condensatus*) and non-native upland mustards (*Brassica* spp.). This vegetation type is present both adjacent to urban housing development as well as within open space (natural) areas.

#### Mixed Scrub

Mixed scrub has been mapped throughout the Study Area. The dominant species for this vegetation type include California sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum* var. *fasciculatum*), laurel sumac (*Malosma laurina*), coast prickly pear (*Opuntia littoralis*), white sage (*Salvia apiana*), and lemonade berry (*Rhus integrifolia*).

#### Oak Woodlands

Areas mapped as oak woodlands exist throughout the Study Area, particularly in Kenneth Hahn Recreation Area, along La Brea Avenue, and east of West Los Angeles University. Coast live oak (*Quercus agrifolia*) is the dominant oak species for this vegetation type. Additional species include California sycamore (*Platanus racemosa*) and Southern California walnut (*Juglans californica*) groves. The oaks and sycamores in the Study Area were planted to restore native woodlands to the area. Typically, the understory is dominated by grasses and herbaceous plants; however, shrubs may be co-dominant in some areas.

#### **Open Water**

Open water occurs in just a few small areas of the Study Area with a freshwater pond in Kenneth Hahn Recreation Area and other man-made ponds in Baldwin Hills and the Inglewood Oil Fields.

#### **Ornamental**

Ornamental vegetation occurs throughout the Study Area and is generally associated with urban housing developments and parkways. Areas mapped as ornamental also include recreational areas (e.g., cemeteries, parks, sports fields). Vegetation in these areas is varied and typically dominated by nonnative species, with some locations comprising native or a mix of native/nonnative species.

#### Landscaped

Areas mapped as landscaped occur throughout the Study Area. Landscaped areas generally include areas adjacent to homes and structures that mainly comprise a mix of low-growing native and nonnative species. These areas are

typically maintained and irrigated. The Study Area consists of ornamental grasses in the residential neighborhoods, Holy Cross Cemetery, and Kenneth Hahn Recreation Area picnic and park areas.

#### <u>Riparian</u>

Areas mapped as riparian occur throughout the Study Area and are associated with creeks, streambeds, earthenbottom channels, and certain other depressional features that are subjected to urban runoff. Riparian includes a variety of vegetation communities that include woodland, scrub, thickets, and emergent freshwater marsh. Representative riparian species included in this vegetation category include mulefat (*Baccharis salicifolia*), California sycamore, and arroyo willow (*Salix lasiolepis*).

### 1.4.2.3 Sensitive Natural Communities

Sensitive natural communities are communities that are of limited distribution statewide or within a county or region and are often vulnerable to environmental effects from projects. These communities may or may not contain special status plants or their habitat. While much of the Study Area is categorized as disturbed or developed, six sensitive vegetation communities that have been previously mapped within the Study Area are designated as sensitive by the CDFW (2023a). These are all located in the Ladera Heights/View Park-Windsor Hills community. There are no sensitive communities present in other parts of the Study Area, other than Ballona Wetlands (a Significant Ecological Area), Santa Monica Mountains, El Segundo Dune, and Marina del Rey, which are not subject to changes as part of the Plan. The Study Area likely includes vegetation communities other than those described below in this assessment that may also be considered sensitive natural communities by CDFW. Sensitive vegetation communities are described below.

#### California Sycamore Woodland Alliance

California sycamore woodland alliance is a riparian woodland dominated by California sycamore with wetland understory indicators. Other trees present may include coast live oak, white alder (Alnus rhombifolia), Southern California black walnut, Fremont cottonwood (Populus fremontii), California laurel (Umbellularia californica), and willow species (Salix spp.). This vegetation community occurs at elevations between 0 and 2,400 meters and is found in gullies, intermittent streams, springs, seeps, streambanks, and terraces adjacent to floodplains that are subject to flooding and seasonal saturation. Soils are rocky or cobbly alluvium.

#### California Walnut Woodland Alliance

California walnut woodland alliance is described as an open to continuous tree canopy that is locally dominated by Southern California walnut. The open tree canopy allows development of a grassy understory (Holland 1986). This vegetation community occurs at elevations between 150 and 900 meters and is found in riparian corridors, and most commonly, hillslopes.

#### **Coastal Prickly Pear Succulent Scrub Alliance**

Coastal prickly pear succulent scrub alliance is characterized by a shrub community with an intermittent or continuous canopy, less than two meters in height, dominated by coast prickly pear. Other characteristic shrubs include California sagebrush, California buckwheat, black sage (Salvia mellifera), and blue elderberry (Sambucus

mexicana). The herbaceous layer is open to continuous and diverse. This alliance occurs at elevations below 1,200 meters and is often found on steep, south-facing slopes, and headlands with low water-holding capacity.

#### **Giant Wild Rye Grassland Alliance**

Giant wild rye grassland alliance is characterized by an open to intermittent herbaceous layer dominated by giant wild rye grass. Other associates may include wild oat (Avena fatua) and mustard species. This alliance occurs on somewhat steep, often northerly slopes at elevations between 0 to 1,500 meters.

#### Lemonade Berry Scrub Alliance

Lemonade berry scrub alliance is characterized by a two-tiered, open to continuous shrub canopy, dominated by lemonade berry. Other shrub associates may include California sagebrush, California buckwheat, and cacti. Scattered species of trees, including Southern California walnut and coast live oak, may occur. The herbaceous layer is open. This shrubland occurs on gentle to abrupt slopes, at elevations between 5 to 750 meters.

### White Sage Scrub Alliance

White sage scrub alliance is characterized by a two-tiered intermittent to continuous canopy dominated by white sage scrub. Other co-dominants in the shrub canopy include California sagebrush, California buckwheat, chaparral yucca (Hesperoyucca whipplei), and Menzies' goldenbush (Isocoma menziesii var. menziesii). This alliance occurs on dry slopes, benches, and rarely flooded low-gradient deposits along streams. The elevation range is 300 to 1,600 meters.

### 1.4.2.4 U.S. Fish and Wildlife Service Designated Critical Habitat

The Study Area is not located within any USFWS-designated critical habitat. The nearest critical habitat is approximately 5 miles from the Study Area for the western snowy plover.

### 1.4.2.5 Nesting Bird Species

The Study Area supports a variety of habitats that provide suitable nesting habitat for native migratory and resident bird species, including owls and raptors. Virtually all native nesting songbirds and raptors are protected by the MBTA (U.S. Fish and Wildlife Service [USFWS] 1918) and California Fish and Game Code. Raptors typically breed between February and August, while passerines generally nest between March and August.

### 1.4.2.6 Habitat Conservation Plans and Natural Community Conservation Plans

A HCP is a federal planning document that guides the protection and enhancements of habitats on private land for endangered or threatened species. A non-federal entity (i.e., private companies, local or state governments, landowner) must develop a conservation plan, apply for an incidental take permit, and implement the project as specified in their permit. Ideally, an HCP will benefit wildlife conservation and community needs simultaneously. A Natural Community Conservation Plan is the state operated counterpart of the HCP. No CDFW permitted Natural Community Conservation Plans (NCCPs) or Habitat Conservation Plans (HCPs) occur within the Study Area.

### 1.4.2.7 Significant Ecological Areas Program and Coastal Resource Areas

The Significant Ecological Areas (SEA) Program is a Los Angeles County Department of Planning initiative that aims to protect areas with irreplaceable biological resources during development. The goal of SEAs is to conserve genetic and physical diversity within the County through monitoring development, encouraging sustainable design, and reducing fragmentation and/or creating connectivity. The Study Area is not designated as a SEA.

Areas of the County designated as SEAs satisfy at least one of the following six SEA Selection Criteria:

- A. Habitat of core populations of endangered or threatened plant or animal species.
- B. On a regional basis, biotic communities, vegetative associations, and habitat of plant or animal species that are either unique or are restricted in distribution.
- C. Within the County, biotic communities, vegetative associations, and habitat of plant or animal species that are either unique or are restricted in distribution.
- D. Habitat that at some point in the life cycle of a species or group of species, serves as concentrated breeding, feeding, resting, migrating grounds, and is limited in availability either regionally or in the County.
- E. Biotic resources that are of scientific interest because they are either an extreme in physical/geographical limitations or represent unusual variation in a population or community.
- F. Areas that would provide for the preservation of relatively undisturbed examples of the original natural biotic communities in the County.

Coastal Resource Areas (CRA) include biological resources equal in significance to SEAs, but, since they occur in the coastal zone, they fall under the authority of the California Coastal Commission. Ecological resources of CRAs are protected by specific provisions within an area's certified local coastal program. SEA ordinances do not apply to CRAs.

The Planning Area has three designated CRAs, the Ballona Wetlands, portions of the Santa Monica Mountains, and El Segundo Dunes (DRP 2015). The Ballona Wetlands are an officially designated SEA that falls under the CRA and are an important coastal ecological area located south of Marina del Rey. The Ballona Wetlands are one of the three remaining remnants of salt march in the County and are home to many sensitive plant and wildlife species. The Ballona Wetlands are governed by separate planning processes and are not anticipated to change as part of the proposed project.

The portions of the Santa Monica Mountains within the Planning Area are an officially designated SEA that falls under the CRA. The Santa Monica Mountains are part of the National Park System and is managed by the National Park Service. The recreation area preserves natural habitats, historical and cultural sites, offers recreational opportunities, and improves the air quality for the Los Angeles basin. The Santa Monica Mountains is covered by chaparral, oak woodlands, and coastal sage scrub. (DRP 2015). The Santa Monic Mountains are governed by separate planning processes and are not anticipated to change as part of the proposed project.

The El Segundo Dunes are an officially designated SEA that falls under the CRA. The El Segundo Dunes are the largest remaining representation of coastal dune community in Southern California. The 302-acre dune site is

owned and managed by the Los Angeles World Airports and provides habitat for over 900 species. (BF 2024) The El Segundo Dunes are governed by separate planning processes and are not anticipated to change as part of the proposed project.

#### 1.4.2.8 Wildlife Movement Corridors and Linkages

The concept of habitat corridors addresses the linkage between large blocks of habitat that allow the safe movement of mammals and other wildlife species from one habitat area to another. The definition of a corridor varies; however, corridors may include areas such as greenbelts, refuge systems, underpasses, and biogeographic land bridges. In general, a corridor is described as a linear habitat, embedded in a dissimilar matrix, which connects two or more large blocks of habitat. Wildlife movement corridors are critical for the survivorship of ecological systems for several reasons. Corridors can connect water, food, and cover sources, spatially linking these three resources with wildlife in different areas. In addition, wildlife movement between habitat areas provides for the potential of genetic exchange between wildlife species populations, thereby maintaining genetic variability and adaptability to maximize the success of wildlife responses to changing environmental conditions. This is especially critical for small populations subject to loss of variability from genetic drift and effects of inbreeding. Naturally, the nature of corridor use and wildlife movement patterns varies greatly among species.

A statewide interagency workshop was conducted in 2000 to delineate habitat linkages critical for preserving the State's biodiversity. No habitat linkages were identified in the Study Area. Furthermore, CDFW's Conservation Analysis Unit designated the Los Angeles City area as having limited connectivity opportunity in August 2019. However, the Ladera Heights/View Park-Windsor Hills and to some extent West Fox Hills areas do support a variety of habitats that provide suitable nesting habitat for native migratory and resident bird species, including owls and raptors.

#### 1.4.3 Jurisdictional Aquatic Resources

Aquatic resources that meet the definition of Waters of the United States fall under the jurisdiction of the USACE and are subject to regulation under Section 404 of the CWA. Waters of the United States are also subject to regulation by the RWQCB under Section 401 of the CWA. Some aquatic resources that are excluded from the definition of Waters of the United States and not regulated under the CWA, such as isolated wetlands and manmade water features, may still be regulated at the state level by the RWQCB and/or the CDFW.

Discharge of waste to Waters of the State, defined as "any surface water or groundwater, including saline waters, within the boundaries of the state," is regulated by the RWQCB under the Porter-Cologne Water Quality Control Act.

Aquatic resources under the jurisdiction of the CDFW include the definable bed, bank, or channel, areas of rivers, streams, and lakes that support periodic or intermittent flows, perennial flows, subsurface flows, support fish or other aquatic life and areas that support riparian or hydrophytic vegetation in association with a streambed. This includes areas where waters flow as well as surrounding vegetation that is riparian in nature or tied hydrologically to the associated aquatic feature.

The Study Area is located within one watershed: Ballona Creek (HUC #180702030508). The Ballona Creek watershed is highly developed and totals approximately 130 square miles. It drains the Los Angeles basin from the

Santa Monica Mountains to the north, I-110 to the east, and Baldwin Hills to the south. The major tributaries include Centinela Creek, Sepulveda Canyon Channel, Benedict Canyon Channel, and several storm drains.

A formal study to delineate aquatic resources within the Plan Area was not conducted. However, aquatic features that are potentially under the jurisdiction of the USACE and the CDFW were identified within the Plan Area using information obtained from the USFWS NWI database (Appendix A, Figure 5a).

# 1.5 West Fox Hills

### 1.5.1 Environmental Setting

The Study Area consists of a small residential and commercial area in West Fox Hills (within Culver City) with a total area of 0.07 square miles. The Study Area is in Los Angeles County southwest of the Ladera Heights/View Park-Windsor Hills Study Area and northeast of Ballona Wetlands. As shown in Appendix A, Figure 2b, it is generally bounded to the south by Jefferson Boulevard, to the east by Centinela Avenue, to the north by the Marina Freeway (State Route 90), and to the west by Grosvenor Boulevard. The Study Area is depicted on the USGS Venice 7.5-minute topographic quadrangle.

### 1.5.2 Results

### 1.5.2.1 Soils

Soil types were determined using the Natural Resources Conservation Service (NRCS) Web Soil Survey (NRCS 2023). A total of three soil types (Table 3) were identified in the Study Area (Appendix A, Figure 3b). None of the mapped soils are listed as hydric soils.

Table 3. NRCS Soil Types Mapped in the Study Area – West Fox Hills			
Series Number	Series/Soil Name	Hydric (Yes/No)	
1104	Urban land-Aquic Xerorthents, graded-Pacheco, warm complex, 0 to 2 percent slopes	No	
1231	Urban land-Typic Xerorthents, dredged spoil complex, 0 to 2 percent slopes	No	
1211	Urban land, frequently flooded, 0 to 5 percent slopes	No	

Note: NRCS = Natural Resources Conservation Service

# 1.5.3 Vegetation Communities and Other Land Cover Types

Vegetation communities were identified based on aerial photograph interpretation and review of existing available literature. A review of the CalVeg vegetation communities layer was conducted to determine general vegetation communities that occur within the Study Area limits. The mapping layer uses the currently accepted vegetation classification system in the *Manual of California Vegetation, 2nd edition* (Sawyer et al. 2009). Table 4 lists the vegetation communities within the Study Area; other land cover types; and the State Conservation Ranking (CA Rank). The generalized communities and land cover types are shown in Appendix A, Figure 4b and described below in alphabetical order.

Table 4. Vegetation Communities and Other Land Cover Types Mapped in the Study Area – West Fox Hills			
Vegetation	CA Bank		
Scientific Name	CARdik		
	Developed		
N/A	Developed	_	
N/A	Barren	_	
	Open Water		
N/A	Water	-	
	Grassland		
N/A	Annual grassland	-	
	Landscaped		
N/A	Urban - Iawn	_	
N/A	Urban - shrub	_	

State Rank Designations:

S1: Critically Imperiled – extreme rarity (often 5 or fewer populations) or because of factors, such as very steep declines, making it especially vulnerable to extirpation from California.

S2: Imperiled – rarity due to very restricted range, very few populations (often 20 or fewer), steep declines, or other factors making it vulnerable to extirpation from California.

S3: Vulnerable – restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors making it vulnerable to extirpation from California.

S4: Apparently Secure – uncommon, but not rare in California

S5: Secure – common, widespread, and abundant in California

Note: CA = California; N/A = Not Applicable

#### 1.5.3.1 Developed

All the Study Area is mapped as developed. These areas consist of commercial, industrial, and residential structures and associated landscaping. Paved roads are also included in this mapping unit.

#### 1.5.3.2 **Open Water**

Open water occurs on the northern boundary of the Study Area with Centinela Creek located south of the Marina Freeway.

#### 1.5.3.3 Grassland

This group includes native and nonnative annual forb/grass vegetation, as well as native perennial grasslands growing within the California Mediterranean climate. Areas mapped as grassland are located throughout the Study Area.

#### 1.5.3.4 Landscaped

Areas mapped as landscaped occur throughout the Study Area. Landscaped areas generally include areas adjacent to homes and structures that mainly comprise a mix of low-growing native and nonnative species. These areas are typically maintained and irrigated.

#### 1.5.4 Sensitive Natural Communities

There are no sensitive vegetation communities mapped within the Study Area.

#### 1.5.4.1 U.S. Fish and Wildlife Service Designated Critical Habitat

The Study Area is not located within any USFWS-designated critical habitat. The nearest critical habitat is approximately 5 miles from the Study Area for the western snowy plover.

#### 1.5.5 Habitat Conservation Plans and Natural Community Conservation Plans

No CDFW permitted NCCPs or HCPs occur within the Study Area.

#### 1.5.6 Significant Ecological Areas Program

The Study Area is not designated as a SEA.

#### 1.5.7 Wildlife Movement Corridors and Linkages

Wildlife corridors are linear landscape elements that provide for wildlife species movement and dispersal between two or more habitats. Wildlife corridors contribute to population viability by assuring continual exchange of genes between populations, providing access to adjacent habitat areas for foraging and mating, and providing routes for recolonization of habitat after local displacement or ecological catastrophes (e.g., fires). Wildlife corridors could be bound by development or areas unsuitable for wildlife, but could contain enough food, cover, and/or water to facilitate wildlife movement between habitat patches and prevent isolation of populations. Travel routes are landscape features (i.e., ridgelines, drainages, canyons, or riparian areas) that are used by wildlife to gain access to essential resources. Areas adjoining two habitats are also often referred to as habitat linkages.

A statewide interagency workshop was conducted in 2000 to delineate habitat linkages critical for preserving the State's biodiversity. No habitat linkages were identified in the Study Area. Furthermore, the CDFW Conservation Analysis Unit designated the Los Angeles City area as having limited connectivity opportunity in August 2019.

#### 1.5.8 Jurisdictional Aquatic Resources

Open water occurs on the northern boundary of the Study Area with Centinela Creek located south of the Marina Freeway. A formal study to delineate aquatic resources within the Plan Area was not conducted. However, aquatic features that are potentially under the jurisdiction of the USACE and the CDFW were identified within the Plan Area using information obtained from the USFWS NWI database (Appendix A, Figure 5b).

### 1.6 Ballona Wetlands

#### 1.6.1 Environmental Setting

Ballona Wetlands is an important coastal ecological area located south of Marina Del Rey, north of Playa Del Rey, and west and northwest of Playa Vista within Los Angeles County (Appendix A, Figure 2c). It is one of three remaining remnants of salt marsh in the County and is home to many sensitive plant and wildlife species.

#### 1.6.2 Results

#### 1.6.2.1 Vegetation

Vegetation communities within the Ballona Wetlands include coastal salt marsh, intertidal flat, freshwater marsh, coastal sage scrub, coastal bluff and dune scrub, and non-native grassland. Sensitive plant species including Marsh sandwort, Ventura marsh milk-vetch, and Salt marsh bird's-beak, among others, exist in the wetlands.

#### 1.6.2.2 Wildlife

The variety of vegetation communities in the Ballona Wetlands attracts a diversity of wildlife species and serves as important breeding grounds for a number of threatened species. Some sensitive wildlife species that can be found in Ballona Wetlands include two-striped garter snake (*Thamnophis hammondii*), south coast marsh vole (*Microtus californicus stephensi*), and Pacific pocket mouse. Important breeding bird populations that reside here include western snowy plover, Belding's savannah sparrow, and California least tern.

#### 1.6.2.3 Significant Ecological Areas Program

The Ballona Wetlands are an officially designated SEA within Los Angeles County and falls under the CRA category. The wetlands are essential habitat for many core populations of endangered or threatened plant or animal species and consist of biotic communities that are unique or restricted in distribution.

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### **APPENDIX A**

#### Figures

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Map Date: 8/24/2023Sources: LA County, Esri



Figure 1. Regional Project Location



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### Figure 2a. Ladera Heights / **Viewpark - Windsor Hills Location**



West cation Vicinity/Wes ocation FTR\MAPS\I τu α Location: N:\2023\2023-160 Westside Area

Map Date: 8/24/2023 Sources: LA County, Esri



Figure 2b. West Fox Hills Location



Map Date: 8/24/2023 Sources: LA County, Esri



### Figure 2c. Ballona Wetland Location









#### Map Features

Ladera Heights / Viewpark - Windsor Hills

SSURGO Series Number - Series Name

- 1005 Urban land-Biscailuz-Hueneme, drained complex, 0 to 2 percent slopes
- 1010 Cropley-Urban land complex, 0 to 5 percent slopes
- 1118 Longshore-Pachic Haploxerolls complex, 20 to 55 percent slopes
- 1119 Urban land-Sepulveda-Longshore, graded complex, 3 to 12 percent slopes
- 1124 Urban land-Windfetch-Centinela complex, 0 to 5 percent slopes
- 1125 Urban land-Typic Xerorthents, terraced-Windfetch complex, 2 to 9 percent slopes
- 1128 Urban land-Anthraltic Xerorthents, loamy substratum-Grommet complex, 0 to 5 percent slopes
- 1137 Urban land-Ballona-Typic Xerorthents, fine substratum complex, 0 to 5 percent slopes
- 1218 Urban land-Typic Xerorthents, terraced complex, 10 to 35 percent slopes
- 9997 Mined land, oil wells

#### Natural Resources Conservation Service (NRCS) Soil Survey Geographic (SSURGO) Database for Los Angeles, CA

Sources: LA County, NRCS, Esri



Figure 3a. NRCS Soil Types Ladera Heights / Viewpark - Windsor Hills 2023-160 Westside Area Plan







Scale in Feet

**•** C-39

#### Map Features

West Fox Hills

SSURGO Series Number - Series Name

1104 - Urban land-Aquic Xerorthents, graded-Pacheco, warm complex, 0 to 2 percent slopes

1231 - Urban land-Typic Xerorthents, dredged spoil complex, 0 to 2 percent slopes

1261 - Urban land, frequently flooded, 0 to 5 percent slopes

#### Natural Resources Conservation Service (NRCS) Soil Survey Geographic (SSURGO) Database for Los Angeles, CA

Sources: LA County, NRCS, Esri



Figure 3b. NRCS Soil Types West Fox Hills 2023-160 Westside Area Plan



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C-40

#### Map Features

Ladera Heights / Viewpark - Windsor Hills

Land Cover Type (Cal Veg)

- Annual Grassland
- Barren
- Coastal Oak Woodland
- Coastal Scrub
- Eucalyptus
- Mixed Chaparral
- Urban

Sources: LA County, NRCS, Esri



Figure 4a. Land Cover Ladera Heights / Viewpark - Windsor Hills 2023-160 Westside Area Plan









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C-41

#### Map Features

West Fox Hills

Land Cover Type (Cal Veg)

Annual Grassland

Barren

Urban

Sources: LA County, NRCS, Esri



Figure 4b. Land Cover West Fox Hills 2023-160 Westside Area Plan



ECORP Consulting, Inc.

Figure 5. Potential Aquatic Feature



Location: N:\2023\2023-160 Westside Area Plan and EIR\MAPS\Watershed\_and\_Hydro\_

Map Date: 8/24/2023 Sources: LA County, Esri



Figure 5. Potential Aquatic Feature

# APPENDIX B

Plants with Potential to Occur

Graning	Status			Habitat	Potential for	
Species	Fed CA CRPR		Occurrence			
<i>Aphanisma blitoides</i> Aphanisma		_	1B.2	Found in coastal bluff scrub, coastal dunes, and coastal scrub.	Not expected to occur. Some scrub habitat exists in the Study Area, however, there are no recorded occurrences in the vicinity.	
Arenaria paludicola marsh sandwort	END	END	1B.1	Found in openings and sandy areas of brackish or freshwater marshes and swamps.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence in 1900 in the general area of Cienega.	
Astragalus brauntonii Braunton's milk- vetch	END	_	1B.1	Found in chaparral, coastal scrub, and valley and foothill grassland. Often found in recently burned or disturbed areas.	Not expected to occur. There is no suitable habitat in the Study Area and there are no recorded occurrences in the vicinity. Other occurrences in Los Angeles County are recorded in mountainous areas.	
Astragalus pycnostachyus var. lanosissimus Ventura marsh milk- vetch	END	END	1B.1	Found in coastal dunes, coastal scrub, edges of coastal salt or brackish marshes and swamps.	Not expected to occur. There is no suitable habitat in the Study Area. There is a 1981 historic occurrence in Ballona Wetlands.	
Astragalus tener var. titi coastal dunes milk- vetch	END	END	1B.1	Found in sandy soils of coastal bluff scrub and coastal dunes that are often mesic or vernally mesic soils. Also found in mesic soils of coastal prairie.	Not expected to occur. There is no suitable habitat in the Study Area. There is a 1930 historic occurrence in Santa Monica.	
<i>Atriplex coulteri</i> Coulter's saltbush	_	_	1B.2	Found in alkaline or clay soils of coastal bluff scrub, coastal dunes, valleys, and foothill grassland.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence from 1881 estimated to be around Santa Monica.	
<i>Atriplex pacifica</i> south coast saltscale	_	_	1B.2	Found in coastal bluff scrub, coastal dunes, coastal scrub, and playas.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence around Santa Monica in 1881.	
Graning	Status			l la hitat	Potential for	
--	--------	-----	------	--	--	
Species	Fed	CA	CRPR	Habitat	Occurrence	
<i>Atriplex parishii</i> Parish's brittlescale	_	_	1B.1	Found in alkaline soils of chenopod scrub, playas, and vernal pools.	Not expected to occur. There is no suitable habitat in the Study Area. There is an occurrence in Santa Monica, but no additional information was provided.	
Atriplex serenana var. davidsonii Davidson's saltscale		_	1B.2	Found in alkaline areas of coastal bluff scrub and coastal scrub.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence from 1902 in the general area of Cienega.	
<i>Berberis nevinii</i> Nevin's barberry	END	END	1B.1	Found in chaparral, cismontane woodland, coastal scrub, and riparian scrub.	Not expected to occur. There is some scrub and riparian scrub habitat in the Study Area, however, there are no recorded occurrences in the vicinity and the species has a limited distribution.	
Calochortus clavatus var. gracilis slender mariposa-lily		_	1B.2	Found in chaparral, coastal scrub, and valley and foothill grassland.	Not expected to occur. The elevation range of the Study Area does not support this species, nor has it been recorded as an occurrence in the vicinity of the Study Area.	
<i>Calystegia felix</i> lucky morning-glory	_	_	1B.1	Found in alkaline and loam soils of meadows, seeps, and alluvial riparian scrub. Historically associated with wetland and marshy places, but possibly in drier situations as well.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence from 1899 in the general area of Cienega northeast of Baldwin Hills.	
Centromadia parryi ssp. australis southern tarplant		_	1B.1	Found along the margins of marshes and swamps, vernally mesic valley and foothill grassland, and vernal pools.	Low. There is a recent occurrence from 2006 in the Ballona Wetlands within 5 miles of the Study Area. The habitat in the Study Area does not appear to be suitable, however, historic occurrences have been recorded in the general vicinity	

Caracian	Status			Habitat	Potential for
Species	Fed	СА	CRPR	Habitat	Occurrence
Centromadia pungens ssp. laevis smooth tarplant	_	_	1B.1	Found in chenopod scrub, meadows and seeps, playas, riparian woodland, and valley and foothill grassland.	Not expected to occur. There is no suitable habitat and no recorded occurrences in the vicinity of the Study Area.
Chaenactis glabriuscula var. orcuttiana Orcutt's yellow pincushion	_	_	1B.1	Found in sandy soils of coastal bluff scrub and coastal dunes.	Not expected to occur. No suitable habitat exists in the Study Area. There are recent occurrences from 2011-2015 in the Ballona wetlands.
Chenopodium littoreum coastal goosefoot	_	_	1B.2	Found in coastal dunes.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence in Playa del Rey in 1904.
Chloropyron maritimum ssp. maritimum salt marsh bird's- beak	END	END	1B.2	Found in coastal dunes, coastal salt marshes, and swamps.	Not expected to occur. No suitable habitat exists in the Study Area. There is a historic occurrence from 1901 in the eastern portion of the Ballona Wetlands and a 1981 occurrence near Santa Monica.
Chorizanthe parryi var. fernandina San Fernando Valley spineflower	_	END	1B.1	Found in sandy coastal scrub and valley and foothill grassland.	<b>Not expected to occur</b> . No suitable habitat exists in the Study Area. There is a historic occurrence in 1901 around the mouth of Ballona Creek.
<i>Deinandra minthornii</i> Santa Susana tarplant	_	CR	1B.2	Found in chaparral and coastal scrub habitats.	Not expected to occur. The range of this species does not extend into the Study Area. There are no recorded occurrences in the vicinity either.
<i>Dithyrea maritima</i> beach spectaclepod	_	THR	1B.1	Found in coastal dunes and sandy soils of coastal scrub.	Not expected to occur. There is no suitable habitat in the Study Area. A historic occurrence was reported in El Segundo in 1998.

Graning		Status		lish:tet	Potential for
Species	Fed	CA	CRPR	Habitat	Occurrence
<i>Dudleya multicaulis</i> many-stemmed dudleya	_	_	1B.2	Often found in clay soils in chaparral, coastal scrub, and valley and foothill grassland.	Not expected to occur. There is no suitable habitat in the Study Area. Additionally, there are no recorded occurrences in the vicinity of the Study Area.
Dudleya cymosa ssp. ovatifolia Santa Monica dudleya	THR	_	1B.1	Found in chaparral and coastal scrub.	Not expected to occur. The range of the species does not extend into the Study Area. Additionally, there are no recorded occurrences in the vicinity.
Eryngium aristulatum var. parishii San Diego button- celery	END	END	1B.1	Found in mesic soils of coastal scrub, valley and foothill grassland, and vernal pools.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence from 1901 in the city of Wiseburn, south of the Los Angeles Airport.
<i>Erysimum insulare</i> island wallflower	_	_	1B.3	Found in coastal bluff scrub and coastal dunes.	Not expected to occur. There is no suitable habitat in the Study Area and no occurrences have been recorded in the vicinity.
Helianthus nuttallii ssp. parishii Los Angeles sunflower	_	_	1A	Occurs in freshwater or coastal salt marshes and swamps.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence from 1891 in the general area of Cienega between Los Angeles and Santa Monica.
Horkelia cuneata var. puberula mesa horkelia	_	_	1B.1	Found in gravelly and sandy soil in maritime chaparral, cismontane woodland, and coastal scrub.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence from 1932 in the general area of El Segundo.

Gradian		Status		Habitat	Potential for
Species	Fed	CA	CRPR	Habitat	Occurrence
Isocoma menziesii var. decumbens decumbent goldenbush	_	_	1B.2	Found in chaparral and coastal scrub (often disturbed areas, sandy).	Not expected to occur. There is limited suitable habitat in the Study Area, however, there are no recorded occurrences in the vicinity of the Study Area. All records exist north and south of the Study Area.
Lasthenia glabrata ssp. coulteri Coulter's goldfields	_	_	1B.1	Found in coastal saltwater marshes, swamps, playas, and vernal pools.	Low. There does not appear to be suitable habitat in the Study Area, however, there are multiple historic occurrences in the vicinity (Calflora, 2023). A 1934 occurrence in Culver City is recorded around the intersection of Culver Boulevard and Duquesne Avenue. A 1903 occurrence is recorded along Ballona Creek underneath Highway 405. There is a historic occurrence from 1980 in Ballona Wetlands.
Monardella hypoleuca ssp. hypoleuca white-veined monardella	_	_	1B.3	Found in chaparral and cismontane woodland.	Not expected to occur. The geographic range and elevational range do not extend into the Study Area. Additionally, there are no recorded occurrences in the vicinity.
Nama stenocarpa mud nama	_	_	2B.2	Found in marshes and swamps, lake margins, and riverbanks.	Not expected to occur. There is a historic occurrence from 1889 in the Los Angeles National Veterans Park, however, there is limited habitat suitability in the Study Area.

Graning		Status		11-1-1-1-1	Potential for
Species	Fed	СА	CRPR	Habitat	Occurrence
<i>Nasturtium gambelii</i> Gambel's water cress	END	THR	1B.1	Found in brackish or freshwater marshes and swamps.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence from 1904 in the general area of Cienega.
<i>Navarretia fossalis</i> Spreading navarretia	THR	_	1B.1	Found in chenopod scrub, shallow freshwater marshes, swamps, playas, and vernal pools.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence from 1906 in a land sink near Inglewood.
Navarretia prostrata prostrate vernal pool navarretia	_	_	1B.2	Found in mesic soils of coastal scrub, meadows and seeps, alkaline valleys and foothill grassland, and vernal pools.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence from 1906 at a sink near Inglewood.
<i>Orcuttia californica</i> California Orcutt grass	END	END	1B.1	Found in vernal pools.	Not expected to occur. There is no suitable habitat in the Study Area and no known occurrences in the vicinity.
Pelazoneuron puberulum var. sonorense Sonoran maiden fern	_	_	2B.2	Found in montane meadows and seeps.	Not expected to occur. The geographical and elevational range do not extend into the Study Area. There are also no recorded occurrences in the vicinity.
<i>Pentachaeta lyonii</i> Lyon's pentachaeta	END	END	1B.1	Found in chaparral (openings), coastal scrub, and valley and foothill grassland.	Not expected to occur. There is no suitable habitat in the Study Area. Additionally, there are no recorded occurrences in the vicinity of the Study Area.
<i>Phacelia stellaris</i> Brand's star phacelia	_	_	1B.1	Found in coastal dunes and coastal scrub.	Not expected to occur. There is no suitable habitat in the Study Area. There are historic occurrences in El Segundo in 1932 and Playa del Rey in 1909.

Graning		Status		11-1-1-1-4	Potential for
Species	Fed	CA	CRPR	Habitat	Occurrence
<i>Potentilla multijuga</i> Ballona cinquefoil	_	_	1A	Found in meadows and brackish seeps.	Not expected to occur. There is no suitable habitat in the Study Area. A historic occurrence in 1890 was reported in the general area of Venice.
<i>Pseudognaphalium leucocephalum</i> white rabbit-tobacco	_	_	2B.2	Found in gravelly and sandy soils in chaparral, cismontane woodland, coastal scrub, and riparian woodland.	Not expected to occur. There is minimal suitable habitat in the Study Area. There is an occurrence in the general area of Hollywood from an unknown date.
<i>Quercus dumosa</i> Nuttall's scrub oak	_	_	1B.1	Found in clay, loam, or sandy soils of chaparral, closed-cone coniferous forest, and coastal scrub.	<b>Moderate</b> . There is limited suitable habitat in the Ladera Heights/View Park-Windsor Hills Study Area. Additionally, there is a recent occurrence from 2009 in Baldwin hills just below the overlook site south of Jefferson Boulevard.
<i>Sidalcea neomexicana</i> salt spring checkerbloom	_	_	2B.2	Found in alkaline mesic soils of chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub, and playas.	Not expected to occur. No suitable habitat exists in the Study Area. There is a historic occurrence from 1922 generally around the hills just east of Culver City.
Suaeda esteroa estuary seablite	_	_	1B.2	Found in coastal marshes and swamps.	<b>Not expected to occur.</b> There is no suitable habitat in the Study Area. An occurrence in 2006 is recorded in the Ballona Wetlands (Calflora).
Symphyotrichum defoliatum San Bernardino aster	_		1B.2	Found along the banks of stream ditches and springs in cismontane woodland, coastal scrub, lower montane coniferous forest, marshes and swamps, meadows and seeps, and vernally mesic valley and foothill grassland	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence from 1904 generally around Cienega to the east of Kenneth Hahn State Recreation Area.

Creation		Status		Habitat	Potential for
Species	Fed	CA	CRPR	Habitat	Occurrence
<i>Symphyotrichum greatae</i> Greata's aster	_	_	1B.3	Found in broadleaved upland forest, chaparral, cismontane woodland, lower montane coniferous forest, and riparian woodland.	Not expected to occur. There is no suitable habitat in the Study Area. Additionally, there are no recorded occurrences in the vicinity.

#### California Rare Plant Ranks (CRPR)

#### California Native Plant Society (CNPS) Rare Plant Ranks:

- 1B: Plants rare, threatened, and endangered in California and elsewhere.
- 2B: Plants rare, threatened, or endangered in California, but more common elsewhere.
- 4: Plants of limited distribution; a watch list.

#### CRPR Threat Code:

- 0.1: Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat)
- 0.2: Moderately threatened in California (20-80% of occurrences threatened / moderate degree and immediacy of threat)
- 0.3: Not very threatened in California (less than 20% of occurrences threatened / low degree and immediacy of threat or no current threats known)

#### California State Listing Status:

END: Endangered THR: Threatened CR: Rare

#### Sources:

California Natural Diversity Data Base (CNDDB) (California Department of Fish and Wildlife [CDFW] 2023) CNPS Rare and Endangered Plant Inventory (CNPS 2023) Calflora Information on California Plants (Calflora 2023) Information for Planning and Consultation (U.S. Fish and Wildlife Service 2023) Special Status Plants (CDFW 2023)

## APPENDIX C

Wildlife with Potential to Occur

	STATUS			HABITAT	POTENTIAL FOR				
SPECIES	Fed	СА	Other	REQUIREMENTS	OCCURRENCE				
Invertebrates									
Crustaceans									
Streptocephalus woottoni Riverside fairy shrimp	END	None	_	Occurs in vernal pools, tectonic swales, and earth slump basins in Ventura, Riverside, Orange, and San Diego Counties.	Not expected to occur. There are occurrences in 2005 around the Los Angeles Airport, however, there is no suitable habitat in the Study Area.				
			Insects						
Bombus crotchii Crotch bumble bee	None	Candidate	_	Occurs in grasslands and shrublands in a hotter and drier environment than other bumblebee species. Nests underground, often in abandoned rodent dens. Most observations occur in southern California in coastal areas.	<b>Moderate</b> . There is a recent occurrence in 2019 at the intersection of Troon Avenue and Butterfield Road in Cheviot Hills approximately 2.5 miles northwest of the Ladera Heights/View Park- Windsor Hills Study Area. Marginal habitat may occur in the drier shrublands.				
Danaus plexippus plexippus pop. 1 monarch - California overwintering population	FC	None	USFS: S	Roosts in wind-protected tree groves (coastal California conifer, eucalyptus) from northern Mendocino to Baja California.	<b>Moderate</b> . In 2021-2022, overwintering clusters were found along the coast, near Ocean Avenue and Pacific Street about 3.5 miles northwest of Ballona Wetlands. Ballona Wetlands monitoring from 2010 to 2014 observed overwintering monarchs. Eucalyptus tree groves occur in the Study Area.				

CDECIEC	STATUS			HABITAT	POTENTIAL FOR
SPECIES	Fed	CA	Other	REQUIREMENTS	OCCURRENCE
Euphilotes allyni El Segundo blue butterfly	END	None	_	Endemic to El Segundo sand dunes and isolated locations along the coast north into Ocean Park and south to Malaga cove in Palos Verdes.	<b>Not expected to occur.</b> There is no suitable habitat in the Study Area due to the lack of coastal dune habitat. There are recent occurrences from 2011-2015 in the Ballona Wetlands dune restoration area which is within 5 miles of the Study Area.
			Vertebrat	es	
			Amphibia	ns	
Spea hammondii western spadefoot	None	SSC	BLM: S	Occurs in open areas with sandy soils in a wide range of habitats including lowlands to foothills, coastal sage scrub, chaparral, mixed woodlands, alluvial fans, and grasslands.	Not expected to occur. There is no suitable habitat in the Study Area. There are historic occurrences from 1958, 1941, 1938, and 1930; however, the species is considered extirpated from the vicinity (CNDDB, 2023).
			Reptiles	5	
Anniella stebbinsi southern California legless lizard	None	SSC	USFS: S	Occurs in moist warm loose soil with plant cover. Can occur in sparsely vegetated areas of coastal sand dunes, chaparral, pine-oak woodlands, desert scrub, sandy washes, alluvial fans, and stream terraces with sycamores, cottonwoods, or oaks.	Low. Ladera Heights/View Park- Windsor Hills and West Fox Hills, according to the Baldwin Hills Biota Update, have never documented the species in the area, although the habitat is potentially suitable. There are two recent occurrences in 2018 with one located around the Ballona Discovery Park and the other along Grand Canal and Via Donte just north of Via Marina (on the north side of Ballona Creek).

SDECIES	STATUS			HABITAT	POTENTIAL FOR
SPECIES	Fed	CA	Other	REQUIREMENTS	OCCURRENCE
Emys marmorata western pond turtle	None	SSC	BLM: S USFS: S	Occurs in ponds, lakes, rivers, streams, marshes, and other water sources with rocky or muddy substrate. Basks on logs, rocks, and exposed banks.	<b>Not expected to occur.</b> Considered to be extirpated from the area (Brattstrom, 1990). One historic occurrence in 1987, although the exact location is unknown.
Phrynosoma blainvillii coast horned lizard	None	SSC	BLM: S	Occurs in open areas of valleys, foothills, and semiarid mountains with sandy soil and low vegetation including chaparral, woodlands, and grasslands.	Not expected to occur. One historic occurrence of a fossil was identified in 1953 in the La Brea Tarpits. Otherwise, there are no other sightings of this species in the vicinity of the Study Area.
Thamnophis hammondii two-striped gartersnake	None	SSC	BLM: S USFS: S	Found near water sources, such as pools, creeks, and riparian areas. Associated with oak woodland, willow, coastal sage scrub, scrub oak, sparse pine, chaparral, and brushland.	Moderate. There is a recent occurrence in 2010, however, there is no specific location included in the observation. The presence of Ballona Creek in the vicinity and freshwater pools in the Ladera Heights/View Park-Windsor Hills Study Area provides potentially suitable habitat for the species. Additionally, there is oak woodland and arroyo willow present in the Study Area.
			Birds	•	-
<i>Agelaius tricolor</i> tricolored blackbird (nesting colony)	None	<b>THR</b> ; SSC	BLM: S USFWS: BCC	Found in freshwater marshes with dense cattails, bulrushes, sedges, and tule. Forages in open habitat such as cultivated fields and pastures.	Low. Colony presumed extirpated by Beedy (1991). Historic occurrences of wintering flocks occurred in 1984 in Holy Cross Cemetery which is located within the southwest portion of the Ladera Heights/View Park-Windsor Hills Study Area. Minimal suitable habitat is available.

	STATUS			HABITAT	POTENTIAL FOR
SPECIES	Fed	СА	Other	REQUIREMENTS	OCCURRENCE
Athene cunicularia burrowing Owl	None	SSC	BLM: S USFWS: BCC	Occurs in open grasslands including prairies, plains, savannah, or vacant lots and airports. Nests in abandoned dirt burrows.	Low. Extirpated as a breeding species in the Los Angeles Basin. Historic occurrence of salvaged specimens in 1994 from Culver City. Recent occurrences in Ballona Wetlands from surveys exist from 2010- 2015, however, there is limited suitable habitat in the Study Area.
<i>Buteo swainsoni</i> Swainson's hawk	None	THR	BLM: S	Found in open pine-oak woodland, savannah, and agricultural fields with scattered trees. Nests in solitary bushes or trees, or in small groves. Nesting trees can include willow, black locust, oak, aspen, cottonwood, and conifers.	Not expected to occur. There is one historic occurrence from 1892 in Santa Monica. Suitable habitat does not exist in the Study Area.
<i>Charadrius nivosus nivosus</i> western snowy plover (nesting)	THR	SSC	_	Found on sandy beaches, salt pond levees, and shores of large alkali lakes. Needs sandy, gravelly, or friable soils for nesting.	Not expected to occur. Eggs were collected in the early 1900's on the coast north of Ballona Creek and in Playa del Rey, however, there is no suitable habitat in the Study Areas.
Coturnicops noveboracensis yellow rail	None	SSC	USFS: S USFWS: BCC	Occupies grassy marshes and meadows. In summer, they favor large wet meadows or shallow marshes dominated by sedges and grasses. In winter, they mostly occupy coastal salt marshes.	Not expected to occur. No suitable habitat exists in the Study Area. There is one historic occurrence in 1998, generally in the Manhattan Beach area.
<i>Empidonax traillii extimus</i> southwestern willow flycatcher (nesting)	END	END	_	Found in riparian woodlands, particularly with willow thickets. Nests in the densest areas of shrubs and trees with low-density canopies.	Not expected to occur. No suitable habitat exists in the Study Area. There is one historic occurrence of eggs being collected in 1894 without a specific location listed.

CDECIEC	STATUS			HABITAT	POTENTIAL FOR
SPECIES	Fed	CA	Other	REQUIREMENTS	OCCURRENCE
Laterallus jamaicensis coturniculus California black rail	None	<b>THR</b> ; FP	BLM: S	Occupies coastal and estuarine saltmarshes especially those dominated by pickleweed and matted salt grass. Also found in freshwater marshes with shallow and stable water levels and flat shorelines.	<b>Not expected to occur.</b> No suitable habitat exists in the Study Area. There is a historic occurrence in 1928 near the mouth of Ballona Creek.
Passerculus sandwichensis beldingi Belding's savannah sparrow	None	END	USFWS: BCC	Found in salt marshes especially those with pickleweed. Nests on the ground at higher levels of marshes, out of reach of high tides.	Not expected to occur. No suitable habitat occurs in the Study Area. There are recent occurrences of nesting pairs in Ballona Wetlands from 2010-2015.
Pelecanus occidentalis californicus California brown pelican	DL	DL; FP	BLM: S USFS: S	Found in coastal marine habitats including estuaries. Nests on the ground in dense vegetation, on bare sand, or in exposed treetops.	<b>Not expected to occur.</b> No suitable habitat exists in the Study Area. Recent occurrences from 2010- 2015 are recorded in the Ballona Wetlands.
Polioptila californica californica coastal California gnatcatcher	THR	SSC	_	Occupies dry coastal slopes, washes, and mesas with areas of low vegetation and coastal sage scrub.	<b>High</b> . Suitable sage scrub habitat exists in the Ladera Heights/View Park-Windsor Hills Study Area. There are occurrences in 2014 of multiple juveniles in Kenneth Hahn State Recreation Area. In 2013, several individuals were observed in El Segundo Dunes just west of the Los Angeles Airport.
<i>Riparia riparia</i> bank swallow (nesting)	None	THR	BLM: S	Occupies open and semi-open habitats, such as fields or marshes, often near flowing water. Nests in colonies in vertical banks of sand or dirt along a water body.	Not expected to occur. There is a historic occurrence at Will Rogers State Beach in 1907. However, the species is considered extirpated as a breeder in Southern California (California Department of Fish and Game, 1993).

CDECIEC		STATUS		HABITAT	POTENTIAL FOR
SPECIES	Fed	СА	Other	REQUIREMENTS	OCCURRENCE
Sterna antillarum browni California least tern (nesting)	END	END; FP	_	Inhabits beaches, mudflats, and sand dunes, typically near lagoons or shallow estuaries near the ocean. They roost on the ground in unprotected areas of the coastal environment.	Not expected to occur. There is no suitable habitat in the Study Area. There are historic occurrences on the coast, with the most recent occurrence in 1996 on Venice Beach.
Vireo bellii pusillus least Bell's vireo (nesting)	END	END	-	Occurs in dense riparian habitats often below 2,000 feet but can also occur up to 4,270 feet. Breeds in low riparian vegetation with a dense understory and stratified canopy along water or dry intermittent streams often composed of southern willow scrub, cottonwood forest, mule fat scrub, alluvial woodland, coast live oak riparian forest, and arroyo willow riparian forest. Forages in adjacent upland habitats.	Low. There is limited riparian habitat in the Study Area. There was an occurrence of a nesting pair in 2010 in the Ballona Wetlands.
Mammals					
Antrozous pallidus pallid bat	None	SSC	BLM: S USFS: S	Roosts in rock crevices, caves, mines, buildings, bridges, and in trees. Generally, in mountainous areas, lowland desert scrub, arid grasslands near water, rocky outcrops, and open woodlands.	Low. There is limited forested riparian habitat in the Study Area, although there are no records in the Baldwin Hills Area. A historic occurrence in 1971 was recorded at the University of Southern California Campus (Hoover Boulevard) just under 5 miles from the Ladera Height's/View Park-Windsor Hills Study Area.

CRECIEC	STATUS			HABITAT	POTENTIAL FOR
SPECIES	Fed	CA	Other	REQUIREMENTS	OCCURRENCE
Eumops perotis californicus western mastiff bat	None	SSC	BLM: S	Roosts high above the ground in rock and cliff crevices, shallow caves, and rarely in buildings. Occurs in arid and semiarid regions including rocky canyon habitats.	Not expected to occur. No suitable habitat in the Study Area. There is a historic occurrence in southwest Los Angeles in 1987, but no specific location is listed.
Lasionycteris noctivagans silver-haired bat	None	None	_	Roosts in coniferous or deciduous trees during summer and rock crevices, caves, mines, and buildings during winter. Occurs in forested habitats near freshwater sources.	<b>Low</b> . There is limited forested, riparian habitat in the Study Area. There are recent occurrences in the Ballona Wetlands during 2014 acoustic surveys within 5 miles of the Study Area.
Microtus californicus stephensi south coast marsh vole	None	SSC	_	Occupies broad-leaved chaparral, oak woodlands, grasslands, and marshes along the coast.	Not expected to occur. There is no suitable coastal habitat in the Study Area. There is a recent occurrence in 2011 at the Ballona Wetlands. A historic occurrence in 1957 was recorded in the general area between Culver City and Baldwin Hills.
Nyctinomops femorosaccus pocketed free-tailed bat	None	SSC	_	Roosts in crevices of outcrops and cliffs, shallow caves, and buildings. Found along rugged canyons, high cliffs, and semiarid rock outcroppings.	Not expected to occur. There is no suitable habitat in the Study Area. A single individual was collected in 1994 in Inglewood, south of the Study Area.
Perognathus longimembris pacificus pacific pocket mouse	END	SSC	_	Inhabits sandy substrates of coastal sage scrub, coastal dunes, and alluvial plains of marine terraces.	Not expected to occur. There is no suitable coastal habitat in the Study Area. There are historic occurrences in 1918 and 1938 in the general area of Del Rey and Playa Del Rey.

SPECIES	STATUS			HABITAT	POTENTIAL FOR
	Fed	СА	Other	REQUIREMENTS	OCCURRENCE
Sorex ornatus salicornicus southern California saltmarsh shrew	None	SSC	_	Occupies salt marshes, wetlands, and coastal areas. Majority of habitat exists along the coasts of southern California.	Not expected to occur. There is no suitable coastal habitat in the Study Area. One historic occurrence in 1991 was recorded at Ballona Creek, 1⁄4 mile southwest of Lincoln Boulevard and Jefferson Boulevard.
Taxidea taxus American Badger	None	SSC	_	Occupies open habitats with friable soil such as grasslands, brushlands with sparse ground cover, open chaparral, and sometimes riparian zones.	Not expected to occur. One occurrence was retrieved from the database search; however, no location or date was provided. The Los Angeles basin has not had a population of badgers since before urbanization (Willett 1941).
Federal Designations: State   (Federal Endangered Species Act, USFWS) (Cate   END: Federally-listed, Endangered EN   THB: Federally-listed, Threatened TH		ate Designations: alifornia Endangered Species Act, CDFW) ID: State-listed, Endangered IB: State-listed, Threatened			

THR: rederally-listed, Threatened

FC: Federal Candidate Species

FSC: Federal Species of Concern

FPD: Federal Proposed for Delisting

Federally-delisted DL:

### **Other Designations**

BLM S: Bureau of Land Management Sensitive Species

USFS S: U.S. Forest Service Sensitive Species

USFWS BCC: U.S. Fish and Wildlife Service Birds of Conservation Concern

Source: California Natural Diversity Data Base (CNDDB) Beverly Hills, Hollywood, Venice, and Inglewood 7.5minute quads.

SSC:

FP:

California Species of Special Concern

Fully Protected Species

## Appendices

# Appendix D Historic Context Statement

## Appendices

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# HISTORIC RESOURCES GROUP



## HISTORIC CONTEXT STATEMENT LOS ANGELES COUNTY WESTSIDE AREA PLAN

MAY 2024



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## **1. INTRODUCTION**

This Historic Context Statement for the Los Angeles County Westside Planning Area was prepared at the request of Los Angeles County (County). This project will serve as a baseline for historic preservation planning efforts in the County going forward.

The Historic Context Statement is a compilation of existing information – including historic contexts prepared by the County, published histories and historical narratives, as well as previous surveys and property evaluations – supplemented with new research and analysis, providing the County with a general development history of the Westside Planning Area's built environment. The Historic Context Statement identifies important periods of development, historical trends and development patterns, and important persons in the history of the Westside Plan Area. The period of study for this project dates from the earliest extant built resources in the mid-19<sup>th</sup> century and ends in 1980, allowing for information about development patterns and properties dating to approximately 40 years in the past.

The project follows guidance and standards developed by the National Park Service and the California State Office of Historic Preservation for conducting historic resources studies; specifically, the project is being developed using the National Register of Historic Places (National Register) Multiple Property Documentation (MPD) approach. Guiding documents include:

- The Secretary of the Interior's Standards for Preservation Planning
- National Register Bulletin No. 15: How to Apply the National Criteria for Evaluation
- National Register Bulletin 16A: How to Complete the National Register Nomination Form
- National Register Bulletin No. 16B: How to Complete the National Register Multiple Property Documentation Form
- National Register Bulletin No. 24: Guidelines for Local Surveys: A Basis for Preservation Planning
- The California Office of Historic Preservation's *Instructions for Recording Historical Resources*

### **1.1 Purpose**

In order to understand the potential historic significance of built resources in the Westside Plan Area, it is necessary to examine those resources within a series of contexts. By placing built resources in the appropriate historic, social, and architectural context, the relationship between an area's physical environment and its broader history can be established.

A historic context statement analyzes the historical development of a community according to guidelines written by the National Park Service and specified in National Register Bulletin 16A. The Bulletin describes a historic context as follows:

Historic context is information about historic trends and properties grouped by an important theme in pre-history or history of a community, state, or the nation during a particular period of time. Because historic contexts are organized by theme, place, and time, they link historic properties to important historic trends. In

this way, they provide a framework for determining the significance of a property.<sup>1</sup>

A historic context statement is linked with tangible, built resources through the concept of "property type," a grouping of individual properties based on shared physical or associative characteristics. It should identify the various historical factors that shaped the development of the area, which may include historical activities or events; historic personages; building types, architectural styles, and materials; and patterns of physical development.

The historic context statement provides a framework for the continuing process of identifying historic, architectural, and culturally or socially significant resources important within the context of the development of the Westside Plan Area, as well as the larger Westside Plan Area Valley region. It may also serve as a guide for citizens, planners, and decision-makers in their ongoing efforts to evaluate the relative significance and integrity of individual properties.

A historic context statement is not a comprehensive history of an area. Rather, it is intended to highlight trends and patterns critical to the understanding of the built environment. This historic context statement is intended to inform planning and land use decisions for the built environment in the Westside Plan Area.

## **1.2 Contributors**

This historic context was prepared by Historic Resources Group. The historic context was authored by Paul Travis, Sian Winship, and Robby Aranguren. All are qualified professionals who meet or exceed the relevant Secretary of the Interior's Standards Professional Qualification Standards.

## **1.3 Acknowledgment Statement**

The County of Los Angeles recognizes that we occupy land originally and still inhabited and cared for by the Tongva, Tataviam, Serrano, Kizh and Chumash Peoples. We honor and pay respect to their elders and descendants--past, present, and emerging--as they continue their stewardship of these lands and waters. We acknowledge that settler colonization resulted in land seizure, disease, subjugation, slavery, relocation, broken promises, genocide and multi-generational trauma. This acknowledgement demonstrates our responsibility and commitment to the truth, healing and reconciliation and to elevating the stories, culture and community of the original inhabitants of Los Angeles County. We are grateful to have the opportunity to live and work on these ancestral lands. We are dedicated to growing and sustaining relationships with the Native peoples and local tribal governments, including (in no particular order) the

- Fernandeño Tataviam Band of Mission Indians
- Gabrielino Tongva Indians of California Tribal Council
- Gabrieleno/Tongva San Gabriel Band of Mission Indians

<sup>&</sup>lt;sup>1</sup> U. S. Department of the Interior, National Park Service, *National Register Bulletin 16A: How to Complete the National Register Nomination Form* (Washington, DC: 1997), https://www.nps.gov/subjects/nationalregister/upload/NRB16A-Complete.pdf (accessed March 2022).

- Gabrieleño Band of Mission Indians Kizh Nation
- San Manuel Band of Mission Indians
- San Fernando Band of Mission Indians

To learn more about the First Peoples of Los Angeles County, please visit the Los Angeles City/County Native American Indian Commission website at lanaic.lacounty.gov.

## 2. SCOPE AND METHODOLOGY

## 2.1 Description of the Study Area

The study area for the project reflects the current boundaries of the Los Angeles County Westside Planning Area. The Westside Planning Area is one of the 11 planning areas established as part of the Planning Areas Framework in the Los Angeles County General Plan Update in 2015. The Westside Planning Area is focused on the unincorporated communities of Ladera Heights, View Park – Windsor Hills, Franklin Canyon, West LA Sawtelle VA, West Fox Hills, Marina del Rey, Gilmore Island and Beverly Hills Island. Maps of these areas can be found on Figures 1 through 4 below.

## 2.2 Research Methodology

Research collections, archives, and other materials consulted in the preparation of this historic context statement include primary and secondary sources relating to the history and development of the City of Los Angeles, City of Inglewood, Culver City, and Los Angeles County. Primary sources include annexation records, County building permits, city directories, County tax assessor rolls, Census and voter registration records, land use records, and historical newspapers and other periodicals. Secondary sources include published narrative histories and biographies; environmental review documents, such as EIRs and technical reports; previous historic resources surveys and studies; and previous historic evaluations, nominations, and designations. Visual materials included historical photographs (including historical aerial photographs and postcards), and historical maps (including Spanish and Mexican land grant maps, Sanborn Insurance Co. maps, and tract and subdivision maps).<sup>2</sup>

### **2.3 Previous Studies**

Some of the Westside Planning Area is part of the incorporated City of Los Angeles and was studied and surveyed as part of SurveyLA, the 880,000-parcel citywide survey of historic resources. As a result, existing SurveyLA reports that are germane to the Westside Planning Area include: Westchester-Playa de Rey Community Plan Area, West Los Angeles Community Plan Area, Westwood Community Plan Area, Venice Community Plan Area, Palms-Mar Vista Community Plan Area, Bel Air-Beverly Crest Community Plan Area, and portions of the West Adams-Baldwin Hills-Leimert Park Community Plan Area and the Wilshire Community Plan Area.

Additionally, other incorporated municipalities within the Westside Planning Area have conducted historic and cultural resources surveys and have historic context statements. They include Beverly Hills, West Hollywood, and Santa Monica. Culver City has such a study in progress at the time of writing.

<sup>&</sup>lt;sup>2</sup> A comprehensive list of resources consulted is listed in the bibliography.

## 2.4 Community Input

Input from the Westside community was actively solicited by the County to inform the Historic Context Statement. Prior to drafting the Historic Context Statement, community outreach efforts included a form survey, and a public meeting on August 10, 2023, during which the public was invited to submit information and concerns regarding the history and culture of the Westside Plan Area. The public was also invited to submit information and comments through the County's website. The draft Historic Context Statement was made available for review and comment by stakeholders. The Historic Landmark and Records Commission provided comments to the draft Historic Context Statement at their scheduled meeting of March 8, 2024. Information gathered from the community was either incorporated into the Historic Context Statement or recommended for further study.

## **2.5 Guidelines for Evaluation**

A property may be designated as historic by national, state, and local authorities. In order for a building to qualify for listing in the National Register of Historic Places (National Register), the California Register of Historical Resources (California Register), or as a Los Angeles County Landmark, it must meet one or more identified criteria of significance. The property must also retain sufficient integrity to continue to evoke the sense of place and time with which it is historically associated.

This Historic Context Statement provides guidance for listing at the federal, state, and local levels, according to the established criteria and integrity thresholds. In general, a higher integrity threshold is needed for listing in the National Register of Historic Places; properties that may not retain sufficient integrity for listing in the National Register may be eligible for the California Register or for local designation. In addition, properties that have achieved significance within the past 50 years must be "exceptionally important" as outlined in National Register Criteria Consideration G.

A detailed description of each designation program and the evaluation criteria is included in Appendix C of this report.

In general, evaluation criteria focus on four overarching concepts:

- 1. Properties associated with historic events.
- 2. Properties associated with significant people.
- 3. Properties that are significant for their design, architectural style, or association with a significant architect.
- 4. Properties that have potential archaeological significance.<sup>3</sup>

These concepts are included in the designation criteria for listing in the National Register, California Register, and as a Los Angeles County Landmark. Each theme for which there are

<sup>&</sup>lt;sup>3</sup> Archaeological significance is outside of the scope of this project.

extant built resources in the Westside Planning Area includes an "Eligibility Standards" section to assist in the identification and evaluation of potential historic resources from each period of development. Note that these are guidelines that are intended to assist in the evaluation of historic resources; other considerations including additional research, professional expertise, and comparative analysis of similar properties must also be taken into account in the evaluation of historic properties.

### **FIGURE 1: WESTSIDE PLAN AREA MAP**



### FIGURE 2: LADERA HEIGHTS/VIEW PARK - WINDSOR HILLS MAP



### FIGURE 3: MARINA DEL REY MAP



### FIGURE 4: WESTSIDE ISLANDS MAP



## **3. HISTORIC CONTEXT OVERVIEW**

This historic context statement is focused on the unincorporated communities that make up the Los Angeles County Westside Planning Area. Specifically, the historic context statement focuses on those communities within the Westside Planning Area that contain significant built fabric and populations: Ladera Heights, View Park – Windsor Hills, Marina del Rey, and West Fox Hills. The West LA Sawtelle Veterans Administration community, though referenced and discussed here, is not further focused on since historic resources in the area have been evaluated and documented previously by the Veterans Administration. Franklin Canyon, Gilmore Island, and Beverly Hills Island are each very small, isolated land areas and have not been investigated for this context beyond a general history.

The historic context statement provides a narrative historical overview of the broad patterns of events and trends that have shaped land use patterns and the development of the built environment of the Westside Plan Area over time.

It should be noted that properties mentioned in the narrative are intended to illustrate development patterns or provide examples of specific property types; however, inclusion in the narrative does not necessarily indicate eligibility for designation. Properties that have been demolished are noted as such, when known.

The historic context statement also provides guidance for identifying and evaluating each property type, including: an overview of eligibility criteria and integrity considerations for listing in the National Register of Historic Places, the California Register of Historical Resources, and local designation by the County of Los Angeles; followed by eligibility standards specific to each type.

Chronological development periods and themes included in the historic context statement are outlined below.

## **4. GENERAL HISTORY**

### 4.1 Native American Period (Before 1542)

### SUMMARY STATEMENT

The Westside Plan Area is located in Los Angeles County. The County boundaries, in total, contain more than four thousand square miles. Los Angeles County is the ancestral territory of the Tongva, Tataviam, Serrano, Kizh, and Chumash Peoples.<sup>4</sup>

This context examines the historical background of Native American groups in the Westside Plan Area. There are no known extant built resources in the Westside Plan Area dating from the precolonial period (before 1542). The study of archaeological resources is outside the scope of this project.

### HISTORICAL BACKGROUND

Tribes based in Los Angeles County have been identified by various names over the past two centuries.<sup>5</sup> The Spanish settlers who colonized the area and developed the Mission San Gabriel Arcángel (San Gabriel Mission) assigned the name "Gabrieleño" to Native Americans associated with the Mission.<sup>6</sup> Tongva, Kizh, and some members of the Cahuilla and Serrano tribes were historically encompassed under this nomenclature. Anthropologists Lowell John Bean and Charles R. Smith note that the term "Gabrielino" first appeared in a report published by Oscar Loew in 1876 and has been "intermittently applied" to the Indigenous population of the Los Angeles area ever since.<sup>7</sup> Today, some descendants refer to themselves as either Tongva or Kizh because they are terms of Native, rather than Spanish, origin.<sup>8</sup>

This historic context statement acknowledges and respects that each Native American Tribe has the right for self-identification and for that choice to be honored. Because the Westside Plan Area is within the ancestral home of several Native American tribes that identify by different names, this historic context statement adopts the inclusive term "Tongva and Kizh Peoples" when referring to the Plan Area's original Native American inhabitants.<sup>9</sup>

For more than 7,000 years, the Westside Plan Area First Peoples have served as the traditional caretakers of the Los Angeles Basin, South Channel Islands, San Gabriel and Pomona Valleys, and portions of Orange, San Bernardino, and Riverside Counties.<sup>10</sup> Historically, the present day tribes listed above were not a single tribe, but a collection of lineages (a group of families with a

<sup>&</sup>lt;sup>4</sup> Claudia Jurmain and William McCawley, *O, My Ancestors: Recognition and Renewal for the Gabrielino-Tongva People of the Los Angeles Area* (Berkeley, CA: Heyday Books, 2009).

<sup>&</sup>lt;sup>5</sup> Jurmain and McCawley, *xxvii*.

<sup>&</sup>lt;sup>6</sup> As noted in the Introduction, terms such as "colonization" and similar language will be utilized in this historic context statement in discussions related to the history of the Native American community and their experiences in Southern California. For further information please refer to Los Angeles City Planning, "Guidance for the Preparation of Technical Reports and Studies relating to the Tribal Cultural Resource," https://planning.lacity.org/odocument/ab9e5647-1d96-4db7-aab1-

<sup>2905984</sup>fbd1e/TechnicalReports\_Studies-TribalCulturalResources.pdf (accessed November 2021).

<sup>&</sup>lt;sup>7</sup> Lowell John Bean and Charles R. Smith, "Gabrieliño," in *California*, ed. Robert F. Heizer, 8, *Handbook of North American Indians*, ed. Robert F. Sturtevant (Washington, DC: Smithsonian Institution, 1978): 538-549, 538.

<sup>&</sup>lt;sup>8</sup> William McCawley, *The First Angelinos: The Gabrielino Indians of Los Angeles* (Banning, CA: Malki Museum Press, 1996), 9-10.

<sup>&</sup>lt;sup>9</sup> Although a some what cumbersome term, this name encourages inclusivity in the discussion of Pomona's original inhabitants. <sup>10</sup> Bean and Smith, 538.
common ancestor) that shared a common Uto-Aztecan language, culture, religion, and lifestyle that distinguished them from neighboring groups. This group did not have a single unifying name, and it was common for a tribe to refer to themselves in their own language simply as "people" or "men," although they likely would have assigned names to other tribes.<sup>11</sup>

Prior to European contact and colonization, Native Americans in the present-day Westside Plan Area thrived because of their relationship with the land and waters and their stewardship approach to land conservation. Archeological research indicates that habitation sites were hierarchically organized around estuaries, with settlement size dependent upon resource availability. While some larger estuaries could support large settlements, populations at smaller estuaries often practiced a strategy of mobility in which a part of the population foraged during resource scarcity.<sup>12</sup> Research of flora and fauna remains from the Playa Vista/Ballona Creek area evidence that local estuarine, coastal, and near-coast resources provided subsistence for people residing near the estuaries.<sup>13</sup> Fishing was mostly limited to nearshore environments with little deep-sea fishing.

Villages were politically autonomous and largely organized through shared kinship ties.<sup>14</sup> While it is difficult to estimate their population over time, evidence suggests that at the time of European contact in the 16<sup>th</sup> Century there may have been more than fifty to one hundred mainland villages reflecting a range in population sizes.<sup>15</sup> Each village was headed by a chief, who was usually descended from the prevailing lineage of the village. The chief typically spoke multiple languages, negotiated social relations, collected taxes, and directed the community's seasonal migrations. In addition to the chief, spiritual leaders also had authority over the tribal community.<sup>16</sup>

Surrounding Indigenous communities included the Chumash, the Tataviam, the Serrano, the Cahuilla, and the Luiseño .<sup>17</sup> Interactions with surrounding groups were frequent and generally peaceful, occurring largely through the channels of intermarriage, matrilocal residence, and/or

<sup>&</sup>lt;sup>11</sup> Bernice Eastman Johnston, California's Gabrielino Indians (Los Angeles: Southwest Museum, 1962), 15.

<sup>&</sup>lt;sup>12</sup> Donn R. Rgenda and Jeffrey H. Altschul, "A Moveable Feast: Isolation and Mobility Among Southern California Hunter Gatherers," *in Islanders and Mainlanders: Prehistoric Context for the Southern California Bight*, ed J. Altschul and D. Grenda (Tucson, AZ: SERI Press, 2002), 128-129; Michael A. Glassow, Lynn H. Gamble, Jennifer E. Perry, and Glenn S. Russell, "Prehistory of the Northern California Bight and the Adjacent Transverse Ranges," in *California Prehistory: Colonization, Culture, and Complexity*, ed. Terry L. Jones and Kathryn A. Klar (new York: Rowman & Littlefield Publishers, Inc., 2007), 210.; Jeffrey Altschul, Jeffrey A. Hornburg, and Richard Ciolek-Torrello, *Life in the Ballona: Archeological Investigations at the Admiralty Site (CA-LAN-47) and the Channel Gateway Site (CA-LAN-1595-H)*, 22 (Tucson, AZ: Statistical Research, 1992); David Maxwell, "Vertebrate Faunal Remains," in *At the Base of the Bluff: Archeological Inventory and Evaluation Along Lower Centinela Creek, Marina Del Rey, California*. Playa Vista Monograph Series Test Excavation Report 4, ed. J. H. Altschul, A.Q. Stoll, D. R. Grenda, and R. Ciolek-Torello (Tucson, AZ: Statistical Research , 2003).

<sup>&</sup>lt;sup>13</sup> David Maxwell, "Vertebrate Faunal Remains," in *At the Base of the Bluff: Archeological Inventory and Evaluation Along Lower Centinela Creek, Marina Del Rey, California.* Playa Vista Monograph Services Test Excavation Report 4, ed. J. H. Atschul, A. Q. Stoll, D. R. Grenda, and R. Ciolek-Torello (Tucson, AZ, Statistical Research, 2003).

<sup>&</sup>lt;sup>14</sup> Lowell John Bean and Charles R. Smith, "Gabrieliño," in *California*, ed. Robert F. Heizer, vol. 8, *Handbook of North American Indians*, ed. Robert F. Sturtevant (Washington, DC: Smithsonian Institution, 1978): 538-549, 538; Donn R. Grenda and Jeffrey H. Altschul, 128-129.

<sup>&</sup>lt;sup>12</sup> Sean and Smith, 540; Heather Valdez Singleton, "Surviving Urbanization: The Gabrielino, 1850-1928," Wicazo Sa Review 19, no. 2, Colonization/Decolonization, I (Autumn 2004): 49-59, 50.

<sup>&</sup>lt;sup>16</sup> McCawley, 133-140; Bean and Smith, 544.

<sup>&</sup>lt;sup>17</sup> Terry L. Jones and Kathryn A. Klar, *California Prehistory: Colonization, Culture, and Complexity* (Plymouth, UK: AltaMira Press, 2007).

trade.<sup>18</sup> It appears that the Westside Plan Area First Peoples also shared some rituals with the Chumash to the north, based on the distribution of similar stone effigies in the prehistoric period.<sup>19</sup> With the possible exception of the Chumash, the Westside Plan Area First Peoples were the most populous, and most powerful ethnic nationality in aboriginal Southern California, their influence spreading as far north as the San Joaquin Valley Yokuts, as far east as the Colorado River, and south into Baja California.<sup>20</sup> Their territory was so expansive, in fact, that it spanned several ecological zones. Consequently, the group's settlement and subsistence patterns varied slightly within each zone based on micro-environmental conditions, but on the whole, thrived on hunting, gathering, and fishing activities.

The arrival of Spanish explorers in the 1760s ushered in a period during which Native Americans were subjugated to Spanish rule, targets of religious conversion to Catholicism, and enslaved to build and maintain the missions, pueblos, and presidios. Tribes were forced to move from their villages and subjected to violence and cultural genocide.<sup>21</sup> Tribes were named after the missions they were forced into, which are reflected in the names of many local Tribes today.<sup>22</sup>

As described in the report *We Are Still Here. A report on Past, Present, and Ongoing Harms Against Local Tribes,* "in 1542, the first European expedition landed on Catalina Island, home to the Tongva, and made the first recorded contact between the Spanish people and the Native people of modern-day Los Angeles County."<sup>23</sup> The Spanish returned in 1769 to colonize the present-day Los Angeles area. Local tribes were forcibly displaced from their villages, eroding their language and culture. The Spanish enslaved the Native Americans, forcing them to build and maintain their missions, pueblos and presidios and were subjected to a life of servitude, and in many cases, forced religious conversion.

Successive waves of settlers—the Spanish, the Mexicans and the Americans—resulted in the loss of title(s) to their ancestral lands as well as disenfranchisement of the Native Americans. Spanish colonization of land was governed by the "Recopilación de Leyes de los Reynos de las Indias," of 1680, which provided that the inhabitants of colonized land included "the rights to their possessions, the right to as much land as they needed for their habitations, for tillage and for the pasturage of flocks."<sup>24</sup> Under the law, the Spanish held land in trust for the Native

<sup>&</sup>lt;sup>18</sup> John R. Johnson, "Social Responses to Climate Change Among the Chumash Indians of South-Central California," in *The Way the Wind Blows: Climate, History, and Human Action,* ed. R. J. McIntosh, J. A. Tainter, and S. K. McIntosh (New York: Columbia University Press, 2000).

<sup>&</sup>lt;sup>19</sup> Lynn Hunter Gamble and Glenn S. Russell, "A View from the Mainland: Late Holocene Cultural Developments Among the Ventureno Chumash and the Tongva," in *Catalysts to Complexity: Late Holocene Societies of the California Coast*, ed. J. M. Erlandson and T. L. Jones (Los Angeles: Cotsen Institute of Archaeology, University of California, 2002).
<sup>20</sup> Bean and Smith. 538.

<sup>&</sup>lt;sup>21</sup> Language used in this document reflects that recommended by the Guidance for the Preparation of Technical Reports and Studies relating to The Tribal Cultural Resource.

<sup>&</sup>lt;sup>22</sup> This document acknowledges and respects that each Native American tribe has the right for self-identification and for that choice to be honored. Because the area that now comprises the Westside Planning Area includes the ancestral home of Native American tribes that identify by different names, this historic context statement adopts the inclusive term "Tongva/Kizh " when referring to the WSAP's original and ongoing Native American inhabitants.

<sup>&</sup>lt;sup>23</sup> Los Angeles City/County Native American Indian Commission/Los Angeles County Department of Arts And Culture, "We Are Still Here. A Report on Past, Present, and Ongoing Harms Against Local Tribes," November 1, 2022, 7.

<sup>&</sup>lt;sup>24</sup> Los Angeles City/County Native American Indian Commission/Los Angeles County Department of Arts And Culture, "We Are Still Here. A Report on Past, Present, and Ongoing Harms Against Local Tribes," November 1, 2022, 7.

Americans. While the Native Americans retained the land, water and mineral rights living in and around the missions, these laws did not cover those living in traditional village settlements.



Native American Woman with Acorn Granary, N.d. California Missions Resource Center.<sup>25</sup>

<sup>&</sup>lt;sup>25</sup> Photograph from "Gabrielino/Tongva," *Claremont Heritage*, https://claremontheritage.org/gabrielino\_tongva.html (accessed April 21, 2022).

# 4.2 Spanish and Mexican Periods (1542-1848)

## SUMMARY STATEMENT

This context examines early European exploration of present-day Southern California (part of "Alta California" under the Spanish and Mexican governments), and its colonialization by Spain and later Mexico. The colonization of Alta California was one of the most transformational events in California's history. Fueled by geopolitics, the Spanish crown established a permanent presence in Alta California in the 1760s. Colonial presence impacted the physical landscape and environment and subjugated local Native Americans to violence and cultural genocide, significantly changing the region. Spain continued to maintain control of the territory for over 50 years, until it was ceded to Mexico following the War for Mexican Independence in the 1820s.<sup>26</sup> Control of Alta California would be ceded to the United States in 1848 following the Mexican American War.

During the Spanish and Mexican colonial periods, the important colonial settlements nearest and most influential to the western portions of present-day Los Angeles County were the Mission San Fernando Rey de España located in the present-day Los Angeles community of Mission Hills in the San Fernando Valley, and the pueblo of Los Angeles (El Pueblo de Nuestra Señora la Reina de los Ángeles) which was founded in 1781 and established the urban settlement that would become the present-day City of Los Angeles.

Because there are no known extant built resources in the Westside Plan Area dating from the period of Spanish and Mexican control, no themes were developed for this context. The study of archaeological resources is outside the scope of this project.

## SPANISH EXPLORATION AND COLONIZATION (1542-1821)

In 1542, King Carlos dispatched Portuguese explorer Juan Rodriguez Cabrillo to explore the West Coast of North America on behalf of the Spanish Empire. Cabrillo set sail in June 1542 and arrived in what is now San Diego Bay in September of that year. In doing so, Cabrillo became the first European to set foot on California soil, claiming the territory for the Spanish Empire by right of discovery.

In 1579, a competing claim of the Pacific Coast was made for England by Sir Francis Drake, which prompted two more expeditions to be dispatched by Spain: the first was headed by Sebastián Rodríguez Cermeño, who set sail in in 1596 carrying Cabrillo's writings and revisited some of the same coastline. Another expedition was made by Sebastián Vizcaíno in 1602. None of the three Spanish explorers had been able to identify an ideal harbor from which Spain could facilitate its maritime trade and no significant Spanish settlements were established. As a result, the Spanish Empire made no further effort to explore the Pacific Coast for another 160 years.

By the 1760s, Spain faced greater threats to its American territories from Russia and England, both of whom had already claimed adjacent lands in present-day Alaska and Canada,

<sup>&</sup>lt;sup>26</sup> Yve Barthelemy Chavez, "Indigenous Artists, Ingenuity, and Resistance at the California Missions After 1769," PhD diss., University of California, Los Angeles, 2017, 3.

respectively.<sup>27</sup> At the same time, Jesuit missionaries had begun to establish a series of missions along the Baja California Peninsula – another threat to Spanish control.



Detail, Map of the United States, showing routes of principal explorers and early roads and highways, 1937. *The Claremont Colleges Digital Library*.

<sup>27</sup> Eldredge, 23.

In 1769, the Spanish government dispatched an expedition led by Captain Gaspar de Portolá, the newly appointed governor of Baja California, and Franciscan Father Junipero Serra to establish the first Spanish settlement in Alta California. Portolá established a military outpost at the Presidio of San Diego, thereby claiming Alta California as Spanish territory. Within the month, Serra also founded the Mission San Diego de Alcalá, the first of the 21 missions that would be established in Alta California by the Spanish and the Franciscan Order between 1769 and 1823.<sup>28</sup>

These efforts marked the beginning of a coordinated campaign by the Spanish to impose European religious beliefs and social and cultural ideals upon the existing Native population, leading to the widespread abuse of, and injury to, Native Americans through enslavement, forced religious conversion, and the introduction of infectious diseases.

Following establishment of the Presidio of San Diego, Portolá set out with a small group of explorers on an overland expedition along what would become known as *El Camino Real* ("The Royal Road"). The expedition reached the present-day boundaries of Los Angeles County on July 30, 1769. Franciscan Fray Juan Crespí named the area after "Nuestra Señora la Reina de los Angeles de la Porciúncula" or "Our Lady the Queen of Angels of the Porciúncula."<sup>29</sup>

### **MEXICAN CONTROL AND GOVERNANCE (1822-1848)**

In 1821, Mexico won its independence from Spain, making Alta California part of Mexico. The Mexican government commissioned several exploration parties following its newfound control of Alta California.

The situation for Native Americans during the early years of Mexican colonial control remained largely unchanged from that of the Spanish era. Many of the Tongva and Kizh First Peoples who were forced from their ancestral lands still inhabited the formerly Spanish-controlled areas. However, by the 1830s, the focus on secular agricultural settlement was increasingly overtaking the mission system as more Mexicans migrated and settled in the region.

Consequently, in 1833, the Mexican Congress passed the Act for the Secularization of the Missions of California. Franciscan *padres* abandoned the missions, and the new Mexican government seized most mission lands from the Catholic Church. The secularization law directing the closure of the California missions was passed by the Congress of Mexico on August 17, 1833, with more specific regulations to guide implementation passed on August 9, 1834. According to the 2009 National Park Service study, the regulations were intended to return the land to the Indigenous inhabitants, assigning one half of the mission lands and property to Native Americans along with common land sufficient to pasture their stock. In addition, one half of the mission herds were to be divided proportionately among Native American families. The remaining lands were then available for dispersal by the Mexican government.<sup>30</sup>

<sup>&</sup>lt;sup>28</sup> Theodore E. Treutlein, "The Portolá Expedition of 1769-1770," *California Historical Society Quarterly* 47, no. 4 (University of California Press, 1968): 291-313.

<sup>&</sup>lt;sup>29</sup> Raymund F. Wood, "Juan Crespí: The Man Who Named Los Angeles," *Southern California Quarterly*, 53, no. 3 (September 1971): 199-234.

<sup>&</sup>lt;sup>30</sup> Randall Milliken, Lawrence H. Shoup, and Beverly R. Ortiz, "Secularization and the Rancho Era, 1834-1846," in *Ohlone/Costanoan Indians of the San Francisco Peninsula and their Neighbors, Yesterday and Today*, prepared for National Park Service Golden Gate National Recreation Area, San Francisco, CA, June 2009 (accessed December 2020), 154.

However, the distribution of mission lands did not unfold in the way that the 1834 regulations anticipated, and Indigenous peoples were consistently denied access to former mission lands. During this period, scattered reports indicate that the forcibly displaced Tongva and Kizh Westside Plan Area First Peoples pursued several options available to them. Some moved from the mission to the burgeoning El Pueblo de Los Angeles looking for work, while others intermarried with other tribes, leaving their traditional homeland.<sup>31</sup>

In order to attract settlers to the region, Mexico established a system of land grants that divided the land into large tracts known as *ranchos*. The government granted these *ranchos* to private individuals who were Mexican soldiers, settlers, or financiers. By the time Alta California was given over to Mexico, about thirty land grants throughout the territory had already been presented to Spanish soldiers and government officials by the King of Spain. However, no titles were actually transferred as part of this effort; Spanish governors were authorized to give concession to the individuals, which allowed them to run stock in certain areas without a formal deed.<sup>32</sup> The "rancho system" as it is known today was instead unique to California under Mexican rule as it granted title of land to private citizens. What followed was the period of Southern California history associated with the Rancho era.

The Mexican American War began in 1845 and ended in 1848 with the signing of the Treaty of Guadalupe Hidalgo, which formally annexed Alta California to the United States. On September 9, 1850, California officially became the 31st state in the Union.

# 4.3 American Control and Settlement (1848-Present)<sup>33</sup>

## **GENERAL DEVELOPMENT HISTORY**

During the Spanish and Mexican eras, the westside of Los Angeles County was occupied primarily by farms and agricultural lands focused on cattle, sheep and some fruit tree cultivation. This continued for several decades after the annexation of California by the United States. By the 1870s, commercial grain growing had been introduced, which proved to be successful.

The arrival of the railroad in 1875 and subsequent regional real estate and population boom opened up westside lands for development and the first residential subdivisions. Despite the development of these early residential tracts throughout the first two decades of the 20th century, large areas of undeveloped land and agricultural fields remained including numerous farms established by Japanese American growers. More urbanized development did not take

<sup>&</sup>lt;sup>31</sup> Singleton, 50-51.

<sup>&</sup>lt;sup>32</sup> "Orange County's First Ranchos – Manuel Nieto and Juan Pablo Grijalva," OC Historyland,

https://www.ochistoryland.com/firstrancheros (accessed March 2021).

<sup>&</sup>lt;sup>33</sup> This section unless otherwise indicated has been excerpted from *SurveyLA Historic Resources Survey Report Palms-Mar Vista-Del Rey Community Plan Area*, Historic Resources Group, July 2012; and *SurveyLA Historic Resources Survey Report Westchester-Playa del Rey Community Plan Area*, Architectural Resources Group, November 27, 2013.

hold until the 1920s.

The development history of the westside is tied to advances in transportation during the first quarter of the 20th century. In the 1900s, settlement had been facilitated by the establishment of the Pacific Electric streetcar By the 1920s, the popularity of the automobile expanded development across the area. Development was also influenced by economic shifts during the first decades of the 20<sup>th</sup> century. Agricultural land gave way to industrial land uses, as production plants for the aircraft industry were established in the area. During the 1930s, Douglas and Hughes Aircraft relocated to areas bordering Mar Vista. In addition, with the discovery of oil in Baldwin Hills in 1924, then Playa Del Rey and Venice in 1932, the petroleum industry became instrumental in the physical development of the area and oil-related uses such as derricks and oil-industry worker housing began to emerge as part of the landscape.

In the early 1940s, with a healthy employment base to attract new residents, housing subdivisions were constructed at an accelerated rate. This expansion continued throughout the 1940s, as new residential areas were added to accommodate defense industry workers who poured into the region during World War II and returning servicemen and other new residents after the war. After World War II, most of the area's remaining farms and open lands gave way to residential tracts. The late 1950s also saw construction of the San Diego Freeway, or Interstate 405, which increased automobile access to the area.

Significant post-World War II expansion of the aircraft manufacturing industry fueled economic growth and new development. Employers such as Douglas Aircraft in Mar Vista, as well as entertainment industry companies such as MGM Studios in Culver City, attracted many new settlers to the area. Along with more residents came the need for an increase in services and amenities, resulting in significant commercial, civic, institutional, and infrastructural development in the mid-20th century. This is reflected in the area's numerous densely developed commercial corridors, as well as postwar expansion of a variety of building types.

## ANNEXATION HISTORY OF THE WESTSIDE PLAN AREA

On a macro level, the development history of the Westside Plan Area consists of a series of incorporations and annexations over the past 100+ years. The largest city in Los Angeles County, and the dominant municipality that surrounds and buffers the Westside Plan Area's unincorporated communities, is the City of Los Angeles. The cities of Santa Monica,<sup>34</sup> Culver City, Beverly Hills, and West Hollywood are virtually surrounded by land annexed into the City of Los Angeles over the last century.

Geographic expansion of the City of Los Angeles through annexation resulted from a combination of government leaders looking for future growth and the concerns of residents regarding power, sewer access, water delivery, and public schools. Although some citizens purposefully located outside city limits to avoid municipal taxes, more often the need for

<sup>&</sup>lt;sup>34</sup> Santa Monica was incorporated in 1888, as an early seaside resort community.

infrastructure and supportive services made annexation attractive to the majority of property owners and residents.

In 1906, Los Angeles annexed the "Shoestring Strip" of 11,000 acres connecting the San Pedro Harbor with the city proper. Annexation of Wilmington and San Pedro soon followed. The physical connection of Los Angeles with its primary port accelerated additional annexations throughout the Westside. Annexation of large portions of the Westside Plan Area land occurred during the first decades of the 20<sup>th</sup> century. The 31,000-acre Westgate Addition west of Beverly Hills and north of Santa Monica in 1915 surrounded the Soldier's Home to the east and west. The Palms area was added later that same year.<sup>35</sup>

As with much of Southern California history, incorporation and annexation often revolved around the issue of water. William Mullholland's Los Angeles Aqueduct, bringing water from the Owens Valley, opened in November of 1913. The San Fernando Valley was annexed into the city of Los Angeles just two years later.

Concerns over a potential water shortage, plus a desire to improve the local school system, drove the incorporation of Beverly Hills in 1914. Although the township of Beverly Hills was planned seven years prior, residential development was increasing, and citizens voted to take civic matters into their own hands. Culver City, the brainchild of developer Harry H. Culver, was incorporated in 1917 as a means of providing fire and police services.

In 1917, a major effort to annex some 6,000-7,000 acres<sup>36</sup> of Westside land into the city of Los Angeles was undertaken.<sup>37</sup> Referred to as the "West Coast Annexation," this effort was largely spearheaded by George H. Dunlop, the former mayor of Hollywood who had led Hollywood's consolidation efforts with the Los Angeles several years earlier.

One issue motivating annexation was the Hyperion sewer district, which the City of Los Angeles feared losing control over to the bordering municipalities of Venice and El Segundo.<sup>38</sup> Opposition to the annexation came from the nearby municipalities of Santa Monica, Redondo Beach, El Segundo, Manhattan Beach, Hermosa Beach and Inglewood all of whom feared less control and oversight of the sewer nuisance at Hyperion which was geographically closer to the beach cities than to Los Angeles.

The Citizens' League led by George F. Hays also lobbied against the West Coast Annexation. They represented the sentiments of several large landowners who had purposely purchased their acreage outside of City limits to avoid taxation of their holdings.

<sup>&</sup>lt;sup>35</sup> Paul R. Spitzzwei, "All Over the Map: "Map Showing Annexations and Boundaries of City of Los Angeles," January 31, 2020. https://homesteadmuseum.blog/2020/01/31/all-over-the-map-map-showing-annexations-and-boundaries-of-city-of-los-angeles-31january-1918/ (accessed October 3, 2023).

<sup>&</sup>lt;sup>36</sup> Newspaper accounts differ as to the exact amount of acreage, Early articles from 1916 suggest some 4,000 acres. By June 1917, articles from various newspapers refer to 6,000 or 7,000 acres.

<sup>&</sup>lt;sup>37</sup> "New Annexation Project Is Proposed," Los Angeles Evening Express, February 13, 1917, 13.

<sup>&</sup>lt;sup>38</sup> An independent city at the time, Venice would not be annexed to the City of Los Angeles until 1926.

According to the regulations of the time, annexation was first voted on by the residents of the territory to be annexed. The Angeles Mesa area, home to the majority of the voting population, voted overwhelmingly in support of annexation.<sup>39</sup> A follow-up election among residents of the City of Los Angeles overwhelmingly approved annexation. The move raised the footprint of the City of Los Angeles to 349.8 square miles, making it the largest city in America geographically.<sup>40</sup> The Citizen's League, however, was successful in keeping their interests from annexation resulting in the unincorporated areas of present-day Ladera Heights/View Park-Windsor Hills. Ultimately, the City of El Segundo incorporated in 1917, at the behest of the Standard Oil Company, being the site of its second largest oil refinery, and an industry town.

A second major wave of annexations occurred during the 1920s. Sawtelle, an agricultural and support community for the nearby Soldier's Home (present-day Veterans Administration) was annexed into the City of Los Angeles in 1922. In 1918, Sawtelle residents voted by a narrow margin to be annexed into Los Angeles but were thwarted in their efforts when City trustees refused to participate. After a brief occupation of Sawtelle City Hall by Los Angeles officials, Sawtelle trustees sued in court and won on a technicality. Four years later, the residents of Sawtelle once again voted for annexation and Sawtelle became the fourth city to be annexed into Los Angeles.

Venice was annexed into Los Angeles in 1925, largely due to an inept government. Resistance to annexation in the seaside community was mounted by the hospitality industry, as they feared Los Angeles laws against gambling, all night dancing, and Sunday commercial activity would negatively impact businesses on and around the Venice pleasure piers. Other sections of the Westside Plan Area, including Laurel Canyon and Beverly Glen were annexed into Los Angeles as hillside residential development became more feasible and growth from nearby Hollywood (previously annexed into the City of Los Angeles in 1910) continued.

Culver City began annexing neighboring land during the 1950s and 60s. During the 1950s, the Culver Crest residential area in the foothills near present-day West Los Angeles College was absorbed into the municipality in order to provide city services. In 1964, Culver City annexed a large section of the Fox Hills area (including the Fox Hills Country Club and Hillside Memorial Park). The owners of the property at the time, the Home Savings and Loan Co., suggested that the Culver City annexation would provide superior city services, <sup>41</sup> however, rezoning issues appear to have factored into the decision as well as the land had been the subject of a rezoning fight while under county jurisdiction.

West Hollywood (formerly known as Sherman) remained unincorporated until 1984, at which time rent control measures were due to expire. This galvanized an incorporation effort by a coalition of LGBTQ activists, Russian immigrants, seniors, and renters. Once a municipal

<sup>&</sup>lt;sup>39</sup> "Angeles Mesa Is Ready To Come in," *Los Angeles Times,* May 27, 1917, 62.

<sup>&</sup>lt;sup>40</sup> "New Annexation Gives L.A. Area of 349.8 Square Miles," *Van Nuys News and Valley Green Sheet*, June 8, 1917, 1. <sup>41</sup> "Looking Back...With Julie Lugo Cerra Fox Hills Connection with Culver City Dates to the '60s," *Culver City News*, November 29, 2018, <u>https://www.culvercitynews.org/looking-back-with-julie-lugo-cerra-fox-hills-connection-with-culver-city-dates-to-60s/</u> (accessed October 5, 2023).

government was formed, rent control measures were immediately approved.

Lastly, the unincorporated areas currently in the Westside Plan Area, all have some historical ties to the oil industry, which may have been a factor in their decision to remain unincorporated. From the presence of the Inglewood Oil Field (Ladera Heights/View Park-Windsor Hills), to the site of the Venice Oil Fields (Ballona Creek and Marina Del Rey), Gilmore Oil Field (Gilmore Island), and land previously owned by oil magnate, Edward L. Doheny (Franklin Canyon), these areas mostly defy the patterns of early 20<sup>th</sup> century residential development that encouraged annexation or incorporation.

# **5. COMMUNITY SPECIFIC DEVELOPMENT HISTORIES**

# 5.1 Ladera Heights/View Park-Windsor Hills

# **COMMUNITY OVERVIEW**

The Ladera Heights/View Park-Windsor Hills area is located approximately 11 miles southwest of downtown Los Angeles. It is an irregularly-shaped area extending from the south side of Glenford Street and Stocker Street to the north as far south as Centinela Avenue at the southwest portion of the area, and a horizontal boundary just north of the Inglewood city limits to the south, and just north of W. Slauson Avenue on the southeastern portion of the area, to the eastern side of Deane Avenue and S. Victoria Avenue to the east, and the west side of S. Wooster Avenue to the west.

The community is served by Windsor Hills Math Science Elementary School, 54<sup>th</sup> Street Elementary School, and Ranklin D. Parent Elementary School. Monteith Park, Ladera Park, and Ruben Ingold Park offer recreational opportunities. Major arteries include S. La Cienega Boulevard, W. Slauson Avenue, Stocker Street, and Angeles Vista Boulevard. The Ladera Shopping Center at La Cienega Boulevard and W. Centinela Avenue and the commercial corridor along W. Slauson Avenue are the primary commercial/retail areas. Industrial development, focused on oil extraction in the area known as the Inglewood Oil Field, spans both sides of La Cienega Boulevard in the northern portion of the area.

The residential community is primarily Black, with very small percentages of White, Asian, and Hispanic/Latino residents.<sup>42</sup> The population of nearly 20,000 is well educated, high-earning, mature, and composed primarily of homeowners.<sup>43</sup>

## **DEVELOPMENT HISTORY**

As noted above, the Tongva and Kizh Peoples inhabited the greater Baldwin Hills area, including what is now known as Ladera Heights/View Park-Windsor Hills. The village of Saa'anga was located in the vicinity of Ballona Creek. In the mid-1930s, archeologists recorded eight sites with artifacts in Baldwin Hills, the location of one of which has been "destroyed by housing."<sup>44</sup>

After colonization, Spanish and Mexican land grants were given to former soldiers and individuals of stature, ushering in the Rancho period and the systematic forced displacement of Native Americans from the area. Ladera Heights/View Park-Windsor Hills was located in the Rancho La Cienega ó Paso de la Tijera, which was granted to Manuel Micheltorena in 1843.

After California was annexed to the United States in 1848, the area continued to be used for ranching. In 1875 and again in 1886, large portions of the Rancho La Cienega were purchased by

content/uploads/2023/05/Unincorporated-Ladera-Heights.pdf (accessed August 4, 2023).

 <sup>&</sup>lt;sup>42</sup> Los Angeles County, View Park/Windsor Hills Community Profile, https://planning.lacounty.gov/wp-content/uploads/2023/05/Unincorporated-View-Park-Windsor-Hills.pdf (accessed August 4, 2023).
 <sup>43</sup> Los Angeles County, Ladera Heights Community Profile, <u>https://planning.lacounty.gov/wp-</u>

<sup>&</sup>lt;sup>44</sup> David Maxwell, "Vertebrate Faunal Remains," in *At the Base of the Bluff: Archeological Inventory and Evaluation Along Lower Centinela Creek, Marina del Rey, California.* Playa Vista Monograph Series Test Excavation Report 4, ed. J. H. Atschul, A. Q. Stoll, D. R. Grenda, and R. Ciolek-Torello (Tucson, AZ: Statistical Research, 2003), 48.

Elias J. "Lucky" Baldwin. Baldwin was a pioneering real estate investor, speculator, and businessman who journeyed west after some business success in the Midwest. He arrived in California in 1853, the height of the Gold Rush, where he shrewdly focused on business ventures other than gold. In San Francisco he developed, bought and sold real estate, traded stocks, and started a brick manufacturing business among many ventures. Investments in silver mine stocks on Nevada's Comstock Lode returned millions of dollars in profits. Baldwin soon was known as one of California's richest men and his personal life (replete with multiple wives, divorces, mistresses, and paternity suits) made him one of the most controversial and talked about men of California's early American period. Baldwin relocated to Southern California where, in addition to his Rancho La Cienega holdings, he bought large tracts of ranch land in the San Gabriel Valley (present-day Arcadia). He gained additional notoriety breeding and racing thoroughbred racehorses before his death in 1909.



Rancho La Cienega 1924, Los Angeles Public Library.

After Baldwin's death, his heirs subdivided and sold portions of the Rancho La Cienega which became known as "Baldwin Hills." A large expanse of land was sold to the Los Angeles Investment Company (LAIC)—the largest sale in the history of Los Angeles' suburban development at that time.<sup>45</sup> The LAIC was founded in 1898 to take advantage of California's land boom and grew into one of the largest real estate and land development companies of its time.<sup>46</sup> Subsequently, the LAIC developed a network of companies and subsidiaries to support its endeavors including construction companies, lumber companies, a financial institution, and a real estate sales and marketing company. The LAIC also used in-house engineering and architectural services. The LAIC's vertical integration of supporting businesses proved to be

<sup>&</sup>lt;sup>45</sup> "Six Million Dollar Sale Consummated," *Los Angeles Times,* August 14, 1912, II1.

<sup>&</sup>lt;sup>46</sup> Kim Hernandez, "The Bungalow Boom: The Working-Class Housing Industry and the Development and Promotion of Early Twentieth-Century Los Angeles," *Southern California Quarterly*, Winter 2010, 354. Quoted in the National Register of Historic Places Nomination, View Park Historic District, 2015-6, 8-1.

highly efficient and became a model for other real estate developers.<sup>47</sup> Over time, the LAIC subdivided and improved many tracts within the former rancho.

## **Inglewood Oil Field**

Prior to American settlement in the 19th century, surfacing oil and tar throughout the Los Angeles area provided a variety of uses for area Native Americans, and the oil pools at the La Brea tar pits were well known by Spanish and Mexican explorers and settlers. In 1892, prospectors Edward L. Doheny and business partner Charles A. Canfield discovered what would become the Los Angeles Oil Field. The field was originally located on and around the site of present-day Dodger Stadium and its discovery would foster a boom in oil production throughout the region.

By the first decade of the 20th century, the oil boom spread to exploration in areas all around Downtown Los Angeles. By 1910, local oil production had risen to 70 million barrels per year. Additional oil discoveries in the 1920s caused a second oil boom that made the Los Angeles area a leading oil exporter and led to exceptional economic growth and prosperity in the region. The abundance of local oil fostered the development of several key industries in and around Los Angeles, including automotive, rubber and tires, steel, and paving. Local oil also helped popularize the automobile in Southern California, providing inexpensive fuel and key materials for asphalt roads.<sup>48</sup>



Inglewood Oil Field c. 1930. Los Angeles Times Photographic Archives.

<sup>&</sup>lt;sup>47</sup> National Register of Historic Places Nomination, View Park Historic District, 2015-6, 8-1.

<sup>&</sup>lt;sup>48</sup> SurveyLA Citywide Historic Context Statement, Industrial Development, 1850-1980, p. 82-84.

Oil exploration peaked as demand soared during the economic boom of the 1920s. It was during this time that large portions of the LAIC's Baldwin Hills holdings were leased for oil exploration and would eventually become the Inglewood Oil Field, which extends on both the east and west sides of La Cienega Boulevard in the northern portions of the Ladera Heights/View Park-Windsor Hills Community Area. Exploration for oil in the area dates back to 1916, but the successful strike that established the Inglewood Oil Field occurred in 1924 by the Standard Oil Company.<sup>49</sup> Demand was reduced during the Great Depression of the 1930s but oil extraction from the Inglewood Oil Field has continued to the present day. Spanning areas east and west of La Cienega Boulevard, the Inglewood Oil Field is currently the largest urban oilfield in the U.S.<sup>50</sup> It is developed with pumpjacks on drilling pads and appurtenant uses. Oil is processed onsite to remove water and gas. It is then moved by pipeline. In addition to Standard Oil, the Inglewood Oil field was home to other smaller operators, all of which have been bought out by Standard Oil (now known as Chevron).



Baldwin Hills Oil House, undated. baldwinhillsoilhouse.com

Curiously, a large house constructed prior to oil exploration is still extant in the Inglewood Oil Field. Variously referred to as the "Baldwin Hills Oil House" and the "Cone Trust House,"<sup>51</sup> this remnant from earlier times is located on a hill west of La Cienega Boulevard and Kenneth Hahn State Recreation Area. The two-story brick home designed in a variant of Dutch Colonial Revival style was built between 1913 and 1915 by a man named Charles Wellington Rand who died in 1917. In 1923, Rand's family sold the house to Emma and Irving Cone, just one year before oil was discovered. Emma Cone became one of the first private property owners to sell oil leases in the Baldwin Hills area. The Cone family heirs still own the house and several acres

<sup>50</sup> Ruben Vives, "Inglewood Oil Field's Neighbors Want Answers About Land Shift," *Los Angeles Times*, June 23, 2012. https://www.latimes.com/local/la-xpm-2012-jun-23-la-me-inglewood-fracking-20120624-story.html (accessed July 29, 2023).

<sup>&</sup>lt;sup>49</sup> Herschel Livingston Driver, "Inglewood Oil Field, Los Angeles County, California," Master of Science, University of Southern California, 1939, v.

<sup>&</sup>lt;sup>51</sup> Baldwin Hills CSD Environmental Impact Report p. 4.12-6.

of oilfields today.52

#### **View Park-Windsor Hills**

The LAIC broke ground for the View Park tracts in the early 1920s. Increasing ownership of automobiles by the middle and upper middle classes made hillside residences, desired for the views and sense of privacy they afforded, more accessible. Over the next four decades, the LAIC developed 2,300 parcels.<sup>53</sup>

Beginning in 1924, the company developed the lower and flatter sections of View Park (south and east of Angeles Vista Boulevard) with more modest houses. Most of the homes were built in either the Spanish Colonial Revival or Tudor Revival styles popular at the time. View Park's hillside tracts were developed for more affluent buyers—taking advantage of panoramic views. These residences were designed and built in the popular Period Revival styles of the era, which, in addition to Spanish Colonial Revival and Tudor Revival, included Mediterranean Revival and French Revival. The hillside residences were larger and often included multi-car garages, indicative of the income levels targeted by the developers. Between 1923 and 1927, the LAIC provided the architectural plans and construction services for the residences built in View Park; the names of these staff architects are currently unknown. The LAIC also constructed an 18-hole golf course adjacent to View Park and set aside a small, triangular plot of land for Monteith Park, a pocket greenspace at the intersection of Olympiad Drive, Mullen Place, and S. Mullen Avenue.



View Park Model Home 1928 USC Digital Library.

<sup>&</sup>lt;sup>52</sup> Scott, Anna, "L.A.'s Mystery House on a Hill," July 10, 2015, KCRW website, accessed October 12, 2023.

https://www.kcrw.com/culture/articles/l-a-s-mystery-house-on-a-hill

<sup>&</sup>lt;sup>53</sup> National Register of Historic Places Nomination, View Park Historic District, 2015-6, 8-3.



View Park Model Home 1938. Los Angeles Public Library.

As was common practice at the time, the LAIC established restrictive covenants for View Park prohibiting the sale of homes to people of color and those of the Jewish faith. As a result, the 1930 Census shows that the development contained just two Black residents and one resident of Japanese descent—all of whom were employed as domestic workers.<sup>54</sup> Supreme Court decisions in 1948 and 1953 diminished the use of restrictive covenants. They were finally deemed illegal by the 1968 Fair Housing Act of 1968.<sup>55</sup>

 <sup>&</sup>lt;sup>54</sup> National Register of Historic Places Nomination, View Park Historic District, 2015-6, 8-9.
 <sup>55</sup> Douglas Flamming, *Bound for Freedom: Black Los Angeles in Jim Crow America* (Berkeley: University of California Press, 2005), 69; Lawrence B. De Graaf and Quintard Taylor, "Introduction," in Lawrence B. De Graaf, Kevin Mulroy, and Quintard Taylor, eds., *Seeking Eldorado: African Americans in California* (Los Angeles: Autry Museum of Western Heritage, 2001), 3-69; Wendy Plotkin, "Restrictive Covenants," in *Encyclopedia of American Urban History, Vol. 2*, ed. David Goldfield (Thousand Oaks: Sage, 2007), 681.



Olympic Village 1932. Los Angeles Public Library.

Construction slowed in the early 1930s with the onset of the Great Depression. In 1932, a portion of the Baldwin Hills area was temporarily developed as the "Olympic Village" to house male athletes participating in the 1932 Summer Olympic Games. It was considered the first modern "Olympic Village" in the history of the Olympic Games and set a precedent for housing athletes for future Olympics. The Village consisted of several hundred buildings, including small cabins for the athletes, post and telegraph offices, an amphitheater, a hospital, a fire department, and a bank. The Olympic Village was completely dismantled after completion of the Olympic Games.

Neighboring Windsor Hills was developed by the Marlow-Burns & Company in the late 1930s. Windsor Hills homes were largely designed in the popular Period Revival styles as well as more stripped down "Minimal Traditional" styles. Once again, restrictive covenants and deed restrictions prohibited the purchase or sale of homes in Windsor Hills to people of color. More than 275 homes were built between 1937-39, totaling \$2,500,000 in construction costs.<sup>56</sup> By 1942, 1,200 homes had been built.<sup>57</sup>

Fred W. Marlow and Fritz Burns formed Marlow-Burns & Co. for the development of Windsor Hills. They laid out curvilinear streets and marketed to first-time buyers eligible for the new 90 percent FHA financing."<sup>58</sup> Parcels were sold to both individual buyers who wanted to construct their own homes and speculative home builders. Marlow-Burns & Co also built their own

Historic Resources Group

<sup>&</sup>lt;sup>56</sup> "Many Homes Built in Windsor Hills," *Los Angeles Times,* May 7, 1939, E2.

<sup>&</sup>lt;sup>57</sup> "Fifteen New Houses Further Windsor Hills Development," *Los Angeles Times*, January 18, 1842, A7.

<sup>&</sup>lt;sup>58</sup> Greg Hise, *Magnetic Los Angeles* (Baltimore, MD: Johns Hopkins University Press, 1997).,135.

speculative homes in Windsor Hills to attract buyers. Demonstration model homes were constructed and marketed with fanciful names such as the "Town and Country" model. A branded "Windsor-Built System Home" with 18 different plan variations was also offered, all designed by Wardell Engineering and Construction.<sup>59</sup> Five Windsor Hills homes were recognized by the Southern California Gas Company for excellence in home design, including a six-room Norman English cottage designed by architect Charles DuBois.<sup>60</sup>



Windsor Hills 1938. Huntington Library.

As originally planned, the Marlow-Burns development of Windsor Hills did not include commercial development. Commercial development, however, soon followed along Slauson Avenue to serve the Windsor Hills residents. This included a cluster of retail buildings at the intersection of Slauson Avenue and Angeles Vista Boulevard that included a Thrifty Drug store constructed in 1941,<sup>61</sup> a Mayfair Market constructed in 1942, and other neighborhood serving stores. Schools, churches, and recreation facilities were also constructed to serve the community.

After World War II, the LAIC began developing the View Park tracts west of Presidio Drive. The LAIC did not design and build residences in these subdivisions, preferring instead to sell groups of parcels to speculative builders and to individuals seeking to build custom homes. The most common style was the Ranch House and its many variations, Mid-Century Modern-style homes, and some Hollywood Regency designs. Development occurred in this section of View Park until the neighborhood was fully built in the late 1960s.<sup>62</sup>

Many notable architects designed homes in View Park including Leopold Fischer, Raphael Soriano, H. Roy Kelley, Charles W. Wong, and Robert L. Earl.<sup>63</sup> It is estimated that builder Homer C. Valentine designed more than 50 residences with Robert L. Earl in View Park.<sup>64</sup> View Park is listed as a historic district on the National Register of Historic Places in 2014 because of its architectural, cultural, and historical significance.<sup>65</sup> The Doumakes House at 4918 Angeles Vista Boulevard in View Park, a Spanish Colonial Revival style house constructed in 1928, was designated Landmark No. 1 by the County of Los Angeles in 2016.

<sup>&</sup>lt;sup>59</sup> Greg Hise, *Magnetic Los Angeles* (Baltimore, MD: Johns Hopkins University Press, 1997).,136.

<sup>&</sup>lt;sup>60</sup> "High Standards Set in Modern Home," *Los Angeles Times*, October 8, 1939, E3.

<sup>&</sup>lt;sup>61</sup> "Thrifty Adds Unit to Store Chain," *Los Angeles Times*, November 23, 1941, A7.

<sup>&</sup>lt;sup>62</sup> National Register of Historic Places Nomination, View Park Historic District, 2015-6, 8-5.

<sup>&</sup>lt;sup>63</sup> For exact addresses of these homes, please consult the National Register Nomination for the View Park Historic District.

<sup>&</sup>lt;sup>64</sup> National Register of Historic Places Nomination, View Park Historic District, 2015-6, 8-8.

<sup>&</sup>lt;sup>65</sup> National Register of Historic Places Nomination, View Park Historic District, 2015-6, 8-8.

### Ladera Heights

In response to the increased demand for housing after World War II, the LAIC subdivided and developed Ladera Heights. Following its earlier development patterns, the LAIC built many of the houses for sale in Ladera Heights, but also sold parcels to independent building contractors and owners who constructed custom homes. Homes in various post-war styles, from variations on the Ranch style to Mid-Century Modern were developed throughout Ladera Heights. LAIC developed Ladera Heights in phases through the early 1960s.<sup>66</sup>



Ladera Heights Display Ad 1955. Los Angeles Times.

As a result, Ladera Heights' neighborhoods have earned colloquial distinctions. "Old Ladera" includes the first tract subdivided by the LAIC, Tract 12650, in 1946, south of Slauson Avenue, east of La Cienega, and west of Ladera Park. The tract was unusual in that the 174 parcels were laid out across three jurisdictions: the City of Los Angeles, the City of Inglewood, and unincorporated Los Angeles County. The initial offering in 1947 included 124 single-family residences on wide lots, facilitating the development of newly popular Ranch-style homes. The LAIC appears to have built some homes on speculation, with unimproved lots also available for purchase. The LAIC also offered 15 duplex lots and 20 triplex lots for multi-family residential

<sup>&</sup>lt;sup>66</sup> Because Ladera Heights remained undeveloped until the 1960s, the area was not coded on redlining maps.

development.<sup>67</sup> The duplexes and triplexes were advertised as investment properties, where a property owner could live in one unit and rent the other(s). Multi-family garden apartments were also developed in Ladera Heights including Cienega Village at 5710 S. Fairfax Avenue (1950); and the Ladera Townhouse at 6233 S. La Brea Avenue (1950) by architect John C. Lindsay.<sup>68</sup> By 1951, 592 sites had been developed by the LAIC east of La Cienega Boulevard.<sup>69</sup>

Among the independent developers/contractors who built in Old Ladera was Milton Kaufman (1882-1964), a Los Angeles real estate developer whose local real estate developments date back to the 1920s. After World War II, he formed the Milton Kaufman Construction Corporation. His developments included a group of homes on S. Kings Road in Ladera Heights.<sup>70</sup>

The LAIC continued its development activity, moving westward, subdividing tracts north and south of Slauson Avenue in 1952 and 1953, respectively, and concentrating more and more on custom homes. A 1955 ad in the Los Angeles Times, promoted Ladera Heights as "sparkling new homes erected by scores of builders who have purchased sites and are building, displaying and offering you their best creative efforts in home construction and arrangement."71

Garth Avenue was one of the first streets in Lower Ladera that the LAIC opened up to builders.<sup>72</sup> Development continued with the subdivision of the tract immediately to the west and south of Slauson Avenue. This was followed by the development of the rest of the area known as "Upper Ladera" in 1956 and 1957. Upper Ladera includes all houses north of Slauson in between La Cienega Boulevard and Shenandoah Avenue. During the 1960s, tracts at the southern end of "Lower Ladera" (houses south of Slauson Avenue in between Wooster Avenue and La Cienega Boulevard) were developed by the LAIC between 1960 and 1964.

Upper and Lower Ladera Heights are home to a large number of Ranch-style homes and Mid-Century Modern homes. Examples include the Linnell Residence at 6443 S. Halm Avenue designed by Charles W. Wong, in 1965, the Engleman Residence at 6440 S. Halm Avenue designed by Paul Bennet, AIA, in 1964, and several other residences designed by these and other architects.

Renowned builder Homer Valentine, built many homes in the Ladera Heights area, including many custom Ranch Style residences. Valentine often worked with architect Robert L. Earl and Charles W. Wong on the design of custom residences. He developed an ongoing relationship with the LAIC leader, Reuben Ingold, and purchased several lots in Ladera (including some on Garth Avenue) to build and sell speculative homes. Valentine's approach was somewhat unique in that he fully landscaped the homes as well as built them. Parcels along the western-most part of Ladera Heights were particularly attractive, as they overlooked the 36-hole golf course of the Fox Hills Country Club at the time. Valentine built several homes on Wooster Avenue.<sup>73</sup>

<sup>&</sup>lt;sup>67</sup> "Sale of 72 Sites in 10 Days Told," Los Angeles Times, March 5, 1950, E4.

<sup>&</sup>lt;sup>68</sup> Architectural Resources Group, Garden Apartment Context Statement, October 2012, 79-81.

<sup>&</sup>lt;sup>69</sup> «78% of Ladera Heights Lots Reported Sold in Four Weeks," *Los Angeles Times*, January 21, 1951, E9.

<sup>&</sup>lt;sup>70</sup> "New Dwelling Group Rising," Los Angeles Times, April 1, 1951, E3.

<sup>&</sup>lt;sup>71</sup> "Display Ad 101," Los Angeles Times, August 28, 1955, E14.

 <sup>&</sup>lt;sup>72</sup> Tony Valentine Construction, "History," <u>https://tonyvalentineconstruction.com/history/</u> (accessed October 4, 2023).
 <sup>73</sup> Tony Valentine Construction, "History," <u>https://tonyvalentineconstruction.com/history/</u> (accessed October 4, 2023).

Valentine's son remembered, "We tried to start a house every two weeks in Ladera."<sup>74</sup> As a result, Ladera Heights is home to a significant concentration of Mid-Century Modern homes.

In the southeast area of Lower Ladera, along Fairview Boulevard and Springpark Avenue is a grouping of multi-family residential buildings designed in the 1960s. These large complexes (10 to 20 units) are sometimes designed around a swimming pool and patio area. Two of these apartment complexes (6707 Springpark Avenue and 5376 Fairview Boulevard) were designed by architect, Samuel Wacht, AIA.

In 1963, the LAIC constructed a 15-acre neighborhood commercial center at Centinela Avenue and La Cienega Boulevard. The Ladera Heights Shopping Center (now Ladera Center) was designed by renowned Los Angeles architect Stiles Clements. It has been substantially altered since its original construction.

### **Parks and Recreation**



Ladera Park Amphitheater 1959. Los Angeles County, Chief Administrative Office, CEO Photo Unit

With the growth of residential communities, parks and recreational facilities were planned and built to serve them. The Ladera Heights/View Park-Windsor Hills area contains several such facilities. Public parks also often served as locations for community celebrations, athletic

<sup>&</sup>lt;sup>74</sup> Tony Valentine Construction, "History," <u>https://tonyvalentineconstruction.com/history/</u> (accessed October 4, 2023).

competitions, and political demonstrations.

The Los Angeles County Department of Parks and Recreation dates back to the establishment of the Los Angeles Board of Forestry in 1911. The purpose was to beautify County roads. However, in 1929, the Department of Recreation, Camps and Playgrounds was established with jurisdiction over beaches and parks. By 1938, the County consolidated these related programs into one unit. In the 1930s, Los Angeles County collaborated with the Works Progress Administration (WPA) to provide jobs for unemployed people during the Great Depression, while also implementing community improvements and infrastructure.

In July 1944, the County of Los Angeles Department of Parks and Recreation was formed. At the time there were 53 parks, but the County continued to acquire land and build amenities. The Ladera Heights/View Park-Windsor Hills area includes several county parks including Reuben Ingold Park, Ladera Park, and Monteith Park, all three of which are incorporated into their respective neighborhood designs.

The northern portion of the View Park-Windsor Hills area is dominated by the Kenneth Hahn State Recreation Area. The park contains the site of the former Baldwin Hills Reservoir which was constructed between 1947 and 1951 by the Los Angeles Department of Water & Power. The reservoir's dam collapsed in 1963 causing catastrophic flooding in the surrounding neighborhoods and five deaths.



Flood damage in Baldwin Hills 1963. Los Angeles Public Library

Investigations determined that the site was not appropriate for a reservoir and Los Angeles County began negotiations to acquire the site for recreational purposes. Fifteen years later, through an effort spearheaded by County Supervisor Kenneth Hahn, a new park, then named the Baldwin Hills State Recreation Area, was opened to the public. It was renamed in 1988 to honor Supervisor Hahn.<sup>75</sup>

Kenneth Hahn State Recreation Area includes hiking trails, gardens, and recreational facilities. A grove of specimen trees, known as the Olympic Forest, was named in recognition of the Olympic Village constructed for the 1932 Summer Olympics. In 2021, the County opened the Park to Playa Trail, a 13-mile regional trail that connects a network of trails, parks, and open spaces from the Baldwin Hills Parklands to the Pacific Ocean.<sup>76</sup> Artist Kim Abeles created seven sculptures that are placed along the trail in six locations, leading visitors between the Scenic Overlook to the west and the Stocker Corridor in Kenneth Hahn Park to the east.<sup>77</sup>

#### **Racial Tensions, Intimidation, and Integration**

Beginning in the late 1950s, pioneering Black families purchased homes in the View Park-Windsor Hills area. Largely headed by educated professionals (businesspeople, doctors, lawyers, educators, athletes, entertainers, and civil rights activists), these families were often met by racial intimidation from their White neighbors. In one example, teachers Evangeline Woods Johnson and Ella Redmond received death threats and a cross was set on fire in their yard.<sup>78</sup> Hate crimes also occurred in Ladera Heights. In October of 1969, a firebombing occurred at the home of a Black couple, Walter and Bertha Bremond<sup>79</sup> which resulted in thousands of dollars of damage.<sup>80</sup> Incidents of intimidation and racism directed toward new Black residents continued.

Despite these intimidation efforts, Blacks persisted in their efforts to purchase homes and by the 1960 census, Black residents in View Park and adjacent Windsor Hills accounted for 4.2 percent of the area's population, with the majority living in View Park.<sup>81</sup> Integration also came to Ladera Heights, albeit more slowly. The Black population of Ladera Heights was just .7 percent in 1970. By 1980, it was 39.6 percent and Ladera Heights' residents took pride in being a racially integrated community.<sup>82</sup>

The nonprofit organization, United Neighbors, was established in 1961 to address housing discrimination and racism in View Park, Windsor Hills and the neighboring communities of Baldwin Hills and Leimert Park. The intention was to keep these neighborhoods integrated and open to all races while also preventing the irrational exodus of White homeowners referred to as "White flight." This included efforts to curb real estate sales practices – known as "blockbusting" – that persuaded White homeowners to sell their homes at below-market rates by exploiting and inflaming their fears and prejudices regarding people of color, particularly

<sup>&</sup>lt;sup>75</sup> Pool, Bob, "Serene Hilltop Marks Site of Landmark Disaster," Los Angeles Times, December 11, 2003,

<sup>&</sup>lt;sup>76</sup> L.A. County Department of Parks and Recreation, Park to Playa Trail, <u>https://trails.lacounty.gov/Trail/237/park-to-playa-trail</u> (accessed October 2, 2023)

<sup>&</sup>lt;sup>77</sup> Los Angeles County Department of Arts And Culture, "Civic Art Division FY2021-2022 Annual Report,"

https://www.lacountyarts.org/sites/default/files/221212-fy2122-annualreport-final.pdf (accessed October 2, 2023), 46-7.

<sup>&</sup>lt;sup>78</sup> "Snob Neighbors Threaten Sisters: View Park Racists Hurl Death Threat," *Los Angeles Sentinel*, June 27, 1957, A1.

<sup>&</sup>lt;sup>79</sup> Jennifer Mandel, "Making a Black Beverly Hills The Struggle for Housing Equality in Modern Los Angeles." (PhD diss; University of New Hampshire, December 2010), 279-280.

<sup>&</sup>lt;sup>80</sup> "Southland: Negro Leader's Home Fire Bombed," *Los Angeles Times*, October 20, 1969, E2.

<sup>&</sup>lt;sup>81</sup> National Register of Historic Places Nomination, View Park Historic District, 2015-6, 8-13.

<sup>&</sup>lt;sup>82</sup> Jennifer Mandel, "Making a Black Beverly Hills The Struggle for Housing Equality in Modern Los Angeles." (PhD diss; University of New Hampshire, December 2010), 278.

Blacks. The houses would then be re-sold at inflated prices to upwardly mobile people of color.<sup>83</sup>



Musician Ray Charles and family in Windsor Hills c.1970. Los Angeles Public Library

Ladera Heights residents were serviced by the nearby Inglewood Unified School District, which, similar to neighboring school districts, faced heated accusations of racial discrimination and de facto segregation as it served the City of Inglewood's majority white population.<sup>84</sup> In 1970, a group of parents successfully sued the Inglewood School District accusing it of discriminating against Blacks and other minority children. A Los Angeles Superior Court judge agreed and imposed a mandatory integration plan, resulting in massive cross-town busing. As school integration efforts heated, Ladera Heights' residents found themselves in the throes of a school bussing controversy fueling White flight. School integration in Inglewood proved to be difficult and often violent; many White families rapidly pulled their children out.<sup>85</sup> By 1975, the level of Black and other non-White students in Inglewood had risen from 38-percent to 80-percent and the courts permitted Inglewood to drop its desegregation plan.<sup>86</sup>

The Ladera Heights Civic Association was formed in that community and appears to have played an important role in community relations and political organizing. La Cienega Boulevard, which bisects the Ladera Heights community, was originally planned as a freeway. By 1966, a proposal to fully enclose the community by freeways was defeated.<sup>87</sup> The Ladera Heights Civic

<sup>&</sup>lt;sup>83</sup> Blockbusting was a common practice in which realtors contributed to panic selling by whites in mixed neighborhoods, by convincing them Blacks moving into the neighborhood would reduce their property values. Realtors would then sell the homes to Black buyers, resulting in multiple commissions.

<sup>&</sup>lt;sup>84</sup> In 1960, the City of Inglewood counted 29 Black residents out of a population of 63,390 residents. No Black students attended Inglewood schools. "A Painful Lesson in Division," *The New York Times*, August 28, 2005.

<sup>&</sup>lt;sup>85</sup> "A Painful Lesson in Division," *The New York Times*, August 28, 2005.

<sup>&</sup>lt;sup>86</sup> "Both Races Distressed 5 Years After Coast Integration Order," *The New York Times,* June 18, 1975, p. 22.

<sup>&</sup>lt;sup>87</sup> "Ladera Heights Residents to Fight Freeway Triangle Plan," *Los Angeles Times*, April 3, 1966, CS1.

Association was also successful in defeating the development of a state college, bus maintenance yard, and a power plant, in the area. It was also instrumental in the fight against the rezoning and redevelopment of the adjacent Fox Hills Country Club, although the fight was ultimately not successful.

By 1970, Black residents in View Park, Windsor Hills, Leimert Park, and Baldwin Hills outnumbered Whites by a ratio of three to one. By the 1980s, the ratio had increased to nine to one.<sup>88</sup> Contrary to the scare tactics of the real estate industry however, the transition to a Black majority did not result in community decline. On the contrary, Ladera Heights/View Park-Windsor Hills, along with neighboring Baldwin Hills, became a vibrant and proud community exemplifying Black achievement and success. In addition to professional families headed by doctors, attorneys, and academics, many highly successful Black entertainment figures (Ray Charles, Ike and Tina Turner, Marilyn McCoo, Nancy Wilson, Debbie Allen) and athletes (Byron Scott, Ken Norton, Lisa Leslie, Michael Cooper) were residents of the area.

Today, View Park/Windsor Hills and Ladera Heights remain one of the wealthiest majority Black communities in the United States. Demographics are shifting, however. Between 2010 and 2020 the Black population has decreased from a majority 83 percent of View Park-Windsor Hills in 2010 to 70.5 percent in 2020. White, Asian, Pacific Islander, Hispanic/Latino, and Mixed or Multi-Racial populations have all increased during that period.

# 5.2 Marina del Rey

# OVERVIEW

The Marina del Rey community is located in what is often referred to as the Playa Vista area. The study area is an irregularly shaped, .89 square mile pentagon roughly bordered by Admiralty Way and Lincoln Boulevard to the north, the main Marina del Rey harbor channel to the south, Fiji Way to the east, and the west side of Via Marina to the west. Access to this maritime community is primarily via Washington Boulevard or Lincoln Boulevard, but Marina del Rey is also located at the terminus of the Marina Freeway/SR 90. Multi-family residential development is located around the southwest periphery of the marina with commercial/retail development concentrated on Admiralty Way and Fiji Way.

The population is approximately 9,300 people who are 77 percent White, 10 percent Hispanic/Latino 8 percent Asian, and 5 percent Black.<sup>89</sup> Marina del Rey residents are typically college educated, high-income, and have a median age of 43.2 years.<sup>90</sup>

## MARINA DEL REY DEVELOPMENT HISTORY

As noted above, the Tongva and Kizh Peoples inhabited the greater Marina Del Rey area. As previously discussed, research of flora and fauna remains from the greater Playa Vista/Ballona Creek area evidence that local estuarine, coastal, and near-coast resources provided

<sup>89</sup> Los Angeles County, "Marina del Rey Community Profile," https://planning.lacounty.gov/wp-

content/uploads/2023/05/Unincorporated-Marina-Del-Rey-and-Ballona-Wetlands.pdf (accessed August 4, 2023). <sup>90</sup> Los Angeles County, Marina del Rey Community Profile, <u>https://planning.lacounty.gov/wp-</u>

content/uploads/2023/05/Unincorporated-Marina-Del-Rey-and-Ballona-Wetlands.pdf (accessed August 7, 2023).

<sup>&</sup>lt;sup>88</sup> National Register of Historic Places Nomination, View Park Historic District, 2015-6, 8-13.

subsistence for Native Americans residing near the estuaries.<sup>91</sup> Present-day Marina Del Rey was historically an extension of the Ballona wetlands. After colonization, Spanish and Mexican land grants were given to former soldiers and individuals of stature, ushering the Rancho period and beginning a period of systematic forced displacement of Native Americans. Marina del Rey was located in Rancho La Ballona.

In 1887, developer Moye L. Wicks (1855-1932), working under the auspices of the Santa Fe Railroad, envisioned a commercial harbor at the Playa Del Rey estuary and inlets. By 1890, Wicks' Port Ballona Development Company was bankrupt: the constructed wharf was destroyed by a storm and the company was \$300,000 in debt. Not long after, Abbot Kinney (1850-1920) founded Venice By the Sea north of Marina Del Rey, precipitating the Los Angeles neighborhood of Venice and spurring further coastal development south of Santa Monica.

"Playa del Rey" or the "King's Beach" was a popular stop on the early "Balloon Route" of the Pacific Electric Railway system. Opened in 1901, the Balloon Route traversed much of the Westside and coastal areas owned by the Pacific Electric Railway with the ulterior motive of enticing property buyers. A three-story tourist pavilion, replete with a dance floor, bowling alley, skating rink and restaurant was constructed by Henry Barbour and his Beach Land Company adjacent to the scenic Playa del Rey lagoon. The lagoon is now part of Del Rey Lagoon Park.<sup>92</sup>

<sup>&</sup>lt;sup>91</sup> David Maxwell, "Vertebrate Faunal Remains," in *At the Base of the Bluff: Archeological Inventory and Evaluation Along Lower Centinela Creek, Marina Del Rey, California.* Playa Vista Monograph Services Test Excavation Report 4, ed. J. H. Atschul, A. Q. Stoll, D. R. Grenda, and R. Ciolek-Torello (Tucson, AZ, Statistical Research, 2003).

<sup>&</sup>lt;sup>92</sup> KCET. "The Balloon Route: A Tourist's Trolley Trip Through Early-1900s Los Angeles," <u>https://www.pbssocal.org/shows/lost-la/the-balloon-route-a-tourists-trolley-trip-through-early-1900s-los-angeles</u> (accessed October 9, 2023).



"Balloon Route" Map 1905. Los Angeles Water and Power.



Playa del Rey Lagoon 1907. Los Angeles Public Library.

In 1916, a study by the U.S. Army Corps of Engineers reported that the development of a major shipping harbor at the Playa del Rey estuary was not viable. Ultimately, San Pedro was selected for improvement into the Los Angeles Harbor that we know today. In 1937, Los Angeles County commissioned another feasibility study for the area, but any development efforts were stalled by World War II. In 1949, the U.S. Army Corps of Engineers reported that the construction of a small craft pleasure harbor was feasible at an estimated cost of \$23 million.<sup>93</sup> Interest grew for a harbor as postwar affluence brought an increased interest in leisure activities including boating.<sup>94</sup>

In 1953, the County Board of Supervisors encouraged state legislation to help fund the development of Marina del Rey. A \$2 million loan from state tidelands oil revenues was secured to purchase the site. In 1954, President Eisenhower signed Public Law 780 making Marina del Rey a federal project. The federal government would help fund the development of the "main navigational features" splitting the costs with the County of Los Angeles.<sup>95</sup> Increasing personal sea vessel ownership supported the development. By 1955, there were 93,000 registered small pleasure boats in California; and the figure was expected to top 500,000 by the mid-1970s.<sup>96</sup>

Conceived as a self-contained residential and leisure community, the first master plan for Marina del Rey was designed by Victor Gruen Associates in 1960.<sup>97</sup> As the project progressed, it

<sup>&</sup>lt;sup>93</sup> Los Angeles County Department of Beaches and Harbors, Marina Del Rey History, <u>https://beaches.lacounty.gov/marina-del-rey-history/</u> (accessed July 27, 2023).

<sup>&</sup>lt;sup>94</sup> Postwar affluence brought an increased interest in leisure activities like boating. In 1955, there were 93,000 registered craft in Cailifornia; by the mid-1970s the figure was expected to top 500,000 as described in "Water Oriented Homes Find New Acceptance," *Los Angeles Times*, January 18, 1970, J8.

<sup>&</sup>lt;sup>95</sup> Los Angeles County Department of Beaches and Harbors, Marina Del Rey History, <u>https://beaches.lacounty.gov/marina-del-rey-history/</u> (accessed July 27, 2023).

<sup>&</sup>lt;sup>96</sup> "Water Oriented Homes Find New Acceptance," *Los Angeles Times*, January 18, 1970, J8.

<sup>&</sup>lt;sup>97</sup> David Gebhard and Robert Winter, *A Guide to Architecture in Los Angeles & Southern California* (Salt Lake City, UT: Peregrine Smith Books, 1982), 63.

was determined that construction of a breakwater was needed to better protect the harbor. Construction of the breakwater began in October of 1963 and was completed in January 1965. At a total cost of \$36.25 million (funded by local, state, and federal authorities), the Marina del Rey harbor opened for business.



Marina del Rey 1964. Los Angeles Public Library.

The successful 1962 opening of the Huntington Harbour community in Huntington Beach, "...the first residential marina to be built in 30 years," offered proof of concept for Marina del Rey.<sup>98</sup> While Huntington Harbour focused on single-family residential development, Marina del Rey developers opted for multi-family residential and commercial development. The Marina would ultimately become the world's largest small craft harbor.<sup>99</sup> A Design Control Board was established to oversee development in Marina del Rey.<sup>100</sup> Architecture, signage, parking design, etc. was subject to review of the Board. Projects were then approved by the County Board of Supervisors.

The earliest residential development in Marina del Rey was the 30-acre Del Rey Shores Apartments designed by architect Dan Saxon Palmer in 1965.<sup>101</sup> Located on 4269 Via Marina between Washington and Marquesas Way, today the building appears to be extant but has been substantially altered. In 1968, the Bar Harbor Apartments (no longer extant) was constructed at 4242 Via Marina between Washington and Marquesas Way. The complex, described as an eight-structure "country club on the ocean," was designed by Abraham Shapiro & Associates and William Krisel.<sup>102</sup> These developments, multi-family complexes that incorporated recreational amenities such as swimming pools and tennis courts, would set the

<sup>&</sup>lt;sup>98</sup> "Plans Filed for Huge Marina Development," *Los Angeles Times*, October 16, 1960, M7.

<sup>&</sup>lt;sup>99</sup> Dick Turpin, "Marina Sailing High in Real Estate Boom," Los Angeles Times, December 20, 1970, G11.

<sup>&</sup>lt;sup>100</sup> The Board remained an oversight body well into the 1970s.

<sup>&</sup>lt;sup>101</sup> "First Section Ready Soon at Del Rey Shores," *Los Angeles Times*, April 18, 1965, J10.

<sup>&</sup>lt;sup>102</sup> Dick Turpin, "Marina del Rey's Largest Complex Opens Today," Los Angeles Times, March 17, 1968, J1.

tone for residential development in Marian del Rey.



Marina del Rey 1964, Sheraton Marina Hotel at center. *Los Angeles Public Library*.

During the early 1970s, the Marina City Club, a resort-style residential complex (DMJM, 1971-1975, Anthony J. Lumsden, project architect) began construction.<sup>103</sup> Marina del Rey's first highrise construction, it was composed of three pairs of 17-story C-shaped towers and a three-story stepped apartment building. The complex was built in three major phases: west towers in 1971, center towers in 1975, and east towers in late 1975.<sup>104</sup> The residential towers were converted to condominiums in 1986.

According to a survey of residents, most of the people living in Marina del Rey were middle- to high-income. By 1968, 42 percent of residents owned boats.<sup>105</sup> Marina del Rey was also home to several yacht clubs including: the California Yacht Club, the Del Rey Yacht Club, the South Coast Corinthian Yacht Club, the Venice Yacht Club, Pacific Mariners Yacht Club, and the Windjammers Yacht Club.

<sup>&</sup>lt;sup>103</sup> A May 28, 1972, Los Angeles Times article credits the design of the second phase of towers to W. Frazier Overpeck. It is currently unknown if he was a project architect for DMJM or simply hired to duplicate the original DMJM vision. <sup>104</sup> Emily Bills, Surfside 70's Trail, Friends of Residential Treasures,

file:///Users/SianWinship/Downloads/Surfside%20%E2%80%9970s.pdf (accessed July 27, 2023), 40.

<sup>&</sup>lt;sup>105</sup> Dick Turpin, "Marina del Rey's Largest Complex Opens Today," *Los Angeles Times*, March 17, 1968, J1.



Marina City Club 1972. USC Digital Library.

Largely dominated by residential development, Marina del Rey relegated most commercial development to the northeast and southeast sections with the exception of handful of bars and restaurants interspersed in the northwestern residential areas.

Marina del Rey's first hotel was the Sheraton Marina Hotel, constructed in 1963. Located on the east side of the Marina at the end of the pier between Basin F and Basin G, this Y-shaped three-story structure included a pool, restaurant and bar, coffee shop and convention facilities. The hotel, now referred to as the Marina del Rey Hotel, was extensively renovated in 2014.

Located at 4519 Admiralty Way, the Civic National Bank building was constructed in 1965 to house the main offices for that institution and additional office space for other businesses.<sup>106</sup> It was designed in a modest New Formalist architectural style by architect Cejay Parsons. Today, the building continues to function as an office building.

The Marina Shopping Center, located at 4700 Admiralty Way, was developed by Michael Sims and Allan Abramson in 1967 and included a supermarket, drugstore, gourmet liquor store, specialty retail and a bank. Designed by architects Robert Peterson & Associates, it was substantially remodeled in the 1990s.

<sup>&</sup>lt;sup>106</sup> "Bank Office Planned For Yacht Harbor," Los Angeles Times, February 7, 1965, J25.



Civic National Bank Building rendering 1965. Los Angeles Times.

In 1970, "Fisherman's Village," a themed shopping and recreation complex designed to resemble a New England fishing village, was constructed on the eastern banks of the main Marina channel along Fiji Way. It became a popular attraction offering restaurants, specialty shops, and commercial boating facilities.<sup>107</sup> Similar to the Oceanside Harbor Village (constructed in 1964) in San Diego County, the design of Marina del Rey's Fisherman's Village was based on renderings by San-Pedro based nautical designer Raymond E. Wallace.



Fisherman's Village postcard c. 1970.

The Marina Professional Building at 4560 Admiralty Way was constructed in 1971, with an additional wing added in 1973. Designed by Don Hartfielder as a medical office building, it includes a circular pharmacy building at the front of the parcel. Harbor House, an office building constructed in 1972 at 4500 Via Marina, was designed by Ebbe Videriksen & Associates. It was

<sup>&</sup>lt;sup>107</sup> Dick Turpin, "Marina Sailing High in Real Estate Boom," *Los Angeles Times*, December 20, 1970, G11.

honored by the American Institute of Architects, Los Angeles Chapter with an award.<sup>108</sup> The building is no longer extant.



Marina Towers c. 1990.

A large commercial office development at 4640-4676 Admiralty Way – the Marina Towers – began construction in 1972. Designed by architect William Krisel in partnership with Abraham Shapiro, the complex consists of two office towers separated by a large parking structure.

By 1970, the number of boat slips in Marina del Rey had risen to 5,500 and the resident population was some 5,000.<sup>109</sup> Projections estimated that the population could grow to 10,000. Gruen Associates continued to consult on development plans in the early 1970s. Anticipated growth was also fueled by the c. 1972 completion of the Marina Freeway and by 1974, approximately 8-9,000 people lived there earning a reputation that the *Los Angeles Times* called "a mecca for swinging singles epitomizing the freedom and 'anything goes' lifestyle of the 1970s."<sup>110</sup>

Civic amenities were also constructed to support the growing community. Burton Chase Park, a 10-acre park constructed on the east side of the Marina between Basins G and H, opened in 1972.<sup>111</sup> Marina del Rey also boasted a post office and a fire station.

<sup>&</sup>lt;sup>108</sup> "Dinner Honors Twenty Southland Architects," *Los Angeles Times*, December 10, 1972, J8.

<sup>&</sup>lt;sup>109</sup> Dick Turpin, "Marina Sailing High in Real Estate Boom," *Los Angeles Times*, December 20, 1970, G11.

<sup>&</sup>lt;sup>110</sup> Joan Sweeney, "Marina Del Rey—the Image, the Reality and Controversy," Los Angeles Times, July 14, 1974, B1.

<sup>&</sup>lt;sup>111</sup> Marina del Rey Historical Society, Marina Del Rey (Charleston, SC: Arcadia Publishing, 2014), 88.

# 5.3 Westside Planning Islands

## WEST LA/SAWTELLE VETERANS ADMINISTRATION COMMUNITY

## Overview

The West LA/Sawtelle Veterans Administration (VA) community is an unincorporated Census Designated Place (CDP) located in western Los Angeles County. It is approximately 14 miles west of downtown Los Angeles and is composed of .90 square miles with 1,075 people.<sup>112</sup> It is an irregularly shaped study area.

The West LA/Sawtelle VA community's boundaries are roughly Chayote Street to the north, Wilshire Boulevard to the south, Veteran Avenue to the east, and Bringham Avenue to the west. The study area is bisected north to south by Interstate 405, also known as the San Diego Freeway. Within the study area, streets are named after noted military heroes: Pershing Avenue, Grant Avenue, Vandergrift Avenue, Nimitz Avenue, Palton Avenue, Bonsall Avenue, Mac Arthur Avenue, Eisenhower Avenue, and Davis Avenue. Access is typically from Wilshire Boulevard.

The West LA/Sawtelle VA Community is the site of the West Los Angeles VA Medical Center and, as such, has a daytime population of 2,230 people, more than double its residents.<sup>113</sup> The resident population is primarily White, but contains 28 percent Black, 23 percent Hispanic/Latino, and 1 percent Asian reflecting the diversity of American armed forces.

Under the auspices of the Veteran's Administration, the West LA/Sawtelle community area has been subject to a substantial historic resources survey and evaluation. In 2014, a historic district, the West Los Angeles Veterans Affairs National Register Historic District (WLA VA NRHD), was listed in the National Register of Historic Places. At the time of the nomination, the district included 66 contributing elements including buildings, sites, structures, and objects. Two buildings, additional buildings, the Wadsworth Chapel (Building No. 20) and the Streetcar Depot (Building No. 66), are listed in the National Register as individual historic resources. A comprehensive building survey of the WLA VA HRHD was completed in 2018.<sup>114</sup> No additional investigation of historic resources within the West LA/Sawtelle Veterans Administration community area was included for the purposes of this historic context.

## West LA/Sawtelle VA Community History

As early as 400 AD, a communal spring, Kuruvungna, just west of the Community near the intersection of present-day Santa Monica Boulevard and Barrington Avenue was associated with Tongva Peoples and later associated with the Kuruvungna Village.<sup>115</sup> It is now known as the Kuruvungna Village Springs, which is a designated California Registered Landmark Site No. 522.<sup>116</sup> In 1975, human remains were discovered on site during a construction project for what is

https://planning.lacounty.gov/wpcontent/uploads/2023/05/Unincorporated-West-LA.pdf (accessed July 26, 2023). <sup>113</sup> LA County Planning Department, Unincorporated-West LA Community Profile, <u>https://planning.lacounty.gov/wp-content/uploads/2023/05/Unincorporated-West-LA.pdf</u> (accessed July 26, 2023).

<sup>115</sup> Sapphos Environmental, Inc., *Historic Resources Survey Report: West Los Angeles Community Plan Area*, August 15, 2012, 5.

<sup>&</sup>lt;sup>112</sup> LA County Planning Department, Unincorporated-West LA Community Profile,

<sup>&</sup>lt;sup>114</sup> Row Ten Historic Preservation Solutions, LLC, West Los Angeles VA National Register Historic District Buildings, May 2018.

<sup>&</sup>lt;sup>116</sup> Gabrielino Tongva Springs Foundation, <u>http://gabrielinosprings.com/wpsite?page\_id=385</u> (accessed October 2, 2023).

now University High School. During the 1980s, archeologists noted that remnants of the village were located throughout the area. In 2013-14, ancestral remains and artifacts were again unearthed and ceremoniously reinterred on the hill north of Kuruvungna.<sup>117</sup> During Spanish and Mexican control, the West LA/Sawtelle VA community, spanned two ranchos: the Rancho San Vicente y Santa Monica on the west and the Rancho San Jose de Buenos Ayres on the east.



Kuruvungna Village Springs, present day. Gabrielino-Tongva Springs Foundation.

As a result of the American Civil War, a series of Veterans facilities were established throughout the United States to provide homes for Veterans of the Union Army. They were known as the National Homes for Disabled Volunteer Soldiers.<sup>118</sup> In December of 1887, the Pacific Branch of the National Home for Disabled Veteran Soldiers was established on 600 acres of donated land (now the West LA/Sawtelle VA).<sup>119</sup> The acreage was donated by John Percival Jones and Arcadia Bandini de Baker, owners of the Rancho San Vicente y Santa Monica and John Wolfskill, owner of the Rancho San Jose de Buenos Ayres. Wolfskill also offered \$100,000 in cash to be spent improving the grounds.<sup>120</sup> The belief was that the establishment of the Veterans' home would be a catalyst for economic development in the area. The Wolfskill ranch was ultimately unable to pay the \$100,000—instead donating an additional 30 acres.<sup>121</sup> The

<sup>&</sup>lt;sup>117</sup> Gabrielino Tongva Springs Foundation, <u>http://gabrielinosprings.com/wpsite/?page\_id=385</u> (accessed October 2, 2023).

<sup>&</sup>lt;sup>118</sup> By 1907, there were 11 branches operating around the country.

<sup>&</sup>lt;sup>119</sup> U.S. Department of Veterans Affairs, *West Los Angeles Campus Master Plan 2022*, March 12, 2022, 64.

<sup>&</sup>lt;sup>120</sup> U.S. Department of Veterans Affairs, *National Register of Historic Places Nomination for the National Home for Disabled Volunteer Soldiers, Pacific Branch*, 2015, 8:42.

<sup>&</sup>lt;sup>121</sup> U.S. Department of Veterans Affairs, *National Register of Historic Places Nomination for the National Home for Disabled Volunteer Soldiers, Pacific Branch*, 2015, 8:43.
Pacific Branch of the National Home for Disabled Veteran Soldiers was the second branch located West of the Mississippi River.



Soldiers Home c.1900. California Historical Society.

Early on, the campus was also known as the "Soldier's Home."<sup>122</sup> The first barracks were completed in December 1888, and they filled quickly with additional Veterans living in tents around the property. By 1889, a cemetery had been created for the burial of Veterans at the Pacific Branch. Soon, the community of Sawtelle, directly south of the Soldier's Home (West LA/Sawtelle VA community), sprang into existence. At the time, Sawtelle was also on unincorporated Los Angeles County land. The area consisted mostly of agricultural land and was occupied by a large number of Japanese and Japanese Americans who participated in the agricultural industry. Sawtelle was incorporated into the City of Los Angeles in 1922.

Railroads and streetcars played an important role in the development of the area generally and the West LA/Sawtelle VA community specifically. In 1896, an interurban rail line that followed present-day Santa Monica Boulevard was established south of the Soldier's Home. The Pacific Electric "Balloon Route" linked Los Angeles with a number of tourist sites (including Santa Monica, Venice, and the beaches) on a balloon-shaped track. In 1904, the Soldier's Home became a stop on the Balloon Route.<sup>123</sup> The train depot still stands (Building #66) and is listed on the National Register of Historic Places.

The site was in almost continuous development for the first 20 years. Initial buildings were

<sup>&</sup>lt;sup>122</sup> It is now known as the Veterans Administration Hospital.

<sup>&</sup>lt;sup>123</sup> U.S. Department of Veterans Affairs, *West Los Angeles Campus Master Plan 2022*, March 12, 2022, 64.

utilitarian in style. Over time, the Soldier's Home adopted the Queen Anne Style commonly used by branches east of the Mississippi. In 1892, Congress appropriated funds for the construction of two barracks, a new hospital wing, a kitchen, residences for administrators, a guardhouse, barn and corral, two gates, and two gatehouses. By 1908, there were 11 woodframe barracks.<sup>124</sup> Recreational facilities included Ward Memorial Hall for plays and concerts, a library (Markham Hall) alongside a post office, and a multi-denominational chapel. Large areas of the site served as a working farm supplying grains, vegetables, and fruit for the kitchen.

In 1912, Los Angeles' central artery, Wilshire Boulevard, reached the eastern end of the West LA/Sawtelle VA community. It was around this time that the National Homes for Disabled Volunteer Soldiers Board began negotiations with Los Angeles County to improve Wilshire Boulevard through the land of the Soldier's Home.

Following World War I, the National Homes for Disabled Volunteer Soldiers began designing new facilities as primary care facilities. The Veterans of World War I had been subjected to mustard gas and other war-related injuries that created chronic conditions. Tuberculosis was also a concern for Veterans during this period and the sunny climate of the Pacific Branch made it the natural location of the construction of Tuberculosis wards. In 1930, the National Homes for Disabled Volunteer Soldiers merged with the Bureau of Pensions, creating the Veterans Administration.

Between 1923 and 1952, a time referred to as "Second Generation Veterans Hospitals" in the National Homes for Disabled Volunteer Soldiers (NHDVS) Multiple Property Documentation Form, the aging of Veterans from World War I ushered in a time of expansion for the Pacific Branch. A large capital improvement project between 1921 and 1930 resulted in the construction of a number of new buildings.

During the late 1930s, the Veteran's Administration constructed several buildings in the parklike cemetery grounds: an office, toilet, tool house, incinerator, septic tank, stable, rostrum, terraces and cloisters. New landscaping and grounds improvements were also made. These were often constructed with the help of Works Progress Administration (WPA) crews. A crematorium and columbarium were also constructed. The hospital was also subjected to new waves of construction during the 1930s, as the Veterans Administration (VA) modernized and centralized care.<sup>125</sup> Many existing buildings were demolished and replaced with standardized care facilities.

When advances in combatting Tuberculosis after World War II substantially decreased the need for specialized care, the Tuberculosis Hospital was converted to a Neuropsychiatric Hospital, in concert with the needs of many returning Veterans from World War II.

Over time, medical research became an increasing part of activities at the West LA/Sawtelle VA community VA Hospital site. In 1955, medical research became a formal aspect of its

<sup>&</sup>lt;sup>124</sup> U.S. Department of Veterans Affairs, *National Register of Historic Places Nomination for the National Home for Disabled Volunteer Soldiers, Pacific Branch,* 2015, 8:44.

<sup>&</sup>lt;sup>125</sup> U.S. Department of Veterans Affairs, National Register of Historic Places Nomination for the National Home for Disabled Volunteer Soldiers, Pacific Branch, 2015, 8:50.

mission with an appropriation from Congress to fund it.<sup>126</sup> That same year, the hospital began construction of a new wing for Wadsworth Hospital—one of the first Modern-style buildings on the campus. Further modernization projects commenced in 1958 and by 1968, four additional research facilities were constructed. By the late 1960s, a trend of consolidation in health care services was underway and the campus began leasing land to other government agencies. Around this time, the expansion of Interstate 405, the San Diego Freeway, encroached on a southeast corner of the campus.

On February 9, 1971, the Sylmar earthquake struck, and 30 buildings were deemed damaged. But geologic forces were not the only challenges at play. During the 1970s, the Veterans Administration was under public scrutiny for lack of quality care. Overcrowding from a surge of Veterans from the Vietnam War exacerbated the problem, resulting in a long wait list for admission. The Senate Subcommittee on Veterans Affairs called out the West LA/Sawtelle VA Community VA Hospital site as lacking quality staff, facilities and equipment.<sup>127</sup> During the 1980s, the cemetery portion of the campus, now known as the Los Angeles National Cemetery, reached capacity with over 85,000 interments.<sup>128</sup>

The extension of the Purple Line (D Line) of the LA Metro subway is currently under construction along the south end of the campus. A Westwood/VA Hospital station is currently under construction and scheduled to open in 2027.

## WEST FOX HILLS COMMUNITY

#### Overview

The West Fox Hills community is an irregularly shaped area of .07 square miles east of Playa Vista and West of Fox Hills. It is bordered by the Centinela Creek Channel to the north, S. Centinela Avenue to the northeast, W. Jefferson Boulevard to the south, and Grosvenor Boulevard to the west. It is primarily residential with many single-family homes, and some light industrial and commercial development at the southeastern end. The community area includes portions of Arleta Street, Lucile Street, Hammack Street, and Juniette Street. The West Fox Hills Community is served by the Playa del Ray Elementary school directly across Centinela Avenue (not part of the study area). Access is generally via Centinela Avenue or W. Jefferson Boulevard.

The West Fox Hills Community has a population of 425 people, and a median age of 37 years old. Residents are upper-middle class and well educated. The population is 50 percent White, 25 percent Asian, 19 percent Hispanic/Latino and 5 percent Black.<sup>129</sup>

### West Fox Hills Community Development

The West Fox Hills Community area (also known as the Alsace County Island or

<sup>&</sup>lt;sup>126</sup>U.S. Department of Veterans Affairs, *National Register of Historic Places Nomination for the National Home for Disabled Volunteer Soldiers, Pacific Branch*, 2015, 8:54.

<sup>&</sup>lt;sup>127</sup> U.S. Department of Veterans Affairs, *National Register of Historic Places Nomination for the National Home for Disabled Volunteer Soldiers, Pacific Branch*, 2015, 8:58.

<sup>&</sup>lt;sup>128</sup> U.S. Department of Veterans Affairs, *National Register of Historic Places Nomination for the National Home for Disabled Volunteer Soldiers, Pacific Branch*, 2015, 8:59.

<sup>&</sup>lt;sup>129</sup>Los Angeles County, "West Fox Hills Community Profile," <u>https://planning.lacounty.gov/wp-content/uploads/2023/05/Unincorporated-West-Fox-Hills.pdf</u> (accessed August 4, 2023).

unincorporated Del Rey) is located in the Los Angeles Basin, which is the ancestral home of Tongva and Kizh Peoples. In 1931, evidence of a Native American burial ground was unearthed at Jefferson Boulevard and Centinela Boulevard.<sup>130</sup> The discovery included broken mortar and pestles, parts of human skulls and other bones, confirming the importance of the site to Native Americans. After colonization by Spain and later takeover by Mexico, the West Fox Hills Community was located in the Rancho La Ballona that had significant landholdings by the Machado family.

On February 23, 1890, Louis Mesmer (1829-1900), a pioneer Los Angeles patriarch, inherited a large section of Rancho La Ballona from Andres Bristwalter who was a Mesmer business partner and friend of the Machados. Mesmer later purchased additional land of the Rancho La Ballona.<sup>131</sup>

The West Fox Hills Community area, referred to as "Alsace" was a stop on the Venice-Inglewood Line of the Los Angeles interurban electric railway system. The stop name "Alsace" is believed to have been taken from Louis Mesmer's ancestral homeland. The area remained undeveloped until August of 1927, when it was subdivided as Tract 10038 by The Grosvenor-Inglis Corporation as part of a large development project dubbed "Mesmer City."



Advertisement for Mesmer City 1928. Pasadena Post.

<sup>&</sup>lt;sup>130</sup> "Stone Utensils Stir Scientist," Los Angeles Times, April 1, 1931, 31.

<sup>&</sup>lt;sup>131</sup> Tom McMahon, "National Register Nomination: Playa de Rey Commerce Building" <u>https://archive.org/details/playa-del-rey-</u> <u>commerce-building</u> (accessed July 30, 2023), No page.

Mesmer City was a large residential development stretching west from Culver City to the Ballona Wetlands, and south from the Pacific Electric Railway line along Del Rey Boulevard to the north to the present-day site of Loyola-Marymount University. It was also adjacent to the Fox Hills Country Club. The Grosvenor-Inglis Corporation, headed by George A. Bray, Howard G. Teale, and Robert A. Randall, focused the new community on the intersection of seven major boulevards: Jefferson, Inglewood, Sepulveda, Ocean Speedway, Florence, Centinela and Slauson Boulevards. Mesmer City was never fully realized — likely a casualty of the Great Depression of the 1930s.

Oil was discovered on land near Alsace in 1929. In 1930, Grosvenor-Inglis purchased the remainder of Joseph Mesmer's land, some 250 acres, being leased to the Shell Oil Company.<sup>132</sup>



Fox Hills Country Club, undated. Image appears in "The Captain: George C. Thomas Jr. and His Golf Architecture," by Geoff Shackelford, 1996.

The West Fox Hills Community area was part of a large unincorporated and undeveloped area of the Westside Plan Area including Fox Hills. The present-day Fox Hills area was part of the land holdings purchased by the Louis Sentous family from the Southern Pacific Railroad in 1883.<sup>133</sup> During the late 1920s, a 340-acre parcel in the Fox Hills area was acquired for the development of the Fox Hills Country Club.<sup>134</sup> Opening in 1927, Fox Hills Country Club offered two 18-hole golf courses laid out by renowned golf course designers George C. Thomas and William P. Bell. Additional club amenities included a Spanish Colonial Revival-style clubhouse

<sup>&</sup>lt;sup>132</sup> "Will Open New Mesmer Lands," *Los Angeles Evening Post*, September 26, 1930, 5.

<sup>&</sup>lt;sup>133</sup> "Fox Hills Club Rezoning Plan to Be Fought," Los Angeles Times, January 15, 1962, B3.

<sup>&</sup>lt;sup>134</sup> Hillside Memorial Park was founded in 1941 as B'nai B'rith Memorial Park. It was renamed Hillside Memorial Park one year later when it was acquired by Temple Israel of Hollywood.

designed by architect Myron Hunt, riding stables, bridal paths, and tennis courts. Operated as a private club throughout the 1920s and 30s, it was opened to public use in 1939.<sup>135</sup> Fox Hills Country Club was the location of the Los Angeles Open golf tournament in 1954.<sup>136</sup>

In 1959, the property was purchased by the Home Savings & Loan Association. By 1962, the new owner had developed a master plan with architect William Pereira for the development of apartments, a hotel, and retail. The plan to close the golf course was opposed by the residents of Ladera Heights, which overlooked the golf course. By 1962, Home Savings was advocating for high-rise development and light manufacturing, triggering a rezoning fight with the Ladera Heights Civic Association that would last for almost a decade. In 1963, the homeowners group opposed a plan to use some of the land for a California State College. In 1964, Home Savings struck a deal to annex the property into the city of Culver City along with Hillside Memorial Park.<sup>137</sup> The Ladera Heights Civic Association filed suit against the annexation, but ultimately lost. The golf course was removed, development ensued, and ultimately it became the site of Fox Hills Mall in 1975.

The West Fox Hills Community remained undeveloped until the 1950s, when over 100 Minimal Traditional-style homes were constructed by 1953. At the time of construction of these homes, the use of alleys at the rear of each parcel, as appeared on the 1927 subdivision map, was abandoned. Multi-family residences were also developed at the northern part of the tract along Centinela Boulevard.

In 1960, the acquisition of land at the northern tip of the West Fox Hills community commenced to facilitate construction of the Centinela Creek Flood Control Channel and the Marina Freeway.<sup>138</sup> Historic aerial photographs of the area show that much of the land along Jefferson Boulevard remained largely undeveloped until 1980 when light industrial and commercial buildings were constructed.

## **BALLONA WETLANDS**

### Overview

The Ballona Wetlands Community Area is a roughly rectangular-shaped area located southeast of Marina del Rey and at the western end of the larger Ballona Creek Wetlands/Playa Vista area. It is undeveloped and access is primarily via Lincoln Boulevard, Culver Boulevard, and the Pacific Coast Highway. As described by the Friends of the Ballona Wetlands, "Ballona contains a complex mosaic of habitats defined mainly by hydrology, including wetland habitats, such as brackish and freshwater marshes, seasonally flooded freshwater wetlands, salt pans, riparian and upland habitats, like coastal sage scrub and sand dunes. Many wildlife species, especially birds, utilize more than one habitat type - thus the juxtaposition of these habitats next to one another, also known as heterogeneity, which is important for biodiversity."139

 <sup>&</sup>lt;sup>135</sup> "1,300 Protest Rezoning Plan of Fox Hills," *Los Angeles Times*, January 17, 1962, B1.
 <sup>136</sup> "Savings Assn. Buys Courses At Fox Hills," *Los Angeles Times*, January 28, 1959, C2.

<sup>&</sup>lt;sup>137</sup> Hillside Memorial Park contains a number of architectural elements and works of art, including the Al Jolson monument by architect Paul Revere Williams.

<sup>&</sup>lt;sup>138</sup> "Right of way Under Study for Freeway," *Los Angeles Times*, May 22, 1960, WS1.

<sup>&</sup>lt;sup>139</sup> Friends of the Ballona Wetlands, "A Complex Mosaic," https://www.ballonafriends.org/habitat (accessed October 6, 2023).

## **Ballona Wetlands History**

Archeologists believe the topography of the Ballona Wetlands Community has changed significantly over time. Thousands of years ago the area resembled "...a vast coastal prairie dotted with vernal pools and seasonally filled water depressions that hold and attract a vast array of plants and animals."<sup>140</sup> When sea levels stabilized around 5,000 years ago, the main force shaping the Ballona Creek, and wetlands became the Los Angeles River—eventually transforming the open coast into a freshwater lagoon.<sup>141</sup>

The presence of Native Americans along Ballona Creek and in the Ballona Wetlands has been confirmed by numerous archeological finds. Various archeologists over the years have formed several hypotheses about how the First Peoples occupied and used the site. Evidence suggests that Native people occupied sites both on the neighboring bluff to the south and in the lowlands. Some believe two distinct groups occupied the bluffs and the lowlands while others posit that a single social group moved settlements seasonally to take advantage of the natural resources and food sources and in response to the changing topography. A third hypothesis is that a group of inland Native Americans returned seasonally, possibly even desert tribes fleeing the heat of summer.<sup>142</sup> Around 3,000 B.P/1000 B.C. E., the Ballona Area received an influx of Native American settlers.<sup>143</sup> A prominent inlet located at the mouth of Ballona Creek was known by the name "Pwinukipar," a generic term applied to any estuary or marsh meaning "full of water."<sup>144</sup>

The area has also been subject to much speculation about the existence and location of two Native American villages: Sa'angna and Guaspita. In the report, *At the Base of the Bluff: Archaeological Inventory and Evaluation Along Lower Centinela Creek, Marina del Rey, California*, the authors suggest that "...politics overruled science" when the Los Angeles Cultural Heritage Commission declared a site on Lincoln Boulevard north of the Ballona Wetlands Community to be Sa'angna, Historic Cultural Monument No 490.<sup>145</sup> While archeologists dispute this as the precise location of Sa'angna, the presence of Native Americans in the Ballona Wetlands Wetlands is undeniable. A map locates Guaspita on the hills overlooking Ballona Creek.<sup>146</sup>

<sup>&</sup>lt;sup>140</sup> John G. Douglass, Jeffrey H. Altschul, Donn R Grenda, Seetha N. Reddy and Richard Ciolek-Torello, "People of the Ballona," in *Coastal Californians* (Santa Fe, New Mexico: School for Advanced Research Press, 2015), 60.

<sup>&</sup>lt;sup>141</sup> John G. Douglass, Jeffrey H. Altschul, Donn R Grenda, Seetha N. Reddy and Richard Ciolek-Torello, "People of the Ballona," in *Coastal Californians* (Santa Fe, New Mexico: School for Advanced Research Press, 2015), 60.

<sup>&</sup>lt;sup>142</sup> Jeffrey H. Altschul, Anne Q. Stoll, Donn R. Grenda and Richard Ciolek-Torello, ed., *At The Base of the Bluff: Archaeological Inventory and Evaluation Along Lower Centinela Creek, Marina del Rey, California* (Redlands, CA: Statistical Research Inc., July 2003), 19-20.

<sup>&</sup>lt;sup>143</sup> Jeffrey H. Altschul, Anne Q. Stoll, Donn R. Grenda and Richard Ciolek-Torello, ed., *At The Base of the Bluff: Archaeological Inventory and Evaluation Along Lower Centinela Creek, Marina del Rey, California*" (Redlands, CA: Statistical Research Inc., July 2003), 16.

<sup>16.</sup> <sup>144</sup> John Harrington Papers, Vol 3: Southern California /Basin. Smithsonian Institution, National Anthropological Archives, Washington. Microfilm edition, Kraus International Publications, Millwood, New York, as quoted in *The First Americans: The Gabrielino Indians of Los Angeles* (Banning, CA: Malki Museum Press/Ballena Press Cooperative Publication, 61.

<sup>&</sup>lt;sup>145</sup> Jeffrey H. Altschul, Anne Q. Stoll, Donn R. Grenda and Richard Ciolek-Torello, ed., *At The Base of the Bluff: Archaeological Inventory and Evaluation Along Lower Centinela Creek, Marina del Rey, California* (Redlands, CA: Statistical Research Inc., July 2003), 25

<sup>&</sup>lt;sup>146</sup> California Private Land Claims, Docket 414 Rancho Sausal Redondo. Microfilm Publication T910, Rolls 50/51, National Archives Lagune Niguel, as quoted in *The First Americans: The Gabrielino Indians of Los Angeles* (Banning, CA: Malki Museum Press/Ballena Press Cooperative Publication, 63.

Sixteen years after the founding of the Pueblo in Los Angeles in 1781, Jose Manuel Machado, a soldier guard from Santa Barbara moved his family to the pueblo. The Talamantes family followed shortly thereafter, and the two families raised horses and cattle. Seeking new grazing land for their herds, they found land in the Ballona that was far enough from the mission's claims. <sup>147</sup> Permission to occupy the area was given to the two families (the Machados and the Talamantes) in 1819. Grazing and residential activity was located north of today's unincorporated Ballona Wetlands area.

During Spanish and Mexican control, the Ballona Creek wetlands were part of the Rancho La Ballona. Rancho Ballona became a legal entity under Mexican governance in 1839 when Governor Alvarado granted ownership of the land to Agustin and Ygnacio Machado and Felipe and Tomas Talamantes.<sup>148</sup> By 1858, the Hancock survey of the Rancho Ballona shows the majority of the Ballona Wetlands area (north of Ballona Creek) was owned by members of the Talamantes family.

The land boom of the 1880s resulted in old ranchos being bought up and subdivided, however, the Ballona Wetlands area was largely unaffected by these developments. The area remained marshland with small bodies of standing water and was chiefly known for its good duck hunting. During the 1910s, there was boat racing and sightseeing by tourists who used the Pacific electric interurban railway to Playa del Rey beach.<sup>149</sup>

The 1910 Census documents more than 60 Japanese-born (*issei*) farmers working the land along Ballona Creek near Venice.<sup>150</sup> Although the exact locations of their farms are unknown, their presence was sufficient to inspire the creation of the Venice Japanese Language School (Venice Gakuen) for children of these families in the nearby community. These families leased the land, as they were prohibited by law from owning it. Celery was a favorite crop for the fertile lands adjacent to Ballona Creek and the wetlands. These farmers typically built small, vernacular structures (informal, hand-built shelters, often with found materials) on the land on which they worked. These farmers remained until the early days of World War II when they were forcibly removed by the U.S. government and incarcerated in prison camps.

<sup>&</sup>lt;sup>147</sup> Jeffrey H. Altschul, Anne Q. Stoll, Donn R. Grenda and Richard Ciolek-Torello, ed., "*At The Base of the Bluff: Archaeological Inventory and Evaluation Along Lower Centinela Creek, Marina del Rey, California*" (Redlands, CA: Statistical Research Inc., July 2003), 27-8.

<sup>&</sup>lt;sup>148</sup> Jeffrey H. Altschul, Anne Q. Stoll, Donn R. Grenda and Richard Ciolek-Torello, ed., *At The Base of the Bluff: Archaeological Inventory and Evaluation Along Lower Centinela Creek, Marina del Rey, California* (Redlands, CA: Statistical Research Inc., July 2003),

<sup>27-8.</sup> <sup>149</sup> Jeffrey H. Altschul, Anne Q. Stoll, Donn R. Grenda and Richard Ciolek-Torello, ed., *At The Base of the Bluff: Archaeological* 

Inventory and Evaluation Along Lower Centinela Creek, Marina del Rey, California (Redlands, CA: Statistical Research Inc., July 2003), 27-8.

<sup>&</sup>lt;sup>150</sup> City of Los Angeles, Office of Historic Resources, *SurveyLA Historic Context Statement: Japanese Americans in Los Angeles, 1869-1970*, August 2018, 16.



Celery field near Ballona Creek, undated. Los Angeles Public Library.

In 2003, the State of California acquired a portion of the Ballona Wetlands south of the project area as the Ballona Wetlands Ecological Reserve. No additional investigation of historic resources within the Ballona Wetlands area was included for the purposes of this historic context.

## **FRANKLIN CANYON**

### Overview

The Franklin Canyon unincorporated area is an irregularly shaped, modified L-shaped area extending from the northern boundary of APN 4386017901 to the north, stepping down-southward three times, to a horizontal boundary at the southern boundary of APN 4387020902 to the south, a vertical boundary to the east, and the east side of Franklin Canyon Drive to the west. It contains part of lower Franklin Canyon Park toward, but not including the Lower Franklin Reservoir. There are many fire roads and hiking trails including the Hastain Trail and Discovery Trail included in the project area. Franklin Canyon Drive is the major street leading through the area.

The Franklin Canyon area contains a large rural area of the canyon. According to the Franklin Canyon Community Profile published by Los Angeles County, there are no residential parcels contained in this project area. According to this document, there is a population of 1 person, however, assumedly an on-site Franklin Canyon Park employee.<sup>151</sup> This area is owned by the National Park Service and operated by the Mountains Recreation and Conservation Authority

<sup>&</sup>lt;sup>151</sup> Los Angeles County, Franklin Canyon Community Profile, <u>https://planning.lacounty.gov/wp-content/uploads/2023/05/Franklin-Canyon Community-Profile.pdf</u> (accessed August 3, 2023).

## (MRCA).

## **Franklin Canyon History**

For centuries, Franklin Canyon was occupied by the Tongva and Kizh peoples. Dr. Allan E. Edwards a geologist and guide for the Mountains Recreation, & Conservation Authority, posited that the Tongva lived at the base of the canyons and that a community of more than 200 lived at the intersection of Franklin and Coldwater Canyons.<sup>152</sup> After colonization, Spanish and Mexican land grants were given to former soldiers and individuals of stature, ushering in the Rancho period. Franklin Canyon was part of the Rancho Rodeo de Las Aguas.

In 1912, oil tycoon Edward L. Doheny purchased 400 acres of land in Franklin Canyon. Doheny sold large portions of the land to the City of Los Angeles for William Mullholland's water project. In 1914, construction began on a reservoir in upper Franklin Canyon to distribute the water brought from the Owens Valley by Mullholland and the newly created Department of Water and Power (DWP). The reservoir is the "lake" colloquially referred to in place names such as Lake Drive and Franklin Lake Drive. The reservoir itself and the dam keeper's house appear to be just south of the project area.<sup>153</sup>



Lower Franklin Canyon Reservoir, undated. Los Angeles Department of Water and Power.

Doheny reserved portions of the property as a ranch for his cattle and was one of several ranch homes that the oilman and his wife enjoyed. The family built a Spanish Colonial Revival-style home in lower Franklin Canyon in 1935, also outside of the study area.<sup>154</sup> However, the study

<sup>&</sup>lt;sup>152</sup> Laurel Canyon Association, <u>http://laurelcanyonassoc.com/EarlyHist.html</u> (accessed October 2, 2023).

 <sup>&</sup>lt;sup>153</sup> National Park Service, History of the Franklin Canyon Ranch, <u>http://npshistory.com/brochures/samo/franklin-canyon-1993.pdf</u> (accessed August 3, 2023).
 <sup>154</sup> Adapted from the Mountains Recreation & Conservation Authority, <u>https://mrca.ca.gov/parks/park-listing/franklin-canyon-park/</u>

<sup>&</sup>lt;sup>154</sup> Adapted from the Mountains Recreation & Conservation Authority, <u>https://mrca.ca.gov/parks/park-listing/franklin-canyon-park/</u> (accessed August 3, 2023).

area of Franklin Canyon is traversed by a number of fire roads and includes the Franklin Canyon Trailhead parking area. The area is largely covered in chaparral and natural plantings.

In 1954, a large portion of Franklin Canyon Ranch was subdivided. The portion remaining in the Doheny family was retained by them until 1977 when it was purchased by developers. The upper reservoirs had been deemed unsafe after the 1971 Sylmar earthquake.<sup>155</sup>

When the Canyon was subject to development, the National Park Service purchased the Franklin Canyon Ranch. The Franklin Canyon Sooky Goldman Nature Center was constructed in the northern part of the park, outside the study area. However, the William O. Douglas Outdoor Classroom erected c. 1981 is located within the study area. No additional investigation of historic resources within Franklin Canyon was included for the purposes of this historic context.

## **GILMORE ISLAND**

## Overview

Gilmore Island is a single parcel identified by Accessor Identification Number 5512002001. It is bordered by Beverly Boulevard on the north, CBS Television Center soundstages on the south, multi-family residential development (the Broadcast Center Apartments) on the east, and Genesee Avenue to the west.

## **Gilmore Island History**

Tongva and Kizh Peoples inhabited the greater area including Gilmore Island. Gilmore Island is 1.3 miles from the La Brea Tar Pits. Tar from the pits was used by Native Americans as a glue or caulk and as waterproofing for baskets and/or canoes.<sup>156</sup> During the rancho period, the Native Americans were systematically dislocated from these ancestral lands. The Gilmore Island Community was located in the Rancho San Rafael that was given to California's first Portuguese settler, Antonio Jose Rocha. In 1877, When Rocha's heirs tried to sell part of the Rancho, they could not produce sufficient documentation to prove ownership. The land was then purchased by James Thompson, with some purchased by the Hancock Brothers. In 1880, Thompson declared bankruptcy and his land was put up for auction.

Arthur Freemont Gilmore (1850-1964) and Julius Carter purchased 256 acres of the Rancho at auction in 1880. Initially used as a dairy farm, Gilmore struck oil on the property in 1890 and subsequently established the Gilmore Oil Company. Gilmore and his son, E. B. Gilmore ran the company and it became one of the most important independent oil companies in Southern California.

Parts of the Gilmore property were developed over time into the Farmers Market (1934), Gilmore Stadium (1934, demolished) and CBS Television City (1952, Pereira & Luckman, Gin Wong) and annexed into the City of Los Angeles. Gilmore Island remains the last unincorporated parcel of land relating to the Gilmore family legacy. No additional investigation

<sup>&</sup>lt;sup>155</sup> Linda Immediato, "The Wide-Open Spaces of Beverly Hills," Beverly Hills Courier, June 15, 2023,

http://npshistory.com/brochures/samo/franklin-canyon-1993.pdf (accessed August 3, 2023).

<sup>&</sup>lt;sup>156</sup> The La Brea Tar Pits, <u>https://tarpits.org/early-excavations</u> (accessed November 9, 2023).

of historic resources within Gilmore Island was included for the purposes of this historic context.

## **BEVERLY HILLS ISLAND**

## Overview

Accessor's Parcel Number 4391036008, referred to as Beverly Hills Island, was subdivided and sold along with an adjacent parcel. It is a small, irregularly shaped area. The address is 1312 Ridgecrest Drive, Beverly Hills.

## **Beverly Hills Island History**

The Tongva and Kizh Peoples who stewarded the greater Beverly Hills area established the area of present-day Beverly Drive and Sunset Boulevard as a sacred site, Gathering of the Still Waters.<sup>157</sup> During the rancho period, the Native Americans were systematically dislocated from these ancestral lands. Beverly Hills Island was located in the Rancho Rodeo de Las Aguas.

Beverly Hills Island was part of the Doheny Ranch Tract purchased by Edward L. Doheny in 1914 (see Franklin Canyon above, also part of the Doheny Ranch Tract). As portions of the Doheny Ranch Tract were sold for development, APN 4391036008 was subdivided and sold along with an adjacent parcel. The parcel is associated with the development of Trousdale Estates by Paul Whitney Trousdale (1915-1990) in Beverly Hills.

No additional investigation of historic resources within Beverly Hills Island was included for the purposes of this historic context.

## 5.4 Westside Plan Area Timeline<sup>158</sup>

**1834**: Secularization of the California Missions and start of rancho land grants

1845: California becomes a U.S. Territory

- 1851: Congress passes the California Land Act
- 1862: Homestead Act passes
- 1869: Southern Pacific Railroad arrives in Los Angeles
- 1883: Atchison, Topeka and Santa Fe Railway arrives
- 1886: Incorporation of the City of Santa Monica
- **1888**: Los Angeles County Chamber of Commerce is established
- 1888: Construction of first barracks at the Soldier's Home
- 1894: First Los Angeles County Sheriff is elected

 <sup>&</sup>lt;sup>157</sup> City of Beverly Hills, "History of Beverly Hills," <u>https://www.beverlyhills.org/citymanager/aboutbeverlyhills/historyofbeverlyhills/</u> (accessed November 9, 2023).
 <sup>158</sup> This timeline is adapted from the Los Angeles County Metro Area Plan, Appendix B: Historic Context Statement prepared by

<sup>&</sup>lt;sup>158</sup> This timeline is adapted from the Los Angeles County Metro Area Plan, Appendix B: Historic Context Statement prepared by Dudek, September 2022.

1901: Pacific Electric Railway forms

**1901**: Pacific Electric Balloon Route loop promoting Westside real estate and tourism

1905: Union Pacific Railroad opens

1906: Los Angeles annexes the "Shoestring Strip" of land to the port

1911: Great Merger of 1911 between Pacific Electric and the Southern Pacific Railroad

1912: County Free Library Act passes

1912: Construction of Wilshire Boulevard completed to Soldier's Home

1913: City of Los Angeles Completes the first Los Angeles Aqueduct

1914: Incorporation of Beverly Hills

1914: Annexation of Palms area into city of Los Angeles

**1915**: Annexation of 31,000 Westgate Addition west of Beverly Hills and north of Santa Monica into Los Angeles

**1915**: Los Angeles Public Health Department appoints John Larabee Pomeroy as the County's first health officer

1916: Oil exploration begins on Inglewood Oil Field

**1917**: Culver City incorporation

1924: Standard Oil Company makes major oil strike at the Inglewood Oil Field

**1924**: Los Angeles Investment Company begins subdivision of View Park tracts

1925: Annexation of Venice into city of Los Angeles

1927: Fox Hills Country Club opens

**1932**: County library system is renamed the Los Angeles County Public Library

**1933**: Long Beach earthquake hits the greater Los Angeles area (March 10, 1933)

1934: Field Act is adopted by the State of California to update seismic building codes

1934: National Housing Act creates the Federal Housing Administration

**1935**: President Roosevelt creates the WPA

1939: The Home Owners' Loan Corporation creates redlining map of Los Angeles

**1941**: The Empire of Japan bombs Pearl Harbor, triggering US involvement in World War II (December 7, 1941)

1942: President Roosevelt issues Executive Order 9066 (February 19, 1942)

**1944**: the Department of Recreation and the Department of Parks merge to form the County of Los Angeles Department of Parks and Recreation

**1947**: Subdivision of "Old Ladera" tracts by Los Angeles Investment Company

**1948**: *Shelley vs. Kraemer* Supreme Court ruling finds that deed restrictions and racial covenants cannot be enforced

**1949**: The County Board of Supervisors establishes the Consolidated Fire Protection District

**1954**: President Eisenhower signs federal legislation making Marina del Rey a federally funded project

**1954**: *Broad v. Board of Education* ruling declares racial segregation in public schools is unconstitutional

1959: California Civil Rights Act is authored by Jesse Unruh

1959: Home Savings & Loan purchases Fox Hills Country Club property

1961: Final run of Pacific Electric Railway

1961: Establishment of United Neighbors

**1962**: President Kennedy issues Executive Order prohibiting racial discrimination in all housing receiving federal aid

**1963**: Rumford Act passes in California prohibiting racial discrimination by banks, real estate brokers, and mortgage companies

1963: Crawford v. Los Angeles City Board of Education is filed by the ACLU

**1963**: Construction of Ladera Center by Los Angeles Investment Co.

1964: Annexation of Fox Hills Country Club and Hillside Memorial Park by Culver City

1965: Watts Uprising (August 11-16, 1965)

1968: East Los Angeles Blowouts protesting inequality in the public education system

1968: Civil Rights Act signed by President Johnson

**1969-70**: Construction of Fisherman's Village themed shopping center in Marina del Rey

1970: National Chicano Moratorium March (August 29, 1970)

1971: Sylmar earthquake strikes the greater Los Angeles area (February 9, 1971)

1984: Incorporation of West Hollywood

**1984**: Establishment of Kenneth Hahn State Recreation Area

## **5.5 Historical Events and Responses**

This study identifies historical events and patterns of development that influenced the current conditions within the Westside Plan Area communities. Table 1 presents a summary of the more important events and themes examined in this document. These events and themes were found to have lasting impacts on the Westside Area Plan communities and their built environment. More detailed discussions of these events and themes are presented throughout the document.

EVENTS AND THEMES	ISSUES, EFFECTS, AND RESPONSES
1901: Pacific Electric Railway's "Balloon Route" Established	<ul> <li>Provides public transportation to the Westside and coastal areas.</li> <li>Tourist destinations are established at Playa del Rey lagoon.</li> </ul>
1924: Inglewood Oil Strike	<ul> <li>Inglewood Oil Field was established.</li> <li>Urban development curtailed in northern portions of Ladera Heights/View Park-Windsor Hills.</li> <li>Oil extraction continues to the present day.</li> <li>Oil extraction is increasingly understood to be incompatible with nearby residential uses.</li> </ul>
1924-1942: Pre-World War II Auto- Oriented Suburban Development	<ul> <li>Initial tracts of View Park and Windsor Hills are developed and marketed to a higher-earning, automobile owning population.</li> <li>Neighborhood-serving commercial and institutional buildings are constructed.</li> </ul>
1946-1980: Post-World War II Residential Development	<ul> <li>Post-war population growth increases demand for housing.</li> <li>View Park and Windsor Hills continue to develop.</li> <li>Development of Ladera Heights, West Fox Hills, and Marina del Rey.</li> </ul>
1920-1968: Housing Discrimination <ul> <li>Restrictive Covenants</li> <li>Redlining</li> </ul>	<ul> <li>Restrictive covenants prohibit home sales to people of color ensuring all-White populations in suburban developments.</li> <li>Non-white populations face limited choices for home ownership regardless of financial status.</li> <li>Redlining directly associates non-White populations with home loan risk and blight further isolating mixed-race communities.</li> </ul>
<ul> <li>1948-1980: White Flight <ul> <li>1948 Supreme Court strikes down restrictive housing covenants.</li> <li>Blockbusting</li> <li>1965 Watts Uprising</li> <li>1968 Fair Housing Act</li> </ul> </li> </ul>	<ul> <li>Black families begin purchasing homes in View Park and Windsor Hills despite hostility, intimidation, and violence on the part of their White neighbors.</li> <li>The real estate industry spikes commissions by inducing fear-based panic selling by White homeowners in integrating communities. Vacated homes are sold to people of color at inflated prices.</li> <li>Middle- and upper-middle class Black families continue to purchase homes in View Park, Windsor Hills, and Ladera Heights and become the majority population by 1980.</li> </ul>

## **TABLE 1: SIGNIFICANT EVENTS AND RESPONSES**

EVENTS AND THEMES	ISSUES, EFFECTS, AND RESPONSES
	<ul> <li>Along with neighboring Baldwin Hills, Ladera Heights/View Park-Windsor Hills become outstanding examples of Black achievement and community pride.</li> </ul>
1963 Baldwin Hills Reservoir Dam Collapse	<ul> <li>Causes catastrophic flooding in the surrounding neighborhoods. Site determined inappropriate for a reservoir.</li> <li>Site acquired for recreational purposes.</li> <li>Baldwin Hills Recreation Area, later Kenneth Hahn Park, established in 1978.</li> </ul>

# 6. SIGNIFICANT THEMES AND ASSOCIATED PROPERTY TYPES

Development of the eight unincorporated areas located in the Westside Plan Area exemplify broader patterns of development in Los Angeles, Los Angeles County and Southern California. The following pages identify relevant themes and property types to facilitate further analysis.

## 6.1 Theme: 20th-Century Residential Development

Residential development in the area defined by the Westside Plan Area is chiefly composed of twentieth-century residential property types that reflect broader patterns of development in the region. Streetcar suburbs, suburban neighborhoods, postwar tract development, and leisure-based residential projects characterize residential development in the Westside Plan Area.

## STREETCAR SUBURBS

The creation of the two interurban railway systems, the Pacific Electric and the Los Angeles Railway, spurred a new form of residential development: the streetcar suburb. Prior to the development of this new transportation infrastructure, residential development in Los Angeles was largely confined to downtown and the areas immediately accessible from the expanded pueblo area.

The advent of the streetcar now made working downtown and living in readily accessible suburbs possible. An early and important example of a streetcar suburb was the development of Glendale, by Leslie Brand. Marketed as just 15 minutes from downtown Los Angeles, this new town offered bucolic bungalow living far from the chaos of the city.<sup>159</sup> Leslie Brand donated land for the station and with it, ushered in a new wave of residential development. Other streetcar suburbs included West Adams, Sawtelle, and Huntington Park.

The bungalow was the key residential property type that typified streetcar suburbs. Custom designed or ordered from a "kit home" purveyor (e.g., the Sears Catalog, Pacific Ready-Cut Homes, etc.), bungalows were easy, fast, and economical to construct resulting in the development of Arcadian suburbs throughout the greater Los Angeles area during the 1910s and 1920s. It was this same transportation system that inspired developers like Moye Wicks to envision Port Ballona.

## AUTO-ORIENTED SUBURBAN DEVELOPMENT

While the streetcar tracts enabled a predictable pattern of residential development in Los Angeles, ever increasing ownership of automobiles presented new opportunities for residential development at a time when the city's population was booming. Between 1900 and 1920, the population of Los Angeles County grew from 170,298 to 936,455.<sup>160</sup> During the late teens and

<sup>&</sup>lt;sup>159</sup> Juliet M. Arroyo, *Early Glendale* (Charleston, SC: Arcadia Publishing, 2005), 40.

<sup>&</sup>lt;sup>160</sup> Los Angeles Almanac, "Historical General Population," <u>http://www.laalmanac.com/population/po02.php</u> (accessed August 7, 2023).

early twenties, Southern California benefited from the booming economy that drove the nation—especially buoyed by the local oil industry, industrial development generally, and the consolidation of the motion-picture industry in Los Angeles.

Untethered to the interurban railway system, automobile owners had greater access to the suburban developments being constructed across the Southland. While residential development was initially accessible via the interurban railway system, new development soon spread beyond the streetcar system into steep hillsides and vast agricultural areas.

Housing developers were quick to exploit the possibilities of suburban development that was not necessarily reliant on public transportation access. The Frank Meline Co. developed hillside and more remote residential communities aimed at an affluent clientele wherein automobile ownership was assumed. Developments such as Mesmer City were enabled by the automobile; strategically positioned at the confluence of seven boulevards. The Los Angeles Investment Company, one of the oldest developers in the area, built View Park as part of this pattern. Most residential developments were subject to restrictive covenants and deed restrictions that prohibited the sale or resale of these homes to people of color.<sup>161</sup>



View Park Model Home 1938. *Los Angeles Public Library* 

Excluding the few residential estates and multi-family properties of the period, most residential development prior to Word War II was for single-family residences, although some multi-family residences, such as duplexes, fourplexes, and bungalow courts, were also constructed. Prevalent architectural styles include Period Revival styles, including Spanish Colonial Revival, Tudor Revival, Mediterranean Revival, English Revival, and American Colonial Revival. It was during the 1920s when many larger residential tracts were plotted. Subsequently, residences developed in the 1920s and 1930s were located on the empty lots in extant tract developments, infilling previously scattered residences. Tracts were typically developed with residences filling in available lots over time, rather than the rapid development of post-World War II tracts.

<sup>&</sup>lt;sup>161</sup> For more on this topic see the section on Civil Rights and Social Justice.

Development of these tracts was partially made possible by the influence of the automobile, as residences were no longer developed at a walkable scale, but could be built farther away from the established town centers. New residential development included features directly related to automobile transportation, including curb cuts, sidewalks, driveways, and detached garages.

The stock market crash of 1929 and the ensuing Great Depression of the 1930s severely restricted new development. While Los Angeles' local economy proved to be more resilient than many other regions of the United States, the boom years had clearly ended. Plans for large developments like Mesmer City located west of Culver City, were curtailed.

The National Housing Act of 1934 established the Federal Housing Authority (FHA), which helped reignite the construction of single-family homes by establishing mortgage terms that were conducive to the average American family and would regulate the interest rates and terms of interest that had ballooned out of control in the aftermath of the stock market crash. Although the agency's programs would have little impact until the years following World War II, the FHA's efforts to establish a protocol for the construction of single-family dwellings during this period had a lasting impact on both residential design and community planning.

By the 1930s, in addition to the Period Revival styles popularized in the 1920s, residences with a simpler, more restrained use of traditional architectural detailing were prevalent. This includes the simplified Minimal Traditional designs influenced by the FHA's minimum property standards required for receiving a loan. Minimal Traditional houses were immensely popular in large suburban residential developments throughout the United States starting in the 1930s and into the 1940s.

Although residential development rebounded in the late 1930s (Windsor Hills), it was again disrupted after the bombing of Pearl Harbor by Japan in 1941 and the country's entrance into World War II. With the nation's attention turned elsewhere and wartime shortages preventing construction, residential development in Southern California was largely halted save for emergency housing constructed for service members and defense industry workers.

## POST-WORLD WAR II RESIDENTIAL DEVELOPMENT

Across the United States, as GIs returned from the frontlines and began to settle back into civilian life, the nationwide demand for housing dramatically increased. The GI Bill provided significant economic benefits to returning veterans, including reasonable loan terms for home purchases, and credit for college tuition.<sup>162</sup> Southern California's population grew exponentially as wartime defense industries successfully transitioned to aerospace and engineering markets and service men returned to settle down and start families. The combination of a strong local economy, available jobs, and Southern California's famously benign climate created an unprecedented demand for housing.

<sup>&</sup>lt;sup>162</sup> Though as with many other government programs, the GI Bill primarily benefitted white veterans, and the "wide disparity in the bill's implementation ended up helping drive growing gaps in wealth, education and civil rights between White and Black Americans." Erin Blakemore, "How the GI Bill's Promise was Denied to a Million Black WWII Veterans," https://www.history.com/news/gi-bill-black-wwii-veterans-benefits (accessed April 2022).



Post-WWII housing development, 1946. Los Angeles Public Library.

Southern California's modern architects had been thinking about housing design for the duration of the global conflict, ideas about architecture and the California lifestyle were at the forefront of the architectural trade press and women's magazines. From *Arts + Architecture* to *House Beautiful*, the country was rapt with new ideas about housing in Southern California and how it reflected postwar prosperity, a mild climate, and utopian ideals.

Developers now turned to applying ideas of mass production, wartime production efficiency, and prefabrication to housing. Expanses of agricultural land on the periphery of Los Angeles were ripe for development. Speed of construction was essential and soon suburban tract housing began appearing throughout Southern California. This trend is often associated with the postwar development of the San Fernando Valley, but it was ubiquitous. The Los Angeles Investment Company quickly adapted to the new trend, subdividing Ladera Heights and selling parcels for development. The freeway system, which received substantial state and federal funding in the post-War years, was key to facilitating these suburban communities.

Postwar residential development is often characterized by variations on the Ranch and Mid-Century Modern architectural styles. Suburban tracts often offered a continuum of styles designed to appeal to a wide range of buyers. However, custom homes also ranged from the traditional to the Ranch style to post-and-beam Modern designs.

Multi-family residential development also thrived during this period, albeit less so than suburban single-family residences. Garden apartments, a planning idea first developed prior to the war, were a dominant multi-family housing type developed in Southern California during this period.

In many areas, the so called "dingbat" apartment building - a two-story apartment building with

recessed parking bays at ground level - was introduced in the late 1950s and 1960s.

During the late 1960s and through the mid-1970s, several new real estate trends influenced the development of multi-family properties throughout Southern California. These include the widespread adoption of the condominium financing structure, and the introduction of extensive recreational facilities as amenities for residents in large-scale developments. These trends reflected a movement away from single-family residential ownership as empty nesters elected to downsize and eliminate responsibility for property maintenance while some younger adults delayed marriage and starting families to focus on education and career development.

The condominium movement was born out of the earlier cooperative or "co-op" apartment model wherein the building was owned collectively by the owner shareholders who occupied their individual units under long-term leases. Condominiums diverged from co-op apartment arrangements in that each unit was owned individually while common areas were subject to collective ownership. Typically, homeowners' associations were established, and monthly ownership dues funded maintenance of the common areas. A lack of financing for the new ownership concept, however, suppressed initial development. In 1961, the FHA was only authorized to insure mortgages on condos for 85 percent of the appraised value. It wasn't until September 1963 that tax appraisal methods for condominiums were settled, and developers began building condominiums in earnest.<sup>163</sup> Condominium development in the Westside Plan Area is not widespread and largely concentrated in Marina del Rey.

## HOUSING DISCRIMINATION

Communities of color in the Westside Plan Area were affected by racism and discriminatory practices in housing: from segregation, institutionalized housing discrimination, and predatory housing practices. These issues became topics for the broader Civil Rights Movement of the middle- and late-twentieth century.

In the 1920s and 1930s, private developers participated in institutionalized racism by attaching restrictive covenants to their new residential developments. Restrictive covenants were legal clauses written into property deeds dictating that a property owner could only sell or rent a property to "Caucasians," otherwise the owner could lose the property. In some covenants, the excluded groups were mentioned by name, and invariably included "African Americans, Mexicans, Asians, and Jews." A typical covenant lasted for 20 to 50 years.<sup>164</sup> Local, state, and federal jurisdictions all became involved in promoting and enforcing restrictive covenants.

Though restrictive covenants were challenged in the California and U.S. Supreme Courts in 1919 and 1926, they were ultimately upheld as constitutional at both the state and national levels, unleashing their widespread use across the United States. As historian Gene Slater documents in his book *Freedom to Discriminate*, "major realtor-developers and local officials often worked together to ensure that all the subdivisions in entire new cities were covenanted."<sup>165</sup> The use of restrictive covenants diminished after 1948, when the U.S. Supreme

<sup>&</sup>lt;sup>163</sup> Dan Mac Masters, "Condominiums—The Most Exciting Housing Development in 15 Years," *Los Angeles Times*, July 26, 1964, 44.

<sup>&</sup>lt;sup>164</sup> SurveyLA: African American Historic Context Statement, 38.

<sup>&</sup>lt;sup>165</sup> Gene Slater, Freedom to Discriminate (Berkeley, CA: Heydey, 2021), 64.

Court ruled in *Shelley v. Kraemer* that it was unconstitutional for courts to enforce the agreements. However, many developers left the restrictions in their deeds noting that they might be unenforceable. In 1953, the U.S. Supreme Court's decision in *Barrows v. Jackson* further helped to curb their use. But it was not until the passage of the 1968 Fair Housing Act that restrictive covenants were deemed illegal.<sup>166</sup>

The real estate industry also reinforced discriminatory practices and the "color line." In 1924, the National Association of Real Estate Boards established a "code of ethics" which prohibited realtors from introducing "members of any race or nationality" to a neighborhood if it would threaten property values. This resulted in the practice known as "steering"— not showing properties in White neighborhoods to people of color. The penalty for not adhering to the ethics code, which stayed in effect until the late 1950s, was loss of license.<sup>167</sup>

During the Great Depression, two New Deal housing initiatives—the Home Owners Loan Corporation (HOLC), founded in 1933, and the Federal Housing Administration (FHA), founded in 1934, were created by the U.S. government to encourage homeownership and protect homeowners at risk of foreclosure. In practice, however, these initiatives only provided protection for White homeowners. The FHA played a significant role in the legalization and institutionalization of racism and segregation through an overt practice of denying mortgages based upon race and ethnicity.

The FHA insured bank mortgages that covered some 80 percent of purchase prices. To be eligible, the FHA conducted an appraisal of the property in order to select properties that had a low risk of default. The guidelines included a "Whites only" requirement. The FHA underwriting manual for its appraisers also recommended against "an infiltration of inharmonious racial or nationality groups," and discouraged loans in older, urban neighborhoods, largely populated by people of color.<sup>168</sup> The 1936 *FHA Underwriting Manual* recommended "deeds to properties for which it issued mortgage insurance should include an explicit prohibition of resale to African Americans."<sup>169</sup>

To fulfill their missions of refinancing mortgages and granting low-interest loans to those who had lost their homes, the HOLC began rating neighborhoods as "security risks." What emerged was a system of ranking of neighborhoods by race, with African Americans and other ethnic minorities at the bottom. While other factors were also considered—such as class, the presence of industry, density, housing stock, and tax blight—a neighborhood's racial composition was a key factor in determining its ranking. Areas deemed high risk were systematically denied

<sup>&</sup>lt;sup>166</sup> Douglas Flamming, *Bound for Freedom: Black Los Angeles in Jim Crow America* (Berkeley: University of California Press, 2005), 69; Lawrence B. De Graaf and Quintard Taylor, "Introduction," in Lawrence B. De Graaf, Kevin Mulroy, and Quintard Taylor, eds., *Seeking Eldorado: African Americans in California* (Los Angeles: Autry Museum of Western Heritage, 2001), 3-69; Wendy Plotkin, "Restrictive Covenants," in *Encyclopedia of American Urban History, Vol. 2*, ed. David Goldfield (Thousand Oaks: Sage, 2007), 681.

<sup>&</sup>lt;sup>167</sup> SurveyLA: African American Historic Context Statement, 40. As Richard Rothstein points out in his book, The Color of Law, the state licensure of these realtors did not make them government agents but in effect the state did contribute to *de jure* segregation by licensing organizations that utilized these practices. Richard Rothstein, The Color of Law (New York, NY: Liveright, 2017).
<sup>168</sup> Richard Rothstein, The Color of Law (New York, NY: Liveright Publishing Corporation, 2017), 67.

<sup>&</sup>lt;sup>169</sup> Rothstein, *The Color of Law*, 84.

financial services such as mortgages and insurance loans. These areas were delineated on maps with a red line, a practice known as "redlining". These areas were also barred from receiving federal assistance, effectively segregated, and plunged into a vicious cycle of decline.

The HOLC's original system (later adopted by the FHA) for appraising risk used letter grades. "A" areas, colored green, indicated places where maximum loans were granted. "B" areas, colored blue, were not as desirable but still considered relatively low risk. "C" areas, colored yellow, were determined to be in decline. "D" areas, colored red, were considered to be in full decline and, therefore, rejected for mortgage insurance. In fact, it was partly the presence of restrictive covenants for View Park, in addition to its recently constructed homes, that resulted in the area being coded green and blue, the first and second grades respectively, which indicated it was considered "desirable" for lending purposes on the "residential security maps" prepared by the HOLC in the 1930s.<sup>170</sup>



Example of a color-coded property appraisal map. Los Angeles Public Library

After World War II, a new predatory real estate practice, referred to as "blockbusting," pitted racial groups against one another to maximize profits for realtors. Blockbusting was a means of inducing fear-based panic selling in mixed or White neighborhoods. Realtors would suggest

<sup>&</sup>lt;sup>170</sup> Redlining maps were the maps produced by the federal government's Home Owners' Loan Insurance Corporation between 1925 and 1940. Grades and colors were assigned to neighborhoods, with the red (least desirable) areas occupied by communities of color singled out as being "hazardous" for investment. Because View Park had restrictive covenants and good housing stock, it was assigned green and blue codes.

that recent home sales to African American families was a sign of a "Negro invasion" that would result in declining property values.<sup>171</sup> As a result, White residents would often sell their houses for less than their worth. The realtors would then sell the White homeowners another house in an unthreatened area. Simultaneously, realtors would advertise the vacated house in ads for "colored buyers," who would then purchase the homes for inflated prices. The result: three commissions for the realtor instead of one.

Another predatory housing practice African Americans were often subjected to was "contract sales." In areas where Blacks could purchase homes (typically in red-lined areas), the FHA would not insure the homes. This was important because if no organization agreed to insure the loans, a mortgage was unobtainable. As a result, the homes were often purchased on "installment plans," which unlike a traditional mortgage, provided no accumulation of equity. The contracts typically provided that the equity would transfer to purchasers after 15 or 20 years, but if a single monthly payment was late, the would-be owner could be evicted, thus forfeiting any opportunity to amass equity in their home.<sup>172</sup>

On the rare occasions when African Americans were able to purchase homes and become integration pioneers in White neighborhoods, they were often met with racial violence. Incidents of this nature were carried out in View Park, Windsor Hills, and Ladera Heights as the demographics of those neighborhoods changed.

School districts often reinforced segregation and exclusion. During the 1920s and 1930s, Los Angeles schools and neighboring school districts were ostensibly race neutral. The official policy in Los Angeles was that all students attend the school closest to their homes regardless of race. White students in racially mixed neighborhoods; however, were able to seek a waiver and attend a predominately white school. School facilities and funding also favored higherincome and, therefore, White-majority neighborhoods, which often left schools serving non-White communities overcrowded and underfunded. These practices, combined with racial discrimination in housing, resulted in de facto school segregation through the 1950s.<sup>173</sup>

During the 1960s, the California state legislature passed several bills aimed at combating discrimination in business, employment, and housing. The Rumford Fair Housing Act, passed in 1963, made it illegal for "anyone selling, renting or leasing a residence to discriminate based on race, creed, color or national origin."<sup>174</sup> As described in the report *Housing Long Beach*, "the law was not universally well received and realtor home association groups in Long Beach collaborated with similar groups around the state to spearhead Proposition 14," which aimed to repeal the Act.<sup>175</sup> When Proposition 14 passed, the housing advocacy community galvanized often forming fair housing organizations. These fair housing organizations and neighborhood

Historic Resources Group

<sup>&</sup>lt;sup>171</sup> SurveyLA Citywide Historic Context Statement: African American History of Los Angeles, February 2018. 86.

<sup>&</sup>lt;sup>172</sup> Historic Resources Group, Long Beach Historic Context Statement; Race and Suburbanization, January 18, 2020, 26. <sup>173</sup> SurveyLA Los Angeles Citywide Historic Context Statement, Context: African American History of Los Angeles, February 2018.

 <sup>&</sup>lt;sup>174</sup> Lawrence P. Crouchett, "Assemblyman W. Byron Rumford: Symbol for an Era," *California History* 66, no 1 (1987): 19.
 <sup>175</sup> "Housing Long Beach: A Brief Historical Context and Framework for Equitable Housing Policy in Long Beach,"

http://www.housinglb.org/wp-content/uploads/2013/04/HousingLB-Paper5-8-13.pdf (accessed November 11, 2019), 2.

organizations were populated by a variety of races and included activist clergy, lawyers, and other citizen advocates.

At the federal level, the Civil Rights Act of 1964 prohibited discrimination in housing. However, there were no federal enforcement provisions. This necessitated a follow-up piece of legislation: The Civil Rights Act of 1968, commonly known as the Fair Housing Act. The Fair Housing Act, comprising Title VIII of the Civil Rights Act of 1968, was passed by Congress four days after the assassination of Martin Luther King, Jr.

## ELIGIBILITY STANDARDS: PRE-WORLD WAR II RESIDENTIAL DEVELOPMENT

### **Summary Statement of Significance**

The period from 1920 to 1940 saw a boom in residential development in Los Angeles County, as the automobile allowed greater sprawl away from the central downtown core. While single-family residences remained the primary property type, multi-family residences, including duplexes, fourplexes, bungalow courts, and courtyard apartments are also present. Resources that are eligible under this theme may be significant as the site of an important event, for their association with the increase in tract residential development, or for an association with an ethnic or cultural group or a person important in local, state, or national history.

While individual tract housing is typically not eligible for individual listing under Criterion A/1/1,9, it can be significant as a collection that reflects important development patterns of the period; or as a residential enclave resulting from discriminatory practices, for example, the center of the African American community because of exclusionary practices elsewhere. Properties may also be significant as an example of a style or type; architectural styles are discussed in the Architecture and Design Section.

Period of Significance	1920-1940
Period of Significance Justification	Broadly covers the establishment of residential communities from 1920 to 1940.
Geographic Location	Ladera Heights/View Park-Windsor Hills
Property Type Description	Significant property types are those representing important periods of residential development including single-family residences, multi-family residences, tract features and amenities including street trees/other significant landscape features, streetlights, and street signs.

## Criterion A/1/1 (Events/Patterns of Development)

Individual residential properties that are eligible under this criterion may be significant:

- As the site of an event important in history; or
- For exemplifying an important trend or pattern of residential development.

Note that in order to be individually eligible for designation for representing a pattern of development, the property must be the first of its type, a rare remnant example of a significant period of development, or a catalyst for development in the city or neighborhood. Merely dating from a specific period is typically not enough to qualify for designation. Residences that are eligible for an association with a trend or pattern of development from this period may be more appropriately evaluated as part of a historic district.

A collection of residential properties that are eligible under this criterion as a historic district may be significant:

- For representing an important pattern or trend in residential development, such as the establishment of a notable tract.
- As an intact collection of residences that represent population growth during the period.

Note that some residential tract development may span several themes or periods of development. Local designation for historic districts includes Criteria 1 and 3.

### Integrity Considerations:

In order to be eligible for designation under this criterion, a property must retain sufficient integrity to convey its historic significance.

- Residential properties from this period should retain integrity of location,<sup>176</sup> design, setting, workmanship, feeling, and association, at a minimum, in order to convey their significance.
- An individual property that is eligible for a historic association must retain the essential physical features that made up its character or appearance during the period of its association with an event or historical pattern.
- Note that some properties that may not retain sufficient integrity for listing in the National Register may remain eligible for listing at the state and local levels.

For historic districts:

- The majority of the components that add to the district's historic character must possess integrity, as must the district as a whole.
  - The historic district must retain a majority of contributors that date from the period of significance.

<sup>&</sup>lt;sup>176</sup> Unless the property was moved during the period of significance.

- A contributing property must retain integrity of location, design, workmanship, setting, feeling, and association to adequately convey the significance of the historic district.
- Some alterations to individual buildings, such as replacement of roof materials, replacement garage doors, and replacement of windows within original openings may be acceptable as long as the district as a whole continues to convey its significance.
- Original tract features may also be contributing features.

## **Registration Requirements:**

To be eligible under this criterion, an individual property must:

- Date from the period of significance; and
- Have a proven association with an event important in history; or
- Represent an important catalyst for a pattern or trend in residential development; and
- Display most of the character-defining features of the property type or style; and
- Retain the essential aspects of historic integrity.

To be eligible under this criterion, a historic district eligible under this theme must:

- Retain a majority of contributing buildings from the period of significance; and
- Retain significant character-defining features from the period of significance, including any important landscape or hardscape features; and
- Retain the original layout, reflecting planning and design principles from the period; and
- Retain the essential aspects of historic integrity.

## Criterion B/2/2 (Important Persons)

Individual residential properties eligible under this criterion may be significant:

- For an association with persons significant in our past; or
- For a proven association with a specific significant ethnic or cultural group that made a demonstrable impact on the community.

Note that according to National Park Service guidance, persons significant in our past refers to individuals whose activities are demonstrably important within a local, state, or national historic context. A property is not eligible if its only justification for significance is that it was owned or used by a person who is a member of an identifiable profession, class, or social or ethnic group. In addition, the property must be associated with a person's productive life, reflecting the time period when he or she achieved significance.

### Integrity Considerations:

In order to be eligible for designation under this criterion, a property must retain sufficient integrity from the period of significance to convey its association with the important person.

- Residential properties from this period should retain integrity of design, workmanship, feeling, and association, at a minimum, in order to convey the property's association with the significant person's productive period.
- A general rule is that the property must be recognizable to contemporaries of the person with which it is associated.

## **Registration Requirements:**

To be eligible under this criterion a property must:

- Have a proven association with the productive period of a person important to local, state, or national history; and
- Display most of the character-defining features of the property type or style from the period of significance (i.e., the period when the property was associated with the important person); and
- Retain the essential aspects of integrity.

## Criterion C/3/3 (Architecture and Design)

Individual residential properties that are eligible under this criterion may be significant as:

- An excellent example of an architectural style, property type, or method of construction; or
- A distinctive work by a noted architect, landscape architect, builder, or designer.

## Integrity Considerations:

In order to be eligible for designation under this criterion, a property must retain sufficient integrity from the period of significance to convey its architecture.

- Residential properties significant under this criterion should retain integrity of design, materials, workmanship, and feeling, at a minimum.
- A property that is eligible for designation as a good/excellent or rare example of its style or type retains most though not necessarily all of the character-defining features of the style.
- 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. A property can be eligible if it has lost some historic materials or details but retains the majority of the essential features from the period of significance. These features illustrate the style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation.

• A property is not eligible if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style.

## **Registration Requirements:**

To be eligible under this criterion a property must:

- Date from the period of significance; and
- Represent an excellent or rare example of a style or type; and
- Display most of the character-defining features of the style or type; and
- Represent quality of design and distinctive details; and
- Retain the essential aspects of integrity.

## ELIGIBILITY STANDARDS: POST-WORLD WAR II RESIDENTIAL DEVELOPMENT

### **Summary Statement of Significance**

Individual properties or historic districts that are eligible under this theme may be significant as the site of an important event in history; for an association with an ethnic or cultural group or a person important in local, state, or national history; for exemplifying an important trend or pattern of development (typically, as contributors to historic districts). Resources significant under this theme may include single-family residences constructed in residential tracts recorded during the period immediately following World War II, and the multi-family residences that were increasingly popular by the late 1950s and early 1960s. Properties may also be significant as an example of a style or type; architectural styles are discussed in the Architecture and Design Section.

Period of Significance	1946-1980
Period of Significance Justification	Broadly covers post-World War II residential development.
Geographic Location	Ladera Heights/View Park-Windsor Hills, Marina del Rey
Associated Property Types	Residential: Single Family Residence, Multi- Family Residence, Tract Features/Amenity, Historic District.
Property Type Description	Significant property types are those representing important periods of residential development including single-family residences, multi-family residences, such as garden apartments, mid- and high-rise apartment

complexes, and tract features and amenities, including street trees/other significant landscape features and streetlights. These properties can be single-family or multi-family residences and may collectively form a historic district.

## Criterion A/1/1 (Events/Patterns of Development)

Individual residential properties that are eligible under this criterion may be significant:

- As the site of an event important in history; or
- For exemplifying an important trend or pattern of residential development; or
- As a rare remaining example of a residential development type (ex. garden apartment).

Note that in order to be individually eligible for designation for representing a pattern of development, the property must be the first of its type, a rare remnant example of a significant period of development, or a catalyst for development in the community or neighborhood. Merely dating from a specific period is typically not enough to qualify for designation. Tract homes are typically not eligible individually for representing a period of development, due to widespread residential development during this period. Residences that are eligible for an association with a trend or pattern of development from this period may be more appropriately evaluated as part of a historic district.

A collection of residential properties that are eligible under this criterion as a historic district may be significant:

- For representing an important pattern or trend in postwar residential development, such as the establishment of a notable postwar tract.
- As an intact collection of residences that represent the postwar growth.

District boundaries may represent original tract boundaries, or they may comprise a portion of a tract or neighborhood. The district must be unified aesthetically by plan, physical development, and architectural quality. Historic districts representing post-World War II housing tracts will be eligible if they are excellent and intact examples of residential development representing the growth of the city during this period, for an association with an innovative type of housing development, or for other distinguishing characteristics that differentiate it from other subdivisions from the period. Residences from this period will be eligible as contributors to historic districts. Local designation for historic districts includes Criteria 4, 6, and 8.

### **Integrity Considerations:**

In order to be eligible for designation under this criterion, a property must retain sufficient integrity to convey its historic significance.

- Residential properties from this period should retain integrity of location,<sup>177</sup> design, material, setting, workmanship, feeling, and association in order to convey their significance.
- An individual property that is eligible for a historic association must retain the essential physical features that made up its character or appearance during the period of its association with an event or historical pattern.
- Note that some properties that may not retain sufficient integrity for listing in the National Register may remain eligible for listing at the state and local levels.

For historic districts:

- The majority of the components that add to the postwar district's historic character must possess integrity, as must the district as a whole.
  - The historic district must retain a majority of contributors that date from the period of significance.
  - A contributing property must retain integrity of location, design, workmanship, setting, feeling, and association to adequately convey the significance of the historic district.
  - Some alterations to individual buildings, such as replacement of roof materials, replacement garage doors, and replacement of windows within original openings may be acceptable as long as the district as a whole continues to convey its significance.
  - Original tract features may also be contributing features.

### **Registration Requirements:**

To be eligible under this criterion, an individual property must:

- Date from the period of significance; and
- Have a proven association with an event important in history; or
- Represent an important catalyst for a pattern or trend in postwar residential development; or
- Display most of the character-defining features of the property type or style; and
- Retain the essential aspects of historic integrity.

A historic district eligible under this theme must:

- Retain a majority of contributing buildings from the period of significance; and
- Retain significant character-defining features from the period of significance, including any important landscape or hardscape features; and

<sup>&</sup>lt;sup>177</sup> Unless the property was moved during the period of significance.

- Retain the original layout, reflecting planning and design principles from the period; and
- Retain the essential aspects of historic integrity.

## **Criterion B/2/2 (Important Persons)**

Individual residential properties eligible under this criterion may be significant:

- For an association with persons significant in our past; or
- For a proven association with a specific significant ethnic or cultural group that made a demonstrable impact on the community in the postwar period, for example in the civil rights movement.

Note that according to National Park Service guidance, persons significant in our past refers to individuals whose activities are demonstrably important within a local, state, or national historic context. A property is not eligible if its only justification for significance is that it was owned or used by a person who is a member of an identifiable profession, class, or social or ethnic group. In addition, the property must be associated with a person's productive life, reflecting the time period when he or she achieved significance.

## Integrity Considerations:

In order to be eligible for designation under this criterion, a property must retain sufficient integrity from the period of significance to convey its association with the important person.

- Residential properties from this period should retain integrity of design, workmanship, feeling, and association, at a minimum, in order to convey the property's association with the significant person's productive period.
- A general rule is that the property must be recognizable to contemporaries of the person with which it is associated.

## **Registration Requirements:**

To be eligible under this criterion a property must:

- Have a proven association with the productive period of a person important to local, state, or national history; and
- Display most of the character-defining features of the property type or style from the period of significance (i.e., the period when the property was associated with the important person); and
- Retain the essential aspects of integrity.

## Criterion C/3/3 (Architecture and Design)

Individual residential properties that are eligible under this criterion may be significant as:

• An excellent or rare example of an architectural style, property type, or method of construction; or

• A distinctive work by a noted architect, landscape architect, builder, or designer.

A collection of residential properties that are eligible under this criterion as a historic district may be significant:

- For an association with an important merchant builder or architect; or
- As a collection of excellent architectural styles associated with the post-War period.

District boundaries may represent original tract boundaries, or they may comprise a portion of a tract or neighborhood. The district must be unified aesthetically by plan, physical development, and architectural quality. Residences from this period will be eligible as contributors to historic districts. Local designation for historic districts includes Criteria 4, 6, and 8.

## Integrity Considerations:

In order to be eligible for designation under this criterion, a property must retain sufficient integrity from the period of significance to convey its architecture.

- Residential properties significant under this criterion should retain integrity of design, setting, materials, workmanship, and feeling, at a minimum.
- A property that is eligible for designation as a good/excellent or rare example of its style or type retains most though not necessarily all of the character-defining features of the style.
- A property is not eligible if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style.

## **Registration Requirements:**

To be eligible under this criterion a property must:

- Date from the period of significance; and
- Represent an excellent or rare example of a style or type; and
- Represent quality of design and distinctive details; and
- Display most of the character-defining features of the style or type; and
- Retain the essential aspects of integrity.

## **6.2 Theme: 20th-Century Commercial Development**

Commercial development within the Westside Plan Area is focused primarily on "neighborhood-serving" retail and professional services that cater to the needs of nearby residents. Commercial buildings and districts date from the early decades of the 20<sup>th</sup> century to the present day. These resources evidence how neighborhood commercial building types and spatial layouts changed over time to accommodate different modes of transportation as well as prevailing planning and design trends in commercial development. While neighborhood commercial development is also dominant in Marina del Rey, a subset was also developed to cater to the tourist and leisure customers. These include bars and restaurants, limited hotel services, and a themed shopping and leisure destination.

## **COMMERCIAL CORRIDORS**

Commercial development prior to World War II generally takes the form of commercial corridors, a linear arrangement of buildings along a neighborhood route of transport or through-corridor. These include the Streetcar Commercial Development that lined routes served by rail transit, and Arterial Commercial Development which aligned along automobile traffic routes not served by streetcar. Noticeable concentrations of commercial buildings were generally not constructed in the Westside Plan Area until the late 1920s after large-scale residential developments first appeared.

There was often little architectural difference between the older streetcar and the newer autodominated arterial corridors. The most common form was the storefront building which provided easily adaptable retail space for individual tenants who could customize the interior and exterior signs to fit the needs of their business. A typical storefront building could be single- or multi-storied. Single-story buildings were typically called storefront blocks and consisted of one or more shop spaces opening to the street. Each storefront contained an entrance and a display window. Multi-storied buildings were known as business blocks and combined storefronts on the first floor with rental space above. This rental space generally consisted of offices for professionals such as physicians, dentists, and lawyers, although it could also contain residential apartments or communal meeting spaces.



W. Slauson Avenue Commercial Corridor Development c. 1950. Los Angeles Public Library

The single-story storefront block was more common, although along some of the more heavily trafficked routes and at intersections the multi-story business block could be found. The single-

story form was particularly popular along the newer arterial shopping streets that had no streetcar lines and depended exclusively upon the automobile. Commercial corridors typically displayed the popular architectural styles of the time. These include Spanish Colonial Revival and Mediterranean Revival popular during the 1920s as well as the Art Deco and Streamline Moderne styles more prevalent in the 1930s. Simple vernacular buildings largely devoid of overt stylistic embellishments were also common. It was also during 1930s, when developers made attempts to employ the concept of rear parking for neighborhood shopping districts, a concept first introduced with commercial development on Wilshire Boulevard west of Downtown Los Angeles. An example of commercial corridor development can be found in the Windsor Hills area on Slauson Avenue between Overhill Drive and Angeles Vista which included a large grocery store, drugstore and other shops. Buildings along this corridor have housed neighborhood-serving businesses since the initial development of the community and this continues to the present day. One long-standing neighborhood business, "CJ's Elegance" women's clothing boutique at 4446 W. Slauson Avenue, has been in existence for over 50 years.

Although commercial corridors in the Westside Plan Area were first developed prior to World War II, they continued to be developed and redeveloped after the War to provide much-needed services in proximity to the growing residential communities. Individual commercial buildings and groups of buildings therefore display the architectural styles and innovations of their respective periods. Many of the commercial structures built after the war responded to both the growing middle class and suburban leisure culture, and the automobile designed to appeal to the passing motorist. The "Jet Inn," at 4542 W. Slauson Avenue, a Mid-Century Modern style hotel is one such example. A more exuberant, expressive Modernism emerged in commercial design after the war, capturing both the zeitgeist and playful exuberance of the moment and appealing to the modern, automobile-oriented consumer. The style became known as "Googie," named after Googie's Diner in Los Angeles designed by John Lautner in 1949. The style has been described as "Modernism for the masses." It was widely employed in roadside commercial architecture of the 1950s and 60s, including coffee shops, bowling alleys, and car washes. A standout example is the former Wich Stand Restaurant and Drive-in at 4508 W. Slauson Avenue. Constructed in 1957 and designed by the architectural design team of Armet & Davis, the building is today the home of Simply Wholesome.



Wich Stand Restaurant and Broom Room Cocktail Lounge c. 1960. Los Angeles Public Library

## POST-WAR NEIGHBORHOOD SHOPPING CENTERS

After World War II and more prominently after the mid-1950s, the Neighborhood Shopping Center became the predominant form of commercial development. This arrangement is characterized by a grouping of commercial buildings that rejects the pre-war spatial orientation to the street and is instead oriented to a parking lot. Neighborhood shopping centers were typically constructed by a developer who specialized in retail and/or a developer who had initiated an adjacent residential tract development. Having retail infrastructure nearby was a selling point for the somewhat isolated homes. Neighborhood shopping centers were typically located on one large parcel with retail buildings arranged in linear, L-shaped, or U-shaped configurations behind a large parking lot.

Tenants in these shopping centers were often a combination of one or more large anchor tenants, flanked by individual retail stores. During the postwar period, chain retailers, although present prior to World War II became more dominant where some expectations of quality and selection were reassuring in a more mobile culture. Anchor tenants were typically grocery stores and/or drug stores, often branches of regional or national retail chains. Ancillary retailers including stationery stores, bakeries, beauty shops, and dry cleaners occupied the neighboring storefronts. Examples of post-war neighborhood shopping centers in the Westside Plan Area include the Ladera Center at La Cienega Boulevard and La Tijera Boulevard and the Marina del
Rey Shopping Center on Admiralty Way between Fiji Way and Mindanao Way. Although they have maintained their original building configurations, both have undergone substantial alterations over time.

# THEMED RETAIL SHOPPING VILLAGES

Themed retail centers designed to evoke specific geographic locations, cultures, or historic periods date to the early 20<sup>th</sup> century with the development of Market Square (1917) in Lake Forrest, Illinois and Country Club Plaza (1922) in Kansas City. Master planned, architecturally cohesive, and constructed to accommodate the automobile, both evoked fantasy versions of European villages. Los Angeles proved particularly receptive to themed shopping and entertainment developments. Olvera Street reconstructed as a Mexican marketplace in conjunction with the preservation of the Avila Adobe between 1928 and 1930 became an instant tourist attraction. Similarly, the "New Chinatown" development, a Chinese themed commercial and residential development opened in 1938, established a new commercial center for Los Angele's Chinese community recently displaced by the construction of Union Station. Crossroads of the World, a Streamline Moderne and Period Revival-style fantasy of European and North African destinations was constructed in Hollywood in 1936.<sup>178</sup>

During the 1950s, the success of Disneyland and other theme parks inspired commercial developers to apply similar approaches to shopping centers. These themed "shopping villages" typically featured dining as well as shopping options, and often offered limited attractions such as on-site rides and entertainment. The natural attraction of coastal locations appeared particularly well-suited to these developments. The Ports O' Call entertainment venue in San Pedro was developed in 1963 by restauranteur David C. Tallichet Jr. and designed by Vernon Leckman to evoke international port cities. Developed in conjunction with the Los Angeles Harbor Commission, the project drew upon world famous ports and included specialty restaurants, shops, and the "SS Sierra Nevada ferryboat among other attractions.<sup>179</sup> "Mary's Gate Village," a Tudor Revival-style shopping village next to the moored Queen Mary attraction in Long Beach was constructed in 1977,<sup>180</sup> and "Seaport Village" on San Diego Bay was built in 1978.

In 1969-70, "Fisherman's Village" in Marina Del Rey joined the ranks of Southern California's themed shopping and entertainment attractions.

<sup>&</sup>lt;sup>178</sup> Richard Longstreth, *City Center to Regional Mall: Architecture, the Automobile, and Retailing in Los Angeles, 1920-1950* (Cambridge, MA: MIT Press, 1998), 282.

<sup>&</sup>lt;sup>179</sup> "The Weird History of Ports O'Call Village," <u>http://passport2dreams.blogspot.com/2020/12/the-weird-history-of-ports-o-call.html</u> (accessed October 7, 2023).

<sup>&</sup>lt;sup>180</sup> Robert J. Gore, "Mary's Gate Village Occupancy Zooms," *Los Angeles Times*, August 31, 1978, HD2.



Fisherman's Village under construction 1969. Los Angeles Public Library

## **PROFESSIONAL OFFICE BUILDINGS**

During the postwar period, a wide range of professional office buildings were constructed to house the ever-growing professional service sector of medical doctors, lawyers, accountants, and other professionals. Often designed in Mid-Century Modern, Corporate Modern and New Formalist architectural styles, these buildings were located on major arterial streets already zoned for commercial development. Office buildings of the mid-20<sup>th</sup> century typically incorporated parking facilities and some ground-floor retail. Examples of professional office buildings in the Westside Plan Area include the Park Mesa Pharmacy building in Ladera Heights/View Park-Windsor Hills constructed in 1961 at 4314 W Slauson Avenue. In Marina del Rey examples include the former Civic National Bank building at 4159 Admiralty Way constructed in 1965, the Marina Professional Building at 4560 Admiralty Way constructed in 1971, and the Marina Towers at 4640-4159 Admiralty Way construction beginning in 1972.



Marina Professional Building rendering 1972. The Argonaut

## ELIGIBILITY STANDARDS: PRE-WORLD WAR II COMMERCIAL DEVELOPMENT

#### Summary Statement of Significance

During the 1920s and 1930s, the commercial corridors developed to support growing residential development influenced by the availability of the automobile. Resources that are eligible may be significant for a proven association with an event important in history, an important pattern or trend in commercial development, or for an association with an ethnic or cultural group or a person important in local, state, or national history. Properties may also be significant as an example of a style or type; architectural styles are discussed in the Architecture and Design Section.

Period of Significance	1920-1942
Period of Significance Justification	Broadly covers the period of commercial development from 1920 to 1940, between World Wars I and II.
Geographic Location	Ladera Heights/View Park-Windsor Hills. Most commercial activity is intermittently concentrated along Slauson Avenue.
Associated Property Types	Commercial: One-story Building; One-story Commercial Storefront Block; Mixed-use Building; Mixed-use Commercial Block; Retail store; Commercial Office; Bank; Restaurant; Hotel; Recreational Facility; Shopping Center.
Property Type Description	Commercial property types include office buildings, movie theaters, restaurants,

automobile showrooms, garages, and service stations. Shopping centers that amalgamate multiple buildings. Buildings may be individual resources and/or contributing features to a historic district.

# Criterion A/1/1 (Events/Patterns of Development)

Individual commercial properties that are eligible under this criterion may be significant:

- As the site of an event important in history; or
- For exemplifying an important trend or pattern of commercial development, such as the establishment or rapid expansion of a new commercial corridor; or
- For association with a longtime business or commercial use; or
- As an excellent and rare example of a commercial building type from the period (ex. automobile showroom, garage, service station, movie theater).

Commercial buildings that are eligible for an association with a trend or pattern of development from this period may be more appropriately evaluated as part of a historic district.

A collection of commercial properties that are eligible under this criterion as a historic district may be significant:

- For representing an important pattern or trend in commercial development.
- As an intact collection of buildings that represent commercial growth during the period.

Note that some commercial development may span several themes or periods of development. Local designation for historic districts includes Criteria 4, 6, and 8.

# Integrity Considerations:

In order to be eligible for designation under this criterion, a property must retain sufficient integrity to convey its historic significance.

- Commercial properties from this period should retain integrity of location, design, workmanship, feeling, and association, at a minimum, in order to convey their significance.
- An individual property that is eligible for a historic association must retain the essential physical features that made up its character or appearance during the period of its association with an event or historical pattern.

- Note that some properties that may not retain sufficient integrity for listing in the National Register may remain eligible for listing at the state and local levels.
- A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. Changes to signage and replacement of storefronts are common, and typically acceptable, alterations to commercial buildings from the early- to mid-20<sup>th</sup> century.
- Setting may have changed (surrounding buildings and land uses).

For historic districts:

- The majority of the components that add to the district's historic character must possess integrity, as must the district as a whole.
  - The historic district must retain a majority of contributors that date from the period of significance.
  - A contributing property must retain integrity of location, design, workmanship, setting, feeling, and association to adequately convey the significance of the historic district.

# **Registration Requirements:**

To be eligible under this criterion, an individual property must:

- Date from the period of significance; and
- Have a proven association with an event important in history; or
- Represent an important catalyst for a pattern or trend in commercial development; or
- Display most of the character-defining features of the property type or style; and
- Retain the essential aspects of historic integrity.

To be eligible under this criterion, a historic district eligible under this theme must:

- Retain a majority of contributing buildings from the period of significance; and
- Retain significant character-defining features from the period of significance, including any important landscape or hardscape features; and
- Retain the original layout, reflecting planning and design principles from the period; and
- Retain the essential aspects of historic integrity.

# **Criterion B/2/2 (Important Persons)**

Individual commercial properties eligible under this criterion may be significant:

• For an association with persons significant in our past; or

• For a proven association with a specific significant ethnic or cultural group that made a demonstrable impact on the community.

Note that according to National Park Service guidance, persons significant in our past refers to individuals whose activities are demonstrably important within a local, state, or national historic context. A property is not eligible if its only justification for significance is that it was owned or used by a person who is a member of an identifiable profession, class, or social or ethnic group. In addition, the property must be associated with a person's productive life, reflecting the time period when he or she achieved significance.

## Integrity Considerations:

In order to be eligible for designation under this criterion, a property must retain sufficient integrity from the period of significance to convey its association with the important person.

- Commercial properties from this period should retain integrity of design, workmanship, feeling, and association, at a minimum, in order to convey the property's association with the significant person's productive period.
- A general rule is that the property must be recognizable to contemporaries of the person with which it is associated.

## **Registration Requirements:**

To be eligible under this criterion a property must:

- Have a proven association with the productive period of a person important to local, state, or national history; and
- Display most of the character-defining features of the property type or style from the period of significance (i.e., the period when the property was associated with the important person); and
- Retain the essential aspects of integrity.

# Criterion C/3/3 (Architecture and Design)

Individual commercial properties that are eligible under this criterion may be significant as:

- A good/excellent or rare example of an architectural style, property type, or method of construction; or
- A distinctive work by a noted architect, landscape architect, builder, or designer.

# Integrity Considerations:

In order to be eligible for designation under this criterion, a property must retain sufficient integrity from the period of significance to convey its architecture.

• Commercial properties significant under this criterion should retain integrity of design, materials, workmanship, and feeling, at a minimum.

- A property that is eligible for designation as a good/excellent or rare example of its style or type retains most though not necessarily all of the character-defining features of the style.
- 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. A property can be eligible if it has lost some historic materials or details but retains the majority of the essential features from the period of significance. These features illustrate the style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation.
- A property is not eligible if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style.
- Replacement of storefronts is a common and acceptable alteration.

# **Registration Requirements:**

To be eligible under this criterion a property must:

- Date from the period of significance; and
- Represent a good/excellent or rare example of a style or type; and
- Display most of the character-defining features of the style or type; and
- Represent quality of design and distinctive details; and
- Retain the essential aspects of integrity.

# ELIGIBILITY STANDARDS: POST WORLD WAR II COMMERCIAL DEVLEOPMENT

## **Summary Statement of Significance**

In the post-World War II era, economic activity in the Westside Plan Area expanded to serve a growing population. Resources that are eligible under this theme may be significant as an excellent example of post-war commercial development and expansion, as the site of a significant event, or for an association with an ethnic or cultural group or a person important in local, state, or national history. Properties may also be significant as an example of a style or type; architectural styles in the Westside Plan Area are discussed in the Architecture and Design Section.

Period of Significance	1946-1980
Period of Significance Justification	Broadly covers the period of commercial development from 1946 to 1980.
Geographic Locations	Ladera Heights/View Park-Windsor Hills,

Marina del Rey, West Fox Hills
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restaurants, office buildings, and automobile

Associated Property Types	Commercial: One-story Building; One-story Commercial Storefront Block; Mixed-use Building; Mixed-use Commercial Block; Retail store; Commercial Office; Bank; Restaurant; Theater; Hotel; Recreational Facility; Historic District.
Property Type Description	Commercial property types include malls and shopping centers, department stores, supermarkets, coffee shops, fast-food

## **Criterion A/1/1 (Events/Patterns of Development)**

Individual commercial properties that are eligible under this criterion may be significant:

showrooms.

- As the site of an event important in area history; or
- For exemplifying an important trend or pattern commercial development, such as an iconic business within the community, a long term business, or community gathering place; or
- As an excellent and rare example of a commercial building type from the period (ex. shopping center, retail stores, grocery stores and supermarkets, coffeeshops, fast-food restaurants).

A collection of commercial properties that are eligible under this criterion as a historic district may be significant:

- For representing an important pattern or trend in commercial development.
- As an intact collection of businesses that represent the growth of during the period.

Note that some commercial development may span several themes or periods of development. Local designation for historic districts includes Criteria 4, 6, and 8.

#### Integrity Considerations:

In order to be eligible for designation under this criterion, a property must retain sufficient integrity to convey its historic significance.

• Commercial properties from this period should retain integrity of location, design, materials, workmanship, feeling, and association, at a minimum, in order to convey their significance.

- An individual property that is eligible for a historic association must retain the essential physical features that made up its character or appearance during the period of its association with an event or historical pattern.
- Note that some properties that may not retain sufficient integrity for listing in the National Register may remain eligible for listing at the state and local levels.

For historic districts:

- The majority of the components that add to the district's historic character must possess integrity, as must the district as a whole
  - The historic district must retain a majority of contributors that date from the period of significance.
  - A contributing property must retain integrity of location, design, workmanship, setting, feeling, and association to adequately convey the significance of the historic district.
  - Some alterations to individual buildings, such as replacement of roof materials and windows within original openings may be acceptable as long as the district as a whole continues to convey its significance.

# **Registration Requirements:**

To be eligible under this criterion, an individual property must:

- Date from the period of significance; and
- Have a proven association with an event important in history; or
- Represent an important catalyst for a pattern or trend in commercial development; or
- Display most of the character-defining features of the property type or style; and
- Retain the essential aspects of historic integrity.

To be eligible under this criterion, a historic district eligible under this theme must:

- Retain a majority of contributing buildings from the period of significance; and
- Retain significant character-defining features from the period of significance, including any important landscape or hardscape features; and
- Retain the original layout, reflecting planning and design principles from the period; and
- Retain the essential aspects of historic integrity.

# Criterion B/2/2 (Important Persons)

Individual commercial properties eligible under this criterion may be significant:

- For an association with persons significant in our past; or
- For a proven association with a specific significant ethnic or cultural group that made a demonstrable impact on the community.

Note that according to National Park Service guidance, persons significant in our past refers to individuals whose activities are demonstrably important within a local, state, or national historic context. A property is not eligible if its only justification for significance is that it was owned or used by a person who is a member of an identifiable profession, class, or social or ethnic group. In addition, the property must be associated with a person's productive life, reflecting the time period when he or she achieved significance.

## Integrity Considerations:

In order to be eligible for designation under this criterion, a property must retain sufficient integrity from the period of significance to convey its association with the important person.

- Commercial properties from this period should retain integrity of design, workmanship, feeling, and association, at a minimum, in order to convey the property's association with the significant person's productive period.
- A general rule is that the property must be recognizable to contemporaries of the person with which it is associated.

# **Registration Requirements:**

To be eligible under this criterion a property must:

- Have a proven association with the productive period of a person important to local, state, or national history; and
- Display most of the character-defining features of the property type or style from the period of significance (i.e., the period when the property was associated with the important person); and
- Retain the essential aspects of integrity.

# Criterion C/3/3 (Architecture and Design)

Individual commercial properties that are eligible under this criterion may be significant as:

- A good/excellent or rare example of an architectural style, property type, or method of construction; or
- A distinctive work by a noted architect, landscape architect, builder, or designer.

# Integrity Considerations:

In order to be eligible for designation under this criterion, a property must retain sufficient integrity from the period of significance to convey its architecture.

• Commercial properties significant under this criterion should retain integrity of design, materials, workmanship, and feeling, at a minimum.

- A property that is eligible for designation as a good/excellent or rare example of its style or type retains most though not necessarily all of the character-defining features of the style.
- 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. A property can be eligible if it has lost some historic materials or details but retains the majority of the essential features from the period of significance. These features illustrate the style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation.
- A property is not eligible if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style.
- Replacement of storefronts is a common and acceptable alteration.
- Setting may have changed (surrounding buildings and land uses).

## **Registration Requirements:**

To be eligible under this criterion a property must:

- Date from the period of significance; and
- Represent a good/excellent or rare example of a style or type; and
- Display most of the character-defining features of the style or type; and
- Represent quality of design and distinctive details; and
- Retain the essential aspects of integrity.

# 6.3 Theme: 20th-Century Civic and Institutional Development

In areas of Southern California where residential development flourished, civic and institutional buildings to house schools, libraries, post offices and fire stations were created to serve these communities. Religious and social institutions also expanded to meet the needs of growing populations. In the latter decades of the 20<sup>th</sup> century, changing demographics introduced new institutions as well. The Westside Plan Area contains a number of these institutional buildings.

# SCHOOL DEVELOPMENT

In the early twentieth century, the Progressive Education Movement came to influence educational methods and school designs, particularly for elementary schools. Shunning traditional teaching philosophies, the Progressive Education Movement eschewed the rigid and authoritarian traditional methods for a more "hands-on" approach that allowed children to explore and learn to the best of their own individual abilities. This simultaneously influenced thinking about more appropriate environments for learning. Architects and designers began experimenting with more flexible and adaptable school designs to accommodate the new



54th Street Elementary School 1927. USC Library Collection

In California, with its mild climate and readily available land, this resulted in a move away from the monolithic Beaux-Arts and Classical Revival architectural styles toward the period-eclectic styles commonly used in domestic architecture. School architects drew on the heritage of the region, including the Arts and Crafts movement and Spanish Colonial past, to forge a unique architectural identity. Spanish and Mediterranean influences allowed for more variable massing and direct access to the outdoors. Fenestration became more prevalent, to access readily available natural light.

In 1933 an estimated 6.4 magnitude earthquake struck Southern California, its epicenter just offshore of Long Beach. Damage was widespread throughout the region, with much of it focused on multi-story school buildings that were largely of unreinforced masonry construction. Within thirty days of the earthquake, the California State Legislature passed the Field Act, one of the first pieces of legislation that mandated earthquake-resistant construction in the United States. The Field Act required a statewide overhaul of building codes and practices, particularly for school buildings, and mandated state oversight to ensure proper implementation and enforcement of regulations.<sup>181</sup> Thus, the Long Beach Earthquake ushered in a period of widespread school renovation, reconstruction, and replacement that would transform Los Angeles area schools.

Beginning in 1934, local, state, and federal funds were made available to reconstruct, modernize, and expand area schools, not only to meet new seismic requirements, but also to address the changing school needs. As reported in the Los Angeles Times at the time, new and

<sup>&</sup>lt;sup>181</sup> Los Angeles Unified School District Historic Context Statement, 1870 to 1969. Sapphos Environmental, Inc., March 2014. (63)

repaired buildings would be designed for "absolute safety with simplicity and beauty of architecture in harmony with the atmosphere and traditions of Southern California." Brick construction was largely replaced by reinforced concrete and wood frame construction, which could better withstand lateral forces.

California's moderate climate lent itself to passive heating and cooling designs that employed full-length sliding doors and operable windows at varying heights from different directions to draw in cool breezes and release warmer air. Exterior shaded corridors replaced interior central corridors giving direct access to the outdoors. New buildings would be "free of needless ornamentation," since it was often applied decoration that had failed during the earthquake. Thus, early-20th century schools that were substantially repaired or rebuilt after the earthquake commonly reflect the architectural trends of the 1930s, as decorative period revival designs were replaced with a more simplified, modernist aesthetic.<sup>132</sup> Much of the reconstruction activity that took place between 1935 and 1940 was accomplished with the assistance of federal "New Deal" programs implemented to relieve the economic hardships of the Great Depression. These included funding from the Public Works Administration (PWA) and Works Progress Administration (WPA) supplemented by local funds.

With the advent of World War II, the Los Angeles region experienced an immediate increase in population as military personnel, and defense industry workers were imported to California. After the war, returning GIs found work in the expanded aerospace and defense industries, married, and started families. The growing population put enormous pressure on the limited local resources. New school buildings and the expansion of existing campuses was the result of these pressures. After the war, the child-centered school plant first championed in the 1930s was generally adopted as standard design. Postwar schools were designed to "feel decentralized, nonhierarchical, approachable, informal, and child-centered."<sup>183</sup> Specifically, many schools were designed to have one-story massing, ample lighting and ventilation, and an indoor-outdoor spatial feeling. These design elements, which were ubiquitous in the post-war era, were first introduced in the 1930s. Construction materials were revised to reflect wartime innovations and post-war mass production and standardization.

In addition to style and material, schools from this period continued to evolve in site plan, design, and layout. One new design principal in the postwar years was the finger-plan school. The finger-plan design featured a central corridor from which wings projected; this maximized the amount of fresh air and light for each wing. Over time, the simple finger-plan school adopted several variations including double-loaded hallways and zigzag building plans. In the 1950s, contrastingly, school plants increasingly adopted the cluster-plan style. The cluster-plan continued the prevailing emphasis on low massing and indoor-outdoor accessibility but grouped wings as modular units surrounding a common courtyard. This helped compact the campus and provided cost savings in construction.<sup>184</sup> The 54<sup>th</sup> Street Elementary School (now

<sup>&</sup>lt;sup>182</sup> Los Angeles Unified School District Historic Context Statement, 1870 to 1969. Sapphos Environmental, Inc., March 2014. (63)

<sup>&</sup>lt;sup>183</sup> Sapphos Environmental, Inc., Los Angeles Unified School District Historic Context Statement, 1870 to 1969, 78.

<sup>&</sup>lt;sup>184</sup> Sapphos Environmental, Inc., Los Angeles Unified School District Historic Context Statement, 1870 to 1969, 80-84.

54<sup>th</sup> Street Charter School) at 5501 S. Eileen Avenue in Windsor Hills is a product of both the pre- and post-war periods having been first constructed in the late 1920s and subject to continued expansion and modification after World War II.

One technique for spurring development in the open lands west Los Angeles County was to offer institutions of higher education land for new campuses, and college and university campuses were firmly established institutions in Los Angeles Westside prior to World War II. The development of Westwood was largely instigated by the construction of UCLA in the late 1920s and Mount St. Mary's College would establish itself in Brentwood just a few years later. The Loyola College campus (later Loyola Marymount University) was one of the first developments in Westchester. The westside also benefited from the establishment of the California "Jr. College" system, (later referred to as "community colleges) when Santa Monica College was established in 1929. West Los Angeles College, located on a hillside location at the Culver City border, was opened in 1969. It is one of nine community college campuses in the Los Angeles Community College District.

# LIBRARIES

The City of Los Angeles established public collections for loans as early as the 1870s. Over time, the Los Angeles Public Library collection grew, as did the need for a central library, and ultimately a branch library system that would serve the new streetcar suburbs and automobile suburbs that emerged in the early twentieth century.

During the 1910s, tycoon and philanthropist Andrew Carnegie began building a legacy of funding community libraries all over the United States. Carnegie funded six branch libraries for the Los Angeles Public Library system. The branch libraries were especially important for children as local places of learning and fellowship.

In 1912, under the County Free Library Act, the LA County Library system was established. It was designed to serve the unincorporated portions of the county where residents did not live within the Los Angeles (or other city limits) that municipal libraries required for loan privileges. The Bebe Moore Library in View Park was founded in 1940 to serve unincorporated View Park-Windsor Hills residents. Library service was provided through a leased facility located at 5400 S. Harcourt Avenue at 54th Street. The library moved to its present location at 3854 54<sup>th</sup> Street in 1977.<sup>185</sup> The Lloyd Taber library at 4533 Admiralty Way in Marina del Rey was originally constructed in 1976; a wing was added in 1999.

# **RELIGIOUS INSTITUTIONS**

The development of houses of worship in Southern California dates to back to early European settlement with the founding of the missions by the Catholic Church. As Los Angeles developed and was settled by those who moved from the east coast and Midwest, the

<sup>&</sup>lt;sup>185</sup> AARP Los Angeles CA website, accessed September 13, 2023.

https://local.aarp.org/place/view-park-bebe-moore-campbell-library-los-angeles-ca.html

establishment of churches of a variety of religious denominations flourished in downtown Los Angeles. St. Vibiana's Catholic Church was joined by houses of worship for Presbyterians, Baptists, Lutherans, Jews, and Muslims.

During the 1910s and 1920s, as the population grew and expanded its footprint into new suburban communities outside of downtown, churches of various denominations were established in those communities. During the prosperous 1920s, the number of parishioners increased, new churches were built, and older sanctuaries were expanded. Examples of pre-World War II churches in the Westside Plan Area include the Spanish Colonial Revival style Angeles Mesa Presbyterian Church at 3571 W. 54<sup>th</sup> Street which was constructed in 1928. A small Spanish Colonial Revival sanctuary at 3868 W. 54<sup>th</sup> Street is today the Robbins Memorial Church of God in Christ.

After World War II, the strong postwar economy and relative political stability allowed Americans to focus on domestic concerns such as marriage and starting families. As communities were formed, particularly suburban communities, religious membership, church funding, and traditional faith practice all increased during the 1950s.<sup>186</sup> The new houses of worship that were built in the post-war period were often designed in Mid-Century Modern, and Late Modern architectural styles that reflected the optimism and prosperity of postwar Southern California. Examples in the Westside Plan Area include the University Christian Church at 5831 W. Centinela Avenue which was designed by Robert D'Arcy Bolling, Deasy & Bolling Architects and constructed in 1965; the Thirtieth Church of Christ, Scientist (now Mt. Sinai Missionary Baptist Church) at 3663 W. 54<sup>th</sup> Street and constructed in 1949; the Sephardic Hebrew Center at 4911 59<sup>th</sup> Street constructed in 1966; and the Knox Presbyterian Church at 5840 La Tijera Boulevard constructed in 1967, and designed by architect Sidney Eisenshtat.

<sup>&</sup>lt;sup>186</sup> Joanne, "Religion in Post World War II America," Duke University Humanities Center, <u>https://nationalhumanitiescenter.org/tserve/twenty/tkeyinfo/trelww2.htm</u> (accessed May 27, 2023).



Knox Presbyterian Church 1967, photo by Julius Shulman. Getty Collection

The Roman Catholic Archbishop of Los Angeles established an aggressive and organized building program during the postwar period. Suburban Catholic churches were constructed throughout Los Angeles, usually by a member of a pre-approved list of architects. Catholics from the Westside Plan Area were served by St. Jerome's Catholic Church, built in the early 1960s in Westchester.

Changing demographics in the Westside Plan Area resulted in the establishment of new churches as well as the transition of older houses of worship to new congregations. For example, The Sephardic Hebrew Center built in 1966 later became the Calvary Baptist Church of Los Angeles.

## **AFRICAN AMERICAN INSTITUTIONS**

As described in the *SurveyLA Citywide Historic Context Statement: African American History of Los Angeles*, "Churches were crucial anchors of the African American community. They represented spaces of racial autonomy and freedom...where people could freely express themselves."<sup>187</sup> Of Black churches in Los Angeles, historian Doug Flamming writes, "Black churches were their pride and joy, their haven in racist America."<sup>188</sup> In addition to their religious

<sup>&</sup>lt;sup>187</sup> SurveyLA Citywide Historic Context Statement: African American History of Los Angeles, February 2018. 104.

<sup>&</sup>lt;sup>188</sup> Doug Flamming, Bound for Freedom: Black Los Angeles in Jim Crow America (Berkeley, CA: University of California Press, 2006), 110. Quoted in SurveyLA Citywide Historic Context Statement: African American History of Los Angeles, February 2018. 104.

purpose, Black churches often served as centers of social life, business networks and civil rights activism.

The First AME (FAME) Church and Second Baptist Church were the two leading Black churches in Los Angeles. Over time, new congregations split off from these churches—often in response to their very conservative natures. Splinter groups included the People's Independent Church of Christ, Church of Christ, Church of God in Christ, and Assemblies of God. While all of these churches housed Christian worshipers, some African Americans practiced Islam and the Nation of Islam rose to prominence during the 1930s—some three decades prior to its association with Malcolm X.

Churches also often provided meeting facilities for social and civil rights organizations such as the NAACP, fair housing organizations, the Urban League and women's clubs.<sup>189</sup> In the Westside Plan Area, a variety of religious denominations replaced earlier religious groups—reflecting the changing demographics of the residential neighborhoods in Windsor Hills, View Park, and Ladera Heights.

Outside of churches, social and civil rights organizations also maintained local offices within the Westside Plan Area. The Los Angeles Urban League offices were located for many years at 3450 W. Mt. Vernon Drive in View Park. The building was originally constructed as a hotel in 1945.<sup>190</sup> The Urban League is a historic civil rights organization founded in 1910 with affiliates in over 300 communities throughout the United States which promotes the economic empowerment of African Americans and other underserved communities. The Los Angeles Urban League is today located at 4401 Crenshaw Boulevard in Los Angeles.

<sup>&</sup>lt;sup>189</sup> SurveyLA Citywide Historic Context Statement: African American History of Los Angeles, February 2018. 113.

<sup>&</sup>lt;sup>190</sup> Our Weekly Los Angeles website. https://www.ourweekly.com/2017/10/26/historic-urban-league-building-has-been-sold/



Former offices of the Los Angeles Urban League. Our Weekly Los Angeles

## ELIGIBILITY STANDARDS: PRE-WORLD WAR II INSTITUTIONAL DEVELOPMENT

## **Summary Statement of Significance**

Population growth in the Westside Plan Area led to the establishment of schools, churches, and social and cultural clubs. Services also expanded to meet the demand of the growing population. During the 1930s, New Deal-era funding programs enabled civic and institutional growth. This includes CWA, WPA, and SERA programs, which enabled infrastructure improvements and the construction of schools and other facilities. Resources that are eligible under this theme may be significant for specific events, as examples of growth during the 1920s and New Deal programs during the 1930s, as the site of an important organization, or for an association with an ethnic or cultural group or a person important in local, state, or national history. Properties may also be significant as an example of a style or type; architectural styles are discussed in the Architecture and Design Section.

Period of Significance	1920-1942
Period of Significance Justification	Broadly covers the period of civic and institutional development during the 1920s and

Geographic Location	Ladera Heights/View Park-Windsor Hills
Associated Property Types	Institutional: Post Office, Fire and Police Station, School, Library, Hospital, Religious Building, Social Club, Cultural Institution, Fraternal Organization, Park, Civic Building, Civic Amenity, Public Art.
Property Type Description	Institutional property types include schools, hospitals, religious buildings (including churches, convents, rectories, and schools), clubhouses associated with social clubs or fraternal organizations, parks, civic buildings like post offices and police/fire stations, and civic amenities.

1930s.

# Criterion A/1/1 (Events/Patterns of Development)

Individual civic/institutional properties that are eligible under this criterion may be significant:

- As the site of an event important in history; or
- For exemplifying an important trend or pattern of civic or institutional development during this period of expansion and growth; or
- For an important association with New Deal era programs; or
- As an excellent and rare example of an institutional building type from the period (ex. library, church, school, fire or police station, hospital, civic/government building).

## Integrity Considerations:

In order to be eligible for designation under this criterion, a property must retain sufficient integrity to convey its historic significance.

- Civic/institutional properties from this period should retain integrity of location, design, workmanship, feeling, and association, at a minimum, in order to convey their significance.
- An individual property that is eligible for a historic association must retain the essential physical features that made up its character or appearance during the period of its association with an event or historical pattern.
- Note that some properties that may not retain sufficient integrity for listing in the National Register may remain eligible for listing at the state and local levels.

## **Registration Requirements:**

To be eligible under this criterion, an individual property must:

- Date from the period of significance; and
- Have a proven association with an event important in history; or
- Represent an important catalyst for a pattern or trend in civic/institutional development; or
- Display most of the character-defining features of the property type or style; and
- Retain the essential aspects of historic integrity.

## **Criterion B/2/2 (Important Persons)**

Individual civic/institutional properties eligible under this criterion may be significant:

- For an association with persons significant in our past; or
- For a proven association with a specific significant ethnic or cultural group that made a demonstrable impact on the community.

Note that according to National Park Service guidance, persons significant in our past refers to individuals whose activities are demonstrably important within a local, state, or national historic context. A property is not eligible if its only justification for significance is that it was owned or used by a person who is a member of an identifiable profession, class, or social or ethnic group. In addition, the property must be associated with a person's productive life, reflecting the time period when he or she achieved significance.

#### Integrity Considerations:

In order to be eligible for designation under this criterion, a property must retain sufficient integrity from the period of significance to convey its association with the important person.

- Civic/institutional properties from this period should retain integrity of design, workmanship, feeling, and association, at a minimum, in order to convey the property's association with the significant person's productive period.
- A general rule is that the property must be recognizable to contemporaries of the person with which it is associated.

## **Registration Requirements:**

To be eligible under this criterion a property must:

- Have a proven association with the productive period of a person important to local, state, or national history; and
- Display most of the character-defining features of the property type or style from the period of significance (i.e., the period when the property was associated with the important person); and
- Retain the essential aspects of integrity.

# Criterion C/3/3,5,7 (Architecture and Design)

Individual civic/institutional properties that are eligible under this criterion may be significant as:

- A good/excellent or rare example of an architectural style, property type, or method of construction; or
- A distinctive work by a noted architect, landscape architect, builder, or designer.

## Integrity Considerations:

In order to be eligible for designation under this criterion, a property must retain sufficient integrity from the period of significance to convey its architecture.

- Civic/institutional properties significant under this criterion should retain integrity of design, materials, workmanship, and feeling, at a minimum.
- A property that is eligible for designation as a good/excellent or rare example of its style or type retains most though not necessarily all of the character-defining features of the style.
- 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. A property can be eligible if it has lost some historic materials or details but retains the majority of the essential features from the period of significance. These features illustrate the style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation.
- A property is not eligible if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style.
- Setting may have changed (surrounding buildings and land uses).

## **Registration Requirements:**

To be eligible under this criterion a property must:

- Date from the period of significance; and
- Represent a good/excellent or rare example of a style or type; and
- Display most of the character-defining features of the style or type; and
- Represent quality of design and distinctive details; and
- Retain the essential aspects of integrity.

# ELIGIBILITY STANDARDS: POST-WORLD WAR II INSTITUTIONAL DEVELOPMENT

## **Summary Statement of Significance**

In the post-World War II era, civic or institutional development increased to serve the growing

population. Properties that are eligible under this theme may be significant as the site of an important event in history; as an example of notable post-World War II civic or institutional development in proximity to new residential neighborhoods, as the site of activity related to the fight for civil rights, or for an association with an ethnic or cultural group or a person important in local, state, or national history. Properties may also be significant as an example of a style or type; architectural styles in the Westside Plan Area are discussed in the Architecture and Design Section.

Period of Significance	1946-1980
Period of Significance Justification	Broadly covers the period of civic and institutional development following World War II.
Geographic Location	Ladera Heights/View Park-Windsor Hills, Marina del Rey
Associated Property Types	Institutional: Post Office, Fire and Police Station, School, Library, Hospital, Religious Building, Social Club, Cultural Institution, Fraternal Organization, Park, Civic Building, Infrastructure Improvement, Civic Amenity, Public Art.
Property Type Description	Institutional property types include schools, hospitals, religious buildings (including churches, convents, rectories, and schools), clubhouses associated with social clubs or fraternal organizations, parks, civic buildings like post offices and police/fire stations, and civic amenities.

# **Criterion A/1/1 (Events/Patterns of Development)**

Individual civic/institutional properties that are eligible under this criterion may be significant:

- As the site of an event important in history, such as an important community gathering place; or
- For exemplifying an important trend or pattern in civic/institutional development, such as expansion of services in proximity to new residential neighborhoods, or postwar school planning principals, or civil rights related movements; or
- As an excellent and rare example of a civic or institutional building type from the period (post-war school plants).

## Integrity Considerations:

In order to be eligible for designation under this criterion, a property must retain sufficient integrity to convey its historic significance.

- Civic/institutional properties from this period should retain integrity of location, design, workmanship, feeling, and association, at a minimum, in order to convey their significance.
- An individual property that is eligible for a historic association must retain the essential physical features that made up its character or appearance during the period of its association with an event or historical pattern.
- Note that some properties that may not retain sufficient integrity for listing in the National Register may remain eligible for listing at the state and local levels.

For historic districts:

## **Registration Requirements:**

To be eligible under this criterion, an individual property must:

- Date from the period of significance; and
- Have a proven association with an event important in history; or
- Represent an important catalyst for a pattern or trend in civic/institutional development; or
- Display most of the character-defining features of the property type or style; and
- Retain the essential aspects of historic integrity.

# Criterion B/2/2 (Important Persons)

Individual civic/institutional properties eligible under this criterion may be significant:

- For an association with persons significant in our past; or
- For a proven association with a specific significant ethnic or cultural group that made a demonstrable impact on the community, such as a leader in the Civil Rights Movement.

Note that according to National Park Service guidance, persons significant in our past refers to individuals whose activities are demonstrably important within a local, state, or national historic context. A property is not eligible if its only justification for significance is that it was owned or used by a person who is a member of an identifiable profession, class, or social or ethnic group. In addition, the property must be associated with a person's productive life, reflecting the time period when he or she achieved significance.

## Integrity Considerations:

In order to be eligible for designation under this criterion, a property must retain sufficient integrity from the period of significance to convey its association with the important person.

- Civic/institutional properties from this period should retain integrity of design, workmanship, feeling, and association, at a minimum, in order to convey the property's association with the significant person's productive period.
- A general rule is that the property must be recognizable to contemporaries of the person with which it is associated.

## **Registration Requirements:**

To be eligible under this criterion a property must:

- Have a proven association with the productive period of a person important to local, state, or national history; and
- Display most of the character-defining features of the property type or style from the period of significance (i.e., the period when the property was associated with the important person); and
- Retain the essential aspects of integrity.

# Criterion C/3/3 (Architecture and Design)

Individual civic/institutional properties that are eligible under this criterion may be significant as:

- An excellent or rare example of an architectural style, property type, or method of construction; or
- A distinctive work by a noted architect, landscape architect, builder, or designer.

# Integrity Considerations:

In order to be eligible for designation under this criterion, a property must retain sufficient integrity from the period of significance to convey its architecture.

- Civic/institutional properties significant under this criterion should retain integrity of design, materials, workmanship, and feeling, at a minimum.
- A property that is eligible for designation as a good/excellent or rare example of its style or type retains most though not necessarily all of the character-defining features of the style.
- 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. A property can be eligible if it has lost some historic materials or details but retains the majority of the essential features from the period of significance. These features illustrate the style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation.
- A property is not eligible if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style.

• Setting may have changed (surrounding buildings and land uses).

# **Registration Requirements:**

To be eligible under this criterion a property must:

- Date from the period of significance; and
- Represent an excellent or rare example of a style or type; and
- Represent quality of design and distinctive details; and
- Display most of the character-defining features of the style or type; and
- Retain the essential aspects of integrity.

# **6.4 Theme: Twentieth-Century Industrial Development**

From its reputation as the "Queen of the Cow Counties" to its Cold War role in aerospace, Los Angeles and the Westside Plan Area include large and small pockets of industrial development including agriculture, oil and petroleum, manufacturing, aviation, and aerospace.

# AGRICULTURE

Agriculture in Los Angeles dates back to the pueblo days when settlers established agricultural parcels along the Los Angeles River and east of the residential area in accordance with Spain's Laws of the Indies. During the late Eighteenth and Nineteenth century, farming expanded. Water remained the chief problem for agricultural pursuits and those who chose to farm in the San Fernando Valley during these early days practiced dry farming techniques. Irrigation came from subterranean sources such as springs. The City of Los Angeles retained exclusive rights to the Los Angeles River.

With the arrival of the Southern Pacific Railroad in 1877, the population of the city increased significantly, and the iron horse offered opportunities to ship agricultural bounty to other regions. Southern California became a hotbed of fruit cultivation and earned a national reputation for its oranges. The Los Angeles-Owens River Aqueduct opened in 1913, spurring more agricultural development for crops including walnuts, oranges, lemons, sugar beets, wheat, and barley.

The presence of Centinela Creek and Ballona Creek encouraged farming activity east of the Ballona Wetlands. Early in the twentieth century the area was home to Japanese and Japanese American farmers who cultivated celery and other crops. Japanese also farmed land in the Sawtelle area, south of the Soldiers' Home. After World War II, population growth in the region created a demand for housing that was often met with the sale of farmland and development of tract homes. This was true for areas throughout Los Angeles County and Southern California.

It does not appear that any industrial property types associated with the agricultural industry

remain in the Westside Plan Area.

## **OIL AND PETROLEUM**

Discovery of oil in the Los Angeles basin can be traced back to the Tongva and Kizh People who used tar or "la brea" as an adhesive glue or caulk as well as for waterproofing. The modern oil industry in the area begins with the discovery of oil by Edward L. Doheny and Charles A. Canfield in 1892 in what was to become the Los Angeles Oil Field. By 1895, Doheny's Los Angeles City field produced over half the 1.2 million barrels produced in the state.<sup>191</sup> The discovery sparked an oil boom in the region with the Los Angeles Oil Field producing 830,000 barrels per day by 1901.<sup>192</sup>

The increasing popularity of the automobile helped fuel a second oil boom during the early 1920s that fueled economic growth, prosperity, and more speculation. The largest discovery, on Signal Hill, was followed by the Torrance Oil Field, the Wilmington Oil Field and many others. The Inglewood Oil Field, discovered in 1924, is located in the Ladera Heights/View Park-Windsor Hills community area. The second oil boom fueled speculation and drilling from Ventura to Bakersfield to Huntington Beach. Rigorous exploration led to a supply glut and when the Great Depression hit and demand abated, oil prices dropped. Despite this, the oil business helped sustain the greater Los Angeles area as a recession-proof industry. The presence of oil in Southern California supported industrial development more broadly. Automobiles, rubber, tires, steel and paving were all a direct result of an abundant oil industry.

Oil extraction typically used lattice-framed oil derricks or the "pump jack," an above ground drive that mechanically pumps oil out of the well when the natural pressure is no longer sufficient.<sup>193</sup> Pump jacks are also known by a number of nicknames including the "nodding donkey," the "grasshopper," the "horse-head" or the "thirsty bird."<sup>194</sup>

## **AVIATION AND AEROSPACE**

Southern California's climate, prosperity, population growth, and wide-open spaces uniquely suited it to aviation. By 1929, Southern California was home to 40 percent of all planes and pilots licensed by the federal government.<sup>195</sup> Boosterism played a significant role in attracting aviators and manufacturers. The Los Angeles Chamber of Commerce proactively recruited aviation-related businesses and movie stars who were often called upon for coast-to-coast travel often shunned the old-fashioned train for more modern, air-minded airplane travel. By

<sup>&</sup>lt;sup>191</sup> San Joaquin Valley Geology, "Oil and Gas Production History in California," *Oil and Gas History*, 4. http://www.sivgeology.org/articles/history\_of\_calif\_oil.pdf (accessed August 7, 2023).

<sup>&</sup>lt;sup>192</sup> Stephen M. Testa, "The Los Angeles City Oil Field: California's First Oil Boom During the Revitalization Period (1875-1900) in Oil Industry History 6, no 1 (2005): 82. Quoted in *City of Los Angeles, Department of City Planning, Office of Historic Resources, SurveyLA: Industrial Development 1850-1980,* February 2018, 82.

<sup>&</sup>lt;sup>193</sup> City of Los Angeles, Department of City Planning, Office of Historic Resources, *SurveyLA: Industrial Development 1850-1980*, February 2018, 85.

<sup>&</sup>lt;sup>194</sup> City of Los Angeles, Department of City Planning, Office of Historic Resources, *SurveyLA: Industrial Development 1850-1980,* February 2018, 86.

<sup>&</sup>lt;sup>195</sup> City of Los Angeles, Department of City Planning, Office of Historic Resources, *SurveyLA: Industrial Development 1850-1980*, February 2018, 171.

1929, 53 airfields were located within 30 miles of Downtown Los Angeles.<sup>196</sup> Glendale, Mines Field (present-day Los Angeles International Airport), Long Beach, and Burbank were the main passenger hubs serving Southern California.

By the end of World War II, Southern California manufacturers accounted for 60 to 70 percent of the nation's aircraft industry.<sup>197</sup> After World War II, Southern California remained home to some of America's largest aircraft manufacturers: Douglas Aircraft, Lockheed Aircraft Corporation, Hughes Aircraft Company, Northrop Corporation, North American Aviation and Vultee Aircraft.

A long-time aviator, Howard Hughes established Hughes Aircraft. In 1940, he purchased 380 acres of the Ballona Wetlands and constructed a 60,000 square foot aircraft plant with an adjacent grass runway.<sup>198</sup> The company, which also had early facilities at the Glendale airport used this site to design and assemble a variety of aircraft and helicopters.

Defense spending showed no sign of abating during the 1950s and soon the Cold War drove innovation in aerospace and other defense technologies. Companies like Lockheed, Northrop and North American repositioned themselves for the aerospace market. Innovators like Simon Ramo (1913-2016), who had integrated radar systems with wing-gun controls and air-to-air missiles while at Hughes Aircraft formed his own company, Ramo-Wooldridge, which became TRW, Inc.

Like in aviation, the aerospace manufacturing industry required the manufacturing of electronic and other component parts spawning the growth of large and small manufacturing around Southern California. In the 1980s, 40 percent of American missile and aerospace firms were based in Southern California, as were one-third of all aerospace engineers.<sup>199</sup> The industry fueled suburban residential growth throughout the region. The Westside of Los Angeles, with its proximity to aerospace manufacturing in the South Bay and in Santa Monica, benefited from the boom. When the Cold War ended in the 1980s, government defense spending dried up and with it went many of the businesses and jobs associated with the aerospace industry.

Industrial property types associated with the aerospace industry do not appear to be present in the Westside Plan Area.

## ELIGIBILITY CRITERIA: OIL AND OTHER PETROLEUM PRODUCTS

**Summary Statement of Significance:** Oil exploration and processing had a profound and farreaching impact on the development of Los Angeles County, from fueling emerging industries

<sup>&</sup>lt;sup>196</sup> City of Los Angeles, Department of City Planning, Office of Historic Resources, *SurveyLA: Industrial Development 1850-1980*, February 2018, 172.

<sup>&</sup>lt;sup>197</sup> City of Los Angeles, Department of City Planning, Office of Historic Resources, *SurveyLA: Industrial Development 1850-1980*, February 2018, 173.

<sup>&</sup>lt;sup>198</sup> City of Los Angeles, Department of City Planning, Office of Historic Resources, *SurveyLA: Industrial Development 1850-1980*, February 2018, 178.

<sup>&</sup>lt;sup>199</sup> City of Los Angeles, Department of City Planning, Office of Historic Resources, *SurveyLA: Industrial Development 1850-1980*, February 2018, 184.

in the early 20th century to financing the construction of high-style residential and commercial architecture. The decline of the industry in the late 20th century, combined with technological improvements in petroleum exploration and processing, has caused historical remnants of this industry to largely vanish from the built environment.

Period of Significance	1924-1980
Period of Significance Justification	Date range encompasses the early period of use of pump jacks to the present as many are still operating.
Geographic Location	Ladera Heights/View Park-Windsor Hills
Associated Property Types	Oil Pump Jack, Oil Derrick, Oil Industry Production and Repair Facility
Property Type Descriptions	<i>Oil Pump Jacks</i> are installed as above-ground drive to mechanically pump oil out of an oil well when the natural pressure is no longer sufficient. They are typically powered by an electric motor or a natural gas or gasoline engine and reflect a variety of the models such as those nicknamed "nodding donkey," "grasshopper," "horse-head," and "thirsty bird. May be found in clusters.
	<i>Oil Derricks</i> are usually square lattice work towers that taper at top. The earliest examples are made of wood. Towers housed a pump that extracted oil from a well site located directly underneath the derrick. Extant oil derricks are typically obscured by soundproofing.
	<i>Oil industry Production and Repair Facilities</i> are similar in physical character to other industrial shops from the early and mid-20th century. The facility may be composed of one or more one- story utilitarian shop buildings. At least one of the buildings may be a metal shop and there might also be a garage for truck repairs.

## Criterion A/1/1,9 (Events/Patterns of Development)

Properties that are eligible under this criterion may be significant:

- For exemplifying an important trend or pattern in the oil and petroleum products industry; or
- Is a rare extant example of an oil and petroleum product industry property type from the period.

#### **Character-defining Features**

- May be in groupings or individual examples
- Retains most of the essential character defining features from the period of significance
- Oil Derricks characterized by a wooden or steel latticework tower
- Pump Jacks and Oil Derricks may be partially or entirely obscured by sound-proofing materials, as long as the original structure is intact underneath
- Production/Repair Facilities may contain one or more utilitarian buildings housing shops or garages

#### Integrity Considerations:

- Industrial properties associated with the oil and petroleum products industry should retain integrity of location, design, materials, feeling, and association
- An individual property that is eligible for a historic association must retain the essential physical features that made up its character or appearance during the period of its association with an event or historical pattern.
- Note that some properties that may not retain sufficient integrity for listing in the National Register may remain eligible for listing at the state and local levels.

## **Registration Requirements:**

To be eligible under this criterion a property must:

- Date from the period of significance; and
- Represent an excellent or rare example of the type; and
- Display most of the character-defining features of the type; and
- Retain the essential aspects of integrity.

# 6.5 Theme: Arts and Culture

The Westside Plan Area study area enjoys a rich history of African American artistic expression and cultural celebration. The following provides background on public art, formal and informal cultural celebrations, and the use of public parks for community cultural activities and expression.

During the later decades of the twentieth century, wall murals emerged as one of the more expressive forms of public art advocating for and celebrating communities of color. Early wall murals were generally private efforts initially, and not officially recognized by public institutions.

In response to advances in the civil rights movement and a growing recognition of the experiences and achievements of underserved and marginalized communities, the Los Angeles County Arts Commission (LACAC) and the Los Angeles County Metropolitan Transportation Authority (LACMTA) began sponsoring murals depicting Chicano and Black history.<sup>200</sup> These murals were typically located at civic institutional buildings such as schools and libraries, within public parks, or metro stations.

Examples of local murals include for example, a 1975 mural depicting the diverse student body of John Adams Junior High School painted by Richard Wyatt Jr., who was, at the time, a second-year art student at UCLA.<sup>201</sup> Wyatt Jr. would go on to become an internationally renowned painter, portraitist, muralist, and multi-media artist. A mural that addressed Black history was painted at the Holmes Avenue Elementary School in 1978, and Los Angeles Southwest College included a mural project as part of its 1979 Black History Extravaganza.

The dissemination and celebration of Black culture was typically centered in the homes, businesses, churches, and community centers of Black neighborhoods. The Aquarian Spiritual Center and Bookshop, in South Central Los Angeles, established in 1941 by Dr. Alfred Ligon was one such institution. The Aquarian Center collected books, journals, media, art and related materials representing the history, culture, philosophy and daily life of African Americans and African Diaspora in Los Angeles. In 1964, the Aquarian Spiritual Center held a series of events dedicated to historic Negro spirituals, African cultural history, Black ideals of beauty, and African American resistance movements.

Public celebrations of African American culture gained momentum as a result of the Civil Rights Movement in the late 1950s and early 1960s and after the Watts Uprising of 1965. In 1965, County Supervisor Kenneth Hahn signed a proclamation for "Negro History Week." The *Los Angeles Sentinel* notes that Black Culture Week was celebrated by the Los Angeles Unified School District in May of 1969.<sup>202</sup> The contribution of African Americans in art, drama, industry, literature, music, government and science were showcased across the city's school system.

During the 1970s, celebrations became more widespread and college campuses established their own annual festivals at East L.A. College, Cal Poly Pomona, UCLA, West Los Angeles College, and Loyola Marymount. In 1972, the City of Inglewood collaborated with the Watts Mafundi Foundation Institute, St. Elmo's Village, and the Communicative Arts Center in Compton on a Black Culture Festival.<sup>203</sup>

Institutions celebrating Black culture and the arts, such as the Inner City Cultural Center (ICCC), were established in direct response to the Watts Rebellion. C. Bernard Jackson, a playwright and Dr. J. Alfred Cannon, a UCLA neuropsychiatrist conceived of ICCC in the early 1960's as a vehicle for increasing cross-cultural communications among the various minority

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<sup>&</sup>lt;sup>200</sup> Dudek, *Historic Context Statement/Los Angeles County Metro Area Plan Project*, September 2022, 147.

<sup>&</sup>lt;sup>201</sup> "Adams School Mural Wins Commendation," Los Angeles Sentinel, May 8, 1975, A13.

<sup>&</sup>lt;sup>202</sup> "LA Schools to Celebrate Culture Week, May 19-23," Los Angeles Sentinel, May 15, 1969, A4.

<sup>&</sup>lt;sup>203</sup> "Inglewood to Host Black Culture Fest," *Los Angeles Sentinel*, February 17, 1972, C7.

groups in Los Angeles.<sup>204</sup> The ICCC staged its inaugural production in 1967.

The ICCC was housed in three locations between 1965 and 1996: the Washington Boulevard Theater, the Masonic Temple at New Hampshire Avenue and Pico Boulevard, and the Ivar Theater in Hollywood. In addition to its theatrical productions, the ICCC offered gallery space featuring Black artists. In 1979, Southwest College celebrated "Black History Extravaganza '79," a month-long celebration featuring concerts, lectures, plays and a festival. The event was cosponsored by W.E. Conglomeration Inc., a nonprofit institute in fine art and sciences.<sup>205</sup>

In the Westside Plan Area, Ladera Park and its recreational center have hosted cultural events and festivals over the last 70 years. The park featured a wooden picnic pergola, an amphitheater, restrooms, and a community building. Fashion shows and "baby shows" featuring dressed up babies and toddlers in the 1950s gave way to alumni and family picnics in the 1960s and 1970s and to celebrations of multi-culturalism in the 1980s. Celebrations of Juneteenth "...started in backyards, then moved to Lincoln Park and Ladera Park...<sup>206</sup> By 1999, the celebration was officially moved to the neighboring Los Angeles community of Leimert Park-the acknowledged hub of the Black community.<sup>207</sup>

In recent decades, Ladera Park has become home to the Ladera Heights Cultural Fair, the Ladera Heights Dance Showcase, the Ladera Heights Jazz Fest, the Ladera Heights Art Walk, and the Ladera Heights Comedy Night. The Ladera Heights Cultural Arts Association and Ladera Heights Civic Association remain strong presences at these events.

## **ASSOCIATED PROPERTY TYPES**

Associated property types for the Westside Plan Area include parks, purpose-built and other community centers, theaters, and galleries. Wall murals are also associated under this theme.

<sup>&</sup>lt;sup>204</sup> Inner City Cultural Center, "Our History," https://www.innercityculturalcenter.org/our-history.html (accessed August 22, 2023).

<sup>&</sup>lt;sup>205</sup> "Black History Extravaganza," *Los Angeles Sentinel*, February 1, 1979, B3A.

 <sup>&</sup>lt;sup>206</sup> "Juneteenth Gala Set for Leimert Park," *Los Angeles Sentinel*, June 17, 1999, A15.
<sup>207</sup> "Juneteenth Gala Set for Leimert Park," *Los Angeles Sentinel*, June 17, 1999, A15.

# 6.6 Theme: Infrastructure and Transportation

Development in the area defined by the Westside Plan Area was driven by the development of infrastructure and public transportation. The following offers a brief discussion of the interurban railway systems, the freeway, and flood control efforts.

# THE INTERURBAN RAILWAY SYSTEMS

The growth of Los Angeles and Southern California more generally, was directly related to the growth of its streetcar systems. Although there were many different companies and lines, the two most dominant players were the Los Angeles Railway (a.k.a., LARy or the Yellow-cars) and Pacific Electric system (a.k.a., the Red Cars). LARy mostly operated within the City of Los Angeles, whereas the Pacific Electric cars linked Los Angeles with far-flung places such as Orange, Riverside, and San Bernardino County.

The Los Angeles Railway operated between 1895 and 1963. The 1895 purchase of a group of smaller railways, some of which were horse-drawn railways, by a syndicate of investors would drive the region's development. The new owners immediately began electrifying the railway. It served such neighborhoods as Crenshaw, West Adams, Leimert Park, Hancock Park, Boyle Heights and Vernon. LAR carried more passengers than Pacific Electric and was so successful that it was purchased by Henry E. Huntington in 1898 and held in the family until its sale in 1944.



Pacific Electric Railway Map 1942. Los Angeles Public Library

The Pacific Electric Railway was established in 1901 by Henry E. Huntington (he had been an executive with the Southern Pacific Railroad) and Isaias Hellman. Huntington provided the railroad experience and Hellman provided the money. Hellman also owned a substantial amount of property in Southern California and saw the railway as a vehicle for its future development. Their first project was the line to Long Beach, which opened in 1902. They finished the line to Glendale in 1904, Newport Beach in 1905, and Sierra Madre in 1906.

Eventually, there were four districts: the northern, southern, eastern and western districts. The western district served the Westside Plan Area. Of special interest to many Angelenos was the "Balloon Route" (also known as the Air Line) a tourist route to the beach communities established in 1896. According to one author, "the trolley excursions...ran almost continually during the summer" with crowds of riders heading for the seaside.<sup>208</sup> The stop for the "Soldiers' Home" was on the Balloon Route.

In 1911, railway operations of a variety of regional companies were consolidated under the Pacific Electric Railway Company. The system continued to operate into the 1950s when some routes were replaced by motor coach service.

# THE FREEWAY SYSTEM

As the private automobile became the preferred mode of transportation in Southern California, the freeway system supplanted the interurban railways. Separated from the general street grid and free of at-grade intersections, freeways promised a solution to the congestion that plagued inner- and intra-city traffic. Initially planned in the 1930s, the construction of a regional freeway system did not begin in earnest until after World War II.

In his book *Golden Dreams*, historian Kevin Starr describes Southern California's creation as "socially, culturally, spatially [shaped] by automobiles and freeways."<sup>209</sup> The construction of the freeway system paralleled significant population growth in postwar Southern California—and frequently enabled it. It created new communities, provided direct links to old ones, and destroyed existing neighborhoods where people of color often lived. Wealthy communities like Beverly Hills resisted the incursion. Ladera Heights was also successful in mounting community-based opposition to proposals that would have bordered the community with freeways. Boyle Heights and East Los Angeles were not so fortunate.

Freeway construction would slow considerably by the late 1960s. Beginning in the mid-1950s in San Francisco and later spreading to other jurisdictions throughout the state, public opposition to freeway construction intensified as many of the proposed freeway routes were determined without considering local interests, and the negative effects of neighborhood disruption and displacement by freeways became known. These "freeway revolts" resulted in the abandonment or significant reduction of proposed freeways due to widespread public opposition. Today, abruptly terminating freeway alignments, and isolated short stretches of freeway remain in evidence of larger projects which were never completed.

<sup>&</sup>lt;sup>208</sup> Fred A. Basten, Santa Monica Bay (Santa Monica, CA: Hennessey + Ingalls, 2001), 35.

<sup>&</sup>lt;sup>209</sup> Kevin Starr, Golden Dreams: California In An Age of Abundance, 1950-1963 (New York, NY: Oxford University Press), 2009, 245.

La Cienega Boulevard as it traverses Ladera Heights/View Park-Windsor Hills is one such remnant as it was originally planned as part of the "Laurel Canyon Freeway" which would have been aligned through West Hollywood, the Mid-City West area, and western Inglewood enroute to its terminus at the San Diego Freeway (I-405) near Los Angeles International Airport.

SR 90, also known as the Marina Freeway, was originally planned as a freeway across the southern portion of Los Angeles County, the northern part of Orange County ending at the Riverside Freeway. Community opposition prevented it from coming to fruition. The small stretch that does exist connects Marina del Rey with the San Diego Freeway, increasing accessibility of the harbor development.

# TAMING THE RIVERS

The founding of the Los Angeles pueblo was strategically located near the Los Angeles River. Since 1781, the city and its surrounding area has had a tortured relationship with the river. Reports from the California missions indicate that severe flooding was a regular occurrence from the 1770s through the 1840s. The first recorded flood of the Los Angeles River was in 1811. But soon afterward, in 1815, with 10 days and nights of rain, the river again overflowed its banks. In 1818, Governor Pablo Vicente de Sola (1761-1826) moved the location of the Plaza to higher ground where it is located today. Floods in 1825 and 1861 affected the river's path near the ocean and the San Fernando Valley, respectively. During the late nineteenth and early twentieth Centuries when development in the basin was expanding, the flooding became more destructive.



Ballona Creek Flood Control Channel 1958. Los Angeles Public Library

In 1915, the Los Angeles Flood Control District was established by the state legislature and James R. Reagan was named as head. Taxpayers approved bond issues in 1917 and 1924 to build the initial major dams; however, they were not willing to approve funding for the construction of infrastructure downstream of the dams, and implementation of the plan languished. Work was also delayed by the onset of World War I. In 1934, destructive flooding spurred the introduction and passage of the Flood Control Act in 1936—allowing the United States Army Corps of Engineers (USACE) to take a lead role in supervising permanent future flood control plans. The Los Angeles Flood Control District requested assistance from Congress, which passed the Flood Control Act of 1938, authorizing the Army Corps of Engineers to prepare a revised plan for the entire Los Angeles County Drainage Area. This was the first comprehensive flood control effort—superseding what had been a haphazard, unscientific, and fragmented approach by cities, individual landowners and the railroads. Channelization became the major strategy for flood control.

The 1934 flooding affected Ballona Creek and forced the closure of many small wooden bridges that spanned the creek. As a result, the above-ground portion of the Creek was lined with concrete between 1935 and 1939. The nearby Centinela Creek was also channelized, although some portions of a more natural canal remain.

# ELIGIBILITY STANDARDS: INFRASTRUCTURE AND TRANSIT

## **Summary Statement of Significance**

The establishment of infrastructure signaled the Los Angeles region's growth, providing important infrastructure to support the growing population. Resources that are eligible under this theme may be significant as the site of an important event in history, as a rare or remnant example of early infrastructural growth, or for an association with an ethnic or cultural group or a person important in local, state, or national history. Properties may also be significant as an example of a style or type; architectural styles are discussed in the Architecture and Design Section.

Period of Significance	1900-1980
Period of Significance Justification	Broadly covers the period of infrastructural development from the turn of the 20 <sup>th</sup> century to the mid-20 <sup>th</sup> century.
Geographic Location	Westside Plan Area-wide
Associated Property Types	Infrastructural properties related to the development of communication and transportation systems, public and private utilities, and other service requirements as technology expanded.

Public and private amenities or infrastructure improvements, such as transit depots, roadways and bridges, flood control systems, and buildings housing communication systems (telegraph, telephone), utilities (water, power, gas).

# Criterion A/1/1,9 (Events/Patterns of Development)

Individual infrastructural properties that are eligible under this criterion may be significant:

- As the site of an event important in history; or
- For exemplifying an important trend or pattern of development in infrastructure or new infrastructural developments (ex. communication system, transportation system, utility); or
- As a rare remaining example of an infrastructural type from the period (ex. bridge, telephone building, streetcar depot, power station).

#### Integrity Considerations:

In order to be eligible for designation under this criterion, a property must retain sufficient integrity to convey its historic significance.

- Infrastructure from this period should retain integrity of location, design, workmanship, feeling, and association, at a minimum, in order to convey their significance.
- An individual property that is eligible for a historic association must retain the essential physical features that made up its character or appearance during the period of its association with an event or historical pattern.
- A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation.
- The setting may have changed (surrounding buildings and land uses).
- Note that some properties that may not retain sufficient integrity for listing in the National Register may remain eligible for listing at the state and local levels.
- Since very few examples remain, any intact example should be considered.

## **Registration Requirements:**

To be eligible under this criterion, an individual property must:

- Date from the period of significance; and
- Have a proven association with an event important in history; or
- Represent an important catalyst for a pattern or trend in infrastructural development; or
- Display most of the character-defining features of the property type or style; and
- Retain the essential aspects of historic integrity.

# Criterion C/3/3,5,7 (Architecture and Design)

Individual infrastructural properties that are eligible under this criterion may be significant as:

- A good/excellent or rare example of an architectural style, property type, or method of construction; or
- A distinctive work by a noted architect, landscape architect, builder, or designer.

### Integrity Considerations:

In order to be eligible for designation under this criterion, a property must retain sufficient integrity from the period of significance to convey its architecture.

- Infrastructure significant under this criterion should retain integrity of design, materials, workmanship, and feeling, at a minimum.
- A property that is eligible for designation as a good/excellent or rare example of its style or type retains most though not necessarily all of the character-defining features of the style.
- 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. A property can be eligible if it has lost some historic materials or details but retains the majority of the essential features from the period of significance. These features illustrate the style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation.
- A property is not eligible if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style.

## **Registration Requirements:**

To be eligible under this criterion a property must:

- Date from the period of significance; and
- Represent a good/excellent or rare example of a style or type; and
- Display most of the character-defining features of the style or type; and
- Retain the essential aspects of integrity.

# 7. ARCHITECTURE AND DESIGN (1890-1980)

# 7.1 Summary Statement

The Westside Plan Area is home to a variety of residential, commercial, and institutional buildings representing architectural styles and building types popular during each period of development. Buildings with little or no distinguishing decorative features may be described as "vernacular" in style. The term "Residential Vernacular," for example, is used to describe simple houses or cottages. These buildings are characterized by their simplicity and lack of any characteristics of recognizable styles.

Buildings that are significant for the embodiment of the distinguishing features of an architectural style and/or as a significant work of a master architect or designer will be evaluated under this context.

For each significant architectural style there is a discussion of the origins and a list of characterdefining features intrinsic to each. A property that is eligible for designation as a rare, or good/excellent example of its architectural style retains most - though not necessarily all - of the character-defining features of the style and continues to exhibit its historic appearance. A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style.<sup>210</sup> 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.<sup>211</sup>

For guidance on the proper treatment of historic resources and appropriate alterations to specific architectural styles, refer to *The Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings*. In general, acceptable alterations to historic resources of all architectural styles may include:

- Replacement roofing, when necessary, that matches the original as closely as possible in material, profile, color, and pattern.
- Structural reinforcement or infrastructure upgrades that are compatible and do not result in the loss of distinctive materials or features that characterize the property.
- Repair, rather than replacement, of deteriorated historic features.
- Replacement of severely deteriorated or missing features with new that match the old in design, color, texture, and where possible, material.
- New additions that are compatible with, differentiated from, and subordinate to the original and do not damage or destroy historic materials, features, and spatial relationships

<sup>&</sup>lt;sup>210</sup>National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.
<sup>211</sup>National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.

that characterize the property.

Properties significant as a good/excellent or rare example of particular type or architectural style are evaluated under the following criteria:

- National/California Register Criterion C/3 (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)
- County of Los Angeles Criteria 3 (It embodies the distinctive characteristics of a type, architectural style, period, or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is of significance to the nation, State, County, or community in which it is located; or possesses artistic values of significance to the nation, State, County, State, County, or community in which it is located; or possesses artistic values of significance to the nation, State, County, State, County, or community in which it is located; or possesses artistic values of significance to the nation, State, County, or community in which it is located; or possesses artistic values of significance to the nation, State, County, or community in which it is located; or possesses artistic values of significance to the nation, State, County, or community in which it is located; or possesses artistic values of significance to the nation, State, County, or community in which it is located; or possesses artistic values of significance to the nation, State, County, or community in which it is located; or possesses artistic values of significance to the nation, State, County, or community in which it is located; or possesses artistic values of significance to the nation, State, County, or community in which it is located; or possesses artistic values of significance to the nation, State, County, or community in which it is located; or possesses artistic values of significance to the nation, State, County, or community in which it is located; or possesses artistic values of significance to the nation, State, County, or community in which it is located; or possesses artistic values of significance to the nation, State, County, or community in which it is located; or possesses artistic values of significance to the nation.

# 7.2 Architectural Styles

# 20<sup>th</sup> Century Revival Styles

# **TUDOR REVIVAL**

The Tudor Revival style is loosely based on a variety of late medieval English building traditions including Perpendicular Gothic, Tudor, Elizabethan, and Jacobean. It has its origins in the late 19th-century English Arts and Crafts movement, whose leaders drew inspiration in part from English domestic architecture of the 16th and 17th centuries because of its picturesque qualities and sympathetic relationship to the natural landscape. The earliest examples of the style appeared in the United States in large estates of the 1890s. The Tudor Revival style grew in favor after World War I and reached its peak of popularity in the 1920s and 1930s, as architects and developers adapted it to the country's rapidly growing suburban residential communities and advancements in masonry veneering techniques allowed even the most modest examples to emulate the brick and stone exteriors of English prototypes.

High style Tudor Revival houses are typically two and sometimes three stories in height with steeply-pitched, multi-gable roofs; slate roof shingles are found in the finer examples, but wood shakes and composition shingles are also common. At least one front-facing gable is almost universally present as a dominant façade element. The buildings are usually rambling compositions of multiple volumes in a variety of sizes and shapes. Exterior walls are veneered in brick or stone, or feature decorative half-timbering, sometimes in elaborate patterns, with plaster between, which mimics the appearance of medieval construction techniques. Tall, narrow casement windows, sometimes with leaded diamond-shaped lights, are frequently set in horizontal groupings or projecting bays. Main entrances are frequently set in crenellated turrets or under secondary gables with catslides, and feature paneled wood doors framed by four-centered pointed arches. Projecting exterior chimneys with multiple flues and elaborate

<sup>&</sup>lt;sup>212</sup> Specific eligibility standards under Criterion C/3/3 are included under each theme.

brickwork are sometimes located on the primary façade.

Sub-types of the Tudor Revival style include the Storybook cottage. The Storybook cottage is a more whimsical version of the Tudor Revival style, derived from the quaint medieval cottages of the Cotswold region of southwestern England. Storybook cottages typically feature very steeply-pitched roofs with composition shingles laid in irregular patterns and rolled eaves to suggest thatching, eyebrow dormers, and exterior walls veneered in a rough, irregular plaster finish. The Storybook style was particularly popular in Hollywood where motion picture set designers sometimes moonlighted as architects.

- Asymmetrical façade and irregular massing
- Steeply-pitched multi-gabled roof with a prominent front-facing gable and slate, wood shake, or composition roofing
- Brick or plaster exterior wall cladding, typically with half-timbering and decorative details in stone or brick
- Tall, narrow divided-light windows, usually casement, often grouped horizontally or in bays; may have leaded diamond-shaped lights
- Entrance with pointed arch, set in turret or under secondary gable
- Prominent chimney with elaborate brickwork



4435 Circle View Boulevard



4631 S. Mullen Avenue

### **ENGLISH REVIVAL**

The English Revival style is a sub-type of the Tudor Revival style, which is loosely based on a variety of late medieval English building traditions including Perpendicular Gothic, Tudor, Elizabethan, and Jacobean. It has its origins in the late 19th-century English Arts and Crafts movement, whose leaders drew inspiration in part from English domestic architecture of the 16th and 17th centuries because of its picturesque qualities and sympathetic relationship to the natural landscape. The earliest examples of the style appeared in the United States in large estates of the 1890s. The Tudor Revival style grew in favor after World War I and reached its peak of popularity in the 1920s and 1930s, as architects and developers adapted it to the country's rapidly growing suburban residential communities and advancements in masonry veneering techniques allowed even the most modest examples to emulate the brick and stone exteriors of English prototypes.

English Revival houses are simpler than their high-style Tudor Revival counterparts. They are typically two stories in height with steeply-pitched, multi-gable roofs usually clad in wood shakes or composition shingles. The buildings are usually rambling compositions of multiple volumes in a variety of sizes and shapes. Exterior walls are usually veneered in plaster, with brick or stone used only at the chimney or around the primary entrance. Half-timbering, if used at all, is usually limited to a primary front-facing gable if featured. Tall, narrow casement windows, sometimes with leaded diamond-shaped lights, are frequently set in horizontal groupings or projecting bays. Projecting exterior chimneys, usually brick or stone, are frequently used as prominent design features.

- Asymmetrical façade and irregular massing
- Steeply-pitched gable roof with wood shake or composition roofing
- Plaster exterior wall cladding; decorative half-timbering or brick details are usually limited or omitted
- Tall, narrow divided-light windows, usually casement, often grouped horizontally or in bays; may have leaded diamond-shaped lights
- Prominent chimney

# English Revival: Extant Examples



4731 Angeles Vista Boulevard



4928 West Boulevard



5006 S. Victoria Avenue

# SPANISH COLONIAL REVIVAL

The Spanish Colonial Revival style attained widespread popularity throughout Southern California following the 1915 Panama-California Exposition in San Diego, which was housed in a series of buildings designed by chief architect Bertram Grosvenor Goodhue in the late Baroque Churrigueresque style of Spain and Mexico. The Churrigueresque style, with intricate ornamentation juxtaposed against plain stucco wall surfaces and accented with towers and domes, lent itself to monumental public edifices, churches, and exuberant commercial buildings and theaters, but was less suited to residential or smaller scale commercial architecture. For those, architects drew inspiration from provincial Spain, particularly the arid southern region of Andalusia, where many young American architects were diverted while World War I prevented their traditional post-graduate "grand tour" of Great Britain, France, Italy, and Germany. The resulting style was based on infinitely creative combinations of plaster, tile, wood, and iron, featuring plaster-clad volumes arranged around patios, low-pitched tile roofs, and a sprawling, horizontal orientation. It was a deliberate attempt to develop a "native" California architectural style and romanticize the area's colonial past, though it drew directly from Spanish and other Mediterranean precedents and bore little resemblance to the missions and rustic adobe ranch houses that comprised the state's actual colonial-era buildings.

The popularity of the Spanish Colonial Revival style extended across nearly all property types, and coincided with Southern California's population boom of the 1920s. It shaped the region's expansion for nearly two decades, reaching a high point in 1929 and tapering off through the 1930s as the Great Depression gradually took hold. Like other revival styles, the Spanish Colonial Revival style was often simplified, reduced to its signature elements, or creatively combined with design features of other Mediterranean regions such as Italy, southern France, and North Africa, resulting in a pan-Mediterranean mélange of eclectic variations (see Mediterranean Revival Style). It was sometimes combined, although much less frequently, with the emerging Art Deco and Moderne styles.

- Asymmetrical façade
- Irregular plan and horizontal massing
- Varied gable or hipped roofs with clay barrel tiles
- Plaster veneered exterior walls forming wide, uninterrupted expanses
- Wood-sash casement or double-hung windows, typically with divided lights
- Round, pointed, or parabolic arched openings
- Arcades or colonnades

- Decorative grilles of wood, wrought iron, or plaster
- Balconies, patios or towers
- Decorative terra cotta or glazed ceramic tile work



4918 Angeles Vista Boulevard



4725 Keinston Avenue



3463 Crestwold Avenue



3610 Fairway Boulevard

## MONTEREY COLONIAL REVIVAL

The Monterey Colonial Revival style is based upon the distinctive style of residential architecture that developed in California beginning in the 1830s, as more and more Yankee merchants and settlers arrived in Alta California and adapted the Anglo building traditions of the East Coast to local Hispanic customs. As its name implies, the style developed in and around Monterey and combined vernacular adobe construction with elements of American Federal and Greek Revival architecture, including multi-light sliding sash windows, louvered shutters, paneled doors, and Classical details executed in wood. The style's most distinguishing characteristic is a second-floor covered wood balcony, often cantilevered, extending the length of the primary façade and sometimes wrapping one or two sides. The best-known example of the style, and one of the earliest, is the Thomas Larkin adobe, constructed beginning in 1834 and one of the first two-story dwellings in Monterey.<sup>213</sup>

The style was revived beginning in the mid- to late 1920s and was favored by architects and homeowners who perhaps found the fantastical Spanish and Mediterranean revivals too exotic and too different from the building traditions familiar to most Americans. It reached the height of its popularity in Southern California in the 1930s, with some examples constructed in the early 1940s. The Monterey Colonial Revival style replaced adobe construction with wood framed walls veneered in smooth plaster and devoid of surface ornament, and featured second-story balconies, low-pitched gable or hipped roofs, and double-hung wood windows.

- Usually asymmetrical façade
- Two-story height
- Rectangular or L-shaped plan
- Low-pitched hipped or side gable roofs with wood shakes or clay tiles
- Plaster-veneered exterior walls devoid of surface ornament
- Second-floor covered wood balcony, sometimes cantilevered, across primary façade and occasionally wrapping one or more sides, with simple wood posts and wood or metal railing
- Wood-sash double-hung windows, typically with divided lights
- Louvered or paneled wood shutters

<sup>&</sup>lt;sup>213</sup> Monterey County Historical Society, "Monterey's Larkin House Adobe and Garden," http://www.mchsmuseum.com/larkinhouse.html\_(accessed July 2022).

• Recessed entrances with paneled wood doors

Monterey Colonial Revival: Extant Examples



4712 Angeles Vista Boulevard



5021 Angeles Vista Boulevard

## AMERICAN COLONIAL REVIVAL

American Colonial Revival describes a varied style that combines a number of architectural features found throughout the American Colonies, particularly in New England. The style has neither the strict formality of the Georgian Revival nor the decorative embellishments of the Neoclassical, although it sometimes incorporates elements of both. It also adapts elements of Dutch colonial architecture, such as the gambrel roof. American Colonial Revival buildings are typically one or two stories in height, and are sometimes symmetrical but frequently asymmetrical, with rectangular, L-shaped, or irregular plans. They typically feature side gable or cross gable roofs, sometimes with gabled dormers; exterior walls clad in horizontal wood siding and occasionally brick; prominent brick chimneys; double hung, divided light wood sash windows, usually with louvered wood shutters; paneled wood doors, sometimes with sidelights, transom lights, or fanlights; and restrained use of Classical details. Some American Colonial Revival houses have small, pedimented porches, while others have shed-roofed porches supported on wood posts extending the length of the primary façade.

The U.S. Centennial Exposition of 1876 inspired a sense of patriotism in Americans and fostered an interest in the styles of the Colonial era. Early examples of a revival style in the late 19th century were rarely accurate reproductions, but were instead free interpretations with details inspired by colonial precedents, while later examples shifted to more historically correct proportions and details. The American Colonial Revival style was popular for grand homes in the early 20th century, and by the 1920s was being applied to more modest homes. The restoration of Colonial Williamsburg in the 1930s refueled interest in the style, and it remained popular into the post-World War II era. Local examples primarily date from the 1930s and early 1940s, and often are a simplified version of the style.

- Side gable or cross gable roof, sometimes with dormers
- Asymmetrical composition (occasionally symmetrical)
- Horizontal wood siding at exterior walls
- Paneled wood entry door, sometimes with sidelights, transom light, or fanlight
- Double hung, divided light wood sash windows, usually with louvered wood shutters
- Projecting front porch
- Prominent brick chimney

American Colonial Revival: Extant Examples



3700 Northland Drive



3668 Northland Drive



3834 Crestway Drive



3676 Fairway Boulevard

### **FRENCH REVIVAL**

French Revival style architecture in Southern California often consists of two sub-types, Chateauesque and French Provincial. The Chateauesque style is loosely modeled on the 16<sup>th</sup> century chateaux of France's Loire Valley and combines features of French Gothic and Renaissance architecture. The style gained popularity in the United States in the late 19<sup>th</sup> century and is most closely associated with Richard Morris Hunt, the first American architect to study at the École des Beaux-Arts in Paris. The style did not gain popularity in Southern California until the 1920s; it was most frequently used there for luxury apartment buildings and only occasionally for large single-family residences. Chateauesque style buildings are typically two or more stories in height and feature multiple, steeply-pitched hipped roofs with towers, turrets, spires, tall chimneys, and highly ornamented dormers. Exterior walls are usually veneered in stone, brick, or scored plaster, and are ornamented with classical pilasters, stringcourses, and cornices. Windows are typically divided light wood casements and are frequently paired or grouped with prominent mullions.

The more modest French Provincial style was popularized after World War I and is based upon country houses of the French provinces, including Normandy. Although it shares several basic features with the more elaborate Chateauesque style, the French Provincial style is much simpler in its composition and detailing. It is characterized by a prominent, steeply pitched hipped roof with flared eaves and a classical eave cornice; simple rectangular plan and massing; exterior walls veneered in smooth plaster; and divided light, wood sash casement or double-hung windows, usually with louvered wood shutters. Second floor windows sometimes break the cornice line with shallow dormers. The Norman variation usually features decorative half-timbering and a circular entrance tower with a conical roof.

Character-defining features of the Chateauesque style include:

- Multiple, steeply pitched hipped roofs
- Complex massing
- Stone, brick, or scored plaster veneer at exterior walls
- Towers, turrets, spires; and highly ornamented dormers
- Tall chimneys
- Divided light wood casement windows, paired or grouped, with prominent mullions
- Classical pilasters, stringcourses, and cornices
- Detached garage at rear of property

Character-defining features of the French Provincial style include:

- Steeply pitched hipped roofs with flared eaves and eave cornice
- Rectangular plan and simple massing
- Smooth plaster veneer at exterior walls
- Divided light, wood sash casement or double hung windows that sometimes break the cornice line
- Louvered wood shutters
- Decorative half-timbering and circular entrance tower with conical roof (Norman variation)

### French Revival: Extant Example



3616-3628 Stocker Street



3667 Fairway Boulevard

# **Early Modernism**

# **STREAMLINE MODERNE**

The constraints of the Great Depression replaced Art Deco architecture with a purer expression of modernity, the Streamline Moderne. Characterized by smooth surfaces, curved corners, and sweeping horizontal lines, Streamline Moderne is considered to be the first thoroughly Modern architectural style to achieve wide acceptance among the American public. Inspired by the industrial designs of the period, the style was popular throughout the United States in the late 1930s, particularly with the Federally-funded projects of the Works Progress Administration; buildings executed under those programs are often referred to as PWA Moderne. Unlike the equally modern but highly-ornamental Art Deco style of the late 1920s, Streamline Moderne was perceived as expressing an austerity more appropriate for Depression-era architecture, although aspects of Art Deco and Streamline Moderne were often combined.

The origins of the Streamline Moderne are rooted in transportation design, which took the curved form of the teardrop, because it was the most efficient shape in lowering the wind resistance of an object. Product designers and architects who wanted to express efficiency borrowed the streamlined shape of cars, planes, trains, and ocean liners. Streamline Moderne architecture looked efficient in its clean lines. It was in fact relatively inexpensive to build because there was little labor-intensive ornament like terra cotta; exteriors tended to be concrete or plaster. The Streamline Moderne's finest hour was the New York World's Fair of 1939-40. Here, the "World of Tomorrow" showcased the cars and cities of the future, a robot, a microwave oven, and a television, all in streamlined pavilions. While the style was popular throughout Southern California during the 1930s, there are relatively few examples simply because there was so little construction activity during the Depression.

- Horizontal emphasis
- Asymmetrical façade
- Flat roof with coping
- Smooth plaster wall surfaces
- Curved end walls and corners
- Glass block and porthole windows
- Flat canopy over entrances
- Fluted or reeded moldings or stringcourses

- Pipe railings along exterior staircases and balconies
- Steel sash windows

# Streamline Moderne: Extant Examples



3602 Homeland Drive



4405 W. Slauson Avenue

## LATE MODERNE

The Late Moderne style incorporates elements of both the Streamline Moderne and International styles. While the earliest examples appeared in the late 1930s, the style reached its greatest popularity in large-scale commercial and civic buildings of the late 1950s and 1960s. The Late Moderne style is frequently identified by the use of the bezeled window, where horizontal groupings of windows are outlined in a protruding, bezel-like flange, often in a material and color that contrasts with the surrounding wall surface.

Character-defining features include:

- Horizontal emphasis
- Exposed concrete or cement plaster veneer
- Flat roofs
- Horizontal bands of bezeled windows, sometimes with aluminum louvers
- Operable steel sash windows (casement, awning, or hopper)
- Projecting window frames

### Late Moderne: Extant Examples



3450 W. Mt. Vernon Drive

# Post-World War II Modernism/Regional Modernism

# **MID-CENTURY MODERN**

Mid-Century Modern is a term used to describe the post-World War II iteration of the International Style in both residential and commercial design. The International Style was characterized by geometric forms, smooth wall surfaces, and an absence of exterior decoration. Mid-Century Modern represents the adaptation of these elements to the local climate and topography, as well as to the postwar need for efficiently-built, moderately-priced homes. In Southern California, this often meant the use of wood post-and-beam construction. Mid-Century Modernism is often characterized by a clear expression of structure and materials, large expanses of glass, and open interior plans.

The roots of the style can be traced to early Modernists like Richard Neutra and Rudolph Schindler, whose local work inspired "second generation" Modern architects like Gregory Ain, Craig Ellwood, Harwell Hamilton Harris, Pierre Koenig, Raphael Soriano, and many more. These postwar architects developed an indigenous Modernism that was born from the International Style but matured into a fundamentally regional style, fostered in part by Art and Architecture magazine's pivotal Case Study Program (1945-1966). The style gained popularity because its use of standardized, prefabricated materials permitted quick and economical construction. It became the predominant architectural style in the postwar years and is represented in almost every property type, from single-family residences to commercial buildings to gas stations.

- One or two-story configuration
- Horizontal massing (for small-scale buildings)
- Simple geometric forms
- Expressed post-and-beam construction, in wood or steel
- Flat roof or low-pitched gable roof with wide overhanging eaves and cantilevered canopies
- Unadorned wall surfaces
- Wood, plaster, brick or stone used as exterior wall panels or accent materials
- Flush-mounted metal frame fixed windows and sliding doors, and clerestory windows
- Exterior staircases, decks, patios and balconies
- Little or no exterior decorative detailing

• Attached carport or garage

Mid-Century Modern: Extant Examples

• Expressionistic/Organic subtype: sculptural forms and geometric shapes, including butterfly, A-frame, folded plate or barrel vault roofs



5410 Senford Boulevard



6443 S. Halm Avenue



3435 S. Halm Avenue



4542 W. Slauson Avenue

## GOOGIE

Googie has been described as Modernism for the masses. With its swooping lines and organic shapes, the style attempted to capture the playful exuberance of postwar America. Named for the John Lautner-designed Googie's Restaurant in Los Angeles, the style was widely employed in roadside commercial architecture of the 1950s and 60s, including restaurants, drive-ins, bowling alleys, and car washes.

Character-defining features include:

- Expressive rooflines, including butterfly, folded-plate, and cantilevers
- Organic, abstract, and parabolic shapes
- Clear expression of materials, including concrete, steel, asbestos, cement, glass block, plastic, and plywood
- Large expanses of plate glass
- Thematic ornamentation, including tiki and space age motifs
- Primacy of signage, including the pervasive use of neon



### Googie: Extant Examples

4508 W. Slauson Avenue

## RANCH

The Ranch style emerged from the 1930s designs of Southern California architect Cliff May, who merged modernist ideas with traditional notions of the working ranches of the American West and in particular, the rustic adobe houses of California's Spanish- and Mexican-era ranchos. The resulting architectural style – characterized by its low horizontal massing, sprawling interior plan, and wood exterior detailing – embodied the mid-20th century ideal of "California living." The Ranch style enjoyed enormous popularity throughout the United States from the 1940s to 1970s. It epitomized unpretentious architecture and dominated the suburbs of the post-World War II period. It was more conservative than other modern residential architecture of the period, often using decorative elements based on historical forms and capitalizing on the national fascination with the "Old West." The underlying philosophy of the Ranch house was informality, outdoor living, gracious entertaining, and natural materials.

The most common style of Ranch house is the California Ranch. It is characterized by its onestory height; asymmetrical massing in L- or U-shaped plans; low-pitched hipped or gabled roofs with wide overhanging eaves; a variety of materials for exterior cladding, including plaster and board-and-batten; divided light wood sash windows, sometimes with diamond-shaped panes; and large picture windows. Decorative details commonly seen in California Ranch houses include scalloped bargeboards, false cupolas and dovecotes, shutters, and iron or wood porch supports. The California Ranch house accommodated America's adoption of the automobile as the primary means of transportation with a two-car garage that was a prominent architectural feature on the front of the house, and a sprawling layout on a large lot. Floor plans for the tracts of Ranch houses were usually designed to meet the FHA standards so that the developer could receive guaranteed loans.

Another variation on the Ranch house is the Modern Ranch, which was influenced by Mid-Century Modernism. Modern Ranches emphasized horizontal planes more than the California Ranch, and included modern instead of traditional stylistic details. Character-defining features included low-pitched hipped or flat roofs, prominent rectangular chimneys, recessed entryways, and wood or concrete block privacy screens. Other stylistic elements resulted in Asian variations.

- One-story
- Sprawling plan
- L- or U-shaped plan, often with radiating wings
- Low, horizontal massing with wide street façade

- Low-pitched hipped or gable roof with open overhanging eaves and wood shakes
- Plaster, wood lap, or board-and-batten siding, often with brick or stone accents
- Divided light wood sash windows (picture, double-hung sash, diamond-pane)
- Wide, covered front porch with wood posts
- Attached garage, sometimes linked with open-sided breezeway
- Details such as wood shutters, attic vents in gable ends, dovecotes, extended gables, or scalloped barge boards
- Modern Ranch sub-type may feature flat or low-pitched hipped roof with composition shingle or gravel roofing; metal framed windows; wood or concrete block privacy screens

## Ranch House: Extant Examples



4918 Angeles Vista Boulevard



5616 S. Holt Street



5519 Shenandoah Avenue



5829 S. Halm Avenue

### **NEW FORMALISM**

New Formalism is a sub-type of Late Modern architecture that developed in the mid-1950s as a reaction to the International Style's strict vocabulary and total rejection of historical precedent. New Formalist buildings are monumental in appearance, and reference and abstract classical forms such as full-height columns, projecting cornices, and arcades. Traditional materials such as travertine, marble, or granite were used, but in a panelized, non-traditional form. In Southern California, the style was applied mainly to public and institutional buildings. On a larger urban design scale, grand axes and symmetry were used to achieve a modern monumentality. Primary in developing New Formalism were three architects: Edward Durrell Stone, who melded his Beaux Arts training with the stark Modernism of his early work; Philip Johnson; and Minoru Yamasaki. All three had earlier achieved prominence working within the International Style and other Modernist idioms.

Character-defining features of New Formalism include:

- Symmetrical plan
- Flat rooflines with heavy overhanging cornices
- Colonnades, plazas, and elevated podiums used as compositional devices
- Repeating arches and rounded openings
- Large screens of perforated concrete block, concrete, or metal

### *New Formalism: Extant Examples*



Former Civic National Bank, 4519 Admiralty Way, Marina del Rey

# **LATE MODERNISM**

Late Modern is a blanket term used to describe the evolution of Modern architecture from the mid-1950s through the 1970s. It is typically applied to commercial and institutional buildings. Unlike the straightforward, functionalist simplicity of International Style and Mid-Century Modernism, Late Modern buildings exhibit a more deliberate sculptural quality with bold geometric volumes, uniform surfaces such as glass skin or concrete, and a sometimes exaggerated expression of structure and systems.

Character-defining features of Late Modern style include:

- Bold geometric volumes
- Large expanses of unrelieved wall surfaces
- Uniform use of cladding materials including glass, concrete, or masonry veneer
- Exaggerated expression of structure and systems
- Hooded or deeply set windows
- Little or no applied ornament





Calgary Baptist Church 4911 59<sup>th</sup> Street, (former Sephardic Jewish Center)



Knox Presbyterian Church at 5840 La Tijera Boulevard

## **ELIGIBILITY STANDARDS**

### **Summary Statement of Significance**

Properties significant for their architectural merit are evaluated under this context, which includes separate themes for the predominant architectural styles found in the county. Properties eligible under the Architecture and Design context may be significant as an excellent or rare example of an architectural style, property type, or designed landscape; or as an important example of the work of a notable builder, designer, landscape architect, or architect. Many resources that are eligible under this context may also be significant under other contexts as well.

Period of Significance	1890-1980
Period of Significance Justification	Reflects the extant built landscape in the Westside Plan Area from the earliest known resource through the close of the period of significance for this study, which may be extended over time.
Geographic Location	Westside Plan Area-wide
Associated Property Types	Properties eligible under this context may be any property type: Residential, Commercial, Institutional, or Industrial.

### Integrity Considerations:

- Should retain integrity of design, setting, materials, workmanship, and feeling
- Additions may be acceptable if not within public view, do not alter the original roofline, and are subordinate to the original design intent
- 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 style or type, a greater degree of alteration may be acceptable

### **Registration Requirements:**

To be eligible under this criterion a property must:

- Date from the period of significance; and
- Represent a good/excellent or rare example of a style or type; and
- Display most of the character-defining features of the style or type; and
- Retain the essential aspects of integrity.

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# APPENDIX A: RECOMMENDATIONS FOR FURTHER STUDY

Study lists were compiled for Ladera Heights/View Park-Windsor Hills, and Marina del Rey including important events, people, and buildings/structures/spaces/art. These lists were completed using two methods. The first method was during the development phase of the Westside Area Plan Historic Context Statement where Historic Resources Group identified important aspects of each community through research. The second method was through community outreach during the stakeholder engagement process. Stakeholders identified including important events, people, and buildings/structures/spaces/art within their communities through the Historic Resource Mapper and sending information to the project specific email.. This list is not intended to be exhaustive but rather serves as a base for future study.

# Ladera Heights/View Park-Windsor Hills

# **TOPICS FOR FURTHER STUDY**

- Black institutions and social history in Ladera Heights/View Park-Windsor Hills including the Civil Rights Movement and neighborhood integration.
- Jewish history including the Jewish role in neighborhood integration.
- The Women's Movement and the role of women in local social, political and cultural history.
- Mid-century Modern architecture with a focus on Ladera Heights.
- Intensive historic resources survey of each neighborhood to identify potential historic districts and/or individual properties eligible for historic listing. Potential historic significance may include but is not limited to architecture, urban planning, events and trends, Black history, and community identity.

## INDIVIDUAL AREAS, PROPERTIES, AND SITES

- Ladera Heights neighborhood
- View Park neighborhood
- Windsor Hills neighborhood
- The Cone Trust House, aka "Baldwin Hills Oil House" located in the Inglewood Oil Fields west of La Cienega Boulevard and Kenneth Hahn State Recreation Area. (c. 1915)
- Commercial corridor on Slauson Avenue between Overhill Drive and Angeles Vista.

- "Simply Wholesome" (former Wich Stand Restaurant and Drive-in) at 4508 W. Slauson Avenue. (1957)
- The "Jet Inn," at 4542 W. Slauson Avenue
- Park Mesa Pharmacy building at 4314 W Slauson Avenue (1961)
- The Bebe Moore Campbell Library at 3854 54<sup>th</sup> Street (1977)
- The 54<sup>th</sup> Street Elementary School (now 54<sup>th</sup> Street Charter School) at 5501 S. Eileen Avenue
- Angeles Mesa Presbyterian Church at 3571 W. 54<sup>th</sup> Street (1928)
- Robbins Memorial Church of God in Christ at 3868 W. 54<sup>th</sup> Street
- University Christian Church at 5831 W. Centinela Avenue (1965)
- Mt. Sinai Missionary Baptist Church (former Thirtieth Church of Christ, Scientist) at 3663 W. 54<sup>th</sup> Street (1949)
- Calvary Baptist Church (former Sephardic Hebrew Center) at 4911 59<sup>th</sup> Street (1966)
- Knox Presbyterian Church, 5840 La Tijera Boulevard (1967)
- Outdoor Products (former offices of the Los Angeles Urban League), 3450 W. Mt. Vernon Drive (c.1945)
- Kenneth Hahn State Recreation Area
- Reuben Ingold Park
- Ladera Park
- Monteith Park

## PEOPLE

- Bebe Moore Campbell
- Tiko Campbell
- Magic Johnson
- Ray Charles

- Ike and Tina Turner
- Nancy Wilson
- Fred W. Marlow and Fritz Burns (Marlow-Burns & Co.)
- Homer Valentine
- Milton Kaufman
- Reuben Ingold

# Marina del Rey

## **TOPICS FOR FURTHER STUDY**

- Comprehensive development history of Marina del Rey.
- Intensive historic resources survey to identify potential individual properties eligible for historic listing. Potential historic significance may include but is not limited to architecture, urban planning, events and trends, and community identity.

## INDIVIDUAL AREAS, PROPERTIES, AND SITES

- The Lloyd Taber library, 4533 Admiralty Way (1976, 1999 addition)
- Marina del Rey Hotel, 13534 Balie Way (1963)
- Former Civic National Bank building, 4519 Admiralty Way (1965)
- Fisherman's Village, 13755 Fiji Way (1969-1970)
- Marina Towers, 4640-4159 Admiralty Way (1972)
- Marina City Club, 4333 Admiralty Way (1975)

### PEOPLE

- Victor Gruen
- Abraham M. Lurie

# **APPENDIX B: ARCHITECTS & BUILDERS**

### **Armét, Louis L.** (1914-1981), AIA

Born:	St. Louis, MO
Education:	University of Southern California, B.Arch. (1939)
Firm:	V.F. Ribble (1940); Laurence Test (1940-1941); Spaulding & Rex (1946-1947); Armét & Davis (1947-1972); Armét, Davis & Newlove, AIA, Inc. (1972-1981)
	Born in St. Louis, Louis L. Armét, AIA, moved to Los Angeles when he was 13. After graduating from Los Angeles High School and Loyola Marymount University, he went to architecture school at the University of Southern California and graduated in 1939. Armét worked for the Navy Department of Design at Pearl Harbor from May 1941 to February 1943, where he designed warehouses and buildings for ship repair. He worked from 1943 to 1946 for the Seabees. Armét became a licensed architect in 1946. He met Eldon C. Davis while the two of them were working at the architecture firm of Spaulding and Rex. They founded Armét & Davis in 1947. They worked together until 1972 designing churches, banks, bowling alleys, schools, and more. They are best known for their many Googie-style coffee shops including Clock's in Inglewood (1951), Norm's on South Figueroa in Los Angeles (1954), Huddle's Cloverfield in Santa Monica (1955), Pann's in Westchester (1956), and the Holiday Bowl and Coffee Shop in Los Angeles (1957). In Pomona, they designed Danny's Donuts in 1958. Armét died in 1981.
Becket, Welton (1902	-1969), FAIA

Born:	Seattle, WA
Education:	University of Washington, B.Arch. (1927); École des Beaux Arts,
	Fontainbleu, France (1928)
Firms:	Chief designer for C. Waldo Powers (1929-1932); Partner, Plummer, Wurdeman & Becket, (1933-1938); Partner, Wurdeman & Becket (1930-1933; 1938-1949); Principal, Welton Becket Associates (1949-1988)
	Welton Becket, FAIA, was born in Seattle, Washington, and studied architecture at the University of Washington. He completed a year of graduate study at the École des Beaux Arts in Fontainebleau, France, and arrived in Los Angeles in 1931. In 1933, he formed a partnership with his former classmate, Walter Wurdeman, and an established Los Angeles architect, Charles F. Plummer. They specialized in small commercial buildings and residences.
	In 1935, the partners won a design competition for the Pan Pacific Auditorium in Los Angeles; the distinctive Streamline Moderne landmark was constructed north of the Miracle Mile district for the 1935 National Housing Exposition. After Plummer's death in 1939, the firm incorporated as Wurdeman and Becket. Wurdeman and Becket's design for Bullock's Pasadena, completed in 1947, established the prototype for the postwar suburban department store. When Wurdeman died unexpectedly in 1949 Becket bought out his partner's heirs and assumed sole leadership of the firm, changing its name to Welton Becket and Associates. Headquartered in Los Angeles, the firm grew to be one of the largest in the world with more than 400 employees and offices in San Francisco, New York, Houston, and Chicago.
	In addition to Bullock's Pasadena, Becket's retail projects included some two dozen other Bullock's stores including locations in Palm Springs, Westwood (Los Angeles), Sherman Oaks (Los Angeles), Lakewood, La Habra, and Northridge (Los Angeles); Buffum's Department Store in Santa Ana; Seibu of Los Angeles; and malls such as Fashion Island in Newport Beach. Other notable works include the Pomona Civic Center, circular Capitol Records tower in Hollywood, the Cinerama Dome, the Music Center in downtown Los Angeles, the Santa Monica Civic Auditorium, and the Beverly Hilton Hotel in Beverly Hills.
	Becket is credited with transforming the cityscape of postwar Southern California with his many commercial and institutional designs. He was one of the most influential architects in the development of Los Angeles and founded a practice that became one of the nation's largest architectural firms. He died in 1969 at the age of 66.

### Bolling, Robert D'Arcy (1923), FAIA

Born:	Los Angeles, CA
Education:	University of Southern California, Los Angeles, CA, 1951
Firms:	Draftsman, architect, job captain, C. M. Deasy Architect, Los Angeles, 1951-1959; partner, Deasy & Bolling Architects, Los Angeles, 1960-1976; partner, Deasy, Bolling & Gill Architects, Los Angeles, 1976-1977; partner, Bolling and Gill Architects, Los Angeles, 1977-1978; president, Bolling and Gill Architects, 1978-1985; president, Bolling, Gill, Allen, McDonald, Architects, Los Angeles, 1985-1988; Chairman of the Board, since 1988. Managing principal Bolling and Gill, Architects -Atomic Energy Commission Joint Venture, Los Angeles, since 1983. Consultant in field, since 1988.)
	Married Nona Loretta Lewis, July 19, 1947.
	Served with United States Naval Reserve, 1943-1946.
	Recipient Governor's Design award State of California, 1966, Military Housing Design award American Institute of Architects NavFac, 1974, Excellence in Contracts Performance award W. Division Naval Facilities, 1974; research grantee Educational Facilities Laboratories, 1972-1974.

### Daniel, Philip James (1912-?), AIA

Born:	Los Angeles, CA
Education:	Los Angeles Junior College, Los Angeles, CA, 1931-1932; University of California, Los Angeles, Los Angeles, CA,1932-1934; B.Arch., University of Southern California, Los Angeles, CA, 1937
Firms:	Crawford and Daniel Architects; DMJM Daniel, Mann, Johnson, Mendenhall 1946-

### Davis, Eldon C. (1917-2011), AIA

Born:	Anacortes, WA
Education:	University of Southern California, B.Arch. (1942)
Firms:	William H. Knowles, Architect (1942-1943); Spaulding & Rex (1945-1947); Armét & Davis, Inc. (1947-1972); Armét, Davis & Newlove, AIA, Inc. (1972-1991)
	Eldon C. Davis graduated from the University of Southern California with a degree in architecture. Davis worked with Army engineers, Phelps-Dodge Mines in Arizona, and Navy Design Office on Terminal Island.
	Davis met Louis Logue Armét while the two of them were working at the architecture firm of Spaulding and Rex. They founded Armét & Davis in 1947 and worked together until 1972 designing churches, banks, bowling alleys, schools, and more. They are best known for their many Googie-style coffee shops including Clock's in Inglewood (1951), Norm's on South Figueroa in Los Angeles (1954), Huddle's Cloverfield in Santa Monica (1955), Pann's in Westchester (1956), and the Holiday Bowl and Coffee Shop in Los Angeles (1957). Davis passed in 2011.

### Eisenshtat, Sidney (1914-2004), FAIA

Born:	New Haven, Connecticut	
Education:	University of Southern California, B.Arch. (1935)	
Firms:	Arthur Froehlich and Associates; United States Dept. of Defense; Sidney Eisenshtat and Associates, Principal	
	Sidney Eisenshtat was a prolific architect in Southern California, and an influential architect of modern synagogues. Born in New Haven, Conn., in 1914, Eisenshtat settled in Los Angeles in 1926. He married Alice Brenner in 1937.	

An observant Orthodox Jew, Eisenshtat established an international reputation based on the expressive design of synagogues built in the 1950s through the 1970s. He designed his first major religious structure, Temple Emanuel in Beverly Hills, in 1951, in the first flush of a national reinvention of traditional synagogue design. Eight years later, he designed Sinai Temple in the Westwood neighborhood of Los Angeles.

He also designed Jewish educational buildings and community centers, as well as synagogues across the U.S. His other religious structures in Southern California include Knox Presbyterian Church in Los Angeles and House of the Book in Simi Valley.

Eisenshtat's commercial buildings included two significant structures in Beverly Hills, the Union Bank Building and the Friars Club (now demolished). After a long and prolific career, Eisenshtat retired in the 1980s. He passed away in 2004 at the age of 90.

#### Emmons, Frederick E., Jr. (1907-1999)

Born:	Olean, NY
Education:	Cornell University, B.Arch. (1929)
Firms:	Frederick E. Emmons (1946-1950); Jones & Emmons (1950-1969)
	Frederick E. Emmons, Jr. was born in Olean, New York. After graduating from Cornell University with a degree in architecture in 1929, he joined the New York firm of McKim, Mead & White. He moved to Los Angeles in 1932.
	Before World War II, Emmons became friends with A. Quincy Jones through their mutual employment at Allied Engineers in San Pedro. During the war, Emmons spent four years in the Navy. Emmons and founded Jones & Emmons in 1951; the partnership continued until Emmons' retirement in 1969. Jones & Emmons utilized new building technologies that decreased costs and production time. The firm favored structural innovations including lightweight post-and-beam construction with pre-assembled parts. Their work included large-scale commissions, including religious buildings, educational facilities, and civic spaces. In addition, the firm designed office, restaurant, and factory buildings throughout California. The firm designed numerous buildings on the University of California campuses at San Diego, Santa Barbara, Irvine, and Riverside. Emmons died at age 91 in Beverly Hills.

#### **Earl, Robert** (Unknown-present)

Born:	Unknown
Education:	Unknown
Firms:	Robert Earl & Associates (c. 1975-present)
	Robert Earl is an award-winning architect who began practicing in Los Angeles in the 1950s. Earl has specialized in home design for more than 50 years.
	During the 1960s, 1970s and 1980s, the firm designed tract housing for various developers. His subdivisions included Sunset Pacific in San Clemente, Sunset Terrace in Redlands, Island View in Palos Verdes, and Seacliff on the Greens in Huntington Beach. In each of these developments, the firm designed elevations in various consumer-pleasing styles such as Cape Cod, Traditional, French Revival, and English Revival. At this time, Earl's office was located in Century City; he eventually added a satellite office in Irvine c. 1984. The firm continued to design tract homes and win awards for them well into the 1990s.
	Earl also designed custom homes, including an avant-garde modern home for himself in West Los Angeles in 1963 and through these efforts earned a reputation for his custom homes in Bel- Air and Brentwood.

#### Krisel, William (1924-2017), AIA

Born:	Shanghai, China
Education:	University of Southern California, B.Arch. (1949)
Firms:

Victor Gruen (1946-1949); Palmer and Krisel, A.I.A. Architects (1950-1966); William Krisel, AIA (1966- 2017)

William Krisel, AIA, was born in Shanghai, China, where his father had moved the family for his work for the United States' State Department. In 1937, the family returned to California. Following his graduation from Beverly Hills High School in 1941, 16 year-old Krisel enrolled at USC's School of Architecture, only to be interrupted by the United States' entry into World War II.

During the war, Krisel worked in Army Intelligence, served as the Chinese-language interpreter for General Stillwell, and earned the Bronze Star for Valorous Service. Following the war, in 1946, Krisel returned to his studies, making use of the GI Bill, and graduated in 1949. Alongside his studies, Krisel worked in the offices of Paul Laszlo and Victor Gruen.

Krisel obtained his architect's license in 1950 and went into partnership with Dan Saxon Palmer. Palmer and Krisel, A.I.A. Architects designed custom homes and commercial projects prior to investing their time in Los Angeles area tract homes. As early as 1952, Palmer & Krisel's system of modular post and beam construction proved popular and effective. After years of success in Los Angeles, Palm Springs, and Borrego Springs, the firm designed the Loma Palisades Apartments and a number of residential tracts throughout San Diego. By 1961, Krisel began his efforts in local high-rise developments with the 24-story Kahn Building, within which the firm would house their San Diego office. They also expanded their work throughout Southern California. Krisel studied landscape architecture under Garrett Eckbo and became a licensed landscape architect in 1954. Palmer and Krisel dissolved their partnership in 1966, and Krisel renamed the firm William Krisel, AIA.

Krisel's experience in design and construction includes nearly every kind of structure, including high- and low-rise office and apartment buildings, shopping centers, industrial buildings, factories, schools, hospitals, religious buildings, hotels, motels, and restaurants. He claims credit for over 40,000 housing units as he pioneered the use of innovative, modern design for affordable tract housing, commercial and multi-unit residential architecture. Krisel's work has garnered numerous awards for design excellence, including AIA Lifetime Achievement and "Tribal Elder" Awards, as well as the Palm Springs Lifetime Achievement Award, and recognition from ASLA, NAHB, the City of Beverly Hills, and West Los Angeles. Krisel passed away in 2017.

#### Palmer, Dan Saxon (1920-2007), AIA

Born:	Budapest, Hungary				
Education:	New York University, B.Arch. (1942)				
Firms:	Morris Lapidus; Victor Gruen; Palmer and Krisel (1950-1964)				
	Dan Saxon Palmer was born in Budapest, Hungary, and moved to New York with his family at age 2. After earning a bachelor's degree in architecture from New York University in 1942, Palmer served in the Army Corps of Engineers as a mapmaker, draftsman and photographer in England and France. He then worked for architects Morris Lapidus in New York and Victor Gruen in Los Angeles, and, in 1950, formed a Los Angeles-based partnership with William Krisel, who also had worked at Gruen's office.				
	Beginning in 1950, Palmer and Krisel designed contemporary houses with post-and-beam construction, open floor plans in which the living room, dining room and kitchen flow together, lots of glass and clean, simple lines inside and out. In the early 1950s, they won a commission for their first major housing tract, Corbin Palms, in the western San Fernando Valley.				
	By 1955, Palmer was overseeing work in Orange and Ventura counties, Krisel in San Diego and Riverside counties. George Alexander, Harlan Lee and other developers built more than 20,000 houses designed by Palmer and Krisel in Southern California, Arizona, Nevada, Texas and Florida by the end of the 1950s. Palmer and Krisel collaborated on projects in the Los Angeles area until dissolving their partnership in 1964. Palmer continued designing tract homes and also commercial developments, including the City National Bank building (1968) on Pershing Square in downtown Los Angeles. He died in Santa Monica at age 86.				

#### Rible, Ulysses Floyd (1904-1982), AIA

Born:	Chicago, IL
Education:	University of Pennsylvania Certificate of Proficiency (1929); University of Southern California, B.Arch. (1943)
Firms:	Draftsman, John C. Austin (1923-1926); Draftsman, Allison & Allison (1929-1930); Parkinson & Parkinson (1934-1935); Principal, Ulysses Floy Rible (1935-1943); Partner, Allison and Rible, Architects (1944-1969); Partner, Allison, Rible, Robinson and Ziegler, Architects, Los Angeles (1969-); Partner, Leo A. Daly (c. 1970)
	Rible was born in Chicago, Illinois but spend most of his life in Wisconsin, where he worked as an office manager. Rible moved to Washington state before relocating to Southern California in the 1920s, first to San Luis Obispo then to Los Angeles. In Southern California, Rible worked for several notable architectural firms, including John C. Austin, Allison & Allison, and Parkinson & Parkinson before opening his own practice. Rible returned to his education in the 1940s and received a bachelor's degree from the University of Southern California in 1943. The following year, he joined with George Allison to form Allison & Rible. The firm specialized in master planning for schools and universities. Notable projects included the Goodyear Memorial Hospital in Ventura (1951) and Goodyear Memorial Hospital (1954). Rible joined the American Institute of Architects, Southern California Chapter, in 1940 and became a Fellow in 1957. Rible died in 1982.

#### Soriano, Raphael, FAIA (1904-1988)

Born:	Rhodes, Greece					
Education:	College Saint Jean Baptiste, Rhodes (1922) University of Southern California, B.Arch. (1934)					
Firms:	Richard J. Neutra, Architect, Los Angeles, CA, 1931-1934; Rudolph Schindler, Architect, Los Angeles, CA, 1934; County of Los Angeles, Works Projects Administration (WPA), Los Angeles, CA, 1935-1936; Raphael Soriano, Architect, Los Angeles, CA,					
	Raphael Soriano was born on the island of Rhodes, Greece in 1904 into a Sephardic Jewish family. After attending College Saint Jean Baptiste in Rhodes, Soriano emigrated to the United States in 1924 where he joined extended family members in Los Angeles.					
	While working various jobs Soriano studied architecture at the University of Southern California beginning in 1929 and received US citizenship in 1930. He graduated USC in 1934.					
	He worked as a draftsman in the office of pioneering modernist architect Richard Neutra alongside Harwell Hamilton Harris and Gregory Ain. He also briefly worked for Rudolph Schindler. Soriano also worked for the County of Los Angeles, Works Projects Administration (WPA) before starting his own firm in 1936. His first residential commission, the International Style Lipetz House in Los Angeles' Silver Lake neighborhood, was chosen for the 1937 International Architecture Exhibition in Paris and was awarded the prestigious Prix de Rome.					
	With virtually no building construction taking place during World War II, Soriano lectured at USC and developed proposals for post-war housing designs to various competitions and publications. After the war, Soriano received many commissions, and gained significant recognition and awards for his built projects. He was invited to participate in Arts & Architecture Magazine's Case Study Houses program. His Case Study 1950 was pioneering in its use of steel in residential design.					
	A disagreement with a client resulted in an official complaint before the Ethics Committee of the AIA, Southern California Chapter and Soriano was banned from practicing architecture in Los Angeles in 1953. He relocated to the Bay Area where he continued his practice designing homes in Marin County and working with developer Joseph Eichler on a prototype for a mass produced steel frame house.					
	Soriano was made a Fellow of the American Institute of Architects (FAIA) in 1961. In 1965, he launched Soria Structures, Inc. to design and build prefabricated houses, marketed as "All-					

Aluminum Homes." His last realized designs were eleven All-Aluminum Homes on the island of Maui, Hawaii, built in 1965.

After 1970 Soriano focused on architectural writing, lecturing, and research. In 1986, he was recognized by the AIA and by USC for distinguished achievements in architecture. He died in 1988.

#### Videricksen, Ebbe (?), AIA

Born:	Denmark
Education:	Horsens Technical College, Denmark, Danish Royal Academy?
Firms:	Richard Neutra
	Immigrated to the United States in 1958

#### Williams, Paul R. (1894-1980) FAIA

Born:	Los Angeles, California				
Education:	Los Angeles School of Art and Design, New York Beaux-Arts Institute of Design (Los Angeles branch); University of Southern California School of Engineering				
Firms:	Reginald Johnson, Architect, Pasadena, CA 1914-1917; Arthur Kelly, Architect, Hollywood, CA 1917-1921; Chief Draftsman for John C. Austin, Architect, Los Angeles, CA 1921-1924; Paul R. Williams and Associates, Los Angeles, CA 1922-1974.				
	Williams received his architecture license in 1921, becoming the only licensed African American architect west of the Mississippi. Williams became well-known for his modern interpretations of the period revival styles that were popular at the time, including examples of the Tudor Revival, Colonial Revival, Spanish Colonial Revival, and French Country styles. He had gained prominence for designing home for wealthy clients with unlimited budgets, including many high-profile members of the Entertainment Industry.				
	While he continued to design expansive private residences, in the middle years of his career Williams turned his attention to other housing types, publishing two books on "the Small House" in the mid-1940s. In developing these more modest residential designs, Williams incorporated Modern elements, such as open floor plans, connection to the outdoors through integrated patio spaces and large windows, and simplified ornamentation, into traditional building forms.				
	Beginning in the 1930s, he received numerous commissions for prominent commercial and institutional work. He also worked as an architect for the United States Navy during World War II and served on multiple municipal, state, and national commissions. Williams was an influential member of the African American community in Los Angeles. He designed the First AME Church, and the headquarters for Golden State Mutual Life, the largest African American-owned insurance company in the western United States, and the 28 <sup>th</sup> Street YMCA in South Los Angeles.				
	In 1957, Williams became the first African-American member of the College of Fellows of the American Institute of Architects. Williams retired in 1974 and filed for emeritus status with the AIA. He died in Los Angeles in 1980 at the age of 85.				

<b>U</b>	
Born:	Canton, China
Education:	University of Southern California School of Architecture (1951)
Firms:	C.W. Wong & Associates (1956-?)
	Charles W. Wong was born in Canton, China in 1929. He immigrated to the United States in the 1930s with his family settling in Los Angeles. He graduated from Polytechnic High School in 1946 and graduated college through USC's School of Architecture in 1951. He formed his own

#### Wong, Charles W. (1929-2019), AIA

architectural firm, C.W. Wong & Associates in 1956, specializing in residential, commercial, and institutional projects. He died in 2019 at the age of 90.

# APPENDIX C: GUIDELINES FOR EVALUATION AND REGISTRATION PROGRAMS

A property may be designated as historic by National, State, and local authorities. In order for a building to qualify for listing in the National Register of Historic Places or the California Register of Historical Resources, it must meet one or more identified criteria of significance. The property must also retain sufficient historic integrity to evoke the sense of place and time with which it is historically associated. This historic context statement will provide guidance for listing at the federal and state levels, according to the established criteria and integrity thresholds.

## **GUIDELINES FOR EVALUATION**

#### **Historic Significance and Periods of Significance**

The definition of *historic significance* used by the California Office of Historic Preservation (OHP) in its administration of the California Register is based upon the following definition used by the National Park Service for the National Register.<sup>214</sup>

Historic significance is [defined as] the importance of a property to the history, architecture, archaeology, engineering, or culture of a community, State, or the nation. It is achieved in several ways:

- Association with important events, activities or patterns
- Association with important persons
- Distinctive physical characteristics of design, construction, or form
- Potential to yield important information

A property may be significant individually or as part of a grouping of properties. In addition to the above criteria, significance is defined by the area of history in which the property made important contributions and by the period of time when these contributions were made.<sup>215</sup> The National Park Service defines this period of time as the *period of significance*.

The *period of significance* is the length of time when a property was associated with important events, activities or persons, or attained the characteristics which qualify it for...listing. The period of significance usually begins with the date when significant activities or events began giving the property its historic significance; this is often a date of construction.<sup>216</sup>

The period of significance usually begins with the date when significant activities or events began giving the property its historic significance; this is often a date of construction.<sup>217</sup> The period of significance can be as brief as a single year; many, however, span many years and consist of

<sup>&</sup>lt;sup>214</sup> U. S. Department of the Interior, National Park Service, *National Register Bulletin 16A: How to Complete the National Register Nomination Form* (Washington, DC: 1997), https://www.nps.gov/subjects/nationalregister/upload/NRB16A-Complete.pdf (accessed April 2018.)

<sup>&</sup>lt;sup>215</sup> National Register Bulletin 16A: How to Complete the National Register Nomination Form.

<sup>&</sup>lt;sup>216</sup> National Register Bulletin 16A: How to Complete the National Register Nomination Form.

<sup>&</sup>lt;sup>217</sup> National Register Bulletin 16A: How to Complete the National Register Nomination Form.

beginning and closing dates.<sup>218</sup> Identification and definition of the period is based on "specific events directly related to the significance of the property," for example, the date of construction, years of ownership, or length of operation as a particular entity.<sup>219</sup>

#### Integrity

*Historic integrity* is the ability of a property to convey its significance and is defined as the "authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period."<sup>220</sup> The National Park Service defines seven aspects of integrity: *location, design, setting, materials, workmanship, feeling,* and *association.* These qualities are defined as follows:

- *Location* is the place where the historic property was constructed or the place where the historic event took place.
- *Design* is the combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting* is the physical environment of a historic property.
- *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property.<sup>221</sup>

While it is not necessary for a property to retain all seven aspects of integrity, or indeed, "all its historic physical features or characteristics,"<sup>222</sup> the National Park Service notes that the property must retain "the essential physical features that enable it to convey its historic identity. The essential physical features are those features that define both *why* a property is significant and *when* it was significant."<sup>223</sup>

#### **Character-Defining Features**

Every historic building is unique, with its own identity and its own distinctive character. *Character-defining features* are those visual aspects and physical features or elements, constructed during the property's period of significance, that give the building its historic character and contribute to the integrity of the property. Character-defining features should be

<sup>&</sup>lt;sup>218</sup> National Register Bulletin 16A: How to Complete the National Register Nomination Form.

<sup>&</sup>lt;sup>219</sup> National Register Bulletin 16A: How to Complete the National Register Nomination Form.

<sup>&</sup>lt;sup>220</sup> National Register Bulletin 16A: How to Complete the National Register Nomination Form.

<sup>&</sup>lt;sup>221</sup> U. S. Department of the Interior, National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, by the staff of the National Register of Historic Places, finalized by Patrick W. Andrus, edited by Rebecca H. Shrimpton (Washington, DC: 1990; revised for Internet, 2002), https://www.nps.gov/subjects/nationalregister/upload/NRB-15\_web508.pdf (accessed April 2018).

<sup>&</sup>lt;sup>222</sup> National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.

<sup>&</sup>lt;sup>223</sup> National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.

considered in the planning and design of a project to preserve them to the maximum extent possible. Character-defining features can identify the building as an example of a specific building type, usually related to the building's function; they can exemplify the use of specific materials or methods of construction, or embody a historical period or architectural style; and they can convey the sense of time and place in buildings associated with significant events or people.

In order to be considered *eligible* for designation as a historic resource, a property must possess both sufficient historic significance to meet at least one of the above criteria, *and* sufficient historic integrity to convey its significance through the physical features that reflect the property's character and identity.

Programs under which a property may be designated at the Federal or State level are described below.

## **REGISTRATION PROGRAMS**

## **National Register of Historic Places**

The National Register of Historic Places is an authoritative guide to be used by Federal, State, and local governments, private groups, and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment.<sup>224</sup> The National Park Service administers the National Register program. Listing in the National Register assists in preservation of historic properties in several ways, including: recognition that a property is of significance to the nation, the state, or the community; consideration in the planning for federal or federally assisted projects; eligibility for federal tax benefits; and qualification for Federal assistance for historic preservation, when funds are available.

To be eligible for listing and/or listed in the National Register a resource must possess significance in American history and culture, architecture, or archaeology. Listing in the National Register is primarily honorary and does not in and of itself provide protection of a historic resource. The primary effect of listing in the National Register on private owners of historic buildings is the availability of financial and tax incentives. In addition, for projects that receive Federal funding, a clearance process must be completed in accordance with Section 106 of the National Historic Preservation Act. State and local regulations may also apply to properties listed in the National Register.

The criteria for listing in the National Register follow established guidelines for determining the significance of properties. The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or

<sup>&</sup>lt;sup>224</sup> 36CFR60, Section 60.2.

- C. That 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. That have yielded, or may be likely to yield, information important in prehistory or history.<sup>225</sup>

#### **Historic Districts**

Standard preservation practice evaluates groups of buildings from similar time periods and historic contexts as *historic districts*. The National Park Service defines an historic district as "a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development."<sup>226</sup>

A historic district derives its significance as a single unified entity. The National Park Service guidelines continue to say that "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."<sup>227</sup>

#### Integrity

In addition to meeting any or all of the designation criteria listed above, the National Park Service requires properties to possess historic integrity. Historic integrity is the ability of a property to convey its significance and is defined as "the authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period."<sup>228</sup>

The National Register recognizes seven aspects or qualities that comprise integrity, which are also referenced in the City's local ordinance: location, design, setting, materials, workmanship, feeling, and association. These qualities are defined as follows:

- *Location* is the place where the historic property was constructed or the place where the historic event took place.
- *Design* is the combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting* is the physical environment of a historic property.
- *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

<sup>&</sup>lt;sup>225</sup> 36CFR60, Section 60.3. Criterion D typically applies to archaeological resources.

<sup>&</sup>lt;sup>226</sup> National Park Service, U. S. Department of the Interior. *National Register Bulletin 15. How to Apply the National Register Criteria for Evaluation*. Washington D.C.: 1997, 5.

<sup>&</sup>lt;sup>227</sup> National Register Bulletin 15.

<sup>&</sup>lt;sup>228</sup> National Register Bulletin 16A: How to Complete the National Register Nomination Form.

- *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property.<sup>229</sup>

In assessing a property's integrity, the National Park Service recognizes that properties change over time. *National Register Bulletin 15* provides:

To retain historic integrity a property will always possess several, and usually most, of the aspects. It is not necessary for a property to retain all its historic physical features or characteristics. The property must retain, however, the essential physical features that enable it to convey its historic identity.

A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style.<sup>230</sup>

A property that has sufficient integrity for listing at the national, state, or local level will typically retain a majority of the identified character-defining features and will retain sufficient integrity to convey its significance. The required aspects of integrity are dependent on the reason for a property's significance. Increased age and rarity of the property type are also considerations when assessing integrity thresholds. For properties that are significant for their architectural merit (Criterion C), a higher priority is placed on integrity of design, materials, and workmanship. For properties that are significant events or people, integrity of feeling and/or association may be more important.

For properties which are considered significant under National Register Criteria A and B, *National Register Bulletin 15* states:

A property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s). 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.<sup>231</sup>

# **Criteria Considerations**

Certain kinds of properties are not usually considered for listing in the National Register. These include religious properties, moved properties, birthplaces or graves, cemeteries, reconstructed properties, commemorative properties, and properties achieving significance within the past 50

<sup>&</sup>lt;sup>229</sup> National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.

<sup>&</sup>lt;sup>230</sup> National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.

<sup>&</sup>lt;sup>231</sup> National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.

years.<sup>232</sup> These properties can be eligible for listing, however, if they meet special requirements, called Criteria Considerations, in addition to being eligible under one or more of the four criteria and possessing integrity. The National Park Service has defined seven Criteria Considerations; those that are the most relevant to this study include:

#### Criteria Consideration A: Religious Properties

A religious property is eligible if it derives its primary significance from architectural or artistic distinction or historical importance.

A religious property requires justification on architectural, artistic, or historic grounds to avoid any appearance of judgment by government about the validity of any religion or belief. Historic significance for a religious property cannot be established on the merits of a religious doctrine, but rather, for architectural or artistic values or for important historic or cultural forces that the property represents. A religious property's significance under Criterion A, B, C, or D must be judged in purely secular terms. A religious group may, in some cases, be considered a cultural group whose activities are significant in areas broader than religious history.<sup>233</sup>

## Criteria Consideration B: Moved Properties

A property removed from its original or historically significant location can be eligible if it is significant primarily for architectural value or it is the surviving property most importantly associated with a historic person or event.<sup>234</sup>

The National Register Criteria for Evaluation limits the consideration of moved properties because significance is embodied in locations and settings as well as in the properties themselves. Moving a property destroys the relationships between the property and its surroundings and destroys associations with historic events and persons. A move may also cause the loss of historic features such as landscaping, foundations, and chimneys, as well as loss of the potential for associated archeological deposits. Properties that were moved before their period of significance do not need to meet the special requirements of Criteria Consideration B.<sup>235</sup>

# Criteria Consideration G: Properties that have Achieved Significance within the Past 50 Years

A property achieving significance within the past fifty years is eligible if it is of *exceptional importance*. The National Register Criteria for Evaluation excludes properties that achieved significance within the past 50 years unless they are of exceptional importance. 50 years is a general estimate of the time needed to develop historical perspective and to evaluate significance. This consideration guards against the listing of properties of passing contemporary interest and ensures that the National Register is a list of truly historic places. The phrase "exceptional importance" does not require that the property be of national significance. It is a measure of a property's importance within the appropriate historic context, whether the scale of that context

<sup>&</sup>lt;sup>232</sup> National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.

<sup>&</sup>lt;sup>233</sup> National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.

<sup>&</sup>lt;sup>234</sup> National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.

<sup>&</sup>lt;sup>235</sup> National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.

is local, State, or national.

#### **California Register of Historical Resources**

The California Register of Historical Resources is an authoritative guide in California used by State and local agencies, private groups, and citizens to identify the State's historical resources. The California Register was established in 1998, with eligibility criteria based upon National Register criteria. The criteria for listing in the California Register are:

- 1. 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. Associated with the lives of persons important to local, California or national history.
- 3. 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. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.<sup>236</sup>

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

- California properties formally determined eligible for (Category 2 in the State Inventory of Historical Resources), or listed in (Category 1 in the State Inventory), the National Register of Historic Places.
- State Historical Landmarks No. 770 and all consecutively numbered state historical landmarks following No. 770. For state historical landmarks preceding No. 770, the Office of Historic Preservation (OHP) shall review their eligibility for the California Register in accordance with procedures to be adopted by the State Historical Resources Commission.
- Points of historical interest which have been reviewed by the OHP and recommended for listing by the commission for inclusion in the California Register in accordance with criteria adopted by the commission.

Other resources which may be nominated for listing in the California Register include:

- Individual historical resources.
- Historical resources contributing to the significance of an historic district.
- Historical resources identified as significant in historical resources surveys, if the survey meets the criteria listed in subdivision (g) of Section 5023.1 of the Public Resources Code.
- Historical resources and historic districts designated or listed as city or county landmarks or historic properties or districts pursuant to any city or county ordinance, if the criteria for designation or listing under the ordinance have been determined by the office to be consistent with California Register criteria.

<sup>&</sup>lt;sup>236</sup> Criterion 4 typically applies to archaeological resources, which is outside the scope of this project.

• Local landmarks or historic properties designated under any municipal or county ordinance.<sup>237</sup>

#### **California Points of Historical Interest**

The California Point of Historical Interest Program was established in 1965 to accommodate an increased interest in recognizing local historic properties not able to meet the restrictive criteria of the State Historical Landmarks program. The criteria for the Points are the same as those that govern the Landmark program but are directed to local (city or county) areas. California Points of Historical Interest do not have direct regulatory protection but are eligible for official landmark plaques and highway directional signs.

## Los Angeles County Landmarks

The Los Angeles County Historic Resources Ordinance allows for the designation of structures, sites, objects, trees, landscapes, or natural features as individual local landmarks and for the designation of historic districts. Chapter 22.124 of the County Code of Ordinances applies to all historic resources that are at least 50 years old, or of exceptional quality if less than 50 years old. It allows for the designation of historic landmarks and historic districts by the Board of Supervisors upon the recommendation of the Landmarks Commission.

## Criteria for Designation

A.A structure, site, object, tree, landscape, or natural land feature may be designated as a landmark if it is 50 years of age or older and satisfies one or more of the following criteria:

- 1. It is associated with events that have made a significant contribution to the broad patterns of the history of the nation, State, County, or community in which it is located;
- 2. It is associated with the lives of persons who are significant in the history of the nation, State, County, or community in which it is located;
- 3. It embodies the distinctive characteristics of a type, architectural style, period, or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is of significance to the nation, State, County, or community in which it is located; or possesses artistic values of significance to the nation, State, County, or community in which it is located;
- 4. It has yielded, or may be likely to yield, significant and important information regarding the prehistory or history of the nation, State, County, or community in which it is located;
- 5. It is listed, or has been formally determined eligible by the United States National Park Service for listing, in the National Register of Historic Places, or is listed, or has been

<sup>&</sup>lt;sup>237</sup> California PRC, Section 5023.1(e).

formally determined eligible by the State Historical Resources Commission for listing, on the California Register of Historical Resources;

- 6. If it is a tree, it is one of the largest or oldest trees of the species located in the County; or
- 7. If it is a tree, landscape, or other natural land feature, it has historical significance due to an association with a historic event, person, site, street, or structure, or because it is a defining or significant outstanding feature of a neighborhood.

B. Property less than 50 years of age may be designated as a landmark if it meets one or more of the criteria set forth in Subsection A, above, and exhibits exceptional importance.

C. The interior space of a property, or other space held open to the general public, including but not limited to a lobby, may be designated as a landmark or included in the landmark designation of a property if the space qualifies for designation as a landmark under Subsection A or B, above.

D.Historic Districts. A geographic area, including a noncontiguous grouping of related properties, may be designated as a historic district if all of the following requirements are met:

- 1. More than 50 percent of owners in the proposed district consent to the designation;
- 2. The proposed district satisfies one or more of the criteria set forth in Subsections A.1 through A.5, above; and
- 3. The proposed district exhibits either a concentration of historic, scenic, or sites containing common character-defining features, which contribute to each other and are unified aesthetically by plan, physical development, or architectural quality; or significant geographical patterns, associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of parks or community planning.

Appendices

# Appendix E Cultural Resources Sensitivity Maps

# Appendices

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# Figure 5.5-1 - Archaeological Resources Sensitivity – Ladera Heights, View Park, and Windsor Hills





# Figure 5.5-2 - Archaeological Resources Sensitivity – Marina del Rey







0 0.5 Scale (Miles)



Source: County of Los Angeles; PlaceWorks.



# Figure 5.5-4 - Archaeological Resources Sensitivity – West Los Angeles (Sawtelle VA)





# Figure 5.5-5 - Archaeological Resources Sensitivity – West Fox Hills





# Figure 5.5-6 - Archaeological Resources Sensitivity – Franklin Canyon





# Figure 5.5-7 - Archaeological Resources Sensitivity – Gilmore Island

0 0.5 Scale (Miles)



Source: County of Los Angeles; PlaceWorks.

Appendices

# Appendix F Westside Area Plan Vehicle Miles Traveled Analysis Memorandum

# Appendices

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# FEHRPEERS

# Draft Memorandum

Subject:	Westside Area Plan Vehicle Miles Traveled Analysis
From:	Dongyang Lin and John Muggridge, AICP
To:	Addie Farrell and Jonathan Nettler, PlaceWorks
Date:	June 4, 2024

LA23-3478

This memorandum documents the vehicle miles traveled (VMT) analysis conducted by Fehr & Peers to evaluate the potential transportation impacts of the proposed Westside Area Plan (WSAP or the Project). The VMT analysis follows the Los Angeles County Public Works Transportation Impact Analysis Guidelines (July 23, 2020) (LA County guidelines).

# Methodology

Per LA County guidelines, Fehr & Peers conducted a VMT assessment of the entire Westside Planning Area. Daily vehicle trips, daily VMT, and daily total VMT per service population were estimated using the SCAG 2016 RTP/SCS Travel Demand Forecast Model (Model). Modeling assumptions are described later in this document including the socio-economic data assumptions for the Westside Planning Area as well as the details regarding modifications to the transportation networks.

# Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines, the project would have a significant impact on transportation if it would conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

#### Project Level VMT

Per the metrics and thresholds established in the LA County Guidelines, the WSAP would have a potentially significant VMT impact if daily total VMT per service population estimated for the horizon year (the "Future Plus Project" scenario) exceeds LA County's threshold of 16.8 percent



below the County Baseline VMT for 2024<sup>1</sup>. The County is in the process of updating their guidelines to reflect updated baseline VMT data and thresholds. The updated baseline VMT data was used based on direction from the County and was taken from the LA County Baseline VMT Data memorandum, dated January 26, 2022, which provides the new baseline VMT thresholds for LA County<sup>2</sup>. The 2024 Baseline for Daily VMT per Service Population, as well as the threshold for 16.8 percent below the baseline, is provided in **Table 1**.

	2024 County Baseline	16.8% Below 2024 County Baseline	
Total Daily VMT per Service Population	30.4	25.3	

## Table 1: LA County VMT Metrics and Thresholds

Source: LA County Transportation Impact Analysis Guidelines (July 23, 2020) and LA County Baseline VMT Data Memorandum (January 26, 2022).

#### Cumulative VMT

Per the LA County guidelines, a land use project's cumulative effects are determined through consistency with the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Land use projects that: (1) demonstrate a project impact after applying an efficiency based VMT threshold and (2) are not deemed to be consistent with the SCAG RTP/SCS could have a significant cumulative impact on VMT. Further evaluation would be necessary to determine whether the project's cumulative impact on VMT is significant. The cumulative impact analysis involves comparing the cumulative "no project" scenario, representing RTP/SCS cumulative year conditions, to the cumulative "plus project" scenario, representing reallocation of the population/employment growth associated with the proposed project<sup>1</sup>.

# VMT Modeling Assumptions

This section describes the assumptions and methodologies related to the modeling of VMT for the Westside Planning Area for both the Future No Project and Future Plus Project scenarios. These include socio-economic data (SED) inputs and modifications to the transportation (highway and transit) networks.

<sup>&</sup>lt;sup>1</sup> Transportation Impact Analysis Guidelines, Los Angeles County Public Works, July 2020

<sup>&</sup>lt;sup>2</sup> LA County Baseline VMT Data Memorandum, Fehr & Peers, January 2022



# Socio-Economic Data Assumptions

SED is used as the input data for VMT modeling and establishes the buildout for the Future No Project and Future Plus Project conditions. In addition to SCAG Model base year (2012) and horizon year (2040) data, the following data sources were used to develop the SED forecasts:

- o WSAP buildout data
- o Los Angeles County unincorporated areas dwelling unit vacancy rates

The 2045 Future No Project scenario represents SCAG RTP/SCS cumulative year conditions. Per the county's guidance, SCAG Model SED of base year (2012) and horizon year (2040) extrapolated to year 2045 was used for Future No Project scenario. The Future Plus Project scenario integrated the WSAP buildout data for unincorporated areas. SED inputs for the Westside Planning Area under Future No Project and Future Plus Project are shown in **Table 2**.

	5			
SED	2045 No Project Conditions	2045 Plus Project (WSAP) Conditions		
Households	569,747	576,236		
Population	1,217,884	1,233,588		
Average Household Size	2.14	2.14		
Employment	972,259	972,869		
Households by Annual Household Incor	me Groups (in 2011 dollars):			
Low Income (less than 34,999)	185,239	187,067		
Med Income (35,000 - 74,999)	157,420	159,016		
High Income (75,000 - 149,999)	139,654	141,671		
Very High Income (150,000 or more)	87,434	88,482		
Employment by Industries <sup>3</sup> :				
Industrial	112,203	112,203		
Retail	205,613	206,223		
Office	374,732	374,732		
Education and Health Services	244,652	244,652		
Other	35,059	35,059		

Table 2: Westside Planning Area SED Inputs

Source: SCAG 2016 RTP/SCS Travel Demand Forecast Model, WSAP Buildout Data from PlaceWorks.

<sup>&</sup>lt;sup>3</sup> The WSAP buildout proposed a total of 610 retail employment growth in addition to the 2045 No Project Conditions, using a ratio of 400 square feet per employee. The employee assumptions for industrial, office, education and health services, and other industries are consistent with SCAG 2016 RTP/SCS.



# Transportation Network Projects Complete by Horizon Year

The Model includes future transportation network projects that are assumed to be complete by the 2045 horizon year. In addition, Fehr & Peers considered one of the County's local plans that contained local roadway safety/capacity modifications:

• View Park-Windsor Hills and Ladera Heights Community Traffic Safety Plan (Draft, "CTSP" hereinafter), Los Angeles County Public Works and Los Angeles County Supervisor Holly J. Mitchell, November 2023

The CTSP focuses on roadway safety within the Ladera Heights and View Park-Windsor Hills communities. While the plan recommends a variety of safety treatments, there are limited treatments that would reduce or expand vehicular capacity to the extent that it would influence VMT. Specifically, CTSP proposes to reduce two vehicle lanes to one in each direction on two corridors – Overhill Drive between Stocker Street and Slauson Avenue, Angeles Vista Boulevard between Mullen Avenue and Slauson Avenue, as well as between Hillcrest Drive and 48<sup>th</sup> Street. Per the county's guidance, these lane reconfiguration projects are in the early conceptual stages, and yet no decisions have been made regarding implementation. Therefore, no changes to the highway and transit networks were made in the Model.

# **Off-Model Adjustments**

As part of the WSAP, the Mobility Element recommends policies that align with WSAP's vision statements and guides the maintenance, enhancement, and development of transportation network within the unincorporated communities of Westside Planning Area (refer to *Westside Area Plan Mobility Element*). Regional travel demand forecasting models are less sensitive to certain types of projects, plans and policies, such as active transportation improvements. To capture the VMT reduction potential of mobility policies as part of WSAP's design features, offmodel calculations were developed based on guidance provided by California Air Pollution Control Officer Association (CAPCOA).

**Table 3** presents transportation demand management (TDM) strategies associated with WASP mobility policies. The effectiveness of identified TDM strategies is based primarily on research documented in the 2021 CAPCOA publication, *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (CAPCOA, 2021). CAPCOA offers methodology based on latest science and literature at the time of publication for each strategy<sup>4</sup>. Fehr & Peers followed the CAPCOA guidance and applied off-model adjustments

<sup>&</sup>lt;sup>4</sup> Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (Final Draft), California Air Pollution Control Officers Association, December 2021



to the Future Plus Project Model results within the unincorporated communities of Ladera Heights, View Park-Windsor Hills and West Fox Hills.

TDM Measures	WSAP Mobility Policies [a]	Type of VMT Affected [b]			
Implement Commute Trip Reduction Program (Voluntary, T-5)	Work with the community and local	Employee commute trips			
Implement Employee Parking Cash-Out (T-13)	for commuting that meet the needs of residents and employees.	Employee commute trips			
Provide Community-Based Travel Planning (T-23)		Household trips			
Provide Pedestrian Network Improvement (T-18)	Provide continuous pedestrian access along major streets with existing sidewalk gaps, such as La Brea Avenue between Slauson Avenue and Obama Boulevard, and Overhill Drive between Slauson Avenue and La Brea Avenue.	Household trips			
Construct or Improve Bike Facility (T-19A) Continue to build out and expand the existing trail and bicycle network in the community, connecting to parks and recreational areas, neighborhood		All types of trips, including household trips and employee commute trips, and non- home-based trips			
Expand Bikeway Network (T-20)	commercial corridors, and other community destinations.	Employee commute trips			
Note: [a] Mobility policies that require cross-jurisdiction coordination or are not anticipated to affect VMT are not included					

Table 3:	TDM	Measures	Associated	with	WSAP	Mobility	Policies
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in the table. Refer to Westside Area Plan Mobility Element for a full list of policies.

[b] Off-model adjustments were applied to the corresponding Types of VMT Affected that were estimated from the Future Plus Project Model results within the unincorporated communities of Ladera Heights, View Park-Windsor Hills and West Fox Hills.



# VMT Impact Analysis **VMT Results**

Per the LA County guidelines, the WSAP potentially has a significant VMT impact if it results in average daily VMT per service population in the horizon year (2045) that exceeds 16.8 percent below the County Baseline daily VMT per service population for 2024. The WSAP buildout scenario (Future Plus Project) was analyzed using the SCAG 2016 RTP/SCS Travel Demand Forecast Model and the above methodologies and assumptions. The results of the model and offmodel analysis for the WASP buildout scenario are shown in Table 4.

	5		,	
Total	Total	Total Service	Total Daily	Total Dai VMT pe Service

Table 4: Westside Planning Area Future Plus Project VMT Results

ily נמו Oy **Population Population (A) (B)** (C) = (A) + (B)(D) (E) = (D)/(C)2045 Westside 1,233,588 972,869 2,206,457 56,528,221 25.6 Planning Area Note: [a] Total Daily VMT represents VMT results after off-model adjustments.

Source: SCAG 2016 RTP/SCS Travel Demand Forecast Model, 2021 CAPCOA Publication.

# **Project VMT Impacts**

Based on the results of the model and off-model analysis, the WSAP buildout scenario would have an average daily VMT per service population of 25.6, or 1.3 percent above the 2024 County Baseline. Thus, the WSAP's 25.6 total VMT per service population results in a significant project VMT impact. The results of the model analysis are compared to the 2024 County Baseline and the 2024 County Threshold (16.8 percent below the baseline) in Table 5.



	2024 County Baseline	2024 County VMT Threshold (16.8% Below 2024 County Baseline)	2045 Plus Project (WSAP) Conditions	Percent Difference between Baseline & WSAP
Total Daily VMT per Service Population	30.4	25.3	25.6	1.3%

Source: LA County Transportation Impact Analysis Guidelines (July 23, 2020), LA County Baseline VMT Data Memorandum (January 26, 2022), and SCAG 2016 RTP/SCS Travel Demand Forecast Model.

# **Cumulative Impacts**

Per the LA County guidelines, cumulative effects are determined through consistency with the SCAG RTP/SCS, as that Plan demonstrates compliance with air quality conformity requirements and GHG reduction targets. Land use plans that are not deemed to be consistent with the SCAG RTP/SCS in terms of development location, density, and intensity require further evaluation.

The WSAP buildout scenario demonstrates a project impact after applying an efficiency based VMT threshold in the Project VMT Impacts section. Although it is consistent with SCAG RTP/SCS in network and zoning, it reallocates population/employment growth and reflects a greater amount of service population overall than is assumed in the SCAG RTP/SCS in the area, and therefore requires cumulative impact analysis. The cumulative impact analysis entails comparing the cumulative "no project" scenario, representing RTP/SCS cumulative year conditions, to the cumulative "plus project" scenario, representing reallocation of the population/employment growth associated with the WSAP to the area.

The WSAP buildout scenario would have a cumulative impact if it results in either:

- Average daily VMT per service population for the 2045 WSAP buildout (the "Future Plus Project" scenario) that exceeds the daily VMT per service population for the 2045 "No Project" scenario;
- Total VMT for the 2045 WSAP buildout (the "Future Plus Project" scenario) that exceeds the total VMT for the 2045 "No Project" scenario.

**Table 6** shows the daily VMT per service population for the "No Project" conditions and the "Plus Project" conditions for 2045. The results demonstrate that the daily VMT per service population is slightly lower, but total VMT is higher under the 2045 Plus Project conditions than the 2045 No Project conditions. This indicates a significant impact under cumulative conditions.



	2045 "No Project" Conditions	2045 Plus Project (WSAP) Conditions	Net Difference	Percent Difference
Total Daily VMT	56,287,506	56,528,221	240,715	0.4%
Total Service Population	2,190,143	2,206,457	16,314	0.7%
Total Daily VMT per Service Population	25.7	25.6	-0.1	-0.3%

#### Table 6: Cumulative VMT Metrics

Source: SCAG 2016 RTP/SCS Travel Demand Forecast Model, 2021 CAPCOA Publication.

# VMT Mitigation Strategies

The types of mitigations that affect VMT are those that reduce the number of single-occupant vehicles generated by the project. This can be accomplished by changing the land uses being proposed or by implementing TDM strategies. TDM strategies are reductions available from certain types of project site modifications, programming, and operational changes.

The strategies described in **Table 7** are a sample of the options most effective in areas like Westside, in addition to TDM strategies as part of the plan feature in **Table 3**. For a comprehensive list of available TDM strategies, please refer to CAPCOA *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity.* 

The CAPCOA document contains detailed equations to apply these TDM reductions given the land use type and built environment context. The percent reduction shown in **Table 7** should not be directly applied to a project. CAPCOA recommends that measure reductions within a subsector and across subsectors be multiplied to determine a combined effectiveness level. Each subsector has a maximum allowable reduction. In addition, some TDM strategies have complementary benefits reducing VMT, and need to be considered in combination, not individually. Some TDM strategies are mutually exclusive in reducing VMT, indicating that only one of their credits could be considered quantitively.

As previously stated, the baseline total daily VMT per service population is 30.4 for Los Angeles County in analysis year 2024. The threshold of 16.8% below the baseline is 25.3 total daily VMT per service population. The Project's 25.6 total daily VMT per service population is slightly higher than the County's threshold of 25.3 total daily VMT per service population. Trip reduction and



parking programs in **Table 7** need to be implemented at a project level. Transit programs require collaboration with regional transit agencies and/or neighboring jurisdictions. Thus, the effectiveness in VMT reduction of these TDM strategies are not quantifiable before specific projects are identified. Therefore, the impact will remain significant and unavoidable. However, the previously discussed TDM strategies should be considered when processing land use project applications to help achieve VMT reduction goals.

# Table 7: Transportation Demand Management Strategies

Measure	Sector, Subsector	Scale of Application	Type of VMT Affected	Measure Description	Low Reduction on VMT or GHG	High Reduction on VMT or GHG
Implement Commute Trip Reduction Marketing (T-7)	Trip Reduction Programs	Project/Site	Employee commute trips	This measure will implement a marketing strategy to promote the project site employer's CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.	0.00%	4.00%
Provide Ridesharing Program (T-8)	Trip Reduction Programs	Project/Site	Employee commute trips	This measure will implement a ridesharing program and establish a permanent transportation management association with funding requirements for employers. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips, VMT, and GHG emissions.	0%	8.00%
Implement Subsidized or Discounted Transit Program (T-9)	Trip Reduction Programs	Project/Site	Employee commute trips	This measure will provide subsidized or discounted, or free transit passes for employees and/or residents. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle trips. This decrease in vehicle trips results in reduced VMT and thus a reduction in GHG emissions.	0%	5.50%
Provide End-of-Trip Bicycle Facilities (T-10)	Trip Reduction Programs	Project/Site	Employee commute trips	This measure will install and maintain end-of-trip facilities for employee use. End- of-trip facilities include bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and GHG emissions.	0.10%	4.40%
Provide Employer- Sponsored Vanpool (T-11)	Trip Reduction Programs	Project/Site	Employee commute trips	This measure will implement an employer-sponsored vanpool service. Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting. The mode shift from long-distance, single-occupied vehicles to shared vehicles reduces overall commute VMT, thereby reducing GHG emissions.	3.40%	20.40%

Measure	Sector, Subsector	Scale of Application	Type of VMT Affected	Measure Description	Low Reduction on VMT or GHG	High Reduction on VMT or GHG
Limit Residential Parking Supply (T-15)	Parking or Road Pricing/ Management	Project/Site	Household trips	This measure will reduce the total parking supply available at a residential project or site. Limiting the amount of parking available creates scarcity and adds additional time and inconvenience to trips made by private auto, thus disincentivizing driving as a mode of travel. Reducing the convenience of driving results in a shift to other modes and decreased VMT and thus a reduction in GHG emissions. Evidence of the effects of reduced parking supply is strongest for residential developments.	0.00%	13.70%
Unbundle Residential Parking Costs from Property Cost (T-16)	Parking or Road Pricing/ Management	Project/Site	Household trips	This measure will unbundle, or separate, a residential project's parking costs from property costs, requiring those who wish to purchase parking spaces to do so at an additional cost. On the assumption that parking costs are passed through to the vehicle owners/drivers utilizing the parking spaces, this measure results in decreased vehicle ownership and, therefore, a reduction in VMT and GHG emissions. Unbundling may not be available to all residential developments, depending on funding sources.	0.00%	15.70%
Implement Transit- Supportive Roadway Treatments (T-27)	Transit	Plan/Community	All types of trips, including household trips and employee commute trips, and non-home- based trips	This measure will implement transit-supportive treatments on the transit routes serving the plan/community. Transit-supportive treatments incorporate a mix of roadway infrastructure improvements and/or traffic signal modifications to improve transit travel times and reliability. This results in a mode shift from single occupancy vehicles to transit, which reduces VMT and the associated GHG emissions.	0.00%	0.60%
Appendices

# Appendix G Paleontological Assessment Memorandum for the Westside Area Plan Project

# Appendices

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March 7, 2024

Addie Farrell PlaceWorks, Inc. 700 South Flower Street Los Angeles, California 90017 Submitted via email: <u>afarrell@placeworks.com</u>

#### RE: Paleontological Assessment Memorandum for the Westside Area Plan Project, Los Angeles County, California

Dear Ms. Farrell:

ECORP Consulting, Inc. completed a thorough investigation into the potential to directly impact paleontological resources for the Westside Area Plan Project (Project). This investigation included a paleontological record search through the Los Angeles County Natural History Museum in Los Angeles, California (NHMLAC) and a desktop study of the geology and paleontology of the Project Area (Figure 1). The aim of the Westside Plan Area is to update existing Los Angeles County regulations in specific communities to encourage more housing development, historic preservation, and multimodal transportation (Los Angeles County 2023). The Westside Planning Area includes the following unincorporated communities of the County: Ladera Heights, View Park, and Windsor Hills; Marina del Rey; Ballona Wetlands; and Westside Islands, which includes West Los Angeles (Sawtelle Veterans Affairs (VA)), West Fox Hills, Franklin Canyon, Beverly Hills Island, and Gilmore Island. Collectively, these communities are referred to as the Project Area. (Figure 1).

#### **GEOLOGIC SETTING**

The Project Area is located in southwestern Los Angeles County and is part of the present-day Los Angeles basin, which is a northwest-trending lowland coastal plain approximately 50 miles long and 20 miles wide. The coastal plain overlies a structural trough filled with a thick sequence of early Cenozoic through Holocene marine and nonmarine sediments (Yerkes et al. 1965). Desktop studies of the geology for the Project Area indicate that the underlying geologic units are fairly consistent across the Project Area, with dominance of Quaternary older alluvium (Qoa) consisting of lake, playa, and terraced deposits (Figure 2). In addition, there are smaller traces of Quaternary alluvium consisting of lake, playa, and terrace deposits consisting of unconsolidated and semi-consolidated nonmarine and marine deposits closer to the portions of the Project Area near the coast, particularly the Marina Del Rey and Ballona Wetlands Project Areas. Further north, near the Franklin Canyon Project Area, marine sedimentary and metasedimentary rocks of Jurassic age dominate. These rocks are generally devoid of fossils.





#### Map Contents

Project Area - 4,731.74 ac.

Geology Type within Project Area

Pacific Ocean

Marine and nonmarine (continental) sedimentary rocks (Pleistocene)

> Qoa - Older alluvium, lake, playa, and terrace deposits.

Marine and nonmarine (continental) sedimentary rocks (Pleistocene-Holocene)

> Q - Alluvium, lake, playa, and terrace deposits; unconsolidated and semi-consolidated. Mostly nonmarine, but includes marine deposits near the coast.

Marine sedimentary and metasedimentary rocks (Jurassic)

J - Shale, sandstone, minor conglomerate, chert, slate, limestone; minor pyroclastic rocks.

Marine sedimentary rocks (Pliocene)

P - Sandstone, siltstone, shale, and conglomerate; mostly moderately consolidated.

#### Plutonic rocks (Mesozoic)

grMz - Mesozoic granite, quartz monzonite, granodiorite, and quartz diorite.

Sources: California Department of Conservation - Geologic Atlas of California, ESRI, Maxar (2022)



#### Figure 2. Geology

2023-160 Westside Area Plan and EIR

# **RECORD SEARCH**

ECORP conducted a paleontological record search through the NHMLAC. The NHMLAC has some fossil localities recorded within the Proposed Project Areas (Bell 2023; Table 1). Fossils found within Holocene or recent surface deposits are considered insignificant because these surface deposits are unlikely to contain fossils due to the modern associated dates. However, if ground disturbance exceeds Holocene deposits, the likelihood of reaching Pleistocene-age (approximately 2 million years ago to 11,700 years ago) alluvial sediments would increase. Pleistocene-age alluvial sediments have the potential to contain fossils.

Table 1. Closest Known Fossil Localities					
Locality Number	Location	Formation	Таха	Depth	
LACM IP 7809	Mulholland Drive; 0.25 mile east of Franklin Canyon	Topanga Formation (Sandstone)	Invertebrates	Surface	
LACM IP 31280, 20142	14000 W. Mulholland Drive, near Beverly Drive	Modelo Formation	Invertebrates (uncatalogued)	Unknown	
LACM VP 6057	3363 Dixie Canyon Avenue	Modelo Formation	Porpoise (Phocoenidae); ray- finned fish ( <i>Thyrsocles</i> ), bonito ( <i>Sarda</i> ), herring ( <i>Ganolytes, Xyne</i> ), silverside ( <i>Atherinopsis</i> )	Unknown	
LACM VP 5833	10580 Wilshire Boulevard; south side of street between Thayer & Westholme Avenues in excavation for building called 'The Wilshire'	Lakewood Formation (poor to well graded; greyish-brown sand & sandy silt with occasional gravels & grey-black cobbles)	Freshwater snails; rodents (Rodentia); horse ( <i>Equus)</i>	Unknown	
LACM VP 5462	2500 block of Michigan Avenue, Santa Monica	Unknown formation (Pleistocene)	American lion ( <i>Felis</i> <i>atrox</i> )	6 feet bgs	
LACM VP 7495	600 feet north of the corner of Fairfax Avenue and 3rd Street	Older alluvium (siltstone & claystone that overlies unconsolidated sand)	Camel (Camelops hesternus), bison (Bison antiquus), horse (Equus occidentalis), mammoth (Mammuthus columbi), rabbit (Sylvilagus), kangaroo rat (Dipodomys), vole (Microtus), pocket gopher (Thomomys), turtle (Clemmys)	Unrecorded; 171- 174 feet above mean sea level (collected during construction of Building A for the Grove at Farmers Market)	

Table 1. Closest Known Fossil Localities					
Locality Number	Location	Formation	Таха	Depth	
LACM VP 3261	Intersection of Kilkea Boulevard and Beverly Boulevard	Unknown formation (pebbly silt medium to coarse grained)	Elephant family (Proboscidea)	Unknown (collected during construction of the North Outfall Sewer)	
LACM VP 3371	Intersection of Sierra Bonita and Oakwood Avenue	Unknown formation (Pleistocene; greenclay)	Bison ( <i>Bison</i> )	12 feet bgs (sewer replacement project)	
LACM IP 5535, 21060	Baldwin Hills; Lincoln Boulevard	Unknown formation (Pleistocene)	Invertebrates ( <i>Cantharus</i> and other uncatalogued taxa)	Unknown	
LACM VP 3369	Rodeo Road and Sycamore Avenue	Unknown formation (Pleistocene, greenish clay-silt)	Horse family (Equidae)	6 feet bgs	
LACM VP 3366	Near intersection of Exposition Boulevard and Sycamore Street, Los Angeles	Unknown formation (greenish clay-silt	Camel (Camelops)	Unknown (collected during the Limpo Outfall Sewer)	
LACM VP 4942	SE corner of Airport Boulevard and Manchester Avenue	Unknown formation (Pleistocene, massive sandy mudstone with scattered pieces of gravel)	Mammoth ( <i>Mammuthus</i> ); bison ( <i>Bison</i> ); hare ( <i>Lepus</i> )	16 feet bgs	
LACM VP 3789	8734 Bellanca Avenue, Westchester	Unknown (Pleistocene; pebbly gray-green to brown mud that directly overlies a gray- green fine sand)	Mammoth ( <i>Mammuthus</i> )	14 feet bgs	
LACM IP 24216	Sewer ditch at Venice between 55th and 57th streets	Unknown Formation (Pleistocene)	Invertebrates (uncatalogued)	30 feet bgs	
LACM IP 7189	Lincoln Boulevard, near Loyola Marymount University	San Pedro Sand	Wide variety of invertebrates	Unknown	
LACM VP 3264	Los Angeles International Airport	Unknown formation (Pleistocene sands)	Elephant clade (Proboscidae)	25 feet bgs	
LACM VP 7332	Westchester, NW of intersection of West Century Boulevard and Bellanca Avenue	Unknown formation (Pleistocene; silty sand)	Mammoth ( <i>Mammuthus</i> )	40 feet bgs	

Notes: VP = Vertebrate Paleontology; IP = Invertebrate Paleontology; bgs = below ground surface

# RECOMMENDATIONS

To assess the significance of a geologic unit to contain paleontological resources (i.e., paleontological potential/sensitivity), paleontologists have adopted the standards set forth by the Society of Vertebrate Paleontology (2010). The presence of Holocene alluvium on the surface within Project Area has been assigned a low-sensitivity criteria for producing fossils. However, due to the presence of Pleistocene alluvial deposits near the surface and/or beneath the ground surface at certain portions of the Project Area, ECORP recommends that a Paleontological Resources Mitigation and Monitoring Plan (PRMMP) be set forth prior to the start of ground distributing activities during construction within the Project Area. The PRMMP will discuss the laws and regulations that have been set for the protection of paleontological resources, the significance of the fossils, and protocol to follow in case a discovery is made. The PRMMP will also outline the duties of the paleontological monitor onsite, including the salvaging and preparation of fossils and the final submission of all paleontological resources to an accredited museum or facility for curation. Based on this assessment, the following paleontological mitigation measures are applicable to the Project.

- GEO-1 For projects facilitated by the West Side Area Plan (WSAP) that involve ground disturbance, the project proponent shall retain a paleontologist who meets the Society of Vertebrate Paleontology's (SVP 2010) definition for gualified professional paleontologist (Qualified Paleontologist) to prepare a paleontological resources assessment report prior to the start of construction activities. The report shall include methods and results of the paleontological resources assessment, monitoring requirements (including depths, frequency, and reporting), and maps that outline where monitoring is required. Monitoring shall follow SVP Guidelines: no monitoring of ground-disturbing activities within units of Low Sensitivity or No Potential; monitoring of all ground-disturbing activities (with depths specified) in units of Low to High Significance; and at all depths within units of High Significance unless the Qualified Paleontologist's report identifies previous disturbances or the use of construction methods which do not warrant monitoring; and monitoring at the initiation of excavation in units of Undetermined Significance. The report also shall stipulate whether screen washing is necessary to recover small specimens following SVP Guidelines and determine whether unique geologic features are present onsite. If monitoring is conducted, then the Qualified Paleontologist shall prepare a final report summarizing monitoring results and submit it to the project proponent and the County.
- **GEO-2** Prior to the start of ground-disturbing activities for projects facilitated by the WSAP with potentially significant impacts on paleontological resources, the Qualified Paleontologist or its designee shall conduct construction worker paleontological resources sensitivity training (or may be provided via digital recording) for all construction workers. Construction workers shall be informed on how to identify the types of paleontological resources that may be encountered, the proper procedures to be enacted in the event of an inadvertent discovery of paleontological resources, and safety precautions to be taken when working with paleontological monitors. The project proponent shall ensure that

construction workers are made available for and attend the training. The project proponent shall retain documentation demonstrating attendance and provide it to the County.

GEO-3 If a potential fossil is found, the paleontological monitor shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation of the discovery. An appropriate buffer area determined by the paleontological monitor shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. At the monitor's discretion, and to reduce any construction delay, the grading/excavation contractor shall assist, where feasible, in removing rock/sediment samples for initial processing and evaluation. If a fossil is determined to be significant, the Qualified Paleontologist shall implement a paleontological salvage program to remove the resources from their location, following the guidelines of the SVP (2010). Any fossils encountered and recovered shall be prepared to the point of identification, catalogued, and curated at a public, nonprofit institution with a research interest in the material and with retrievable storage, such as the Natural History Museum of Los Angeles County, if such an institution agrees to accept the fossils. Accompanying notes, maps, and photographs shall also be filed at the repository. If no institution accepts the fossil collection, it may be donated to a local school or other interested organization in the area for educational purposes. If construction workers discover any potential fossils during construction while the paleontological monitor is not present, regardless of the depth of work or location, work at the discovery location shall cease in a 50-foot radius of the discovery until the Qualified Paleontologist has assessed the discovery and recommended and implemented appropriate treatment as described earlier in this measure. Any salvage reports resulting from implementation of this measure shall be filed with the Natural History Museum of Los Angeles County.

If you have any questions, please feel free to contact me at <u>nkottachchi@ecorpconsulting.com</u> or at (916) 708-5330.

Sincerely,

Nottachchi

Niranjala Kottachchi Paleontological Resources Manager

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#### **Personal Communication**

Email from Alyssa Bell. October 22, 2023. Paleontological Record Search Natural History Museum of Los Angeles County (NHMLAC), Los Angeles, California.

Appendices

# Appendix H Noise and Vibration Impact Assessment for the Westside Area Plan

# Appendices

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# Noise and Vibration Impact Assessment for the Westside Area Plan

# Los Angeles County, California

# **Prepared For:**

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April 2024

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#### ATTACHMENTS

Attachment A – Baseline (Existing) Noise Measurements

#### LIST OF ACRONYMS AND ABBREVIATIONS

Area Plan	Westside Area Plan
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CBC	California Building Code
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
County	Los Angeles County
dB	Decibel
dBA	Decibel is A-weighted
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise

HUD	Housing and Urban Development
HVAC	Heating, ventilation, and air conditioning
Hz	Hertz
L <sub>dn</sub>	Day-night average sound level
L <sub>eq</sub>	Measure of ambient noise
L <sub>max</sub>	The maximum A-weighted noise level during the
	measurement period.
L <sub>min</sub>	The minimum A-weighted noise level during the
	measurement period.
NIOSH	National Institute for Occupational Safety and Health
Planning Area	Westside Planning Area
PPV	Peak particle velocity
RMS	Root mean square
SEL	Single Event Level
USEPA	United States Environmental Protection Agency
VdB	Vibration Velocity Level

# 1.0 INTRODUCTION

This report describes the potential impacts of noise resulting from adoption and implementation of the Westside Area Plan located in unincorporated Los Angeles County (County). The Westside Area Plan (Area Plan) is a community-based plan that focuses on land use and policy issues in selected unincorporated communities within the County that address the unique characteristics, needs, and resident objectives for the Westside Planning Area (Planning Area). This report describes the regulatory framework and existing conditions of the Planning Area, identifies criteria used to determine impact significance, and provides an analysis of the potential noise impacts. Noise monitoring data is included as Attachments to this report.

# 1.1 **Project Location and Description**

The Westside Area Plan is located in the southwest part of the County and includes several communities: Ladera Heights, View Park, and Windsor Hills; Marina del Rey; Ballona Wetlands; and Westside Islands, which includes West Los Angeles (Sawtelle Veterans Affairs), West Fox Hills, Franklin Canyon and Gilmore Island. This is a long-range policy document proposed by the County to guide long term growth in the unincorporated communities of the Planning Area. The Westside Area Plan furthers the efforts to promote active, healthy, and safe intergenerational neighborhoods where residents are well connected to great places to live, work, shop, recreate, and gather; to foster economic vitality while serving local needs; to protect and preserve natural resources and open spaces; and to support sustainable mobility options in an enhanced built environment. The primary objectives of the Westside Area Plan are to:

- Preserve community character by focusing new housing and commercial development within existing commercial corridors and centers and in proximity to transit, while allowing changes in existing residential neighborhoods consistent with State legislation.
- Provide greater housing choices for residents, consistent with the Housing Element.
- Foster the economic health and prosperity of local businesses by promoting a mix of uses and adaptability of buildings in response to the evolving commercial marketplace, nurturing small businesses, and attracting job opportunities and commercial services that serve local residents.
- Prioritize the development of businesses that serve and are accessible to their neighborhoods and reflect the history and culture of the Westside Planning Area.
- Transform today's automobile dominant land use pattern and densities and improve streetscapes to promote a more active pedestrian environment.
- Promote the inclusion of publicly accessible plazas and courtyards in new commercial and mixed-use development projects where residents can gather, participate in events, and celebrate the history and culture of the community.
- Protect open spaces and natural resources while emphasizing sustainable building practices and implementing infrastructure improvements that are environmentally sensitive and minimize impacts on energy, water, air, and climate.

 Provide a diversity of travel choices by enabling residents to efficiently and safely access destinations throughout the community by walking, biking, using public transit, and emerging forms of transportation.

At the time of this analysis, the Westside Area Plan does not include proposals for or approvals of any specific projects. However, land use and zoning changes and policies included in the Planning Area are intended to encourage and facilitate the development of future projects that could result in environmental impacts.

# 2.0 ENVIRONMENTAL SETTING

# 2.1 Noise and Vibration Fundamentals

Noise can be generally defined as unwanted sound. Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) that is measured in decibels (dB), which is the standard unit of sound amplitude measurement. The dB scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound, with 0 dB corresponding roughly to the threshold of human hearing and 120 to 140 dB corresponding to the threshold of pain. Pressure waves traveling through air exert a force registered by the human ear as sound.

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude. When all the audible frequencies of a sound are measured, a sound spectrum is plotted consisting of a range of frequency spanning 20 to 20,000 Hz. The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the sound frequency/sound power level spectrum.

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. Therefore, when assessing potential noise impacts, sound is measured using an electronic filter that de-emphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to extremely low and extremely high frequencies. This method of frequency weighting is referred to as A weighting and is expressed in units of A-weighted decibels (dBA). Frequency A-weighting follows an international standard methodology of frequency de-emphasis and is typically applied to community noise measurements.

# 2.1.1 Noise Exposure and Community Noise

Noise exposure is a measure of noise over a period of time. Noise level is a measure of noise at a given instant in time. Community noise varies continuously over a period of time with respect to the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources such as traffic and atmospheric conditions. What makes community noise constantly variable throughout a day, besides the slowly changing background noise, is the addition of short duration single event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual receptor. These successive additions of sound to the community noise environment vary the community noise level from instant to instant, requiring the measurement of noise exposure over a period of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts. This time-varying characteristic of environmental noise is described using statistical noise descriptors.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people

is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average hourly noise level (in  $L_{eq}$ ) and the average daily noise levels/community noise equivalent level (in  $L_{dn}$ /CNEL). The  $L_{eq}$  is a measure of ambient noise, while the  $L_{dn}$ and CNEL are measures of community noise. Each is applicable to this analysis and defined as follows:

- Equivalent Noise Level (L<sub>eq</sub>) is the average acoustic energy content of noise for a stated period of time. Thus, the L<sub>eq</sub> of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- L<sub>max</sub> is the instantaneous maximum noise level for a specified period of time.
- L<sub>min</sub> is the minimum, instantaneous noise level experienced during a given period of time.
- Day-Night Average (L<sub>dn</sub>) is a 24-hour average L<sub>eq</sub> with a 10-dBA "weighting" added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L<sub>eq</sub> would result in a measurement of 66.4 dBA L<sub>dn</sub>.
- **Community Noise Equivalent Level (CNEL)** is a 24-hour average L<sub>eq</sub> with a 5-dBA weighting during the hours of 7:00 pm to 10:00 pm and a 10-dBA weighting added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the evening and nighttime, respectively.

Table 2-1, Common Noise Descriptors, provides a list of other common acoustical descriptors.

Table 2-1. Common Acoustical Descriptors			
Descriptor	Definition		
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.		
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micropascals (or 20 micronewtons per square meter), where 1 pascal is the pressure resulting from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 micropascals). Sound pressure level is the quantity that is directly measured by a sound level meter.		
Frequency, Hertz (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sounds are below 20 Hz and ultrasonic sounds are above 20,000 Hz.		
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A- weighting filter network. The A-weighting filter de-emphasizes the very low and very high- frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.		
Equivalent Noise Level, L <sub>eq</sub>	The average acoustic energy content of noise for a stated period of time. Thus, the L <sub>eq</sub> of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.		
L <sub>max</sub> , L <sub>min</sub>	The maximum and minimum A-weighted noise level during the measurement period.		
L <sub>01</sub> , L <sub>10</sub> , L <sub>50</sub> , L <sub>90</sub>	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.		
Day/Night Noise Level, L <sub>dn</sub> or DNL	A 24-hour average L <sub>eq</sub> with a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L <sub>eq</sub> would result in a measurement of 66.4 dBA L <sub>dn</sub> .		
Community Noise Equivalent Level, CNEL	A 24-hour average L <sub>eq</sub> with a 5 dBA "weighting" during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L <sub>eq</sub> would result in a measurement of 66.7 dBA CNEL.		
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.		
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, and time of occurrence and tonal or informational content, as well as the prevailing ambient noise level.		
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.		

### 2.1.2 Sound Measurements

As previously described, sound pressure is measured through the A-weighted measure to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies.

Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale, representing points on a sharply rising curve. On a logarithmic scale, an increase of 10 dBA is 10 times more intense than 1 dBA, 20 dBA is 100 times more intense, and 30 dBA is 1,000 times more intense. A sound as soft as human breathing is about 10 times greater than 0 dBA. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud). When the standard logarithmic dB is A-weighted (dBA), an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound and twice as loud as a 60-dBA sound. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be three dB higher than one source under the same conditions (Federal Transit Administration 2018). For example, a 65-dBA source of sound, such as a truck, when joined by another 65 dBA source results in a sound amplitude of 68 dBA, not 130 dBA (i.e., doubling the source strength increases the sound pressure by three dBA). Under the decibel scale, three sources of equal loudness together would produce an increase of five dBA.

Typical noise levels associated with common noise sources are depicted in Figure 2-1, Common Noise Levels.

Time variation in noise exposure is typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called  $L_{eq}$ ), or alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, the  $L_{50}$  noise level represents the noise level that is exceeded 50 percent of the time. Half the time the noise level exceeds this level and half the time it is less than this level. This level also represents the level exceeded 30 minutes in an hour. Similarly, the  $L_2$ ,  $L_8$  and  $L_{25}$  values represent the noise levels that are exceeded 2, 8, and 25 percent of the time, or 1, 5, and 15 minutes per hour. These " $L_n$ " values are typically used to demonstrate compliance for stationary noise sources with a city's noise ordinance, as discussed below. Other values typically noted during a noise survey are the  $L_{min}$  and  $L_{max}$ . These values represent the minimum and maximum root-mean-square noise levels obtained over the measurement period.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, State law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) or Day-Night Noise Level ( $L_{dn}$ ). As described above, the CNEL descriptor requires that an artificial increment of 5 dBA be added to the actual noise level for the hours from 7:00 p.m. to 10:00 p.m. and 10 dBA for the hours from 10:00 p.m. to 7:00 a.m. The L<sub>dn</sub> descriptor uses the same methodology but only adds a 10 dBA increment between 10:00 p.m. and 7:00 a.m. Both descriptors give roughly the same 24-hour level, with the CNEL being only slightly more restrictive (i.e., higher).



#### Source: California Department of Transportation (Caltrans) 2020a

#### 2.1.3 Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL or L<sub>dn</sub> is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in A-weighted noise levels (dBA), the following relationships should be noted in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference.
- A change in level of at least 5 dBA is required before any noticeable change in community response is expected. An increase of 5 dBA is typically considered substantial.
- A 10-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

#### 2.1.3.1 Hearing Loss

While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise.

The Occupational Safety and Health Administration has a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA, averaged over eight hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

#### 2.1.3.2 Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. Both the L<sub>dn</sub> and CNEL as measures of noise have been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources.

#### 2.1.3.3 Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, and thereby affecting blood pressure, functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA could result in permanent hearing damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain.

# 2.1.4 Noise Propagation and Attenuation

Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, as well as stationary sources such as construction sites, machinery, and industrial operations. Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6.0 dB (dBA) for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3.0 dBA for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics. No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dBA per doubling of distance is normally assumed. For line sources, an overall attenuation rate of 3.0 dB per doubling of distance is assumed (Federal Highway Administration [FHWA] 2017a).

Noise levels may also be reduced by intervening structures; generally, a single row of detached buildings between the receptor and the noise source reduces the noise level by about 5 dBA (FHWA 2006), while a solid wall or berm generally reduces noise levels by 10 to 20 dBA (FHWA 2017b). However, noise barriers or enclosures specifically designed to reduce site-specific construction noise can provide a sound reduction of 35 dBA or greater (Western Electro-Acoustic Laboratory, Inc. 2021). To achieve the most potent noise-reducing effect, a noise enclosure/barrier must physically fit in the available space, must completely break the "line of sight" between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source and extend lengthwise and vertically as far as feasibly possible to be most effective. The

limiting factor for a noise barrier is not the component of noise transmitted through the material, but rather the amount of noise flanking around and over the barrier. In general, barriers contribute to decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver.

The manner in which older homes in California were constructed generally provides a reduction of exteriorto-interior noise levels of about 20 to 25 dBA with closed windows (California Department of Transportation [Caltrans] 2002). The exterior-to-interior reduction of newer residential units is generally 30 dBA or more (Harris Miller, Miller & Hanson Inc. 2006). Generally, in exterior noise environments ranging from 60 dBA L<sub>dn</sub> to 65 dBA L<sub>dn</sub>, interior noise levels can typically be maintained below 45 dBA, a typical residential interior noise standard, with the incorporation of an adequate forced air mechanical ventilation system in each residential building, and standard thermal-pane residential windows/doors with a minimum rating of Sound Transmission Class 28. In exterior noise environments of 65 dBA L<sub>dn</sub> or greater, a combination of forced-air mechanical ventilation and sound-rated construction methods is often required to meet the interior noise level limit. Attaining the necessary noise reduction from exterior to interior spaces is readily achievable in noise environments less than 75 dBA L<sub>dn</sub> with proper wall construction techniques following California Building Code (CBC) methods, the selections of proper windows and doors, and the incorporation of forcedair mechanical ventilation systems.

# 2.1.5 Vibration Fundamentals

Vibration is an oscillating motion in the earth. Like noise, vibration is transmitted in waves, but through the earth or solid objects. Unlike noise, vibration is typically of a frequency that is felt rather than heard. Sources of earthborne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or humanmade causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions).

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. As with noise, vibration can be described by both its amplitude and frequency. Amplitude can be characterized in three ways—displacement, velocity, and acceleration. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

PPV is generally accepted as the most appropriate descriptor for evaluating the potential for building damage. For human response; however, an average vibration amplitude is more appropriate because it takes time for the human body to respond to the excitation (the human body responds to an average vibration amplitude, not a peak amplitude). Because the average particle velocity over time is zero, the RMS amplitude is typically used to assess human response. The RMS value is the average of the amplitude squared over time, typically a 1-second period (Federal Transit Administration 2018).

Table 2-2, *Human Reaction and Damage to Buildings from Typical Vibration Levels*, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in the table should be interpreted with care since vibration may be found to be annoying at much lower

levels than those listed, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high-noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

# Table 2-2. Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibration Levels

Peak Particle Velocity (inches/second)	Approximate Vibration Velocity Level	Human Reaction	Effect on Buildings	
0.005.0.010	(Vab)	Range of threshold of	Vibrations unlikely to cause damage of any	
0.006-0.019	64-74	perception	type	
0.08	87	Vibrations readily perceptible	Threshold at which there is a risk of architectural damage to extremely fragile historic buildings, ruins, ancient monuments	
0.1	92	Level at which continuous vibrations may begin to annoy people, particularly those involved in vibration sensitive activities	Threshold at which there is a risk of architectural damage to fragile buildings. Virtually no risk of architectural damage to normal buildings	
0.25	94	Vibrations may begin to annoy people in buildings Threshold at which there is a architectural damage to historic a buildings		
0.3	96	Vibrations may begin to feel severe to people in buildings	Threshold at which there is a risk of architectural damage to older residential structures	
0.5	103	Vibrations considered unpleasant by people subjected to continuous vibrations	Threshold at which there is a risk of architectural damage to new residential structures and Modern industrial/commercial buildings	

Source: Caltrans 2020b

Ground vibration can be a concern in instances where buildings shake, and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. For instance, heavy-duty trucks generally generate groundborne vibration velocity levels of 0.006 PPV at 50 feet under typical circumstances, which as identified in Table 2-2 is considered very unlikely to cause damage to buildings of any type. Common sources for groundborne vibration are planes, trains, and construction activities such as earth moving that requires the use of heavy-duty equipment. The way in which vibration is transmitted through the earth is called propagation. As vibration waves propagate from a source, the energy is spread over an ever-increasing area such that the energy level striking a given point is reduced with the distance from the energy source. This geometric spreading loss is inversely proportional to the square of the distance. Wave energy is also reduced with distance as a result of material damping in the form of internal friction, soil layering, and void spaces. The amount of attenuation provided by material damping varies with soil type and condition as well as the frequency of the wave.

# 3.0 **REGULATORY FRAMEWORK**

# 3.1 Federal Regulations

# 3.1.1 Federal Highway Administration

Proposed federal or federal-aided highway construction projects at a new location, or the physical alteration of an existing highway that significantly changes the horizontal or vertical alignment or increases the number of through-traffic lanes, require an assessment of noise and consideration of noise abatement per 23 Code of Federal Regulations Part 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise." The Federal Highway Administration (FHWA) has adopted noise abatement criteria for sensitive receivers—such as picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals—when "worst-hour" noise levels approach or exceed 67 dBA L<sub>eq</sub> (Caltrans 2020a).

# 3.1.2 U.S. Environmental Protection Agency

In addition to FHWA standards, the United States Environmental Protection Agency (USEPA) has identified the relationship between noise levels and human response. The USEPA has determined that over a 24-hour period, a  $L_{eq}$  of 70 dBA will result in some hearing loss. Interference with activity and annoyance will not occur if exterior levels are maintained at a  $L_{eq}$  of 55 dBA and interior levels at or below 45 dBA. These levels are relevant to planning and design and useful for informational purposes, but they are not land use planning criteria because they do not consider economic cost, technical feasibility, or the needs of the community; therefore, they are not mandated.

The USEPA also set 55 dBA  $L_{dn}$  as the basic goal for exterior residential noise intrusion. However, other federal agencies, in consideration of their own program requirements and goals, as well as the difficulty of actually achieving a goal of 55 dBA  $L_{dn}$ , have settled on the 65 dBA  $L_{dn}$  level as their standard. At 65 dBA  $L_{dn}$ , activity interference is kept to a minimum, and annoyance levels are still low. It is also a level that can realistically be achieved.

# 3.1.3 United States Department of Housing and Urban Development

The United States Department of Housing and Urban Development (HUD) has set the goal of 65 dBA  $L_{dn}$  as a desirable maximum exterior standard for residential units developed under HUD funding. (This level is also generally accepted within the State of California.) Although HUD does not specify acceptable interior noise levels, standard construction of residential dwellings typically provides 20 dBA or more of attenuation with the windows closed. Based on this premise, the interior  $L_{dn}$  should not exceed 45 dBA.

# 3.1.4 Federal Interagency Committee on Noise

The Federal Interagency Committee on Noise (FICON) thresholds of significance assist in the evaluation of increased traffic noise. The 2000 FICON findings provide guidance as to the significance of changes in

ambient noise levels due to transportation noise sources. FICON recommendations are based on studies that relate aircraft and traffic noise levels to the percentage of persons highly annoyed by the noise. FICON's measure of substantial increase for transportation noise exposure is as follows:

- If the existing ambient noise levels at existing and future noise-sensitive land uses (e.g., residential, etc.) are less than 60 dBA L<sub>dn</sub> and the project creates a readily perceptible 5 dBA L<sub>dn</sub> or greater noise level increase and the resulting noise level would exceed acceptable exterior noise standards; or
- If the existing noise levels range from 60 to 65 dBA L<sub>dn</sub> and the project creates a barely perceptible 3 dBA L<sub>dn</sub> or greater noise level increase and the resulting noise level would exceed acceptable exterior noise standards; or
- If the existing noise levels already exceed 65 dBA L<sub>dn</sub> and the project creates a community noise level increase of greater than 1.5 dBA L<sub>dn</sub>.

# 3.1.5 National Institute of Occupational Safety and Health

A division of the US Department of Health and Human Services, the National Institute for Occupational Safety and Health (NIOSH) has established a construction-related noise level threshold as identified in the Criteria for a Recommended Standard: Occupational Noise Exposure prepared in 1998. NIOSH identifies a noise level threshold based on the duration of exposure to the source. The NIOSH construction-related noise level threshold starts at 85 dBA for more than 8 hours per day; for every 3-dBA increase, the exposure time is cut in half. This reduction results in noise level thresholds of 88 dBA for more than 4 hours per day, 92 dBA for more than 1 hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day. The intention of these thresholds is to protect people from hearing losses resulting from occupational noise exposure.

# 3.1.6 Federal Aviation Administration Aircraft Noise Standards

The Federal Aviation Administration Advisory Circular Number 150 5020 2, entitled "Noise Assessment Guidelines for New Helicopters" recommends the use of a cumulative noise measure, the 24-hour equivalent sound level [ $L_{eq}(24)$ ], so that the relative contributions of the heliport and other sound sources within the community may be compared. The  $L_{eq}(24)$  is similar to the  $L_{dn}$  used in assessing the impacts of fixed wing aircraft. The helicopter  $L_{eq}(24)$  values are obtained by logarithmically adding the single-event level (SEL) values over a 24-hour period.

Public Law 96 193 also directs the Federal Aviation Administration to identify land uses which are "normally compatible" with various levels of noise from aircraft operations. Because of the size and complexity of many major hub airports and their operations, Federal Aviation Regulation Part 150 identifies a large number of land uses and their attendant noise levels. These recommended noise levels are included in Table 3-1, *Federal Aviation Administration Normally Compatible Community Sound Levels*.

Table 3-1. Federal Aviation Administration Normally Compatible Community Sound Levels			
Type of Area	L <sub>eq</sub> (24)		
Residential Suburban Urban City	57 67 72		
Commercial	72		
Industrial	77		

Source: Federal Aviation Administration Advisory Circular 1983

Notes: The L<sub>eq</sub> is the Equivalent Continuous Noise Level, which describes sound levels that vary over time, resulting in a single decibel value that takes into account the total sound energy over the period of time of interest.

#### 3.2 State Regulations

# 3.2.1 State of California General Plan Guidelines

The State of California, through its General Plan Guidelines, discusses how ambient noise should influence land use and development decisions and includes a table of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable uses at different noise levels. A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use and needed noise insulation features are incorporated in the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. The General Plan Guidelines provide cities with recommended community noise and land use compatibility standards that can be adopted or modified at the local level based on conditions and types of land uses specific to that jurisdiction.

# 3.2.2 California Building Code

The State of California provides a minimum standard for building design through Title 24, Part 2, of the California Code of Regulations, commonly referred to as the "California Building Code" (CBC). The CBC is updated every three years. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. The County of Los Angeles Building Regulations are presented in Chapter 7 of the County Code.

The State of California's noise insulation standards for non-residential uses are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 11, California Green Building Standards Code (CALGreen). CALGreen noise standards are applied to new or renovation construction projects in California to control interior noise levels resulting from exterior noise sources. Future individual projects may use either the prescriptive method (Section 5.507.4.1) or the performance method (5.507.4.2) to show compliance. Under the prescriptive method, a project must demonstrate transmission loss ratings

for the wall and roof-ceiling assemblies and exterior windows when located within a noise environment of 65 dBA CNEL or higher. Under the performance method, a project must demonstrate that interior noise levels do not exceed 50 dBA  $L_{eq(1hr)}$ .

# 3.2.3 California Airport Noise Standards

California Code of Regulations Title 21, Section 5012, establishes 65 dBA CNEL as the acceptable level of aircraft noise for persons living in the vicinity of airports. Noise-sensitive land uses are generally incompatible in locations where the aircraft exterior noise level exceeds 65 dBA CNEL, unless an aviation easement for aircraft noise has been acquired by the airport proprietor. Assembly Bill 2776 requires any person who intends to sell or lease residential properties in an Airport Influence Area to disclose that fact to the person buying the property.

# 3.3 Regional Regulations

# 3.3.1 Los Angeles County General Plan

The Project is located within the unincorporated areas of Los Angeles County. The County's Noise Element maintains the health and welfare of its residents with respect to noise through nuisance abatement ordinances and land use planning. By identifying noise-sensitive land uses and establishing compatibility guidelines for land use and noises, noise considerations will influence the general distribution, location, and intensity of future land uses. The result is that effective land use planning and mitigation can alleviate the majority of noise problems.

The General Plan Noise Element contains goals and policies aimed at reducing noise impacts. They are listed below:

Goal N 1: The reduction of excessive noise impacts.

Policy N1.1: Utilize land uses to buffer noise-sensitive uses from sources of adverse noise impacts.

Policy N1.2: Reduce exposure to noise impacts by promoting land use compatibility.

**Policy N1.3:** Minimize impacts to noise-sensitive land uses by ensuring adequate site design, acoustical construction, and use of barriers, berms, or additional engineering controls through Best Available Technologies.

**Policy N1.4:** Enhance and promote noise abatement programs in an effort to maintain acceptable levels of noise as defined by the Los Angeles County Exterior Noise Standards and other applicable noise standards.

**Policy N1.5:** Ensure compliance with the jurisdictions of State Noise Insulation Standards (Title 24, California Code of Regulations and Chapter 35 of the Uniform Building Code), such as noise insulation of new multifamily dwellings constructed within the 60 dB (CNEL or L<sub>dn</sub>) noise exposure contours.

**Policy N1.6:** Ensure cumulative impacts related to noise do not exceed health-based safety margins.

**Policy N1.7:** Utilize traffic management and noise suppression techniques to minimize noise from traffic and transportation systems.

**Policy N1.8:** Minimize noise impacts to pedestrians and transit-riders in the design of transportation facilities and mobility networks.

**Policy N1.9:** Require construction of suitable noise attenuation barriers on noise-sensitive uses that would be exposed to exterior noise levels of 65 dBA CNEL and above, when unavoidable impacts are identified.

**Policy N1.10:** Orient residential units away from major noise sources (in conjunction with applicable building codes).

**Policy N1.11:** Maximize buffer distances and design and orient sensitive receptor structures (hospitals, residential, etc.) to prevent noise and vibration transfer from commercial/light industrial uses.

**Policy N1.12:** Decisions on land adjacent to transportation facilities, such as the airports, freeways and other major highways, must consider both existing and future noise levels of these transportation facilities to assure the compatibility of proposed uses.

# 3.3.2 Los Angeles County Code

The County's regulations with respect to noise are included in Chapter 12.08, Noise Control, of the County Code. Section 12.08.390 identifies exterior noise standards for various noise zones within the county and are presented in Table 3-2, *Exterior Noise Standards*.

Table 3-2. Exterior Noise Standards				
Noise Zone	Designated Noise Zone Land Use (Receptor Property)	Time Interval	Exterior Noise Level (dB)	
I	Noise-Sensitive Area	Anytime	45	
II	Residential Properties	10:00 p.m. – 7:00 a.m. 7:00 a.m. – 10:00 p.m.	45 50	
III	Commercial Properties	10:00 p.m. – 7:00 a.m. 7:00 a.m. – 10:00 p.m.	55 60	
IV	Industrial Properties	Anytime	70	

Source: Los Angeles County Code 2024

Section 12.08.400 identifies interior noise levels for multifamily residential land uses and are presented in Table 3-3, *Interior Noise Standards*.

Table 3-3. Interior Noise Standards				
Designated Land Use	Time Interval	Interior Noise Level (dB)		
Multifamily Residential	10:00 p.m. – 7:00 a.m. 7:00 a.m. – 10:00 p.m.	40 45		

Source: Los Angeles County Code 2024

Construction noise standards are presented in Section 12.08.440. Per Section 12.08.440, construction work is prohibited between 7:00 p.m. and 7:00 a.m. or at anytime on Sundays or holidays, such that the sound creates a noise disturbance across a residential or commercial property line. Additionally, Table 3-4, *Construction Noise Standards*, presents construction noise standards at various land uses for mobile and stationary construction equipment.

Table 3-4. Construction Noise Standards				
Time	Affected Land Use			
	Single Family Residential	Multifamily Residential	Semi Residential/ Commercial	
Mobile Construction Equipment <sup>1</sup>				
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	75 dBA	80 dBA	85 dBA	
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	60 dBA	64 dBA	70 dBA	
Stationary Construction Equipment <sup>2</sup>				
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	60 dBA	65 dBA	70 dBA	
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	50 dBA	55 dBA	60 dBA	

Source: Los Angeles County Code 2024

Notes: <sup>1</sup>Mobile Equipment- Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment. <sup>2</sup>Stationary Equipment- Maximum noise level for respectively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment.

Additionally, Section 12.08.440 states that nonscheduled, intermittent, short-term operation of mobile equipment at business structures should not exceed a maximum sound level of 85 dBA. Furthermore, Section 12.08.460 prohibits the loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans or similar objects between the hours of 10:00 p.m. and 6:00 a.m.

The County regulates vibration in Section 12.08.560 of the County Code. This section prohibits the operation of any device that creates a vibration that is above the vibration perception threshold of any individual at

or beyond the property line of private property. The perception threshold shall be a motion velocity of 0.01 inches per second over the range of 1 to 100 Hertz.

# 3.3.3 Los Angeles County Airport Land Use Commission

The Los Angeles County Airport Land Use Commission's Airport Land Use Plan (adopted in 1991 and revised in 2004) covers all of the public airports in Los Angeles County. The Los Angeles County Airport Land Use Commission is responsible for promoting land use compatibility around the County's airports in order to minimize public exposure to excessive noise and safety hazards, and the Commission's Los Angeles County Airport Land Use Plan identifies noise compatibility zones in the form of airport noise contour graphics that are intended to prevent development that is incompatible with airport operations.

# 4.0 EXISTING CONDITIONS

## 4.1 Noise-Sensitive Land Uses

Some land uses are considered more sensitive to noise levels than others due to the duration and nature of time people spend at these uses. In general, residences are considered most sensitive to noise as people spend extended periods of time in them, including the nighttime hours. Therefore, noise impacts affecting rest and relaxation, sleep, and communication are highest at residential uses. Schools, hotels, hospitals, nursing homes, and recreational uses are also considered to be more sensitive to noise, as activities at these land uses involve rest, recovery, relaxation, and concentration, and increased noise levels tend to disrupt such activities. Places such as churches, libraries, and cemeteries, where people tend to pray, study, and/or contemplate, are also sensitive to noise but, due to the limited time people spend at these uses, impacts are usually tolerable. Commercial and industrial uses are considered the least noise sensitive.

# 4.2 Existing Noise Environment

Noise sources are typically categorized as mobile or stationary. Most mobile sources are transportation related from vehicles operating on roadways, fixed railways, and aircraft and airport operations. Off-road construction equipment is also considered a mobile source. Stationary noise sources typically include machinery; fabrication; heating, ventilation, and air conditioning systems; compressors and generators; and landscape maintenance equipment. Stationary noise sources generated by light industrial and commercial activities can result in noise-related land use conflicts when these operations (e.g., loading docks or equipment operations) are adjacent to noise-sensitive land uses.

The communities of interest span the Westside Planning Area. Although they are not located directly adjacent to one another, the existing noise environment is similar due to the highly developed nature of the Planning Area. The greatest source of noise throughout the Westside Planning Area is vehicle traffic on local streets and freeways. Designated truck routes on the County's major roadways limit noise nuisances from heavy truck traffic in other areas of the County. Other major noise sources are fixed and on-site mobile equipment at commercial and industrial uses; parks with active sports fields; playgrounds; athletic and music events; mechanical equipment like heating, ventilation, and air conditioning systems; loading docks and other delivery-related activities, and businesses like car washes, automobile repair including autobody repair, animal board and care, nightclubs, fire stations, outdoor dining, and drive-throughs, where proximity to sensitive land uses can create noise nuisance concerns.

# 4.3 Existing Community Noise

The predominant source of existing noise through the Planning Area is traffic noise on local streets and freeways. In order to quantify existing ambient noise levels within the Westside Planning Area, ECORP Consulting, Inc. conducted four 24-hour noise measurements starting on January 18th, 2023, and extending into January 22<sup>nd</sup>. These 24-hour noise measurement sites are representative of typical existing noise exposure at various locations throughout the communities during a typical 24-hour day (see Attachment A). Additionally, ECORP conducted ten short-term (15-minute) noise measurements on the morning and afternoon of January 15<sup>th</sup>, 2023. These short-term noise measurements are representative of typical existing
noise exposure in the communities during the daytime (see Attachment A). The 15-minute measurements were taken between 10:12 a.m. and 2:05 p.m. The sound level meters used for noise monitoring consisted of Larson Davis SoundExpert LxT precision sound level meters, which satisfy the American National Standards Institute for general environmental noise measurement instrumentation. Prior to the measurements, the SoundExpert LxT sound level meter was calibrated according to manufacturer specifications with a Larson Davis CAL200 Class I Calibrator. The measurement locations, described below, are shown in Figure 4-1, Noise Measurement Locations, below and the results are reported in Table 4-1, *Existing (Baseline) Noise Measurements*.

Table 4-1. Existing (Baseline) Noise Measurements								
Location Number	Location Description	CNEL dBA	L <sub>eq</sub> dBA	L <sub>min</sub>	dBA	L <sub>max</sub> dB/	4	Time
		Long-Term Me	easurements (24	4-Hours	5)			
LT 1	On South Centinela Avenue adjacent to 12025 Waterfront Drive	70.4	66.7	43	3.8	98.6		2:56 p.m. – 2:56 p.m.
LT 2	On wester side of La Cienega Boulevard adjacent to La Tijera Elementary School	71.2	64.9	37	7.6	83.2		10:04 a.m. – 10:04 a.m.
LT 3	On South Verdun Avenue north of the Victoria Burns Art Advisory	59.2	52.6	32.2		77.9		10:31 a.m. – 10:31 a.m.
LT 4	On La Brea Avenue north of 4701 Slauson Avenue	76.0	71.2	42.2		2.2 99.0		10:36 a.m. – 10:36 a.m.
Short-Term Measurements (15-Minutes)								
Location Number	Location Description	L <sub>eq</sub> dBA	L <sub>min</sub> dl	BA	Lm	<sub>ax</sub> dBA		Time
ST 1	On parkway south of Hammack Street 100 feet from Centinela Avenue	58.3	51.6		74.8 10		10:	12 a.m. – 10:17 a.m.
ST 2	West of Shenandoah Avenue north of 57th Street	57.4	44.4		71.8		10:	43 a.m. – 10:58 a.m.
ST 3	Southeast corner University Church parking lot	58.7	49.0	1		67.7 11:22 a.m. – 11 a.m.		22 a.m. – 11:37 a.m.
ST 4	On sidewalk of La Tijera Boulevard adjacent to the La Tijera Boulevard / Slauson Avenue bus stop	59.8	46.5		75.4 11:45 a.m. p.n		45 a.m. – 12:00 p.m.	
ST 5	On Overhill Drive east of La Brea Avenue	67.0	43.2			82.0	12:	29 p.m. – 12:44 p.m.
ST 6	Parkway southeast of intersection of 61st and Citrus Avenue	52.9	35.2	35.2 74.5		74.5	12:10 p.m. – 12:25 p.m.	
ST 7	On Valley Ridge Avenue adjacent to Creative	61.7	36.3			77.5	12	:47 p.m. – 1:03 p.m.

Table 4-	Table 4-1. Existing (Baseline) Noise Measurements							
	Little Stars Preschool Daycare							
ST 8	Wayfinder Family Services parking lot adjacent to Angles Vista Boulevard	68.1	51.3	83.9	1:06 p.m. – 1:21 p.m.			
ST 9	Homeland Drive and Victoria Avenue	60.3	45.0	76.3	1:30 p.m. – 1:45 p.m.			
ST 10	On West Boulevard Between 54th Street and 57th Street	60.0	38.0	77.8	1:50 p.m. – 2:05 p.m.			

Source: Measurements were taken by ECORP with a Larson Davis SoundExpert LxT precision sound level meter, which satisfies the American National Standards Institute for general environmental noise measurement instrumentation. Prior to the measurements, the SoundExpert LxT sound level meter was calibrated according to manufacturer specifications with a Larson Davis CAL200 Class I Calibrator. See Attachment A for noise measurement outputs.

Notes:  $L_{eq}$  is the average acoustic energy content of noise for a stated period of time. Thus, the  $L_{eq}$  of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure.  $L_{min}$  is the minimum noise level during the measurement period and  $L_{max}$  is the maximum noise level during the measurement period. CNEL is a 24-hour average  $L_{eq}$  with a 5-dBA weighting during the hours of 7:00 pm to 10:00 pm and a 10-dBA weighting added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the evening and nighttime, respectively.

As shown in Table 4-1, the ambient recorded noise levels range over the course of the ten short term noise measurements was 52.9 dBA to 68.1 dBA L<sub>eq</sub>. The four long term noise measurements resulted in ambient noise levels ranging from 59.2 to 76.0 dBA CNEL. The most common noise in the Westside Planning Area is produced by automotive vehicles (e.g., cars, trucks, buses, motorcycles) on area roadways and local highways.



#### Map Date: 2/12/2024 Sources: Esri 2024



#### **Noise Measurement Locations Map**

#### 4.3.1 Existing Traffic Noise

Traffic noise levels depend primarily on the speed of the traffic and the volume of heavy-duty vehicles (trucks). The primary source of noise from automobiles is high-frequency tire noise, which increases with speed. Trucks and older automobiles produce engine and exhaust noise, and trucks can also generate wind noise. Tire noise from cars is produced at ground level (i.e., where the tire contacts the road), whereas truck noise can be generated at a height of 10 to 15 feet above the road, depending on the height of the exhaust pipe(s) and engine.

As previously described, the dominant noise source within the Planning Area is vehicle traffic on its roadways. Traffic noise in the Planning Area is a pervasive issue that impacts the daily lives of residents and other noise-sensitive land uses. With its sprawling urban landscape and extensive network of highways, freeways, and busy local streets, the County is often characterized by persistent vehicular noise.

#### 4.3.2 Existing Rail Noise

Los Angeles County has an extensive rail network that is focused on the efficient and safe movement of people and goods throughout the region. For transporting people via rail lines, there are three systems that operate within the County: Metro, Metrolink, and Amtrak. For the movement of goods, the Southern Pacific Railway and the Union Pacific Railway operate between the ports of Los Angeles and Long Beach and the central Los Angeles freight yard transfer stations, with connections onward to the transcontinental rail network. No communities of interest within the Planning Area are located adjacent to or have rail lines running through them. As such, allowed projects within the Westside Area Plan would not be impacted by rail noise.

#### 4.3.3 Existing Aircraft Noise

The County occasionally experiences noise from aircraft departing from and arriving at area airports. There are two airports in close proximity to the communities of interest in the Planning Area; the Los Angeles International Airport located south of Marina Del Ray/ Ballona Wetlands community and the Santa Monica Municipal Airport located south of West Los Angeles community. The Los Angeles County Airport Land Use Commission's Airport Land Use Plan (adopted in 1991 and revised in 2004) covers all of the public airports in Los Angeles County, including the Los Angeles International Airport and the Santa Monica Municipal Airport. The Los Angeles County Airport Land Use Commission is responsible for promoting land use compatibility around the County's airports in order to minimize public exposure to excessive noise and safety hazards, and the Commission's Los Angeles County Airport noise contour graphics that are intended to prevent development that is incompatible with airport operations. None of the communities of interest within the Planning Area are located within the 65 dBA noise contours of either of these airports or any airport within the County.

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#### 5.0 Impact Assessment

#### 5.1 Standards of Significance

The proposed Westaside Area Plan would result in a significant noise impact if it would:

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

#### 5.2 Methodology

This is a program-level analysis that considers the potential impacts of the implementation of the Westside Area Plan and its allowed projects. The proposed Westside Area Plan does not outline specific development projects but, for the purposes of environmental review, establishes the potential buildout of the proposed Planning Area. To capture the potential noise and vibration impact of future development with implementation of the Westside Area Plan, this analysis utilizes the baseline existing conditions described above and analyzes the impacts of urban development qualitatively.

#### 5.3 Impact Analysis

# 5.3.1 Would the Implementation of the Westside Area Plan result in the generation of a substantial temporary and/or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

#### Temporary Construction Noise

The Project is planning for future growth within the Westside Planning Area; thus, no actual development is being proposed at this time. As such, construction noise is discussed qualitatively taking into consideration typical construction methods, types of equipment used, and equipment usage time. Despite the variety in types and sizes of construction equipment used for various projects within the Westside Planning Area, similarities in the dominate noise sources and patterns of operation allow construction related noise to be analyzed in such a way for this analysis.

Construction noise associated with the Westside Area Plan would result in short-term noise impacts associated with the demolition and various construction activities associated with future development projects and activities. Construction activities would involve both off-road construction equipment (e.g., excavators, dozers, cranes, etc.) and transport of workers and equipment to and from construction sites.

Table 5-1, *Reference Construction Equipment Noise Levels (50 Feet from Source)*, shows typical noise levels produced by the types of off-road equipment that would likely be used during future construction within the Westside Planning Area. It is noted that future development within the Planning Area could potentially require installation of pile foundations that may utilize impact pile drivers or similar equipment that may be expected to generate high noise levels.

Construction noise is currently a substantial source of temporary noise within Los Angeles County, as well as the Westside Planning Area, and will continue to be so regardless of whether the Area Plan is implemented. Current noise levels near individual construction sites associated with development and activities under the Westside Area Plan would not be substantially different from what was experienced during the baseline noise measurements (Table 4-1 above). Since specific future projects are unknown at this time, it is conservatively assumed that the construction areas associated with these future projects could be located within 50 feet of sensitive land uses. As depicted in Table 5-1, noise levels generated by individual pieces of construction equipment typically range from approximately 74 dBA to 101.3 dBA L<sub>max</sub> at 50 feet and 67.7 dBA to 94.3 dBA Leg at 50 feet. Average hourly noise levels associated with construction projects can vary, depending on the activities performed, equipment used, and equipment usage time. Short-term increases in vehicle traffic, including worker commute trips and haul truck trips, may also result in temporary increases in ambient noise levels at nearby receptors. During each stage of construction, a different mix of equipment would operate, and noise levels would vary based on the amount of equipment on-site and the location of the activity. Construction noise levels drop off at a rate of about 6 dBA per doubling of distance between the noise source and the receptor. Intervening structures or terrain would result in lower noise levels at distant receivers.

Equipment	Typical Noise at 50 Feet f	e Level (dBA) rom Source
	L <sub>max</sub>	L <sub>eq</sub>
Aerial Lift	74.7	67.7
Air Compressor	77.7	73.7
Backhoe	77.6	73.6
Blasting	94.0	73.0
Boring Jack (Power Unit)	83.0	80.0
Boring Jack (Horizontal)	82.0	76.0
Chain Saw	83.7	76.7
Compactor (Ground)	83.2	76.2
Concrete Mixer Truck	78.8	74.8
Concrete Mixer (Vibratory)	80.0	73.0
Concrete Pump Truck	81.4	79.4
Concrete Saw	89.9	82.6
Crane	80.6	72.6
Dozer	81.7	77.7
Drill Rig	84.4	77.4
Drill Rig Truck	79.1	72.2
Drum Mixer	80.0	77.0
Dump Truck	76.5	72.5
Excavator	80.7	76.7
Front End Loader	79.1	75.1
Generator	80.6	77.6
Gradall	83.4	79.4
Grader	85.0	81.0

Table 5-1. Reference Construction Equipment Noise Levels (50 feet from source)					
Hydraulic Break Ram	90.0	80.0			
Impact Hammer/Hoe Ram (Mounted)	90.3	83.3			
Jackhammer	88.9	81.9			
Other Equipment	85.0	82.0			
Pavement Scarifier	89.5	82.5			
Paver	77.2	74.2			
Pile Driver (Impact)	101.3	94.3			
Pile Driver (Vibratory)	100.8	93.8			
Pneumatic Tools	85.2	82.2			
Pumps	80.9	77.9			
Rock Drill	81.0	74.0			
Roller	80.0	73.0			
Scraper	83.6	79.6			
Tractor	84.0	80.0			
Truck (Flat Bed)	74.3	70.3			
Truck (Pick Up)	75.0	71.0			
Vacuum Street Sweeper	81.6	71.6			
Welder	74.0	70.0			

Source: FHWA 2006

The Los Angeles County Code Section 12.08.440 states that construction work is prohibited between 7:00 p.m. and 7:00 a.m. or at any time on Sundays or holidays, such that the sound creates a noise disturbance across a residential or commercial property line. Additionally, Section 12.08.440 presents construction noise standards at various land uses for mobile and stationary construction equipment, presented in Table 3-4 above, lasting more than ten days.

Future Projects within the Westside Area Plan would be required to conduct a CEQA analysis on a case-bycase basis as specific land use development projects are proposed, which would determine the level of significance based on each individual project's site plan specifics. The employment of construction noisereducing mitigation measures, such as the use of temporary noise barriers, ensure that the majority of construction-related noise impacts would be mitigated to levels below County construction noise thresholds. As previously described, noise barriers or enclosures can provide a sound reduction of 35 dBA or greater (WEAL 2021). To be effective, a noise enclosure/barrier must physically fit in the available space, must completely break the line of sight between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source and extend lengthwise and vertically as far as feasibly possible to be most effective. The limiting factor for a noise barrier is not the component of noise transmitted through the material, but rather the amount of noise flanking around and over the barrier. However, due to the nature of construction, even with mandatory adherence with the County Code, it is possible that some projects would be large enough in size, intensity, and proximity to noise-sensitive land uses that construction noise levels could exceed significance thresholds presented in the County Code. Therefore, while the construction of the majority of individual future projects allowed under the Westside Area Plan would be able to be mitigated to noise levels below County noise limits, there is the potential that certain future construction projects could result in significant construction noise levels that are unable to be reduced to levels below County standards. Therefore, this impact is significant. The following mitigation measure is required to reduce the significance of construction-related noise impacts:

#### Mitigation Measure

- **N-1: Construction Noise**. Applicants for future development projects pursuant to implementation of the Westside Area Plan that are within 500 feet of sensitive receptors (e.g., residences, hospitals, schools) shall submit a noise study to the Los Angeles County Department of Public Health (LACDPH) for review and approval prior to issuance of a grading or building permit. The study shall include noise-reduction measures, if necessary, to ensure project construction noise will be in compliance with the County Noise Ordinance standards (i.e., LACC 12.08.440). All noise-reduction measures approved by LACDPH shall be incorporated into appropriate construction-related plans (e.g., demolition plans, grading plans and building plans) and implemented during construction activities. Potential noise-reduction measures may include, but are not limited to, one or more of the following, as applicable to the project:
  - Install temporary sound barriers for construction activities that occur adjacent to occupied noise-sensitive receptors.
  - Equip construction equipment with effective mufflers, sound-insulating hoods or enclosures, vibration dampers, and other Best Available Control Technology.
  - Limit nonessential idling of construction equipment to no more than five minutes per hour.

This mitigation measure shall not apply and is superseded once a Countywide noise ordinance goes into effect that establishes construction noise standards for noise-reduction measures that ensures project construction noise compliance with the County Noise Ordinance standards (i.e., LACC 12.08.440) for development projects within the Westside Area Plan.

#### Stationary Source Noise

The Westside Area Plan would encourage new developments while maintaining the character of existing residential neighborhoods to achieve the goals of the Westside Area Plan as described in Chapter 3, Project Description. Future development within the Planning Area could introduce new stationary sources of noise. The development of residential, commercial, recreational, and other land uses under the Westside Area Plan could generate substantial stationary noise. Such sources could generate noise from heating, ventilation, and air conditioning (HVAC) mechanical equipment, back-up diesel generators in some cases, parking lot activity, backup beepers from internal truck and equipment maneuvering, and other sources. Table 5-2, *Reference Stationary Source Noise Levels (At the Source)*, identifies noise levels generally associated with common stationary noise sources.

ble 5-2. Reference Stationary Noise Levels (at the Sou	rce)
Stationary Noise Source	L <sub>eq</sub>
Commercial Car Wash <sup>a</sup>	79.1 dBA
Drive Thru Activity (speaker) <sup>b</sup>	89.1 dBA
Gasoline Dispensing Station <sup>c</sup>	64.7 dBA
Generators <sup>d</sup>	75.0 dBA
HVAC Mechanical Equipment <sup>e</sup>	56.8 dBA
Parking Garage <sup>f</sup>	52.6 dBA
Regional Shopping Center Parking Lot <sup>g</sup>	61.1 dBA
Small Parking Lot <sup>h</sup>	53.2 dBA
Tire and Lube Service Station <sup>i</sup>	62.3 dBA
Truck Backup Beeper <sup>j</sup>	79.0 dBA
Truck Yard/Warehouse <sup>k</sup>	62.4 dBA

Notes:

- a. The average of two noise measurements conducted at commercial carwashes in 2019 and 2022.
- b. The average of six noise measurements conducted within fast food restaurant drive thru while drive thru speaker in use.
- c. The average of five noise measurements conducted within the fuel canopy of gasoline dispensing stations in 2019 and 2021.
- d. Generac Mobile Diesel Generator Set Specification Sheet 2020.
- e. One noise measurement conducted at an operating HVAC unit in 2017.
- f. One noise measurement conducted within a parking garage in 2019.
- g. One noise measurement conducted within a Safeway parking lot in 2019.
- h. The average of three noise measurements conducted within a strip mall parking lot in 2022, hotel parking lot in 2021, and medical facility parking lot in 2020.
- i. The average of two noise measurements conducted at a Big O Tires in 2019 and a Jiffy Lube in 2022.
- j. City of San Jose 2014 Midpoint at 237 Loading Dock Noise Study.

k. The average of five noise measurements conducted at four truck yards and one distribution center in 2021.

Stationary source noise is currently a substantial source of noise within the Planning Area and will continue to be so regardless of whether the proposed Westside Area Plan is adopted. Noise levels near individual sources under the proposed Westside Area Plan would not be substantially different from what they would be under current conditions. The potential significance of stationary source noise levels during operations would be determined by the types of equipment used and the locations of future projects. While stationary noise sources could exist within current developments, there is also the possibility of future new developments under the Westside Area Plan being situated near noise-sensitive receptors. The County's noise-protecting General Plan Policy N1.3 seeks to minimize impacts to noise-sensitive land uses by ensuring adequate site design, acoustical construction, and use of barriers, berms, or additional engineering

controls through Best Available Technologies. The employment of noise barriers designed and built to block the transmission of noise from a stationary source to a sensitive receptor is a highly effective noise-reducing mitigation on stationary noise sources. As previously described, noise barriers or enclosures can provide a sound reduction of 35 dBA or greater (WEAL 2021). Furthermore, General Plan Policy N1.11 seeks to maximize buffer distances and design and orient sensitive receptor structures (hospitals, residential, etc.) to prevent noise and vibration transfer from commercial/light industrial uses.

Each future Project within the Westside Area Plan would be required to conduct a CEQA analysis on a caseby-case basis as it is proposed, which would determine the level of significance based on each individual project's specific noise-generating components. However, even with mandatory compliance with the Los Angeles County General Plan and County Code, it is possible that some future projects within the Westside Planning Area would be large enough in scale and intensity and/or located near noise-sensitive receptors, such that stationary source noise levels could exceed the exterior noise standards for various land uses presented in Table 3-2. Thus, this impact would be significant. The following mitigation measure is required to reduce the significance of stationary source noise impacts:

#### Mitigation Measure

- N-2: Operational Noise. Prior to issuance of a building permit for any future discretionary development projects within the Westside Planning Area that are within 500 feet of sensitive receptors, the project applicant shall submit a noise mitigation plan to LACDPH for review and approval. The noise mitigation plan shall be prepared by a sound engineer and be sufficient for LACDPH to make a determination of whether the project will be in compliance with all applicable County noise standards and regulations. At a minimum, the noise mitigation plan shall include the following information: a list of all electro-mechanical equipment (HVAC, refrigeration systems, generators, etc.) that will be installed at the project site; sound level that would be produced by each piece of equipment; noise-reduction measures, as necessary; and sufficient predictive analysis of project operational noise impact. All noise-reduction measures approved by LACDPH shall be incorporated into the project building plans and implemented during project construction. Potential noise-reduction measures may include, but are not limited to, one or more of the following, as applicable to the project:
  - Install permanent noise-occluding shrouds or screens on operating equipment.
  - Maintain all equipment and noise control features in accordance with the manufacturer's specifications.
  - Orient equipment vents and other sources of sound emissions away from noise-sensitive receptors and/or behind structures, containers, or natural features.
  - Increase distance between the operating equipment and the noise-sensitive receptor(s) of concern, to the maximum extent feasible.
  - Install portable sound-occluding barriers to attenuate noise between the source(s) and the noise-sensitive receptor(s).

This mitigation measure shall not apply and is superseded once a Countywide noise ordinance goes into effect that establishes noise standards for commercial and mixed-use projects within the Westside Planning Area.

#### Traffic Noise

Future development and activities allowed under the Westside Area Plan are expected to affect the community noise environment mainly by generating additional traffic. New land uses, such as residential and commercial land uses that are a focus of the Westside Area Plan, lead to an increase in the number of vehicles on the roads as residents, employees, and visitors commute to and from these locations. According to Caltrans Technical Noise Supplement to the Traffic Noise Analysis Protocol (2013), a doubling of traffic on a roadway is required to result in an increase of 3 dB (outside of the laboratory, a 3-dBA change is considered a just-perceivable difference). Future development allowed under the Westside Area Plan could introduce new land uses to the communities which would result in an increase in traffic noise impacting noise-sensitive receptors. The size and types of the future land use projects within the Planning Area will influence the number of trips contributed to area roadways. As previously described, the County's noiseprotecting General Plan Policy N1.3 seeks to minimize impacts to noise-sensitive land uses by ensuring adequate site design, acoustical construction, and use of barriers, berms, or additional engineering controls through Best Available Technologies. General Plan Policy N1.4 requires the County to enhance and promote noise abatement programs in an effort to maintain acceptable levels of noise as defined by the Los Angeles County Exterior Noise Standards (see Table 3-2 above) and other applicable noise standards while Policy N1.7 mandates the use of traffic management and noise suppression techniques to minimize noise from traffic and transportation systems. Policy N1.10 requires the orientation of residential units away from major noise sources, including traffic facilities (in conjunction with applicable building codes). Finally, County General Plan Policy N1.12 states that all decisions on land adjacent to transportation facilities, such as the airports, freeways and other major highways, must consider both existing and future noise levels of these transportation facilities to assure the compatibility of proposed uses.

Each future Project within the Westside Area Plan would be required to conduct a CEQA analysis on a caseby-case basis as it is proposed, which would determine the level of significance based on each individual project's specific noise-generating components, including a project's contribution to offsite traffic noise. An industry standard for addressing increases in traffic noise includes the FICON standards of significance, described in detail in Section 3.1.4, *Federal Interagency Committee on Noise*, above. These standards provide guidance on how to analyze significant changes in ambient noise levels due to transportation noise sources. FICON recommendations are based on studies that relate aircraft and traffic noise levels to the percentage of persons highly annoyed by the noise and are widely used in CEQA analyses. Nonetheless, even with application of FICON standards and mandatory compliance with the Los Angeles County General Plan and County Code, it is possible that some future projects within the Westside Planning Area would be large enough in scale and intensity and/or located near noise-sensitive receptors, such that transportation source noise levels could exceed the applicable noise standard. It is noted that the mitigation of traffic source noise impacts can be difficult in that lead agencies have limited remedies at their disposal to effectively reduce traffic-related noise. Addressing traffic noise at the receiver rather than the source usually takes the form of noise barriers (i.e., sound walls). While constructing noise barriers along streets would reduce noise, the placement of sound walls between existing residences/businesses and local roadways would not be desirable as it would conflict with the community's aesthetic, design and character and is therefore deemed infeasible. Furthermore, such barriers would likely require property owner approval, which cannot be ensured.

This impact would be significant.

## **5.3.2** Would implementation of the Westside Area Plan result in the generation of excessive groundborne vibration or groundborne noise levels?

#### Construction Vibration

Construction vibration is a potential occurrence within the Planning Area and will continue to be so regardless of whether the Westside Area Plan is adopted. Construction-related vibration near individual construction sites associated with development under the proposed Westside Area Plan would not be substantially different from what it would be under existing conditions. Construction activities will occur in a variety of locations throughout the Westside Planning Area and will most likely require the use of off-road equipment known to generate some degree of vibration. Construction activities that generate excessive vibration, such as blasting, would not be expected to occur from future development under the Area Plan due to the geography and limited undeveloped land within the Planning Area, which reduces the likelihood of blasting during construction. Receptors sensitive to vibration include structures (especially older masonry structures), people (especially residents, the elderly, and the sick), and equipment (e.g., magnetic resonance imaging equipment, high resolution lithographic, optical and electron microscopes). Regarding the potential effects of groundborne vibration to people, except for long-term occupational exposure, vibration levels rarely affect human health.

The majority of construction equipment is not situated at any one location during construction activities, but rather spread throughout a construction site and at various distances from sensitive receptors. Since specific future projects under the Westside Area Plan are unknown at this time, it is conservatively assumed that the construction areas associated with these future projects could be located within 50 feet of sensitive structures. The primary vibration-generating activities would occur during grading, placement of underground utilities, and construction of foundations. Table 5-3, *Representative Vibration Source Levels for Construction Equipment*, shows the typical vibration levels produced by construction equipment at 50 feet.

Table 5-3. Representative Vibration Source Levels for Construction Equipment					
Equipment	Peak Particle Velocity at 50 Feet (inches per second)				
Pile Driver (Impact)	0.225				
Pile Driver (Sonic)	0.059				
Vibratory Roller	0.073				
Hoe Ram	0.031				
Large Bulldozer	0.031				
Caisson Drilling	0.031				
Loaded Trucks	0.026				
Jackhammer	0.012				
Small Bulldozer	0.001				

Source: Caltrans 2020b

The Los Angeles County Code Section 12.08.560 prohibits the operation of any device that creates a vibration that is above 0.01 inches per second. Depending on the proximity of the future developments to vibration-sensitive receptors, construction activities could generate excessive ground vibration and potentially exceed 0.01 inches per second. The size, intensity, and locations of the future projects allowed under the Westside Area Plan would dictate whether the level of groundborne vibration and groundborne noise during construction would be above or below the significance thresholds. Future projects within the Westside Planning Area would be required to conduct a CEQA analysis on a case-by-case basis as projects are proposed. There is the potential that certain future construction projects could result in significant construction vibration levels that are unable to be reduced to levels below County standards. Therefore, this impact is significant. The following mitigation measures is required to reduce the significance of construction vibration impacts:

#### Mitigation Measure

N-3: Construction Vibration. For future development projects that utilize vibration-intensive construction equipment (e.g., pile drivers, jack hammers, and vibratory rollers) within 300 feet of sensitive receptors within the Westside Area Plan, project applicant shall submit a vibration impact evaluation to LACDPH for review and approval prior to issuance of a grading or building permit. The evaluation shall include a list of project construction equipment and the associated vibration levels and a predictive analysis of potential project vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceed the County's standard of 0.01 inches per second RMS vibration velocity [within the range of 1 to 100 Hz frequency]), project-specific measures shall be required to ensure project compliance with vibration standards. All project-specific measures approved by LACDPH shall be incorporated into appropriate construction-related plans (e.g., demolition plans, grading plans and building plans) and implemented during project construction.

Examples of equipment vibration source-to-receptor distances at which impact evaluation should occur vary with equipment type (based on FTA reference vibration information) and are as follows:

- Jackhammer: 23 feet
- Dozer, hoe-ram, drill rig, front-end loader, tractor, or backhoe: 43 feet
- Roller (for site ground compaction or paving): 75 feet
- Impact pile-driving: 280 feet

This mitigation measure shall not apply and is superseded once a Countywide groundborne vibration ordinance goes into effect that establishes construction groundborne vibration standards for vibration-reduction measures that ensures project construction groundborne vibration compliance with the County standard of 0.01 inches per second RMS vibration velocity [within the range of 1 to 100 Hz frequency]) for development projects within the Westside Area Plan.

#### Operational Vibration

It is not anticipated that any projects allowed in the Westside Area Plan would include the use of any stationary equipment that would result in excessive vibration levels. While some land uses may accommodate the use of heavy-duty trucks for deliveries, these vehicles can only generate groundborne vibration velocity levels of 0.006 inches per second at 50 feet under typical circumstances. Additionally, according to the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) stationary equipment such as pumps and compressors generate groundborne vibration levels of 0.5 inche per second at one foot and 0.004 inches per second at twenty-five feet (ASHRAE 1999). It is anticipated that any future development that would install such equipment would located it on the future project building rooftop or within or near project buildings such that the equipment would not generate groundborne vibration off the project site. Therefore, groundborne vibration from the operations is not expected to exceed the County standard. Impacts would be less than significant.

## 5.3.3 Would implementation of the Westside Area Plan expose people residing or working in the project area to excessive noise levels within the vicinity of a private airstrip or an airport land use plan.

Aircraft overflight occurs regularly within the Planning Area as there are multiple airports located within it. Two airports are in close proximity to the communities of interest in the Planning Area; the Los Angeles International Airport located south of Marina Del Ray/ Ballona Wetlands community and the Santa Monica Municipal Airport located south of West Los Angeles community. As previously described, the Los Angeles County Airport Land Use Commission's Airport Land Use Plan (adopted in 1991 and revised in 2004) covers all of the public airports in Los Angeles County. The Los Angeles County Airport Land Use Commission is responsible for promoting land use compatibility around the County's airports in order to minimize public exposure to excessive noise and safety hazards, and the Commission's Los Angeles County Airport Land Use Plan identifies noise compatibility zones in the form of airport noise contour graphics that are intended to prevent development that is incompatible with airport operations. No communities in the Planning Area

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are located within the 65 dBA noise contours, or any noise contours, for airports within the Planning Area. Therefore, no impact would occur.

#### 6.0 **REFERENCES**

ASHRAE (American Society of Heating, Refrigerating and Air-Conditioning Engineers). 1999.1999 HVAC Applications Handbook.

Caltrans. 2022. 2021 Traffic Noise Census. https://dot.ca.gov/programs/traffic-operations/census

. 2020a. Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects.

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Federal Highway Administration. 2017a. Construction Noise Handbook. https://www.fhwa.dot.gov/Environment/noise/construction\_noise/handbook/handbook02.cfm.

\_\_\_\_\_. 2017b. Effective Noise Control During Nighttime Construction. http://ops.fhwa.dot.gov/wz/workshops/accessible/schexnayder\_paper.htm.

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

Federal Aviation Administration Advisory Circular. 1983. Number 150 5020 2, Noise Control and Compatibility Planning for Airports.

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Los Angeles, County of. 2024 County of Los Angeles County Code.

\_\_\_\_\_.2014. Los Angeles County General Plan.

- \_\_\_\_\_.2004. Los Angeles County Airport Land Use Commission Airport Land Use Plan. https://planning.lacounty.gov/airport-land-use-planning/
- Western Electro-Acoustic Laboratory, Inc. Western Electro-Acoustic Laboratory, Inc. 2021. Sound Transmission Sound Test Laboratory Report No. TL 21-227.

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### LIST OF ATTACHMENTS

Attachment A - Baseline (Existing) Noise Measurements

## ATTACHMENT A

Baseline (Existing) Noise Measurements

Site Number: LT 1					
Recorded By: Lindsay Buck	Recorded By: Lindsay Buck				
Job Number: 2023-160					
Date: 12/18/2023 - 12/19/202	23				
Time: 2:56 p.m. – 2:56 p.m.					
Location: On South Centinel	a Avenue adjacent to 12025 Wa	aterfront Drive			
Source of Peak Noise: Vehic	cles along South Centinela Ave	nue			
Noise Data					
CNEL Leq (dB) Lmin (dB) Lmax (dB)					
70.4	66.7	43.8	98.6		

	Equipment							
Category	Туре	Vendor	Model	Serial No.	Cert. Date	Note		
	Sound Level Meter	Larson Davis	LxT SE	0006133	05/25/2023			
Sound	Microphone	Larson Davis	377B02	346688	05/23/2023			
Souria	Preamp	Larson Davis	PRMLxT1L	069947	05/25/2023			
	Calibrator	Larson Davis	CAL200	17325	05/12/2023			
			Weather Data					
	Duration: 24 hour	S		Sky: Overcast				
	Note: dBA Offset	Note: dBA Offset = 0.35			Sensor Height (ft): 3.5			
Est.	Wind Ave Spe	ed (mph) 1	emperature (deg	rees Fahrenheit)	Barometer Pres	ssure (hPa)		
	3	3		66		30.03		

#### Photo of Measurement Location



## Measurement Report

#### **Report Summary**

Meter's File Na	me LxT_Data.061.s	Computer's	File Name LxT_	0006133-20231218 09	5232-LxT_Data.061.ldbin
Meter	LxT1 0006133	Firmware	2.404	4	
User		Location			
Job Description					
Note					
Start Time	2023-12-18 09:52:32	Duration	24:00:00.0		
End Time	2023-12-19 09:52:32	Run Time	24:00:00.0	Pause Time	0:00:00.0
Pre-Calibration	2023-12-18 09:43:08	Post-Calibration	None	Calibration Deviation	

#### Results

Overall Metri	CS						
LA <sub>eq</sub>	66.7 dE	3					
LAE	116.1 dE	3	SEA	dB			
EA	44.9 mPa <sup>2</sup> h	1					
EA8	15.0 mPa²h	l					
EA40	74.8 mPa <sup>2</sup> h	1					
LZS <sub>peak</sub>	115.0 dE	3	2023-12-19 02:56	6:57			
LAS <sub>max</sub>	98.6 dE	3	2023-12-19 02:56	6:57			
LAS <sub>min</sub>	43.8 dE	3	2023-12-19 03:08	3:58			
LA <sub>eq</sub>	66.7 dE	3					
LC <sub>eq</sub>	73.1 dE	3	$LC_{eq} - LA_{eq}$	6.4 dB			
LAIeq	69.4 dE	3	LAI <sub>eq</sub> - LA <sub>eq</sub>	2.7 dB			
Exceedance	S	Count	Duration				
LAS > 85.0	dB	9	0:00:32.6				
LAS > 115.	0 dB	0	0:00:00.0				
LZSpeak >	135.0 dB	0	0:00:00.0				
LZSpeak >	137.0 dB	0	0:00:00.0				
LZSpeak >	140.0 dB	0	0:00:00.0				
Community I	Voise	LDN	LDay		LNight		
		70.0 dB	68.1 dB		0.0 dB		
		LDEN	LDay		LEve	LNight	
		70.4 dB	68.6 dB		65.5 dB	62.1 dB	
Any Data		А		С		Z	
	Lev	el	Time Stamp	Level	Time Stamp	b Level	Time Stamp
L <sub>ea</sub>	66.7	dB		dB		dB	
Ls <sub>(max)</sub>	98.6	dB	2023-12-19 02:56:57	dB	None	dB	None
LS <sub>(min)</sub>	43.8	dB	2023-12-19 03:08:58	dB	None	dB	None
L <sub>Peak(max)</sub>		dB	None	dB	None	115.0 dB	2023-12-19 02:56:57
Overloads		Count	Duration				
		0	0:00:00.0				
Statistics							
LAS 5.0		73.3 dB					
LAS 10.0		71.3 dB					
LAS 33.3		63.2 dB					
LAS 50.0		60.3 dB					
LAS 66.6		57.3 dB					
LAS 90.0		50.6 dB					

#### Time History



Site Number: LT 2					
Recorded By: Lindsay Buck	Recorded By: Lindsay Buck				
Job Number: 2023-160					
Date: 12/19/2023 - 12/20/202	23				
Time: 10:04 a.m. – 10:04 a.m	۱.				
Location: On wester side of	La Cienega Boulevard adjacent	to La Tijera Elementary Schoo	Ι		
Source of Peak Noise: Vehic	cles on La Cienega Boulevard				
Noise Data					
CNEL	Leq (dB)	Lmin (dB)	Lmax (dB)		
71.2	64.9	37.6	83.2		

	Equipment							
Category	Туре	Vendor	Model	Serial No.	Cert. Date	Note		
	Sound Level Meter	Larson Davis	LxT SE	0006133	05/25/2023			
Sound	Microphone	Larson Davis	377B02	346688	05/23/2023			
Souria	Preamp	Larson Davis	PRMLxT1L	069947	05/25/2023			
	Calibrator	Larson Davis	CAL200	17325	05/12/2023			
			Weather Data					
	Duration: 24 hour	S		Sky: Overcast				
	Note: dBA Offset	= 0.35	Sensor Height (ft): 4					
Est.	Wind Ave Spe	ed (mph) Te	Temperature (degrees Fahrenheit)		Barometer Pressure (hPa)			
	5	5		62		29.95		

#### Photo of Measurement Location



## Measurement Report

#### **Report Summary**

Meter's File N	ame LxT_Data.062.s	Computer	's File Name Lx	Г_0006133-2023121	9 100451-LxT_Data.062.	.ldbin
Meter	LxT1 0006133	Firmware	2.4	04		
User		Location				
Job Descripti	on					
Note						
Start Time	2023-12-19 10:04:51	Duration	24:00:00.0			
End Time	2023-12-20 10:04:51	Run Time	24:00:00.0	Pause Time	0:00:00.0	
Pre-Calibration	on 2023-12-18 09:43:07	Post-Calibration	n None	Calibration Devia	ation	

#### Results

Ove	rall Metrics	5						
	LA <sub>ea</sub>	64.9 dB						
	LAE	114.3 dB		SEA	dB			
	EA	29.7 mPa²h						
	EA8	9.9 mPa <sup>2</sup> h						
	EA40	49.4 mPa²h						
	LZS <sub>peak</sub>	104.4 dB		2023-12-19 14:5	7:38			
	LAS <sub>max</sub>	83.2 dB		2023-12-19 12:4	4:00			
	LAS <sub>min</sub>	37.6 dB		2023-12-20 03:0	8:04			
	LA <sub>eq</sub>	64.9 dB						
	LC <sub>eq</sub>	74.9 dB		LC <sub>eq</sub> - LA <sub>eq</sub>	10.0 dB			
	LAI <sub>eq</sub>	65.7 dB		LAI <sub>eq</sub> - LA <sub>eq</sub>	0.8 dB			
Exce	eedances		Count	Duration				
	LAS > 85.0 dE	3	0	0:00:00.0				
	LAS > 115.0 d	IB	0	0:00:00.0				
	LZSpeak > 13	5.0 dB	0	0:00:00.0				
	LZSpeak > 13	7.0 dB	0	0:00:00.0				
	LZSpeak > 14	0.0 dB	0	0:00:00.0				
Con	nmunity No	ise	LDN	LDay		LNight		
			70.9 dB	65.2 dB		0.0 dB		
			LDEN	LDav		LEve	LNight	
			71.2 dB	65.3 dB		64.9 dB	64.4 dB	
Any	Data		А		С		Z	
		Leve	el	Time Stamp	Level	Time Stamp	Level	Time Stamp
	L <sub>ea</sub>	64.9 c	IB		dB		dB	
	Ls <sub>(max)</sub>	83.2 c	IB	2023-12-19 12:44:00	dB	None	dB	None
	LS <sub>(min)</sub>	37.6 c	IB	2023-12-20 03:08:04	dB	None	dB	None
	L <sub>Peak(max)</sub>	C	IB	None	dB	None	104.4 dB	2023-12-19 14:57:38
Ove	rloads		Count	Duration				
			0	0:00:00.0				
Stat	tistics							
	LAS 5.0		69.6 dB					
	LAS 10.0		68.5 dB					
	LAS 33.3		65.3 dB					
	LAS 50.0		63.6 dB					
	LAS 66.6		61.2 dB					
	LAS 90.0		54.5 dB					

#### Time History



Site Number: LT 3					
Recorded By: Lindsay Buck					
Job Number: 2023-160					
Date: 12/20/2023 - 12/21/202	23				
Time: 10:31 a.m. – 10:31 a.m	Time: 10:31 a.m. – 10:31 a.m.				
Location: On South Verdun A	Avenue north of the Victoria Bu	rns Art Advisory			
Source of Peak Noise: Vehic	cles on adjacent roadways				
	Noise	e Data			
CNEL	Leq (dB)	Lmin (dB)	Lmax (dB)		
59.2	52.6	32.2	77.9		

	Equipment							
Category	Туре	Vendor	Model	Serial No.	Cert. Date	Note		
	Sound Level Meter	Larson Davis	LxT SE	0006133	05/25/2023			
Sound	Microphone	Larson Davis	377B02	346688	05/23/2023			
Souria	Preamp	Larson Davis	PRMLxT1L	069947	05/25/2023			
	Calibrator	Larson Davis	CAL200	17325	05/12/2023			
			Weather Data					
	Duration: 24 hou	rs		Sky: drizzle/ rain				
	Note: dBA Offset	= 0.35		Sensor Height (ft): 3	.5			
Est.	Wind Ave Spe	ed (mph)	Temperature (deg	rees Fahrenheit)	Barometer Pres	ssure (hPa)		
	8		61		29.90	)		

#### Photo of Measurement Location



## Measurement Report

#### **Report Summary**

Meter's File Na	me LxT_Data.063.s	Computer's	File Name LxT_	0006133-20231220 10	3131-LxT_Data.063.ldbin
Meter	LxT1 0006133	Firmware	2.404	4	
User		Location			
Job Description					
Note					
Start Time	2023-12-20 10:31:31	Duration	24:00:03.2		
End Time	2023-12-21 10:36:34	Run Time	24:00:01.8	Pause Time	0:00:01.4
Pre-Calibration	2023-12-18 09:43:07	Post-Calibration	None	Calibration Deviation	

#### Results

Overall Me	trics						
LA	52.6 d	IB					
LAE	102.0 d	IB	SEA	137.6 dB			
EA	1.7 mPa <sup>2</sup>	'n					
EA8	582.3 µPa²	ĥ					
EA40	2.9 mPa <sup>2</sup>	ĥ					
LZS <sub>peak</sub>	122.4 d	IB	2023-12-21 10:2	23:52			
LASmax	77.9 d	IB	2023-12-21 10:2	23:34			
LAS <sub>min</sub>	32.2 d	IB	2023-12-21 10:2	25:19			
LA <sub>eq</sub>	52.6 d	IB					
LC <sub>eq</sub>	64.4 d	IB	LC <sub>ea</sub> - LA <sub>ea</sub>	11.8 dB			
LAIeq	60.2 d	IB	LAI <sub>eq</sub> - LA <sub>eq</sub>	7.6 dB			
Exceedance	es	Count	Duration				
LAS > 85	5.0 dB	0	0:00:00.0				
LAS > 11	5.0 dB	0	0:00:00.0				
LZSpeał	c > 135.0 dB	0	0:00:00.0				
LZSpeał	c > 137.0 dB	0	0:00:00.0				
LZSpeał	x > 140.0 dB	0	0:00:00.0				
Community	/ Noise	LDN	LDay		LNight		
		59.1 dB	52.5 dB		0.0 dB		
		LDEN	LDay		LEve	LNight	
		59.2 dB	53.3 dB		46.9 dB	52.7 dB	
Any Data		А		С		Z	
	Le	vel	Time Stamp	Level	Time Stamp	Level	Time Stamp
Lea	52.6	dB		dB		dB	
Ls(max)	77.9	) dB	2023-12-21 10:23:34	dB	None	dB	None
LS <sub>(min)</sub>	32.2	dB	2023-12-21 10:25:19	dB	None	dB	None
L <sub>Peak(ma</sub>		- dB	None	dB	None	122.4 dB	2023-12-21 10:23:52
Overloads		Count	Duration				
		2	0:00:04.1				
Statistics							
LAS 5.0		58.8 dB					
LAS 10.	0	55.8 dB					
LAS 33.	3	48.7 dB					
LAS 50.	0	45.9 dB					
LAS 66.	6	43.9 dB					
LAS 90.	0	41.3 dB					

#### Time History



Site Number: LT 4						
Recorded By: Lindsay Buck						
Job Number: 2023-160						
Date: 12/21/2023 - 12/22/202	23					
Time: 10:36 a.m. – 10:36 a.m	Time: 10:36 a.m. – 10:36 a.m.					
Location: On La Brea Avenu	e north of 4701 Slauson Avenu	е				
Source of Peak Noise: Vehic	cles along La Brea Avenue					
	Noise Data					
CNEL	Leq (dB)	Lmin (dB)	Lmax (dB)			
76.0	71.2	42.2	99.0			

	Equipment						
Category	Туре	Vendor	Model	Serial No.	Cert. Date	Note	
	Sound Level Meter	Larson Davis	LxT SE	0006133	05/25/2023		
Sound	Microphone	Larson Davis	377B02	346688	05/23/2023		
Souriu	Preamp	Larson Davis	PRMLxT1L	069947	05/25/2023		
	Calibrator	Larson Davis	CAL200	17325	05/12/2023		
			Weather Data				
	Duration: 24 hour	S		Sky: heavy rain			
	Note: dBA Offset	= 0.35		Sensor Height (ft): 4			
Est.	Wind Ave Spe	ed (mph) To	emperature (degr	ees Fahrenheit)	Barometer Pres	ssure (hPa)	
	5		58		29.88	}	

#### Photo of Measurement Location



## Measurement Report

#### **Report Summary**

LAS 90.0

57.6 dB

Meter's File Na	me LxT_Data.064.s	Computer's	s File Name Lx	T_0006133-2023122	1 103641-LxT_Data.064.ld	bin
Meter	LxT1 0006133	Firmware	2.	404		
User		Location				
Job Description						
Note						
Start Time	2023-12-21 10:36:41	Duration	24:00:00.0			
End Time	2023-12-22 10:36:41	Run Time	24:00:00.0	Pause Time	0:00:00.0	
Pre-Calibration	2023-12-18 09:43:07	Post-Calibratio	n None	Calibration Devia	ition	

#### **Results**

ounto							
Overall Metri	ics						
LA	71.2 de	3					
LAE	120.6 dE	3	SEA	140.8 dB			
EA	126.6 mPa²ł	ı					
EA8	42.2 mPa²h	ı					
EA40	210.9 mPa²h	ı					
LZS <sub>peak</sub>	122.4 dE	3	2023-12-21 10:3	37:53			
LAS <sub>max</sub>	99.0 dE	3	2023-12-21 13:1	6:28			
LAS <sub>min</sub>	42.2 dE	3	2023-12-22 04:1	4:07			
LA <sub>eq</sub>	71.2 dE	3					
LC <sub>eq</sub>	77.3 dE	3	LC <sub>eq</sub> - LA <sub>eq</sub>	6.1 dB			
LAIeq	73.9 dE	3	LAI <sub>eq</sub> - LA <sub>eq</sub>	2.7 dB			
Exceedance	S	Count	Duration				
LAS > 85.0	dB	29	0:01:53.5				
LAS > 115.	0 dB	0	0:00:00.0				
LZSpeak >	135.0 dB	0	0:00:00.0				
LZSpeak >	137.0 dB	0	0:00:00.0				
LZSpeak >	140.0 dB	0	0:00:00.0				
Community I	Voise	LDN	LDay		LNight		
		75.5 dB	72.4 dB		0.0 dB		
		I DEN	I Dav		l Eve	l Night	
		76.0 dB	72.4 dB		72.3 dB	68.2 dB	
Any Data		Δ		C		7	
, inj Data	Lev	vel	Time Stamp	Level	Time Stamp	l evel	Time Stamp
L.	71.2	dB	rino otamp	dB	rino otamp	dB	rinio otamp
Eq Ls(mov)	99.0	dB	2023-12-21 13:16:28	dB	None	dB	None
LS <sub>(min)</sub>	42.2	dB	2023-12-22 04:14:07	dB	None	dB	None
L <sub>Peak(max)</sub>		dB	None	dB	None	122.4 dB	2023-12-21 10:37:53
Overloads		Count	Duration				
		5	0:00:10.2				
Statistics							
LAS 5.0		76.9 dB					
LAS 10.0		75.3 dB					
LAS 33.3		70.2 dB					
LAS 50.0		67.0 dB					
LAS 66.6		63.8 dB					

#### Time History



Site Number: ST 1						
Recorded By: Lindsay Buck						
Job Number: 2023-160						
Date: 12/15/2023						
Time: 10:12 a.m. – 10:127 a.	Time: 10:12 a.m. – 10:127 a.m.					
Location: On parkway south	of Hammack Street 100 feet fro	om Centinela Avenue				
Source of Peak Noise: Vehic	cles on Hammack Street and C	entinela Avenue				
	Noise Data					
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)			
58.3	51.6	74.8	106.0			

	Equipment							
Category	Туре	Vendor	Model	Serial No.	Cert. Date	Note		
	Sound Level Meter	Larson Davis	LxT SE	0006133	05/25/2023			
Sound	Microphone	Larson Davis	377B02	346688	05/23/2023			
Souria	Preamp	Larson Davis	PRMLxT1L	069947	05/25/2023			
	Calibrator	Larson Davis	CAL200	17325	05/12/2023			
			Weather Data					
	Duration: 15 min	utes		Sky: clear				
	Note: dBA Offset	= 0.08		Sensor Height (ft): 3.	5			
Est.	Wind Ave Spe	ed (mph) T	emperature (degi	rees Fahrenheit)	Barometer Pressure (hPa)			
	4		66		30.61	l		

#### Photo of Measurement Location



## Measurement Report

#### **Report Summary**

Meter's File Name LxT_Data.051.s Computer's File Name LxT_0006133-20231215 101246-LxT_Data.051							
Meter	LxT1 0006133	LxT1 0006133 Firmware		2.404			
User		Location					
Job Description							
Note							
Start Time	2023-12-15 10:12:46	Duration	0:15:00.3				
End Time	2023-12-15 10:27:46	Run Time	0:15:00.3	Pause Time	0:00:00.0		
Pre-Calibration	2023-12-15 10:09:21	Post-Calibration	None	Calibration Deviation			

#### Results

Ove	erall Metric	S								
	LA	58.3 dE	3							
	LAE	87.8 dE	3	SEA	dB					
	EA	67.6 µPa²h								
	EA8	2.2 mPa²h								
	EA40	10.8 mPa <sup>2</sup> h								
	LZS <sub>peak</sub> 106.0 dB		2023-12-15 10:12							
LAS <sub>max</sub> 74.8 dB LAS <sub>min</sub> 51.6 dB		2023-12-15 10:25								
		2023-12-15 10:16:49								
	LA <sub>eq</sub>	58.3 dE	3							
	LC <sub>ea</sub>	67.4 dE	3	LC <sub>ea</sub> - LA <sub>ea</sub>	9.1 dB					
	LAleg	61.0 dE	3	LAI <sub>ea</sub> - LA <sub>ea</sub>	2.7 dB					
Exc	eedances		Count	Duration						
	LAS > 85.0 d	В	0	0:00:00.0						
	LAS > 115.0	dB	0	0:00:00.0						
	LZSpeak > 1	35.0 dB	0	0:00:00.0						
	LZSpeak > 1	37.0 dB	0	0:00:00.0						
	LZSpeak > 1	40.0 dB	0	0:00:00.0						
Community Noise LDN		LDay		LNigh	t					
			58.3 dB	58.3 dB		0.0 dB				
			LDEN	LDay		LEve		LNight		
			58.3 dB	58.3 dB		dB		dB		
Any	Data		А		С			Z		
		Lev	el	Time Stamp	Level		Time Stamp	Level		Time Stamp
	Lea	58.3 (	dB		dB			dB		
	Ls <sub>(max)</sub>	74.8 0	dB	2023-12-15 10:25:13	dB	I	None	dB		None
	LS <sub>(min)</sub>	51.6 0	dB	2023-12-15 10:16:49	dB		None	dB		None
	L <sub>Peak(max)</sub>	(	dB	None	dB		None	106.0 dB		2023-12-15 10:12:55
Ove	rloads		Count	Duration						
			0	0:00:00.0						
Sta	tistics									
	LAS 5.0		61.3 dB							
	LAS 10.0		60.3 dB							
	LAS 33.3		58.3 dB							
	LAS 50.0		57.2 dB							
	LAS 66.6		56.1 dB							
	LAS 90.0		53.6 dB							

#### Time History


Site Number: ST 2	Site Number: ST 2					
Recorded By: Lindsay Buck						
Job Number: 2023-160						
Date: 12/15/2023						
Time: 10:43 a.m. – 10:58 a.m	Time: 10:43 a.m. – 10:58 a.m.					
Location: West of Shenando	ah Avenue north of 57th Street					
Source of Peak Noise: Vehic	cles on Shenandoah Avenue ar	nd 57 <sup>th</sup> Street				
	Noise	e Data				
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)			
57.4	44.4	71.8	94.5			

	Equipment							
Category	Туре	Vendor	Model	Serial No.	Cert. Date	Note		
	Sound Level Meter	Larson Davis	LxT SE	0006133	05/25/2023			
Sound	Microphone	Larson Davis	377B02	346688	05/23/2023			
Souria	Preamp	Larson Davis	PRMLxT1L	069947	05/25/2023			
	Calibrator		CAL200	17325	05/12/2023			
	Weather Data							
	Duration: 15 minu	utes		Sky: clear				
	Note: dBA Offset	Note: dBA Offset = 0.08			Sensor Height (ft): 3.5			
Est.	Wind Ave Spe	ed (mph)	Temperature (deg	rees Fahrenheit) Barometer Pressure (hPa)		ssure (hPa)		
	4		66		30.15	ō		



## **Report Summary**

LAS 90.0

47.1 dB

Meter's File Na	me LxT_Data.052.s	Computer's	File Name L	xT_0006133-20231215	104341-LxT_Data.052.ldbin
Meter	LxT1 0006133	Firmware	2	.404	
User		Location			
Job Description					
Note					
Start Time	2023-12-15 10:43:41	Duration	0:15:00.4		
End Time	2023-12-15 10:58:41	Run Time	0:15:00.4	Pause Time	0:00:00.0
Pre-Calibration	2023-12-15 10:09:21	Post-Calibration	None	Calibration Deviation	

Overall Metrics									
LA	57.4 dE	3							
LAE	86.9 dE	3	SEA	dB					
EA	55.0 µPa²h	1							
EA8	1.8 mPa <sup>2</sup> h	l							
EA40	8.8 mPa²h	l							
LZSpeak	94.5 dE	3	2023-12-15 10:46	5:19					
LAS <sub>max</sub>	71.8 dE	3	2023-12-15 10:46	5:20					
LAS <sub>min</sub>	44.4 dE	3	2023-12-15 10:57	:38					
LA <sub>eq</sub>	57.4 dE	3							
LC <sub>eq</sub>	66.3 dE	3	LC <sub>eq</sub> - LA <sub>eq</sub>	8.9 dB					
LAIeq	59.3 dE	3	LAI <sub>eq</sub> - LA <sub>eq</sub>	1.9 dB					
Exceedances		Count	Duration						
LAS > 85.0 dE	3	0	0:00:00.0						
LAS > 115.0 d	В	0	0:00:00.0						
LZSpeak > 13	5.0 dB	0	0:00:00.0						
LZSpeak > 13	7.0 dB	0	0:00:00.0						
LZSpeak > 14	0.0 dB	0	0:00:00.0						
Community No	ise	LDN	LDay		LNight				
		57.4 dB	57.4 dB		0.0 dB				
			I Dav		I Eve		l Night		
		57.4 dB	57.4 dB		dB		dB		
		٨		C			7		
Any Data	Lov		Timo Stamp			Timo Stamp		Tim	o Stamp
	57 4 J		Time Stamp			Time Stamp		1 11 11	e Stamp
Led Le	71.8	dB	2023-12-15 10:46:20	dB		None	dB	None	
LS(max)	44.4	dB	2023-12-15 10:57:38	dB	1	None	dB	None	
L <sub>Peak(max)</sub>	(	dB	None	dB	I	None	94.5 dB	2023-	12-15 10:46:19
Overloads		Count	Duration						
ovenedde		0	0:00:00.0						
Statistics									
LAS 5.0		64.7 dB							
LAS 10.0		61.3 dB							
LAS 33.3		52.2 dB							
LAS 50.0		50.5 dB							
LAS 66 6		49.3 dB							



Site Number: ST 3	Site Number: ST 3					
Recorded By: Lindsay Buck						
Job Number: 2023-160						
Date: 12/15/2023						
Time: 11:22 a.m. – 11:37 a.m	Time: 11:22 a.m. – 11:37 a.m.					
Location: Southeast corner L	Jniversity Church parking lot					
Source of Peak Noise: Vehic	cles on adjacent roadways					
	Noise Data					
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)			
58.7	49.0	67.7	100.5			

	Equipment								
Category	Туре	Vendor	Model	Serial No.	Cert. Date	Note			
	Sound Level Meter	Larson Davis	LxT SE	0006133	05/25/2023				
Sound	Microphone	Larson Davis	377B02	346688	05/23/2023				
Souria	Preamp	Larson Davis	PRMLxT1L	069947	05/25/2023				
	Calibrator	Larson Davis	CAL200 17325		05/12/2023				
	Weather Data								
	Duration: 15 minu	utes		Sky: clear					
	Note: dBA Offset	Note: dBA Offset = 0.08			Sensor Height (ft): 3.5				
Est.	Wind Ave Spe	ed (mph) 1	emperature (degi	ees Fahrenheit)	Barometer Pressure (hPa)				
	3		68		30.14	ļ			



## **Report Summary**

Meter's File Na	me LxT_Data.053.s	Computer's	File Name L	xT_0006133-20231215	112240-LxT_Data.053.ldbin
Meter	LxT1 0006133	Firmware	2	.404	
User		Location			
Job Description					
Note					
Start Time	2023-12-15 11:22:40	Duration	0:15:00.1		
End Time	2023-12-15 11:37:40	Run Time	0:15:00.1	Pause Time	0:00:00.0
Pre-Calibration	2023-12-15 10:09:21	Post-Calibration	None	Calibration Deviation	

Overall Metr	ics						
LA	58.7 d	В					
LAE	88.2 d	В	SEA	dB			
EA	74.1 µPa²l	h					
EA8	2.4 mPa <sup>2</sup> l	h					
EA40	11.9 mPa²ł	h					
LZS <sub>peak</sub>	100.5 d	В	2023-12-15 11:2	2:45			
LAS <sub>max</sub>	67.7 d	В	2023-12-15 11:2	2:45			
LAS <sub>min</sub>	49.0 d	В	2023-12-15 11:3	7:30			
LA <sub>eq</sub>	58.7 d	В					
LC <sub>eq</sub>	69.8 d	В	LC <sub>eq</sub> - LA <sub>eq</sub>	11.1 dB			
LAI <sub>eq</sub>	60.5 d	В	LAI <sub>eq</sub> - LA <sub>eq</sub>	1.8 dB			
Exceedance	S	Count	Duration				
LAS > 85.0	) dB	0	0:00:00.0				
LAS > 115	.0 dB	0	0:00:00.0				
LZSpeak >	• 135.0 dB	0	0:00:00.0				
LZSpeak >	▶ 137.0 dB	0	0:00:00.0				
LZSpeak >	▶ 140.0 dB	0	0:00:00.0				
Community	Noise	LDN	LDay		LNight		
		58.7 dB	58.7 dB		0.0 dB		
		LDEN	LDay		LEve	LNight	
		58.7 dB	58.7 dB		dB	dB	
Any Data		А		С		Z	
	Lev	/el	Time Stamp	Level	Time Stamp	Level	Time Stamp
Leg	58.7	dB		dB		dB	
Ls <sub>(max)</sub>	67.7	dB	2023-12-15 11:22:45	dB	None	dB	None
LS <sub>(min)</sub>	49.0	dB	2023-12-15 11:37:30	dB	None	dB	None
L <sub>Peak(max)</sub>		dB	None	dB	None	100.5 dB	2023-12-15 11:22:45
Overloads		Count	Duration				
		0	0:00:00.0				
Statistics							
LAS 5.0		61.6 dB					
LAS 10.0		60.9 dB					
LAS 33.3		59.0 dB					
LAS 50.0		58.1 dB					
LAS 66.6		57.3 dB					
LAS 90.0		55.4 dB					



Site Number: ST 4	Site Number: ST 4					
Recorded By: Lindsay Buck						
Job Number: 2023-160						
Date: 12/15/2023						
Time: 11:45 a.m. – 12:00 p.m	Time: 11:45 a.m. – 12:00 p.m.					
Location: On sidewalk of La	Tijera Boulevard adjacent to the	e La Tijera Boulevard / Slauson	Avenue bus stop			
Source of Peak Noise: Vehic	cles on Tijera Boulevard and Sl	auson Avenue				
	Noise Data					
Leq (dB)         Lmin (dB)         Lmax (dB)         Peak (dB)						
59.8	46.5	75.4	98.1			

	Equipment							
Category	Туре	Type         Vendor         Model         Serial No.         Cert. Date         Note						
	Sound Level Meter	Larson Davis	LxT SE	0006133	05/25/2023			
Sound	Microphone	Larson Davis	377B02	346688	05/23/2023			
Souria	Preamp	Larson Davis	PRMLxT1L	069947	05/25/2023			
	Calibrator	Larson Davis	CAL200	17325	05/12/2023			
			Weather Data					
	Duration: 15 minu	ites		Sky: clear				
	Note: dBA Offset	ote: dBA Offset = 0.08			Sensor Height (ft): 3.5			
Est.	Wind Ave Spe	ed (mph)	Temperature (degi	rees Fahrenheit) Barometer Pressure (hPa)				
	5		69		30.13	}		



## **Report Summary**

LAS 90.0

50.7 dB

Meter's File Na	me LxT_Data.054.s	Computer's	File Name Lx	T_0006133-20231215	114550-LxT_Data.054.ldbin
Meter	LxT1 0006133	Firmware	2.4	104	
User		Location			
Job Description					
Note					
Start Time	2023-12-15 11:45:50	Duration	0:15:00.1		
End Time	2023-12-15 12:00:50	Run Time	0:14:10.4	Pause Time	0:00:49.7
Pre-Calibration	2023-12-15 10:09:21	Post-Calibration	None	Calibration Deviation	

Overall Metric	S								
LAea	59.8 dB								
LAE	89.1 dB		SEA	dB					
EA	90.2 µPa²h								
EA8	3.1 mPa <sup>2</sup> h								
EA40	15.3 mPa <sup>2</sup> h								
LZS <sub>peak</sub>	98.1 dB		2023-12-15 11:4	8:28					
LASmax	75.4 dB		2023-12-15 11:4	8:28					
LAS <sub>min</sub>	46.5 dB		2023-12-15 11:5	2:42					
LA <sub>eq</sub>	59.8 dB								
LC <sub>eq</sub>	71.6 dB		LC <sub>eq</sub> - LA <sub>eq</sub>	11.8 dB					
LAleq	61.9 dB		LAI <sub>eq</sub> - LA <sub>eq</sub>	2.1 dB					
Exceedances		Count	Duration						
LAS > 85.0 d	З	0	0:00:00.0						
LAS > 115.0	dB	0	0:00:00.0						
LZSpeak > 1	35.0 dB	0	0:00:00.0						
LZSpeak > 1	37.0 dB	0	0:00:00.0						
LZSpeak > 1	40.0 dB	0	0:00:00.0						
Community No	bise	LDN	LDay		LNight				
		59.8 dB	59.8 dB		0.0 dB				
		LDEN	LDav		LEve		LNight		
		59.8 dB	59.8 dB		dB		dB		
Any Data		А		С			z		
	Leve	el	Time Stamp	Level	т	ime Stamp	Level	Tir	me Stamp
L <sub>ea</sub>	59.8 c	IB		dB			dB		
Ls <sub>(max)</sub>	75.4 c	IB	2023-12-15 11:48:28	dB	N	lone	dB	No	ne
LS <sub>(min)</sub>	46.5 c	IB	2023-12-15 11:52:42	dB	N	lone	dB	Nor	ne
L <sub>Peak(max)</sub>	C	IB	None	dB	N	lone	98.1 dB	202	23-12-15 11:48:28
Overloads		Count	Duration						
		0	0:00:00.0						
Statistics									
LAS 5.0		63.4 dB							
LAS 10.0		61.8 dB							
LAS 33.3		59.1 dB							
LAS 50.0		57.8 dB							
LAS 66.6		55.8 dB							



Site Number: ST 5	Site Number: ST 5					
Recorded By: Lindsay Buck						
Job Number: 2023-160						
Date: 12/15/2023						
Time: 12:29 p.m. – 12:44 p.m	Time: 12:29 p.m. – 12:44 p.m.					
Location: On Overhill Drive e	east of La Brea Avenue					
Source of Peak Noise: Vehic	cles on Overhill Drive					
Noise Data						
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)			
67.0	67.0 43.2 82.0 103.8					

	Equipment								
Category	Туре	Vendor	Model	Serial No.	Cert. Date	Note			
	Sound Level Meter	Larson Davis	LxT SE	0006133	05/25/2023				
Sound	Microphone	Larson Davis	377B02	346688	05/23/2023				
Sound	Preamp	Larson Davis	PRMLxT1L	069947	05/25/2023				
	Calibrator	Larson Davis	CAL200	17325	05/12/2023				
	Weather Data								
	Duration: 15 minu	utes		Sky: clear					
	Note: dBA Offset	= 0.08		Sensor Height (ft): 3.5					
Est.	Wind Ave Spe	ed (mph) T	emperature (degi	rees Fahrenheit)	Barometer Pressure (hPa)				
	3	3		70		30.13			



## **Report Summary**

Meter's File Na	me LxT_Data.056.s	Computer's	File Name Lx	T_0006133-20231215	122930-LxT_Data.056.ldbin
Meter	LxT1 0006133	Firmware	2.4	104	
User		Location			
Job Description					
Note					
Start Time	2023-12-15 12:29:30	Duration	0:15:00.3		
End Time	2023-12-15 12:44:31	Run Time	0:15:00.3	Pause Time	0:00:00.0
Pre-Calibration	2023-12-15 10:09:21	Post-Calibration	None	Calibration Deviation	

Overall Metri	CS								
LA	67.0 dE	3							
LAE	96.5 dE	3	SEA	dB					
EA	501.4 µPa²h	1							
EA8	16.0 mPa²h	1							
EA40	80.2 mPa²h	1							
LZS <sub>peak</sub>	103.8 dE	3	2023-12-15 12:34	1:03					
LASmax	82.0 dE	3	2023-12-15 12:34	1:03					
LAS <sub>min</sub>	43.2 dE	3	2023-12-15 12:37	7:36					
LA <sub>eq</sub>	67.0 dE	3							
LC <sub>eq</sub>	75.5 dE	3	LC <sub>eq</sub> - LA <sub>eq</sub>	8.5 dB					
LAIeq	69.1 dE	3	LAI <sub>eq</sub> - LA <sub>eq</sub>	2.1 dB					
Exceedance	S	Count	Duration						
LAS > 85.0	dB	0	0:00:00.0						
LAS > 115.	0 dB	0	0:00:00.0						
LZSpeak >	135.0 dB	0	0:00:00.0						
LZSpeak >	137.0 dB	0	0:00:00.0						
LZSpeak >	140.0 dB	0	0:00:00.0						
Community I	Voise	LDN	LDay		LNight				
		67.0 dB	67.0 dB		0.0 dB				
		LDEN	LDay		LEve	L	Night		
		67.0 dB	67.0 dB		dB		· dB		
Any Data		А		С			Z		
	Lev	el	Time Stamp	Level	Time	Stamp I	Level	٦	Fime Stamp
Leg	67.0	dB		dB			dB		
Ls <sub>(max)</sub>	82.0	dB	2023-12-15 12:34:03	dB	None		dB	Ν	None
LS <sub>(min)</sub>	43.2	dB	2023-12-15 12:37:36	dB	None		dB	Ν	Vone
L <sub>Peak(max)</sub>		dB	None	dB	None	10	)3.8 dB	2	2023-12-15 12:34:03
Overloads		Count	Duration						
		0	0:00:00.0						
Statistics									
LAS 5.0		72.7 dB							
LAS 10.0		71.1 dB							
LAS 33.3		66.5 dB							
LAS 50.0		62.5 dB							
LAS 66.6		57.7 dB							
LAS 90.0		49.2 dB							



Site Number: ST 6	Site Number: ST 6						
Recorded By: Lindsay Buck							
Job Number: 2023-160							
Date: 12/15/2023							
Time: 12:10 p.m. – 12:25 p.m	Time: 12:10 p.m. – 12:25 p.m.						
Location: Parkway southeast	t of intersection of 61st and Citro	us Avenue					
Source of Peak Noise: Vehic	cles on adjacent roadways and	dogs barking					
Noise Data							
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)				
52.9	35.2	74.5	98.9				

	Equipment							
Category	Туре	Type Vendor Model Serial No. Cert. Date Note						
	Sound Level Meter	Larson Davis	LxT SE	0006133	05/25/2023			
Sound	Microphone	Larson Davis	377B02	346688	05/23/2023			
Sound	Preamp	Larson Davis	PRMLxT1L	069947	05/25/2023			
	Calibrator	Larson Davis	CAL200	17325	05/12/2023			
			Weather Data					
	Duration: 15 minu	ites		Sky: clear				
	Note: dBA Offset	= 0.08		Sensor Height (ft): 3.5				
Est.	Wind Ave Spe	ed (mph) T	emperature (deg	rees Fahrenheit) Wind Ave Speed (m		eed (mph)		
	3	3			3			



## **Report Summary**

LAS 90.0

38.1 dB

Meter's File Na	me LxT_Data.055.s	Computer's	File Name L	_xT_0006133-20231215	121008-LxT_Data.055.ldbin
Meter	LxT1 0006133	Firmware	2	2.404	
User		Location			
Job Description					
Note					
Start Time	2023-12-15 12:10:08	Duration	0:15:00.1		
End Time	2023-12-15 12:25:08	Run Time	0:15:00.1	Pause Time	0:00:00.0
Pre-Calibration	2023-12-15 10:09:21	Post-Calibration	None	Calibration Deviation	

<b>Overall Metrics</b>	5							
LA <sub>ea</sub>	52.9 dE	3						
LAE	82.4 dE	3	SEA	dB				
EA	19.5 µPa²h							
EA8	624.0 µPa²h							
EA40	3.1 mPa <sup>2</sup> h							
LZS <sub>peak</sub>	98.8 dE	3	2023-12-15 12:1	6:19				
LAS <sub>max</sub>	74.5 dE	3	2023-12-15 12:1	6:19				
LAS <sub>min</sub>	35.2 dE	3	2023-12-15 12:1	9:23				
LA <sub>ea</sub>	52.9 dE	3						
LC <sub>eq</sub>	63.2 dE	3	LC <sub>ea</sub> - LA <sub>ea</sub>	10.3 dB				
LAlea	56.4 dE	3	LAI <sub>ea</sub> - LA <sub>ea</sub>	3.5 dB				
Exceedances		Count	Duration					
LAS > 85.0 df	3	0	0:00:00.0					
LAS > 115.0 c	B	0	0:00:00.0					
LZSpeak > 13	35.0 dB	0	0:00:00.0					
LZSpeak > 13	37.0 dB	0	0:00:00.0					
LZSpeak > 14	40.0 dB	0	0:00:00.0					
Community No	oise	LDN	LDay		LNigh	t		
		52.9 dB	52.9 dB		0.0 dB			
			I Dov				l Night	
		52.0 dB	52.9 dB					
		02.0 UD	02.0 db		üВ		uD _	
Any Data		A		С			Z	
	Lev	el	Time Stamp	Level		Time Stamp	b Level	Time Stamp
L <sub>eq</sub>	52.9	dB		dB			dB	
Ls <sub>(max)</sub>	74.5	dB	2023-12-15 12:16:19	dB		None	dB	None
LS <sub>(min)</sub>	35.2	dB	2023-12-15 12:19:23	dB		None	dB	None
L <sub>Peak(max)</sub>	(	dB	None	dB		None	98.8 dB	2023-12-15 12:16:19
Overloads		Count	Duration					
		0	0:00:00.0					
Statistics								
LAS 5.0		56.3 dB						
LAS 10.0		50.6 dB						
LAS 33.3		44.6 dB						
LAS 50.0		42.6 dB						
LAS 66.6		41.0 dB						



Site Number: ST 7	Site Number: ST 7						
Recorded By: Lindsay Buck							
Job Number: 2023-160							
Date: 12/15/2023							
Time: 12:47 p.m. – 1:03 p.m.							
Location: On Valley Ridge Av	venue adjacent to Creative Littl	e Stars Preschool Daycare					
Source of Peak Noise: Land	scaping equipment and vehicle	s on Valley Ridge Avenue					
Noise Data							
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)				
61.7	36.3	77.5	99.3				

	Equipment							
Category	Туре	Vendor	Model	Serial No.	Cert. Date	Note		
	Sound Level Meter	Larson Davis	LxT SE	0006133	05/25/2023			
Sound	Microphone	Larson Davis	377B02	346688	05/23/2023			
Souria	Preamp	Larson Davis	PRMLxT1L	069947	05/25/2023			
	Calibrator	Larson Davis	CAL200	17325	05/12/2023			
	Weather Data							
	Duration: 15 minu	utes		Sky: clear				
	Note: dBA Offset	ote: dBA Offset = 0.08			Sensor Height (ft): 3.5			
Est.	Wind Ave Spe	ed (mph) 1	emperature (degi	rees Fahrenheit)	Wind Ave Spe	Wind Ave Speed (mph)		
	3	3		70		3		



## **Report Summary**

LAS 90.0

45.1 dB

Meter's File Na	me LxT_Data.057.s	Computer's	File Name	LxT_0006133-20231215 1	24739-LxT_Data.057.ldbin
Meter	LxT1 0006133	Firmware		2.404	
User		Location			
Job Description					
Note					
Start Time	2023-12-15 12:47:39	Duration	0:15:00.0		
End Time	2023-12-15 13:02:39	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2023-12-15 10:09:21	Post-Calibration	None	Calibration Deviation	

Overall Metric	S								
LA	61.7 dE	3							
LAE	91.2 dE	3	SEA	dB					
EA	147.9 µPa²h	l							
EA8	4.7 mPa²h	l							
EA40	23.7 mPa <sup>2</sup> h	l							
LZS <sub>peak</sub>	99.3 dE	3	2023-12-15 13:02	::26					
LAS <sub>max</sub>	77.5 dE	3	2023-12-15 12:58	:39					
LAS <sub>min</sub>	36.3 dE	3	2023-12-15 13:01	:50					
LA <sub>eq</sub>	61.7 dE	3							
LC <sub>eq</sub>	68.3 dE	3	LC <sub>eq</sub> - LA <sub>eq</sub>	6.6 dB					
LAI <sub>eq</sub>	67.0 dE	3	LAI <sub>eq</sub> - LA <sub>eq</sub>	5.3 dB					
Exceedances		Count	Duration						
LAS > 85.0 d	В	0	0:00:00.0						
LAS > 115.0	dB	0	0:00:00.0						
LZSpeak > 1	35.0 dB	0	0:00:00.0						
LZSpeak > 1	37.0 dB	0	0:00:00.0						
LZSpeak > 1	40.0 dB	0	0:00:00.0						
Community No	oise	LDN	LDay		LNight				
		61.7 dB	61.7 dB		0.0 dB				
			I Dav		I Eve		l Night		
		61.7 dB	61.7 dB		dB		dB		
Any Data		Δ		C			7		
Any Data	Lev		Time Stamp		т	ime Stamp		Time	Stamp
L.	61.7	dB	nino otamp	dB	1.1	into otamp	dB	- Three	otamp
eq Ls(max)	77.5	dB	2023-12-15 12:58:39	dB	N	lone	dB	None	
LS <sub>(min)</sub>	36.3	dB	2023-12-15 13:01:50	dB	N	lone	dB	None	
L <sub>Peak(max)</sub>	(	dB	None	dB	N	lone	99.3 dB	2023-2	12-15 13:02:26
Overloads		Count	Duration						
		0	0:00:00.0						
Statistics									
LAS 5.0		68.1 dB							
LAS 10.0		66.4 dB							
LAS 33.3		58.7 dB							
LAS 50.0		54.0 dB							
LAS 66.6		50.9 dB							

Site Number: ST 8	Site Number: ST 8					
Recorded By: Lindsay Buck						
Job Number: 2023-160						
Date: 12/15/2023						
Time: 1:06 p.m. – 1:21 p.m.						
Location: Wayfinder Family S	Services parking lot adjacent to	Angles Vista Boulevard				
Source of Peak Noise: Vehic	cles on Angles Vista Boulevard					
Noise Data						
Leq (dB)	Leq (dB) Lmin (dB) Lmax (dB) Peak (dB)					
68.1         51.3         83.9         112.4						

Equipment							
Category	Туре	Type Vendor Model			Cert. Date	Note	
	Sound Level Meter	Larson Davis	LxT SE	0006133	05/25/2023		
Sound	Microphone	Larson Davis	377B02	346688	05/23/2023		
Souria	Preamp	Larson Davis	PRMLxT1L	069947	05/25/2023		
	Calibrator	Larson Davis	CAL200	17325	05/12/2023		
			Weather Data				
	Duration: 15 minu	utes		Sky: clear			
	Note: dBA Offset	Note: dBA Offset = 0.08			Sensor Height (ft): 3.5		
Est.	Wind Ave Spe	ed (mph) T	emperature (degr	degrees Fahrenheit) Wind Ave Speed (mph)			
	3	3		70		3	



## **Report Summary**

Meter's File Na	me LxT_Data.058.s	Computer's	File Name Lx	T_0006133-20231215	130613-LxT_Data.058.ldbin
Meter	LxT1 0006133	Firmware	2.4	104	
User		Location			
Job Description					
Note					
Start Time	2023-12-15 13:06:13	Duration	0:15:09.2		
End Time	2023-12-15 13:21:22	Run Time	0:15:09.2	Pause Time	0:00:00.0
Pre-Calibration	2023-12-15 10:09:21	Post-Calibration	None	Calibration Deviation	

Ove	rall Metric	cs								
	LAea	68.1 dE	3							
	LAE	97.7 dE	3	SEA	dB					
	EA	652.3 µPa²h	ı							
	EA8	20.7 mPa²h	ı							
	EA40	103.3 mPa²ł	ו							
	LZS <sub>peak</sub>	112.4 dE	3	2023-12-15 13:20	):51					
	LAS <sub>max</sub>	83.9 dE	3	2023-12-15 13:21	:15					
	LAS <sub>min</sub>	51.3 dE	3	2023-12-15 13:17	7:50					
	LA <sub>eq</sub>	68.1 dE	3							
	LC <sub>eq</sub>	76.1 de	3	LC <sub>eq</sub> - LA <sub>eq</sub>	8.0 dB					
	LAIeq	72.9 dE	3	LAI <sub>eq</sub> - LA <sub>eq</sub>	4.8 dB					
Exce	eedances		Count	Duration						
	LAS > 85.0 d	dB	0	0:00:00.0						
	LAS > 115.0	dB	0	0:00:00.0						
	LZSpeak > 7	135.0 dB	0	0:00:00.0						
	LZSpeak > 7	137.0 dB	0	0:00:00.0						
	LZSpeak > 7	140.0 dB	0	0:00:00.0						
Corr	nmunity N	loise	LDN	LDay		LNight				
			68.1 dB	68.1 dB		0.0 dB				
			LDEN	LDay		LEve		LNight		
			68.1 dB	68.1 dB		dB		dB		
Any	Data		А		С			Z		
		Lev	vel	Time Stamp	Level	-	Time Stamp	Level	٦	Time Stamp
	L <sub>ea</sub>	68.1	dB		dB			dB		
	Ls <sub>(max)</sub>	83.9	dB	2023-12-15 13:21:15	dB	1	None	dB	١	None
	LS <sub>(min)</sub>	51.3	dB	2023-12-15 13:17:50	dB	1	None	dB	٦	None
	L <sub>Peak(max)</sub>		dB	None	dB	1	None	112.4 dB	2	2023-12-15 13:20:51
Ove	rloads		Count	Duration						
			0	0:00:00.0						
Stat	tistics									
	LAS 5.0		73.4 dB							
	LAS 10.0		71.8 dB							
	LAS 33.3		67.1 dB							
	LAS 50.0		64.2 dB							
	LAS 66.6		60.9 dB							
	LAS 90.0		55.3 dB							



Site Number: ST 9	Site Number: ST 9					
Recorded By: Lindsay Buck						
Job Number: 2023-160						
Date: 12/15/2023						
Time: 1:30 p.m. – 1:45 p.m.	Time: 1:30 p.m. – 1:45 p.m.					
Location: Homeland Drive ar	nd Victoria Avenue					
Source of Peak Noise: Vehic	cles on adjacent roadways					
Noise Data						
Leq (dB) Lmin (dB) Lmax (dB) Peak (dB)						
60.3         45.0         76.3         98.7						

Equipment							
Category	Туре	Type Vendor Model			Cert. Date	Note	
	Sound Level Meter	Larson Davis	LxT SE	0006133	05/25/2023		
Sound	Microphone	Larson Davis	377B02	346688	05/23/2023		
Souria	Preamp	Larson Davis	PRMLxT1L	069947	05/25/2023		
	Calibrator	Larson Davis	CAL200	17325	05/12/2023		
			Weather Data				
	Duration: 15 minu	utes		Sky: clear			
	Note: dBA Offset	Note: dBA Offset = 0.08			Sensor Height (ft): 3.5		
Est.	Wind Ave Spe	ed (mph) T	emperature (degr	degrees Fahrenheit) Wind Ave Speed (mph)			
	3	3		70		3	



## **Report Summary**

LAS 90.0

48.1 dB

Meter's File Na	me LxT_Data.059.s	Computer's File Name LxT_0006133-20231215 133011-LxT_Data.059.Idbir				
Meter	LxT1 0006133	Firmware	2	.404		
User		Location				
Job Description						
Note						
Start Time	2023-12-15 13:30:11	Duration	0:15:00.2			
End Time	2023-12-15 13:45:11	Run Time	0:15:00.2	Pause Time	0:00:00.0	
Pre-Calibration	2023-12-15 10:09:21	Post-Calibration	None	Calibration Deviation		

Overall Metric	c								
	60.3 dE	3							
LAF	89 8 dF	3	SEA	dB					
EA	107.2 uPa <sup>2</sup> h	-	02/1	ũ.Đ					
EA8	3.4 mPa²h	1							
EA40	17.1 mPa²h	1							
LZS <sub>peak</sub>	98.7 dE	3	2023-12-15 13:30	):23					
LASmax	76.3 dE	3	2023-12-15 13:31	1:05					
LAS <sub>min</sub>	45.0 dE	3	2023-12-15 13:39	):22					
LA <sub>eq</sub>	60.3 dE	3							
LC <sub>eq</sub>	69.9 dE	3	LC <sub>eq</sub> - LA <sub>eq</sub>	9.6 dB					
LAIeq	62.9 dE	3	LAI <sub>eq</sub> - LA <sub>eq</sub>	2.6 dB					
Exceedances		Count	Duration						
LAS > 85.0 d	В	0	0:00:00.0						
LAS > 115.0	dB	0	0:00:00.0						
LZSpeak > 1	35.0 dB	0	0:00:00.0						
LZSpeak > 1	37.0 dB	0	0:00:00.0						
LZSpeak > 1	40.0 dB	0	0:00:00.0						
Community No	oise	LDN	LDay		LNight				
		60.3 dB	60.3 dB		0.0 dB				
		LDEN	LDav		LEve		LNight		
		60.3 dB	60.3 dB		dB		dB		
Any Data		А		С			Z		
	Lev	el	Time Stamp	Level	-	Time Stamp	Level	Tir	ne Stamp
L <sub>ea</sub>	60.3	dB		dB			dB		
Ls <sub>(max)</sub>	76.3	dB	2023-12-15 13:31:05	dB	I	None	dB	Nor	ne
LS <sub>(min)</sub>	45.0	dB	2023-12-15 13:39:22	dB	I	None	dB	Nor	ne
L <sub>Peak(max)</sub>		dB	None	dB	I	None	98.7 dB	202	23-12-15 13:30:23
Overloads		Count	Duration						
		0	0:00:00.0						
Statistics									
LAS 5.0		66.7 dB							
LAS 10.0		63.9 dB							
LAS 33.3		57.3 dB							
LAS 50.0		54.2 dB							
LAS 66 6		51.5 dB							



Site Number: ST 10	Site Number: ST 10					
Recorded By: Lindsay Buck						
Job Number: 2023-160						
Date: 12/15/2023						
Time: 1:50 p.m. – 2:05 p.m.						
Location: On West Boulevard	d Between 54 <sup>th</sup> Street and 57 <sup>th</sup>	Street				
Source of Peak Noise: Vehic	cles on West Boulevard					
Noise Data						
Leq (dB)Lmin (dB)Lmax (dB)Peak (dB)						
60.0 38.0 77.8 103.6						

	Equipment							
Category	Туре	Type Vendor Model			Cert. Date	Note		
	Sound Level Meter	Larson Davis	LxT SE	0006133	05/25/2023			
Sound	Microphone	Larson Davis	377B02	346688	05/23/2023			
Souria	Preamp	Larson Davis	PRMLxT1L	069947	05/25/2023			
	Calibrator	Larson Davis	CAL200	17325	05/12/2023			
			Weather Data					
	Duration: 15 minu	utes		Sky: clear				
	Note: dBA Offset	Note: dBA Offset = 0.08			Sensor Height (ft): 3.5			
Est.	Wind Ave Spe	ed (mph) 1	emperature (degi	rees Fahrenheit) Wind Ave Speed (mph)				
	3	3		70		3		



## **Report Summary**

Meter's File Na	me LxT_Data.060.s	Computer's File Name LxT_0006133-20231215 135034-LxT_Data.060.Idbin				
Meter	LxT1 0006133	Firmware	2	2.404		
User		Location				
Job Description						
Note						
Start Time	2023-12-15 13:50:34	Duration	0:15:00.8			
End Time	2023-12-15 14:05:35	Run Time	0:15:00.8	Pause Time	0:00:00.0	
Pre-Calibration	2023-12-15 10:09:21	Post-Calibration	None	Calibration Deviation		

Overall Metr	ics						
LA <sub>ea</sub>	60.0 d	В					
LAE	89.5 d	В	SEA	dB			
EA	100.1 µPa²l	h					
EA8	3.2 mPa <sup>2</sup>	h					
EA40	16.0 mPa²l	h					
LZS <sub>peak</sub>	103.6 d	В	2023-12-15 13:5	1:07			
LAS <sub>max</sub>	77.8 d	В	2023-12-15 13:5	1:07			
LAS <sub>min</sub>	38.0 d	В	2023-12-15 14:0	1:21			
LA <sub>eq</sub>	60.0 d	В					
LC <sub>eq</sub>	72.1 d	В	LC <sub>eq</sub> - LA <sub>eq</sub>	12.1 dB			
LAleq	62.7 d	В	LAI <sub>eq</sub> - LA <sub>eq</sub>	2.7 dB			
Exceedance	S	Count	Duration				
LAS > 85.0	) dB	0	0:00:00.0				
LAS > 115	.0 dB	0	0:00:00.0				
LZSpeak >	> 135.0 dB	0	0:00:00.0				
LZSpeak >	> 137.0 dB	0	0:00:00.0				
LZSpeak >	> 140.0 dB	0	0:00:00.0				
Community	Noise	LDN	LDay		LNight		
		60.0 dB	60.0 dB		0.0 dB		
		LDEN	LDay		LEve	LNight	
		60.0 dB	60.0 dB		dB	dB	
Any Data		А		С		Z	
	Lev	vel	Time Stamp	Level	Time Stamp	Level	Time Stamp
L <sub>ea</sub>	60.0	dB		dB		dB	
Ls <sub>(max)</sub>	77.8	dB	2023-12-15 13:51:07	dB	None	dB	None
LS <sub>(min)</sub>	38.0	dB	2023-12-15 14:01:21	dB	None	dB	None
L <sub>Peak(max)</sub>		dB	None	dB	None	103.6 dB	2023-12-15 13:51:07
Overloads		Count	Duration				
		0	0:00:00.0				
Statistics							
LAS 5.0		65.4 dB					
LAS 10.0		63.2 dB					
LAS 33.3		58.2 dB					
LAS 50.0		54.2 dB					
LAS 66.6		49.8 dB					
LAS 90.0		43.9 dB					



Appendices

# Appendix I WSAP Opportunity Sites Land Use and Zoning Definitions

# Appendices

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Location ID	Location	Existing Land Use Designation (Designation: Maximum Density, FAR)	Proposed Land Use Designation (Designation: Maximum Density, FAR)	Existing Zoning Designation	Proposed Zoning Designation
1	Centinela-Green Valley (SE)	H9: 9	H50: 50	R-1	R-4
2	Ladera Center	CG: 50, 1.0	MU: 150, 3.0	C-2	MXD
3	Wateridge Business Center	CG: 50, 1.0	MU: 150, 3.0	C-3	MXD
4a	Slauson-Fairfax/Home Depot Center	CG: 50, 1.0	MU: 150, 3.0	C-3	MXD
4b	Slauson-Fairfax Intersection	CG: 50, 1.0	MU: 150, 3.0	C-2, C-3	MXD
5	Slauson-Heatherdale	MU:C-2MXDCG: 50, 1.0	MU: 150, 3.0	C-2	MXD
6	Slauson-Overhill North	CG: 50, 1.0	MU: 150, 3.0	C-2, R-3-P	MXD
7	Slauson East	MU:C-2C-2CG: 50, 1.0	MU: 150, 3.0	C-2	MXD
8	West 54th Street	CG: 50; 1.0	CG: 50, 1.0	C-2	C-2
9	Leimert Park Adjacent	CG:50, 1.0	MU: 150, 3.0	C-1	MXD
10	Angeles Vista-Valley Ridge	H9: 9	CG: 50, 1.0	R-1	C-2
11	Inglewood Oil Fields	MR, P		A-2, M-1.5	
12	West Fox Hills (Del Rey)	CG: 50, 1.0	MU: 150, 3.0	C-3	MXD
Notes: FAR = floor area ratio, SE = southeast					

#### Table 1 WSAP Opportunity Sites Land Use and Zoning Changes Summary

 Table 2
 County of Los Angeles General Plan Land Use and Zoning Definitions

Land Use	Code	Permitted Density or FAR	Purpose
General Plan Land Use Designation Definitions			
Residential 9	H9	Residential: 0-9 du/net ac	Single family residence
Residential 50	R50	Residential: 20-50 du/net ac	Single family residences, two family residences, multifamily residences.
Mixed Use	MU	Residential: 50-150 du/net ac Non-Residential FAR: 3.0 Mixed Use: 50-150 du/net ac and FAR 3.0	Pedestrian-friendly and community-serving commercial uses that encourage walking, bicycling, and transit use; residential and commercial mixed uses; and multifamily residences.
General Commercial	CG	Residential: 20-50 du/net ac Non-Residential: Maximum FAR 1.0 Mixed Use: 20-50 du/net ac and FAR 1.0	Local-serving commercial uses, including retail, restaurants, and personal and professional services; single family and multifamily residences; and residential and commercial mixed uses.

Mineral Resource	MR	N/A	Areas appropriate for mineral extraction and processing as well as activities related to the drilling for and production of oil and gas.
Public and Semi-Public	Ρ	Residential: Density Varies* Non-Residential: Maximum FAR 3.0	Public and semi-public facilities and community-serving uses, including public buildings and campuses, schools, hospitals, cemeteries, and fairgrounds; airports and other major transportation facilities. Other major public facilities, including planned facilities that may be public-serving but may not be publicly accessible, such as landfills, solid and liquid waste disposal sites, multiple use storm water treatment facilities, and major utilities. *In the event that the public or semi-public use of mapped facilities is terminated, alternative uses that are compatible with the surrounding development, in keeping with community character, are permitted
Los Angeles County Zoni	ing Design	ation Definitions	
Zoning District	Code	Development Standards	Purpose
Single-Family Residence	R-1	Minimum Yard Depths: - Front: 20 feet - Corner Side: 5 feet - Corner Side – Reversed Corner Lot: 10 feet - Interior Side: 5 feet - Rear:15 feet	
Limited Density Multiple Residence - Parking	R-3-P	Minimum Yard Depths: - Front: 15 feet - Corner Side: 5 feet - Corner Side – Reversed Corner Lot: 7.5 feet - Interior Side: 5 feet - Rear:15 feet	Residential Zones preserve, protect, and enhance areas for residential land uses in a range of densities; provide for orderly, well-planned, and balanced growth of residential neighborhoods; and ensure adequate light, air, privacy, and open space for each dwelling. These zones also provide for the appropriate location of public and semi-public uses such as schools, parks, and religious facilities that can serve and complement residential uses.
Medium Density Multiple Residence	R-4	Minimum Yard Depths: - Front: 15 feet - Corner Side: 5 feet - Corner Side – Reversed Corner Lot: 7.5 feet - Interior Side: 5 feet where no building exceeds two stories in height; or 5 feet	

		plus 1 foot for each story that exceeds two stories, except the maximum required side yard depth is 16 feet - Rear:15 feet	
Mixed Use Development	MDX	<ul> <li>FAR</li> <li>FAR: 3.0 for commercial-only, mixed use, and joint live and work developments</li> <li>Minimum FAR for residential use: at least 2/3 of the square footage of the mixed-use development shall be designated for residential use</li> <li>Yards</li> <li>Side and rear yards abutting R-1/R-2 shall have a minimum depth of 15 feet. If the side or rear lot line of the property in Zone MXD is separated from Zone R-1 or R-2 by a highway, street, alley, or an easement of at least 20 feet in width, this requirement regarding side or rear yard depth shall not apply.</li> <li>Height</li> <li>A building or structure shall not exceed 65 feet above grade, excluding chimneys, rooftop antennas, and rooftop recreational spaces, except that the portion of any building sharing a common side or rear lot line with property located within Zone R-1 or R-2 shall have a stepback from the common side or rear lot line so that the height of the building in Zone MXD is no greater than 45 feet at the edge of the building wall facing that common lot line, and shall be recessed back one foot for every one-foot increase in building height, up to a maximum height of 65 feet.</li> </ul>	The Mixed Use Development Zone (MXD) allows for a mixture of residential, commercial, and limited light industrial uses and buildings in close proximity to bus and rail transit stations. Zone MXD integrates a wide range of housing densities with community-serving commercial uses to serve local residents, employees, pedestrians, and consumers. Compact development is encouraged to promote walking, bicycling, recreation, transit use, and community reinvestment, to reduce energy consumption, and to offer opportunities for employment and consumer activities in close proximity to residences.

		<ul> <li>Ground Floor Retail</li> <li>Minimum Width: The width of the street- facing retail component of the ground floor within a mixed use development shall be a minimum of 20 feet.</li> <li>Minimum Height: The floor-to-ceiling height of the ground floor for a street- facing retail component of a mixed use development shall be a minimum of 14 feet.</li> </ul>	
Restricted Commercial	C-1	Maximum Lot Coverage (net): 90%	
Neighborhood Commercial	C-2	Maximum Height of Building/Structure: 35 feet (C-1/C-2), 13x buildable area (C-3)	
General Commercial	C-3	<ul> <li>Yard Depth:</li> <li>Non-residential <ul> <li>Front:, Corner Side, Corner Side –</li> <li>Reversed Corner Lot: 20 feet where a lot fronts on a road classified as a major highway, secondary highway, or parkway; or equal to the front or corner side yard depth required on any contiguous Residential or Agricultural Zone where the property adjoins a street</li> <li>Interior Side: N/A</li> <li>Rear: N/A</li> </ul> </li> <li>Residential: <ul> <li>Front: 15 feet</li> <li>Corner Side: 5 feet</li> <li>Corner Side: 5 feet</li> <li>Rear:15 feet</li> <li>Rear:15 feet</li> <li>Front: N/A</li> <li>Corner Side: 5 feet</li> <li>Rear:15 feet</li> <li>Corner Side: 5 feet</li> <li>Rear:15 feet</li> <li>Interior Side: 5 feet</li> <li>Rear:15 feet</li> <li>Corner Side: 5 feet</li> <li>Rear:15 feet</li> </ul> </li> </ul>	Commercial Zones provide for the orderly, well-planned, and balanced growth of commercial districts; support commercial activity to meet the needs of the community, strengthen the County's tax base; and provide appropriate transitions between commercial and residential uses to promote commercial opportunities and preserve residential quality of life.

		plus one foot for each story that exceeds two stories, except the maximum required site yard depth is 16 feet - Rear:15 feet Minimum Required Landscaping: 10% of Lot	
Heavy Agriculture	A-2	Minimum Yard Depths: - Front: 20 feet - Corner Side: 5 feet - Corner Side – Reversed Corner Lot: 10 feet - Interior Side: 5 feet - Rear:15 feet	The Agricultural Zones (Zones A-1 and A-2) are established to permit a comprehensive range of agricultural uses in areas particularly suited for agricultural activities. Permitted uses are intended to encourage agricultural activities and other such uses required for, or desired by, the inhabitants of the community. An area so zoned may provide the land necessary to permit low-density single-family residential development, outdoor recreational uses, and public and institutional facilities.
Restricted Heavy Manufacturing	M-1.5	FAR 1.0	The Restricted Heavy Manufacturing Zone (Zone M-1.5) allows for light and restricted heavy industry, repair, wholesale, and packaging, including manufacture, assembly, distribution, and storage of goods with low to medium nuisance impacts, but excluding raw-materials production, processing, or bulk handling.
Notes: du/net ac = dwelling unit per net acre, FAR = floor area ratio, N/A = not applicable			

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